

# 80<sup>th</sup> INDIANAPOLIS 500

1996

## DAILY TRACKSIDE REPORT



80th Annual Indianapolis 500-Mile Race  
Broadcast Schedule

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ABC

Saturday, May 11	12:00 pm - 2:30 pm	Pole Day Qualifying
Sunday, May 12	3:00 pm - 4:00 pm	2nd Day Qualifying
Sunday, May 26	11:00 am - 3:30 pm	80th Indianapolis 500

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ESPN

Indianapolis 500 Practice & Time Trials

Friday, May 10	12:30 - 2:30 pm	Practice
Sunday, May 12	5:00 - 7:00 pm	2nd Day Qualifying
Saturday, May 18	3:30 - 5:30 pm	3rd Day Qualifying
Sunday, May 19	5:00 - 7:00 pm	Bubble Day Qualifying
Thursday, May 23	3:30 - 6:00 pm	Practice & Pit Stop Special

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ESPN - Additional Indianapolis 500 Programming

Monday - Friday

May 6 - 10	6:00 - 6:30 pm	Indy Live Daily Report
May 13 - 17	6:00 - 6:30 pm	Indy Live Daily Report
May 20 - 24	6:00 - 6:30 pm	Indy Live Daily Report
Saturday, May 25	3:00 - 4:00 pm	Indy 500 Special
	4:00 - 5:00 pm	Indy 500 Preview

All Times Eastern Daylight Time

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ESPN - The Road To Indy

Friday, March 15	7:30 - 8:00 pm
Saturday, April 13	8:00 - 8:30 pm
Saturday, May 4	1:00 - 2:00 pm

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ESPN2

Indianapolis 500 Practice & Time Trials

Saturday, May 4	2:00 - 4:00 pm	Indy 500 Practice
Sunday, May 5	1:00 - 3:00 pm	Indy 500 Practice
Monday, May 6	12:00 - 3:00 pm	Indy 500 Practice
Tuesday, May 7	12:00 - 3:00 pm	Indy 500 Practice
Wednesday, May 8	12:00 - 3:00 pm	Indy 500 Practice
Thursday, May 9	12:00 - 3:00 pm	Indy 500 Practice
Friday, May 10	2:30 - 5:00 pm	Indy 500 Practice
Sunday, May 12	12:00 - 5:00 pm	Indy 500 Time Trials
Monday, May 13	12:00 - 3:00 pm	Indy 500 Practice
Tuesday, May 14	12:00 - 3:00 pm	Indy 500 Practice
Wednesday, May 15	12:00 - 3:00 pm	Indy 500 Practice
Thursday, May 16	12:00 - 3:00 pm	Indy 500 Practice
Friday, May 17	12:00 - 3:00 pm	Indy 500 Practice
Saturday, May 18	12:00 - 3:00 pm	Indy 500 Time Trials
	5:30 - 7:00 pm	Indy 500 Time Trials
Sunday, May 19	2:00 - 5:00 pm	Indy 500 Time Trials

All Times Eastern Daylight Time

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ESPN2 - Legends of the Brickyard - ESPN2

Tuesday, April 30	5:30 - 6:00 pm	1994 Indy 500
Monday, May 6	3:00 - 3:30 pm	1993 Indy 500
Friday, May 10	5:30 - 6:00 pm	1992 Indy 500
Monday, May 13	5:30 - 6:00 pm	1991 Indy 500
Thursday, May 16	5:30 - 6:00 pm	1990 Indy 500
Friday, May 17	5:30 - 6:00 pm	1989 Indy 500
Monday, May 20	3:30 - 4:00 am	1968 Indy 500
	5:30 - 6:00 pm	1988 Indy 500
Tuesday, May 21	5:30 - 6:00 am	1967 Indy 500
	5:30 - 6:00 pm	1987 Indy 500
	6:00 - 6:30 pm	1972 Indy 500
Wednesday, May 22	3:30 - 4:00 am	1966 Indy 500
	5:30 - 6:00 pm	1986 Indy 500
	6:00 - 6:30 pm	1985 Indy 500
Thursday, May 23	3:30 - 4:00 am	1965 Indy 500
	5:30 - 6:00 pm	1973 Indy 500
Friday, May 24	3:30 - 4:00 am	1964 Indy 500
	5:30 - 6:00 pm	1971 Indy 500
	6:00 - 6:30 pm	1970 Indy 500
Saturday, May 25	3:30 - 4:00 am	1969 Indy 500
	2:00 - 3:00 pm	1995 Indy 500
Sunday, May 26	3:30 - 4:30 am	1995 Indy 500

All Times Eastern Daylight Time

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ESPN2 - Race of Heroes - ESPN2

Monday, April 29	6:00 - 6:30 pm	Jim Rathmann
Thursday, May 2	6:00 - 6:30 pm	Gordon Johncock
Monday, May 6	6:00 - 6:30 pm	Al Unser, Jr.
Tuesday, May 7	6:00 - 6:30 pm	British Invasion
Wednesday, May 8	6:00 - 6:30 pm	Bobby Rahal
Thursday, May 9	6:00 - 6:30 pm	Troy Ruttman
Friday, May 10	6:00 - 6:30 pm	Bill Vukovich
Monday, May 13	6:00 - 6:30 pm	Sam Hanks
Tuesday, May 14	6:00 - 6:30 pm	Tony Bettenhausen
Wednesday, May 15	6:00 - 6:30 pm	Tom Sneva
Thursday, May 16	6:00 - 6:30 pm	Mario Andretti
Friday, May 17	6:00 - 6:30 pm	Dan Gurney
Monday, May 20	6:00 - 6:30 pm	Danny Sullivan
Tuesday, May 21	6:00 - 6:30 pm	Al Unser

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ESPN2 - Post Race - ESPN2

Monday, May 27 9:30 - 11:30 pm Indy 500 Victory Banquet

All Times Eastern Daylight Time

1996 INDIANAPOLIS MOTOR SPEEDWAY  
RADIO NETWORK PROGRAMMING  
80th INDIANAPOLIS 500  
May 26, 1996

May 4 Opening Day  
Trackside Reports Begin

May 9 9:00 - 10:00 pm INDY LIVE

May 11 Pole Day  
11:15 am - 7:15 pm Hourly Reports  
11:30 am - 12:00 pm INDY AM  
6:30 - 7:30 pm INDY PM

May 12 2nd Qualifying  
11:15 am - 7:15 pm Hourly Reports  
6:30 - 7:30 pm INDY PM

May 16 9:00 - 10:00 pm INDY LIVE

May 18 3rd Day Qualifying  
11:15 am - 7:00 pm Hourly Reports  
11:30 am - 12:00 pm INDY AM  
6:30 - 7:30 pm INDY PM

May 19 Bubble Day  
11:15 am - 7:15 pm Hourly Reports  
6:30 - 7:30 pm INDY PM

May 21 9:00 - 10:00 pm INDY LIVE

May 22 Carburetion Day  
9:00 - 10:00 pm INDY LIVE

May 26 80th Indianapolis 500  
11:00 am - approx. 3:30 pm

All Times Eastern Daylight Time

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## **ENTRY INVITATIONS MAILED FOR 80th INDIANAPOLIS 500**

INDIANAPOLIS, March 14, 1996 -- Entry invitations for the 80th Indianapolis 500 were mailed today to 38 race teams eligible to enter and compete for 33 starting spots and the world's richest racing payday in the "Greatest Spectacle in Racing" May 26 at the Indianapolis Motor Speedway.

The entry deadline for the Indy Racing League event is midnight April 5.

Last year's "500" purse was a record \$8,063,550 with winner Jacques Villeneuve, now driving in Formula 1, winning \$1,312,019.

Among drivers expected to be listed on entries are the Indianapolis track record holders for both qualifying, Roberto Guerrero, and the 500-mile race, Arie Luyendyk.

Guerrero set the current official track marks of 232.618 miles per hour for one lap and 232.482 mph for a four-lap qualification run in 1992. Luyendyk won the legendary event in 1990 and set the Indianapolis 500-mile race record of 185.981 mph.

Guerrero finished fifth in the IRL's inaugural Indy 200 at Walt Disney World in January, driving for Pagan Racing. Luyendyk, driving for Jonathan Byrd/Treadway Racing, is one of several IRL drivers to best the track record at Phoenix during recent testing.

At Indy, 1995 "500" pole sitter Scott Brayton returns with Team Menard and will defend his 1995 qualifying performance of 231.604 mph. Team Menard is also expected to enter cars for 1992 front-row veteran Eddie Cheever and the United States Auto Club's 1995 triple champion, rookie Tony Stewart.

Brayton and Luyendyk, his then-Menard teammate, staged a memorable speed duel in practice leading up to Pole Day last year. Luyendyk turned an unofficial practice lap at 234.913 mph on May 12, the fastest lap in the history of the 87-year-old Speedway.

Among several rookies expected to be listed on entries are Buzz Calkins, winner of the Indy 200 at Walt Disney World; Richie Hearn, who qualified for the front row for that race; and Davey Hamilton, driving for four-time "500" winner A.J. Foyt.

The "500", with all reserved seats sold out, will be broadcast live by ABC Sports television and the Indianapolis Motor Speedway Radio Network. More than 70 hours of national television programming on ABC Sports, ESPN and ESPN2 is scheduled surrounding the month of May at the Speedway.

The traditional Speedway opening day with the 500 Festival Mayor's Breakfast and trackside opening ceremonies is Saturday, May 4. The first order of on-track business will be USAC's Rookie Orientation Program, which this year is open to the public and takes place May 4-5-6 rather than the weekend prior to track opening.

IRL teams are currently preparing for the Dura-Lube 200 race at Phoenix International Raceway Sunday, March 24, televised live by ABC Sports and carried by the Indianapolis Motor Speedway Radio Network.

## **PENNZOIL BECOMES OFFICIAL MOTOR OIL OF INDY America's No. 1 Motor Oil Teams Up With No. 1 Racing Event**

INDIANAPOLIS, March 18, 1996 -- Pennzoil Products Company, manufacturer of America's No. 1 selling motor oil, has become the official motor oil of the Indianapolis Motor Speedway (IMS), the Indianapolis 500 and the Indy Racing League.

The announcement was made today by Indianapolis Motor Speedway vice president William R. Donaldson and Pennzoil's senior vice president-marketing, Thomas E. Floyd.

Pennzoil and IMS reacted quickly when learning that the Speedway's official motor oil sponsorship became available on Friday, March 15, and agreed over the weekend to a multi-year relationship which will provide Pennzoil with a dominant presence at the world's most famous race track. Elements of the agreement include track signage, Gasoline Alley presence, and sponsorship of a major attraction in May within Indy FanFest, the Speedway's on-site interactive "500" theme park. Further terms and details of the agreement were not released.

"This agreement will give Pennzoil a year-round presence here at the Speedway," Donaldson said. "We are extremely pleased to extend our partnership with Pennzoil and provide them with official status in the motor oil category beginning with the 80th running of the Indianapolis 500," which will take place on May 26, 1996.

Pennzoil is also one of five official sponsors for Indy's Brickyard 400 NASCAR Winston Cup stock car race.

Commenting on the agreement, Floyd said it gives Pennzoil a tremendous presence at the three top motorsports events in the world, all at one venue -- the Indy 500, the Brickyard 400 and Indy 500 pole day. "This will give us a powerful presence and strengthen our image in the racing world as well as the marketing arena," he noted.

Pennzoil has a long history of involvement in motorsports. Its Indy tradition began with Russ Snowberger in 1930 and continued with Wilbur Shaw in 1935 and Maury Rose in 1951. It has since been marked by victories scored by Johnny Rutherford in 1980, Rick Mears in 1984 and 1988, Danny Sullivan in 1985 and Al Unser in 1987. Last year Gil de Ferran was named the PPG Series Rookie of the Year.

"Racing has always been an important part of our marketing effort," said Floyd, "and we plan to increase our efforts in this area."

Floyd said Pennzoil is equally pleased to participate as the official motor oil of the new Indy Racing League. "Indianapolis racing is in its greatest growth mode ever, and it's our intent to capitalize on that growth in the oil retailing marketplace."

Pennzoil Products Company is a wholly owned subsidiary of Houston-based Pennzoil Company, and its motor oil has been America's No. 1 selling brand for 10 consecutive years.

## 77 ENTRIES FILED FOR 80th INDIANAPOLIS 500

INDIANAPOLIS, April 15, 1996 -- Track record holders Arie Luyendyk and Roberto Guerrero head a list of 35 drivers currently nominated on 77 entries filed to bid for starting spots in the 80th Indianapolis 500 May 26, it was announced today by Indy Racing League officials.

"This is excellent news," IRL executive director Jack Long said. "We anticipated a good response with entries, but this is really strong. We'll have a more complete picture of the entire field as we get closer to opening day in May because there are still a lot of unassigned drivers and entered cars we expect to see matched up. It's going to be interesting to see how this thing comes together."

The entry deadline for cars was midnight, April 5. Drivers can be added later.

Along with the drama of establishing a 33-car starting field for the "500", pre-season testing speeds at the 2.5-mile oval predict record qualifying speeds in May and possibly the fastest field in Indianapolis 500 history. Last year's pole-sitter Scott Brayton clocked a practice lap this spring of 237.555 miles per hour on April 3. He is the fastest of several drivers with unofficial times above the 230-mph plateau and four over 235 mph. Technical advancement of the cars, tires and a freshly repaved racing surface at Indy are all factors in the increased speeds.

Opening day at the Speedway is Saturday, May 4, with the traditional Mayor's Breakfast and Opening Ceremonies. On-track activities through Monday, May 6, will be a very busy schedule of the United States Auto Club's annual Rookie Orientation Program (ROP), open to public spectators for the first time this year. All entrants will be allowed on the track beginning Tuesday, May 7.

Daily practice from the track will be aired live on ESPN and ESPN2, with additional recap shows and qualifying rounds aired on ESPN and ABC Sports. More than 60 hours of national television programming is scheduled as part of "The Greatest Spectacle in Racing," highlighted by ABC Sports' live coverage of the race for the 11th straight year.

Luyendyk set the Indianapolis 500 race record when he won the 1990 event at an average speed of 185.981 miles per hour. Guerrero holds the track's official speed record of 232.618 mph, which he set in a pole-winning qualifying performance in 1992. His four-lap qualifying average of 232.482 mph that day remains the Brickyard's all-time qualifying standard the 1996 qualifiers will be trying to break on Pole Day, Saturday, May 11.

Luyendyk, 42, of Scottsdale, Ariz., also has an Indianapolis 500 pole position to his credit, that coming in 1993. This year he is driving a Jonathan Byrd's Cafeteria/Bryant Heating & Cooling entry for Jonathan Byrd/Treadway Racing of Indianapolis. Guerrero, 37, of San Juan Capistrano, Calif., is listed as driver of two WavePhore/Pennzoil Reynard-Fords entered by Pagan Racing of Corpus Christi, Texas. Each driver has 11 Indy starts.

Brayton, 37, of Coldwater, Mich., with 14 "500" starts, could be the most senior veteran in the field for the second year in a row. He qualified for the pole last year at an average speed of 231.604 miles per hour and is assigned to a pair of Glidden Menards Specials entered by Team Menard of Indianapolis.

Team Menard also entered two Quaker State Menards Specials for 1992 front-row qualifier Eddie Cheever, 38, of Aspen, Colo., and a pair of Menards/Glidden/Quaker State Specials for rookie Tony Stewart, 24, of Rushville, Ind., USAC's triple champion in 1995 who finished second in his Indianapolis

car debut in the Indy 200 at Walt Disney World. Mark Dismore, 39, of Greenfield, Ind., is assigned to a Menards Special.

Team Scandia of Indianapolis entered 10 cars with five drivers and one to be added later. Eliseo Salazar, 40, of Santiago, Chile, who finished fourth, last year in his first "500" start, is listed on two Cristal/Copec Mobil entries. Lyn St. James, 49, of Daytona Beach, Fla., the 1992 Indianapolis 500 Rookie of the Year, is listed on a Lifetime TV/Alta Water/Perry Ellis/Royal Purple entry by Team Scandia. The team's other drivers are rookie Michel Jourdain Jr., 19, of Mexico City on two Herdez Quaker State Canelas entries; rookie Michele Alboreto, 39, of Monte Carlo, a five-time Formula One winner, on two Alta Spring Water/Perry Ellis/Royal Purple machines; and rookie Fermin Velez, 37, of Barcelona, Spain, on two Alta Spring Water/Perry Ellis/Royal Purple entries.

AJ Foyt Enterprises of Houston, headed by four-time Indy winner A.J. Foyt, entered six cars. Rookie Davey Hamilton, 33, of Boise, Idaho, who led his first Indianapolis-car race at Disney World, is listed on an AJ Foyt Copenhagen Racing entry. Veteran Scott Sharp, 28, of Danville, Calif., second-place finisher at the IRL's Phoenix event, is named to a Conseco AJ Foyt Racing machine with no drivers listed on the other four entries.

A pair of rookies who have distinguished themselves in the Indy Racing League's inaugural season to date hope to carry their successes on to their first "500" appearances.

Buzz Calkins, 24, of Denver, Colo., winner of the Indy 200 at Walt Disney World and IRL Championship point leader coming into Indy, is listed on two Bradley Food Marts Reynards by Bradley Motorsports of Denver. Richie Hearn, 25, of Canyon Country, Calif., who qualified for the front row at both Disney World and Phoenix, has been assigned to a pair of Della Penna Motorsports Ralph's Food4Less Fuji Film entries by Della Penna Motorsports of Campbell, Calif.

Buddy Lazier, 28, of Vail, Colo., the pole winner for the Disney World event, is listed on a Hemelgarn Racing-Delta Faucet entry as part of a six-car fleet entered by Hemelgarn Racing of Indianapolis. Stephan Gregoire, 26, of Vittel, France, now living in Indianapolis, was the "500's" fastest rookie in 1993 and will try for his third 1996 IRL start for Hemelgarn.

Davy Jones, 31, of Glenbrook, Nev., is assigned to a pair of Delco Electronics High Tech Team Galles entries. John Paul Jr., 36, of West Palm Beach, Fla., the 1983 Michigan 500 winner, is listed on a V-Line Earl's Supply machine entered by PDM Racing of Indianapolis.

Robbie Buhl, 32, of Grosse Pointe Farms, Mich., who has led both of the IRL's 1996 races, is listed on two entries for Beck Motorsports of Avon, Ind. Beck also entered a pair of cars for Hideshi Matsuda, 41, of Kawasaki-Shi, Japan, the seventh fastest qualifier for the 1995 edition of the "500." Mike Groff, 33, of Los Angeles, third-place finisher at Phoenix, has been assigned to a Valvoline Cummins Craftsman Special by Walker Racing of Indianapolis.

Johnny O'Connell, 33, of Chandler, Ariz., is an IRL regular standing fourth in League points driving for Cunningham Racing. Blueprint Racing of Blue Island, Ill., filed one entry each for 11-time "500" starter Johnny Parsons, 51, of Indianapolis and rookie Jim Guthrie, 34, of Albuquerque, N.M.

Johnny Unser, 37, of Sun Valley, Idaho, son of late "500" veteran Jerry Unser, has been entered in a pair of Ruger Titanium/Project Indy/Reynards by Project Indy of Brownsburg, Ind.



Scott Harrington, 32, of Indianapolis, who passed his driver's test at Indianapolis in 1989, is listed on two entries by Harrington Motorsports/LP Racing of Lebanon, Ind.

Paul Durant, 36, of Manteca, Calif., the first super modified driver to turn a lap over the 150 mile-per-hour barrier at the mile oval at Phoenix, has been named to drive an ABF Motorsports USA Sunrise Rental Canada entry for ABF Motorsports of Indianapolis.

David Kudrave, 30, of San Pedro, Calif., has been assigned to one of two entries filed by Tempero-Giuffre Racing of Fort Collins, Colo.

Randy Tolsma, 29, of Indianapolis, a veteran of west coast super modifieds and USAC's midget and Silver Crown circuits, is listed on two entries by McCormack Motorsports of Avon, Ind. Dan Drinan, 35, of Indianapolis, will run a Loop Hole Racing car. Jeff Wood, 39, of Wichita, Kan., who passed his driver's test in 1990 at the Speedway and will be looking for his first Indy 500 start, is listed on one of two entries filed by Burns Motorsports of Indianapolis.

Butch Brickell, 38, of Miami, is listed as driver of an entry filed by Brickell Racing Group of Miami. Russ Wicks, 33, of Bellevue, Wash., is named to a pair of Gibson Musical Instruments entries from Osella USA of Indianapolis.

The chassis list shows 52 Lolas, 19 Reynards and six unspecified cars. Engines include 41 Ford Cosworth XBs, 12 Menard V6s, eight Buicks, two Mercedes Ilmors and 14 unspecified.

USAC will announce a minimum speed requirement to make the field on Friday, May 10 that will also serve as the target speed for the top 25 cars in IRL points to secure starting berths.

Qualifications are scheduled for May 11-12 and May 18-19 at the historic 2.5-mile oval. The 20 Carburetion Day final practice is set for Thursday, May 23.

ABC Sports will televise the race live starting at 11 a.m. EST on May 26. ABC will also carry live telecasts during Pole Day on May 11 and second-day qualifying on May 12. ESPN and ESPN2 will carry live practice, qualifying and special programming throughout the month. QVC has scheduled an Indy 500 special for May 20.

The Indianapolis Motor Speedway Radio Network will air the race live for its 45th year, carry hourly reports on each qualifying day and continue its "Indy Live" evening call-in program on four days during the month.

**1996 INDIANAPOLIS 500 ENTRY LIST**

2	14	Scott Brayton Coldwater, MI	Glidden Menards Special 95 Lola / Menard V6 / Firestone	Team Menard Inc. Indianapolis, IN
3	6	Eddie Cheever Aspen, CO	Quaker State Menards Special 95 Lola / Menard V6 / Firestone	Team Menard Inc. Indianapolis, IN
4	R	Richie Hearn Canyon Country, CA	Della Penna Motorsports Ralph's Food4Less Fuji Film 95 Reynard / Ford Cosworth V8 / Goodyear	Della Penna Motorsports Campbell, CA
5	11	Arie Luyendyk Scottsdale, AZ	Jonathan Byrd's Cafeteria/Bryant Heating & Cooling 95 Reynard / Ford Cosworth XB / Firestone	Jonathan Byrd/Treadway Racing Indianapolis, IN
6	R	Buzz Calkins Denver, CO	Bradley Food Marts Reynard TBA / Ford Cosworth XB / Firestone	Bradley Motorsports Denver, CO
7	1	Eliseo Salazar Santiago, Chile	Cristal / Copec Mobil 95 Lola / Ford Cosworth V8 / Goodyear	Team Scandia Indianapolis, IN
8	R	Fermin Velez Barcelona, Spain	Alta Spring Water/Perry Ellis/Royal Purple 94 Lola / Ford Cosworth V8 / Goodyear	Team Scandia Indianapolis, IN
9	1	Stephan Gregoire Indianapolis, IN	Hemelgarn Racing 95 Reynard / Ford Cosworth XB / Firestone	Hemelgarn Racing Inc. Indianapolis, IN
10		TBA	Hemelgarn Racing 94 Reynard / Ford Cosworth XB / Firestone	Hemelgarn Racing Inc. Indianapolis, IN
11	2	Scott Sharp Danville, CA	Conseco AJ Foyt Racing 95 Lola / Ford Cosworth XB / Goodyear	A J Foyt Enterprises Houston, TX
12	R	Buzz Calkins Denver, CO	Bradley Food Marts Reynard 95 Reynard / Ford Cosworth XB / Firestone	Bradley Motorsports Denver, CO
14	0	Davey Hamilton Boise, ID	AJ Foyt Copenhagen Racing 95 Lola / Ford Cosworth XB / Goodyear	A J Foyt Enterprises Houston, TX
15	R	David Kudrave San Pedro, CA	Tempero/Giuffre Racing 92 Lola / Buick V6 / Goodyear	Tempero-Giuffre Racing Ft. Collins, CO
16	11	Johnny Parsons Indianapolis, IN	Team Blueprint Racing Inc. 93 Lola / Menard V6 / Firestone	Team Blueprint Racing Inc. Blue Island, IL
17		TBA	Leigh Miller Racing Lola Ford 94 Lola / Ford Cosworth XB / Firestone	Leigh Miller Racing Vest Palm Beach, FL
18	5	John Paul, Jr. West Palm Beach, FL	V-Line Earl's Supply 93 Lola / Menard V6 / Goodyear	PDM Racing Inc. Indianapolis, IN

1996 Indianapolis 500  
Daily Trackside Report

20	R	Tony Stewart Indianapolis, IN	Menards/Glidden/Quaker State/Special 95 Lola / Menard V6 / Firestone	Team Menard Inc. Indianapolis, IN
21	11	Roberto Guerrero San Juan Capistrano, CA	WavePhore/Pennzoil Reynard-Ford 95 Reynard / Ford Cosworth V8 / Goodyear	Pagan Racing Corpus Christi, TX
22	R	Michel Jourdain, Jr. Mexico City, Mexico	Herdez Quaker State Canelas 95 Lola / Ford Cosworth V8 / Goodyear	Team Scandia Indianapolis, IN
23	R	Tony Stewart Indianapolis, IN	Menards/Glidden/Quaker State/Special 95 Lola / Menard V6 / Firestone	Team Menard Inc. Indianapolis, IN
24	R	Randy Tolsma Indianapolis, IN	McCormack Motorsports 93 Lola / TBA / TBA	McCormack Motorsports Avon, IN
25		TBA	Tempero/Giuffre Racing 92 Lola / TBA / Goodyear	Tempero-Giuffre Racing Ft. Collins, CO
27	R	Jim Guthrie Albuquerque, NM	Team Blueprint Racing Inc. 93 Lola / Menard V6 / Firestone	Team Blueprint Racing Inc. Blue Island, IL
28		TBA	PDM Racing Inc. 95 Lola / Ford Cosworth V8 / Goodyear	PDM Racing Inc. Indianapolis, IN
29		TBA	Slick Gardner/Indy Project 92 Lola / Ford Cosworth XB / TBA	Slick Gardner/Indy Project Las Vegas, NV
30	6	Eddie Cheever Aspen, CO	Quaker State Menards Special 95 Lola / Menard V6 / Firestone	Team Menard Inc. Indianapolis, IN
31	R	Randy Tolsma Indianapolis, IN	McCormack Motorsports 93 Lola / TBA / TBA	McCormack Motorsports Avon, IN
32	14	Scott Brayton Coldwater, MI	Glidden Menards Special 95 Lola / Menard V6 / Firestone	Team Menard Inc. Indianapolis, IN
33	R	Michele Alboreto Monte Carlo, Monaco	Alta Spring Water/Perry Ellis/Royal Purple 95 Reynard / Ford Cosworth V8 / Goodyear	Team Scandia Indianapolis, IN
34	1	Eliseo Salazar Santiago, Chile	Cristal / Copec Mobil 95 Lola / Ford Cosworth V8 / Goodyear	Team Scandia Indianapolis, IN
35		TBA	Treadway Racing 95 Reynard / Ford Cosworth XB / Firestone	Treadway Racing Indianapolis, IN
36	R	Dan Drinan Indianapolis, IN	Loop Hole Racing 91 Lola / Buick V6 / Goodyear	Loop Hole Racing Black Forest, CO
37		TBA	Leigh Miller Racing Lola Ford 94 Lola / Ford Cosworth XB / Firestone	Leigh Miller Racing Vest Palm Beach, FL

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38	TBA	PDM Racing Inc./Leigh Miller Racing 94 Lola / Ford Cosworth V8 / Goodyear	PDM Racing Inc./Leigh Miller Racing Indianapolis, IN
39 0	Scott Harrington Indianapolis, IN	Harrington Motorsports/LP Racing 92 Lola / Buick V6 / TBA	Harrington Motorsports/LP Racing Lebanon, IN
40	TBA	Arizona Executive Air 93 Lola / TBA / TBA	Arizona Motor Sport Racing Indianapolis, IN
41	TBA	A J Foyt Enterprises 94 Lola / Ford Cosworth XB / Goodyear	A J Foyt Enterprises Houston, TX
43	TBA	Alta Spring Water/Perry Ellis/Royal Purple 94 Lola / Ford Cosworth V8 / Goodyear	Team Scandia Indianapolis, IN
44 R	Richie Hearn Canyon Country, CA	Della Penna Motorsports Ralph's Food4Less Fuji Film 95 Reynard / Ford Cosworth V8 / Goodyear	Della Penna Motorsports Campbell, CA
45	TBA	Spirit of San Antonio 94 Lola/ Ford Cosworth XB / Firestone	Zunne' Group Racing San Antonio, TX
46 R	Johnny Unser Sun Valley, ID	Ruger-Titanium/Project Indy/Reynard 93 Lola / Ford Cosworth XB / Goodyear	Project Indy Brownsburg, IN
48	TBA	A J Foyt Enterprises 94 Lola / Ford Cosworth XB / Goodyear	A J Foyt Enterprises Houston, TX
50 R	Russ Wicks Bellevue, WA	Gibson Musical Instruments 95 Reynard / Ford Cosworth XB / TBA	Osella USA Inc. Indianapolis, IN
52 0	Robbie Buhl Grosse Pointe, MI	Beck Motorsports 94 Lola / Ford Cosworth XB/ Firestone	Beck Motorsports Avon, IN
53 0	Mark Dismore Greenfield, IN	Menards Special 93 Lola / Menard V6 / Firestone	Team Menard Inc. Indianapolis, IN
54 0	Robbie Buhl Grosse Pointe, MI	Beck Motorsports 94 Lola / Ford Cosworth XB / Firestone	Beck Motorsports Avon, IN
55 R	Russ Wicks Bellevue, WA	Gibson Musical Instruments 95 Reynard / Ford Cosworth XB / TBA	Osella USA Inc. Indianapolis, IN
59	TBA	Hemelgarn Racing 94 Reynard / TBA / Firestone	Hemelgarn Racing Inc. Indianapolis, IN
60 2	Mike Groff Palm Desert, CA	Valvoline Cummins Craftsman Special 95 Reynard / Ford Cosworth XB / Goodyear	Walker Racing Indianapolis, IN
62	TBA	Menards Special	Team Menard Inc.

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		93 Lola / Menard V6 / Firestone	Indianapolis, IN
63	R	Michele Alboreto Monte Carlo, Monaco	Alta Spring Water/Perry Ellis/Royal Purple 95 Lola / Ford Cosworth V8 / Goodyear Team Scandia Indianapolis, IN
64	R	Johnny Unser Sun Valley, ID	Ruger-Titanium/Project Indy/Reynard 95 Reynard / Ford Cosworth XB / Goodyear Project Indy Brownsburg, IN
65		TBA	Tempero/Giuffre Racing 93 Lola / TBA / Goodyear Tempero-Giuffre Racing Ft. Collins, CO
66	0	Jeff Wood Wichita, KS	Burns Motorsports, Inc. 92 Lola / Buick V6 / TBA Burns Motorsports Inc. Indianapolis, IN
68		TBA	Burns Motorsports Inc. 92 Lola / Buick V6 / TBA Burns Motorsports Inc. Indianapolis, IN
70	4	Davy Jones Lake Tahoe, NV	Delco Electronics High Tech Team Galles 95 Lola / Mercedes Ilmor / Goodyear Galles Racing International Albuquerque, NM
72	4	Davy Jone Lake Tahoe, NV	Delco Electronics High Tech Team Galles 95 Lola / Merceds Ilmor / Goodyear Galles Racing International Albuquerque, NM
73	R	Michel Jourdain, Jr. Mexico City, Mexico	Herdez Quaker State Canelas 95 Lola / Ford Cosworth V8 / Goodyear Team Scandia Indianapolis, IN
75	R	Johnny O'Connell Chandler, AZ	Cunningham Racing 95 Reynard / Ford Cosworth XB / Firestone Cunningham Racing El Segundo, CA
77	R	Butch Brickell Miami, FL	Brickell Racing Group 93 Lola / Menard V6 / Goodyear Butch Brickell Miami, FL
79	0	Scott Harrington Indianapolis, IN	Harrington Motorsports/LP Racing 92 Lola / TBA / TBA Harrington Motorsports/LP Racing Lebanon, IN
80		TBA	Arizona Executive Air 92 Lola / TBA / TBA Arizona Motor Sport Racing Indianapolis, IN
82		TBA	A J Foyt Enterprises 93 Lola / Ford Cosworth XB / Goodyear A J Foyt Enterprises Houston, TX
84		TBA	A J Foyt Enterprises 94 Lola / Ford Cosworth XB / Goodyear A J Foyt Enterprises Houston, TX
85		TBA	Spirit of San Antonio 94 Lola / Ford Cosworth XB / Firestone Zunne' Group Racing San Antonio, TX
87		TBA	Pagan Racing 92 Lola / Buick V6 / Goodyear Pagan Racing Corpus Christi, TX

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88	TBA	Average Joe's Sports Pub & Grub 94 Reynard / Cosworth XB / Firestone	Treadway Racing Indianapolis, IN
89	TBA	Hemelgarn Racing 92 Lola / TBA / Firestone	Hemelgarn Racing Inc. Indianapolis, IN
90	4 Lyn St. James Daytona Beach, FL	Lifetime TV/Alta Water/Perry Ellis/Royal Purple 94 Lola / Ford Cosworth V8 / Goodyear	Team Scandia Indianapolis, IN
91	3 Buddy Lazier Vail, CO	Hemelgarn Racing-Delta Faucet 95 Reynard / Ford Cosworth XB / Firestone	Hemelgarn Racing Inc. Indianapolis, IN
92	R Brad Murphey Tucson, AZ	Hemelgarn Racing 92 Lola / Buick V6 / Firestone	Hemelgarn Racing Inc. Indianapolis, IN
93	R Fermin Velez Barcelona, Spain	Alta Spring Water/Perry Ellis/Royal Purple 94 Lola / Ford Cosworth V8 / Goodyear	Team Scandia Indianapolis, IN
94	2 Hideshi Matsuda Kawasaki-Shi, Japan	Beck Motorsports 95 Lola / Ford Cosworth XB / Firestone	Beck Motorsports Avon, IN
95	2 Hideshi Matsuda Kawasaki-Shi, Japan	Beck Motorsports 94 Lola / Ford Cosworth XB / Firestone	Beck Motorsports Avon, IN
96	R Paul Durant Manteca, CA	ABF Motorsports USA Sunrise Rental Canada 92 Lola / Buick V6 / Goodyear	ABF Motorsports LLC Indianapolis, IN
98	11 Roberto Guerrero San Juan Capistrano, CA	WavePhore/Pennzoil/Reynard-Ford 95 Reynard / Ford Cosworth V8 / Goodyear	Pagan Racing Corpus Christi, TX
99	TBA	Pagan Racing 94 Reynard / Ford Cosworth V8 / Goodyear	Pagan Racing Corpus Christi, TX

## **16TH 'SAVE ARNOLD' BARBECUE AT SPEEDWAY MAY 5**

INDIANAPOLIS, April 24, 1996 -- The opening weekend of Indianapolis 500 festivities and track activity is once again the setting for Indiana's largest annual Special Olympics gathering at the "Save Arnold" Barbecue for Special Olympics of Indiana on Sunday, May 5.

Mari Hulman George, chairman of the Indianapolis Motor Speedway, initiated the event in 1981 and has served as the hostess ever since.

Located in the Speedway infield, the "Save Arnold" Barbecue is highlighted by a sports demonstration with Indianapolis 500 drivers, racing personalities, media and Special Olympic athletes. The event, a basketball shoot-out, begins at 2:00 p.m. in the historic Flag Lot behind the main straightaway control tower. Eight teams of three Special Olympic athletes will be teamed with a celebrity for the contest, with bonus points awarded for three-point shots.

The barbecue, in the large tents adjacent to the Flag Lot, will be open from 3:30 p.m. until 7 p.m. Food, as always, is donated by Kroger and Jug's Catering.

All-time contributions to the Special Olympics of Indiana from this annual fundraiser exceed \$1.3 million, with more than \$100,000 raised last year alone. Nearly 5,000 guests, including Special Olympians, their families and supporters, are expected to attend this year's barbecue.

The mid-afternoon sports exhibition is free and open to all Speedway visitors. Advance tickets for the "Save Arnold" Barbecue are \$10 each and include admission to the track, preferred parking, barbecue dinner and admission to the Hall of Fame Museum. Tickets are available at the Speedway Motel and the IMS Ticket Office.

Tickets and further information can be obtained by calling the Special Olympics of Indiana in Indianapolis at 317/328-2000 or statewide toll-free at 1-800-742-0612.

## **INDY FANFEST OPENS MAY 10 AT IMS**

### Two New Attractions Added to Theme Park's Stable

INDIANAPOLIS, May 2, 1996 -- Construction for Indy FanFest, the free, racing-oriented theme park at the Indianapolis Motor Speedway, is already underway in preparation for its May 10 opening date. Occupying more than 215,000 square feet of space next to the Hall of Fame Museum in the legendary track's infield, Indy FanFest will feature two new attractions and many popular returning activities in its Indianapolis 500 entertainment line-up.

New to Indy FanFest is True Value's Indy on the Air, a recreation of a television broadcast center in which fans can record play-by-plays of famous Indy 500 moments, such as the closest finish ever between Al Unser Jr. and Scott Goodyear in 1992, on a keepsake videotape. Other famous moments include Roberto Guerrero's record-setting qualifying run in 1992; the bittersweet battle between Emerson Fittipaldi and Al Unser Jr. in 1989; and the 40-lap duel for the checkered flag between Gordon Johncock and Rick Mears in 1982. Between takes, fans can watch continuous replays of previous Indianapolis 500 action on state-of-the-art video screens.

Audience participation and live demonstrations highlight Coors Pit Row, another new Indy FanFest attraction. Emcees use displays of actual equipment to recreate an Indianapolis-style pit stop, one of the most important factors of race day competition. All the pieces are then put together in an intense, fast-paced film that shows the pit stop as it happens in split-second time.

Gasoline Alley, located at the heart of Indy FanFest, will also feature new tenants this year. Among them is video game company Sega, featuring the interactive Indy 500 racing game with mock cars in which fans can race against each other on cutting-edge screens. Also featured is a unique car display from the Hall of Fame that celebrates "100 Years of the American Automobile."

Popular returning attractions include Goodyear Victory Lane, Kodak Mini Indy, Firestone Legendary Moments Theater and FanFest Marketplace. Indy FanFest will also again feature continuous live entertainment in Pennzoil Park, scheduled Indy 500 driver autograph sessions and a selection of international foods and collectible merchandise.

Volunteers are still needed to help staff Indy FanFest throughout its 11-day run. To apply, interested individuals and groups may contact the 500 Festival's Volunteer Hotline, 317/237-3414.

Indy FanFest is open to the public May 10-13 (first qualifying weekend), 17-19 (second qualifying weekend) and 23-26 (Carburetion Day through Race Day). Admission to Indy FanFest is free with admission to the Speedway grounds.



## DAY 1 -- SATURDAY, MAY 4

Welcome to the 80th running of the Indianapolis 500. Our press room staff, headed by manager Bill York, 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 and will be additionally available on the Speedway's Internet website ([www.brickyard.com](http://www.brickyard.com)). Performance histories will be issued twice daily if two sessions occur and on the Internet site.

Chief Steward Keith Ward closed the track for the day at 3:50 p.m. because of rain. The last time an opening day of the month of May was a total rainout was 1994.

The 16th annual "Save Arnold" Barbecue for Special Olympics of Indiana, the state's largest Special Olympics gathering, is scheduled for 2 p.m. Sunday in the Flag Lot behind the main straightaway control tower. A sports exhibition will match drivers and celebrities with Special Olympians in a basketball shootout. All-time contributions to the Special Olympics of Indiana from this annual fundraiser exceed \$1.3 million, with more than \$100,000 raised in 1995. Nearly 5,000 guests, including Special Olympians, their families and supporters, are expected to attend this year's barbecue. Tickets for the barbecue are \$10 each, include admission to the track, preferred parking, barbecue dinner and admission to the Speedway's Hall of Fame Museum, and are available at the Speedway Motel and IMS ticket office. Food for the barbecue has been donated by Kroger and Jug's Catering. Mari Hulman George, chairman of the Speedway, initiated the event in 1981 and has hosted it each year.

As rain descended on the Speedway throughout the morning, opening ceremonies for the 80th running of the "500" were moved to the Hospitality Tent No. 2 behind the Speedway Flag Lot. At 11:55 a.m., Bud Liebler of Chrysler presented the keys to the 1996 Dodge Viper GTS pace car to Speedway President Tony George, who accepted and presented them to Chief Steward Keith Ward, signifying the opening of the track for the month of May. Other dignitaries present included Mari Hulman George, Chairman of the Speedway; Laura George; Nancy George, Josephine George, Kathi George, Indianapolis Mayor Steve Goldsmith and Martin Levine, manager, Dodge Division, Chrysler Corporation. After opening ceremonies, no cars were on pit road as rain continued.

Television coverage of the 80th running of the Indianapolis 500 and practice, qualifying and preliminary events will be aired nationally on a daily basis during May. Daily practice coverage is scheduled for Noon-2 p.m. daily on weekdays on ESPN2. Qualifying-day coverage is scheduled to be aired on ABC, ESPN and ESPN2. The race will be aired again by ABC Sports. Locally, daily practice coverage will be provided by WNDY-TV. The Indianapolis Motor Speedway Radio Network will air hourly reports on its affiliates throughout the month, plus its Indy AM, Indy PM and Indy Live shows and flag-to-flag coverage of the "500." Complete broadcast schedules for both national and local programming are available in the press room. Oval-track racing celebrates its centennial season this year. John Notte, a USAC steward, did research that showed the first oval-track race was held Sept. 7, 1896 at Narragansett Race Park in Providence, R.I. It was a five-lap race on a one-mile oval. Seven cars participated. The winning time was 15 minutes, 1 second. It was won by one of two Riker-Electrics. The other five cars were Duryeas. The command to start was "Now go, if you can." The research showed 50,000 people attended. Eddie Rickenbacker and Ralph DePalma later raced at the track.

Facts and Figures (compiled by racing historian Bob Watson):

--The most rookies to start in an Indianapolis 500 was 19 in 1919. There were 19 first-time starters in the 1930 field, but Zeke Meyer and Chet Gardner had previously driven relief. Meyer was a relief driver in both 1928 and 1929. Gardner was a relief driver in 1929.

--There have been a total of 616 drivers to start an Indianapolis 500. There have been six rookie winners and seven who won in their first start. They are Ray Harroun (1911), Jules Goux (1913), Rene Thomas (1914), Frank Lockhart (1926), George Souders (1927) and Graham Hill (1966). Louis Meyer was a first-time starter in 1928 when he won for the first time, but he had driven in relief of Wilbur Shaw in 1927.

--There have been 155 drivers to lead the Indianapolis 500. Forty-three led in their first start, the most of any year in the careers of the 155 drivers.

--There have been two first-time starters to qualify for the pole, Walt Faulkner (1950) and Teo Fabi (1983). Lewis Strang started on the pole in 1911 by result of being the first entrant. Faulkner is the only driver to be a "500" fastest qualifier in his first two years, although he didn't start on the 1951 pole.

--The 33rd completed qualifying run of 1996 is expected to be the 500th 200-plus mile-per-hour qualification in Speedway history.

--The fastest qualification run for a first-time starter is a four-lap average of 226.495 miles per hour set by Andre Ribeiro in 1995. Ribeiro also has the fastest qualification lap by a rookie at 227.646.

--New one- and four-lap track records have been established on seven occasions by a rookie driver. Setting one-lap marks only were rookie drivers Rene Thomas (1914), Georges Boillot (1914) and Frank Lockhart (1926). Establishing new one- and four-lap standards were Walt Faulkner (1950), Jim Hurtubise (1960), Mario Andretti (1965) and Teo Fabi (1983).

--Rookie drivers Ed Pimm, Raul Boesel and John Paul Jr. all started from the eighth row in 1985. This is the last time that an entire starting row consisted of all rookies.

--The first driver to successfully complete a drivers' test to run at Indianapolis was Henry Banks in 1936.

--The youngest rookie to start an Indianapolis 500 was Josele Garza at 19 years, 70 days and he won the 1981 Rookie of the Year honor. Michel Jourdain Jr., bidding to make his first start at Indianapolis, will be 19 years, 266 days. Jourdain Jr. drove for a team headed by Garza in Formula 2 last season in Mexico.

--The youngest winner of the Indianapolis 500 was Troy Ruttman at 22 years, 80 days.

--The oldest rookie starter in the Indianapolis 500 was Lyn St. James at 45 years, 72 days and she won the 1992 Rookie of the Year honor.

--The fastest "rookie class" in Indianapolis 500 history is the six rookies in the 1995 field with a combined qualification average speed of 225.818 miles per hour.

--The fastest qualification run by a rookie driver that was NOT fast enough to make the starting field is 224.432 miles per hour by Franck Freon in 1995. Rookie driver Christian Fittipaldi initially qualified for the 1995 race with a speed of 225.246, but withdrew that speed in order to requalify in another car at a speed of 226.375. If Fittipaldi had kept his original speed, it would've made the field.

--Ten first-time starters have qualified for one of the first three positions in an Indianapolis 500 field. They are: 1915 -- Dario Resta, 3rd; 1922 -- Harry Hartz, 2nd; 1930 -- Shorty Cantlon, 3rd; 1931 -- Paul Bost, 3rd; 1932 -- Bryan Saulpaugh, 3rd; 1935 -- Floyd Roberts, 3rd; 1950 -- Walt Faulkner, 1st; 1957 -- Eddie Sachs, 2nd; 1978 -- Rick Mears, 3rd; 1983 -- Teo Fabi, 1st. Prior to 1915, positions were assigned by date of entry receipt or draw.

A total of 34 drivers attended the preliminary meeting Friday for the 16th annual United States Auto Club Rookie Orientation Program. The 20 drivers scheduled initially to take the track for the sessions are

Richie Hearn, Fermin Velez, Buzz Calkins, Justin Bell, Tony Stewart, Michel Jourdain Jr., Racine Gardner, Randy Tolsma, Joe Gosek, Jim Guthrie, Michele Alboreto, Dan Drinan, Tyce Carlson, Scott Harrington, Mark Dismore, Robbie Buhl, Johnny Unser, Johnny O'Connell, Brad Murphey and Paul Durant. Others attending the Friday meeting were David Kudrave, Jeff Wood, Marco Antonio, Jack Hewitt, Kevin Thomas, Mark Cassella, Nick Fornoro Jr., Robbie Groff, Kevin Olson, Bill Rose, Russ Wicks, Billy Roe, Rob Wilson and Kenny Irwin Jr. Veterans Roger Rager and Ted Prappas also attended the meeting. First-time drivers are required to run 10 laps each in five phases of the test. The phases are 185-190 miles per hour, 190-195, 195-200, 200-plus and 200-plus with veteran observation.

A total of 120 drivers have participated in USAC's driver orientation programs since its inception in 1981. Eighty have earned a starting berth in at least one "500." The program has had a completion percentage of 83%, in terms of drivers completing all phases offered. In the past four years, the completion rate has been 100 percent.

The following 30 drivers have passed physicals, according to Dr. Henry Bock, Speedway medical director: Michele Alboreto, Justin Bell, Robbie Buhl, Buzz Calkins, Tyce Carlson, Mark Dismore, Dan Drinan, Paul Durant, Racine Gardner, Joe Gosek, Robbie Groff, Jim Guthrie, Scott Harrington, Richie Hearn, Michel Jourdain Jr., David Kudrave, Arie Luyendyk, Brad Murphey, Johnny O'Connell, Billy Roe, Eliseo Salazar, Tony Stewart, Randy Tolsma, Johnny Unser, Fermin Velez, Russ Wicks, Rob Wilson, Jeff Wood and Alessandro Zampedri.

Drivers will be on Monument Circle in downtown Indianapolis Monday at the first Indy Racing League Race Rock 'N Roll Driver Autograph Party and concert. The event is free and open to the public. Local band Daisy Chain, featuring Jimmy Ryser, will perform live starting at 5 p.m. Bob and Tom of Q95 (WFBQ-FM) will introduce the drivers starting at 5:30 p.m., and drivers will be available for autographs in four special tents.

Tonight's scheduled Skoal USAC National Midget Series program as part of the Clark Racing Series at Indianapolis Raceway Park has been postponed because of rain. It has been rescheduled for next Saturday night as part of a doubleheader with the scheduled Skoal Racing Indiana Sprint Classic.

A total of 22 cars are now at the Speedway, seven have passed technical inspection and 15 are in the process. There was one yellow for 2 hours, 50 minutes, from scheduled starting time to time of track closing. At 4 p.m. today the temperature was 62 degrees with winds SE at 8 miles per hour.

--IMS--

## DAY 2 -- SUNDAY, MAY 5

The #15 Tempero-Giuffre entry of Justin Bell was the first car pushed to pit road this morning. Jim Guthrie was the first driver in uniform on pit road. Mark Dismore was the first to buckle into his assigned car, the #23 Menards/Glidden/Quaker State Special. Team Menard crewman Scott Parks fired Tony Stewart's #20 Menards/Glidden/Quaker State Special first at 8:58 a.m. When the track opened, Michele Alboreto in the #33 Alta Spring Water/Perry Ellis/Royal Purple entry was the first to leave pit road, followed by Stewart and Dismore. Stewart was the first to complete a lap. Dismore was the first to pass a phase of his driver's test at 9:23 a.m. Chief Steward Keith Ward imposed a 185 mile-an-hour speed limit to start the day and lifted it at 9:18 a.m. Track temperature when the Speedway opened was 69 degrees, according to Goodyear tire engineers. The track closed at 9:35 a.m. because of rain.

Although the sports exhibition portion of the 16th annual "Save Arnold" Barbecue for Special Olympics of Indiana was canceled, 30 drivers, former drivers and media representatives came to Tent 3 behind the Speedway's flag lot for an autograph session with Special Olympians and their guests. More than \$75,000 was raised this year, according to Dennis Schmidt, executive director of Special Olympics of Indiana. Corporate sponsors included Target Stores, Pepsi-Cola, 7-Up, Helene Curtis, Frito-Lay and Nabisco. "I think it's wonderful these guys have taken the time to sit down and do this," said Mari Hulman George, chairman of the Speedway, who initiated the event in 1981 and has hosted it each year. Volunteers from the Championship Auto Racing Auxiliary helped to organize the event. Food for the barbecue was donated by Kroger and Jug's Catering. All-time contributions to Special Olympics of Indiana from this annual fundraiser exceed \$1.3 million. Drivers and former drivers attending were David Kudrave, Scott Harrington, Davy Jones, Johnny Unser, Alessandro Zampedri, Ted Prappas, Tony Stewart, Randy Tolsma, Paul Durant, Dan Drinan, Roberto Guerrero, Buzz Calkins, Stephan Gregoire, Gordon Johncock, Jeff Wood, Tyce Carlson, Scott Sharp, Davey Hamilton, Lyn St. James, Butch Brickell, Michele Alboreto, Joe Gosek, Justin Bell, Eddie Cheever, Mike Mosley Jr., Johnny Parsons, Bill Rose, Lyn St. James and Bill Puterbaugh and Dave Calabro from the Speedway public-address staff. Zampedri said he had been looking forward to the sports exhibition, which was scheduled to be a basketball shootout. "Last year, it was baseball," Zampedri said with a smile. "This year it was going to be basketball and I'm pretty good at that."

In the previous 15-year history of USAC's Rookie Orientation Program:

- Most drivers to complete all phases are 12 in 1994.
- Most total laps run, 316, by Marco Greco, 1994.
- Most laps run, all participants, is 1,698 in 1993.
- Total laps turned, in 15 previous programs, is 17,171.

Mark Dismore was the first to complete two phases of the driver's test. Buzz Calkins and Tony Stewart each passed the first phase before the track went yellow for rain this morning. The track closed for the day at 3:30 p.m.

9 cars were on the track today, running 138 laps. Cars on track today: #10 Brad Murphey, Hemelgarn Racing; #12 Buzz Calkins, Bradley Food Marts Reynard; #15 Justin Bell, Tempero-Giuffre Racing; #20 Tony Stewart, Menards/Glidden/Quaker State Special; #22 Michel Jourdain Jr., Herdez Quaker State Canels; #23 Mark Dismore, Menards/Glidden/Quaker State Special; #25 Joe Gosek, Tempero-Giuffre Racing; #33 Michele Alboreto, Alta Spring Water/Perry Ellis/Royal Purple; #44 Richie Hearn, Della Penna Motorsports Ralph's Food 4 Less Fuji Film.

A total of 27 cars are now at the Speedway, 18 have passed technical inspection and 9 are in the process. 9 drivers have been on the track to date. There were two yellows for 5 hours, 43 minutes. Track temperature from Goodyear tire engineers was 69 degrees when the track opened. Winds were out of the east at 12 miles per hour.

--IMS--

**SUNDAY, MAY 5 (12:31)**  
**By Best Speed**

-----BEST-----						
Car	Driver	YR/E/C/T	Entrant	Laps	Time	Speed
1	20	Stewart, Tony	95 L/M/F Team Menard, Inc.	27	46.402	193.957
2	23	Dismore, Mark	95 L/M/F Team Menard, Inc.	29	46.495	193.569
3	33	Alboreto, Michele	95 R/F/G Team Scandia	22	47.708	188.648
4	44	Hearn, Richie	95 R/F/G Della Penna Motorsport	12	47.767	188.415
5	12	Calkins, Buzz	95 R/F/F Bradley Motorsports	21	47.813	188.233
6	15	Bell, Justin	92 L/B/G Tempero-Giuffre Racing	6	64.426	139.695
7	10	Murphey, Brad	94 R/F/F Hemelgarn Racing, Inc.	14	66.726	134.880
8	25	Gosek, Joe	92 L/B/G Tempero-Giuffre Racing	2	90.382	99.577
9	22	Jourdain Jr, Michel	95 L/F/G Team Scandia	3	114.592	78.540

Total Laps: 136

Legend - Chassis: L=Lola, R=Reynard  
Engine: B=Buick, F=Ford Cosworth, M=Menard V6  
Tire: F=Firestone, G=Goodyear

Note: The track opened at 9:00 A.M. for Driver Orientation. Chief Stewart Keith Ward imposed a 185 mile-per-hour speed limit to start the day. At 9:35, the rain started falling, ending the current session.

### DAY 3 -- MONDAY, MAY 6

At 9:19 a.m., Tony Stewart in the #20 Menards/Glidden/Quaker State Special reached 231.774 miles per hour, fastest practice lap for a rookie in the history of the Speedway. The previous fastest was 231.523 miles per hour by Andre Ribeiro on May 11, 1995. Trap speed for Stewart's lap was 235. According to Larry Curry, director of racing for Team Menard, a USAC official told Curry that Stewart could run at any comfortable speed. Curry responded by saying, "Don't just tell me to go out there, because I will (meaning Stewart)." Stewart then went out and got the fast lap. At 2:08 p.m., Stewart reached 230.438 in the #32 Glidden Menards Special. He became the fifth driver in the history of the Speedway to turn 230-plus laps in two different cars on the same day. Andre Ribeiro was the first on May 11, 1995 and Arie Luyendyk, Robby Gordon and Scott Brayton achieved the milestone the following day. AT 4:40 p.m., Stewart turned a lap at 237.336 miles per hour, fastest practice lap in the history of the Speedway, breaking the mark of 234.913 set by Arie Luyendyk at 5:46 p.m., May 12, 1995. Stewart's trap speed on the fastest lap was 244.

The fastest completion of a driver test at the Speedway was 52 minutes (of green time) by Nigel Mansell on May 12, 1993. Mark Dismore was the first to complete four phases of the driver test today at 9:19 a.m. Buzz Calkins in the #12 Bradley Food Marts Reynard was first to complete all five phases at 11:14 a.m. Drivers completing the fourth phase were asked to wait until 11 a.m. (actual final phase start was 11:05 a.m.) for the final observer phase. Based on actual green time running to complete the test, Dismore did it the quickest in 71 minutes, followed by Tony Stewart in 76 minutes, Michele Alboreto in 101 minutes, Calkins in 110 minutes, Michel Jourdain Jr. in 125 minutes and Richie Hearn in 126 minutes. Stewart and Dismore completed the observation phase at 11:15 a.m., Alboreto at 11:34, Jourdain Jr. at 11:38 and Hearn at 11:40. Veteran driver observers for the 11 a.m. final phase were Johnny Rutherford, Gordon Johncock, Scott Brayton and Steve Chassey.

Five drivers completed the final observation phase of drivers' tests this afternoon and were cleared to drive. They were Racine Gardner at 5:06 p.m., Randy Tolsma at 5:07 p.m., Dan Drinan at 5:09 p.m., Brad Murphey at 5:12 p.m. and Jim Guthrie at 5:13 p.m. The drivers serving as observers were Johnny Rutherford, Gordon Johncock, Davey Hamilton, Dean Hall and Scott Sharp. Paul Durant and Johnny Unser each passed the first two phases of driver's tests and Fermin Velez passed the first phase.

TONY STEWART: "It was the first day we really got to let it go and it's fast. We trimmed it out a little from this morning and I ran it flat all the way around. The car feels really balanced. This is the fastest I've run here, even in testing. When I was out there, Larry (Curry) called in and said, 'Pit, pit, pit' and I radioed back and said 'What's wrong?' and he said, 'Nothing. You just were really fast.' I told Larry the car felt more comfortable at 237 than 231. It's like a Cadillac." (about fastest practice lap at Speedway): "I'll take it. I just need two more things...the pole and to win. It's an honor to have the fastest lap. I feel very honored being a rookie and being with Team Menard."

LARRY CURRY (director of racing, Team Menard): "I've had people ask me if I think 240 is doable and this guy sitting next to me (Stewart) thinks there's more left in the car, so we'll see. When Tony came with the team, we gave him the worst car we had. It just goes to show you how talented he is." (Difference between Stewart's car today and last year's pole car): "Nothing." (About Stewart): "I've kept Tony on a short leash through testing. He is very good at listening and following goals. Tony had already run 235 in conditions similar to this. We ran 230, 231 this morning, then we went back and changed engines and you can read into that what you may. There are only six of these cars that have been made and we have them all."

MARK DISMORE: "Six weeks ago, I did about 30-35 minutes of testing, then we came back a week later and did the same, and that's all the time I've had here (this year). ROP went really well. I'm really happy to be affiliated with this team." (about coming here as a "hometown" from Greenfield): "I can understand why the foreign guys want to come over here and run. This place is really special."

BUZZ CALKINS: "UN-believable. It's good to be done (with the test). We just went out there and tried to run it comfortably. Hopefully we can test under normal conditions and start running fast again."

Chief Steward Keith Ward announced that driver's tests would continue 9-10:30 a.m. each day through Friday and during the 2-3 p.m. lunch break as necessary.

The Indianapolis Motor Speedway issued the following statement this afternoon: The Indianapolis Motor Speedway filed suit today in the U.S. District Court for the Southern District of Indiana against CART to protect the IMS "IndyCar" trademark. The suit was necessitated, according to IMS officials, by the lawsuit filed by CART last month against IMS and by CART's continued refusal to comply with the License Agreement under which CART received permission to use the "IndyCar" trademark. In the License Agreement, which is the subject of the dispute, CART acknowledges that IMS is the owner of the trademark and its right to use the trademark is based on the continued participation of its teams in the Indianapolis 500. Tony George, President of the Indianapolis Motor Speedway said, "It is unfortunate CART has decided neither to cooperate nor to adhere to the terms of its contract with us. Indeed, CART continues to trade on our good name at the same time it maligns us and the Indy Racing League, and boycotts our race. Their conduct has left us with no other choice than to file this suit. From now on the lawyers will handle this matter and I will continue to devote my attention to the activities of the Speedway and to the Indianapolis 500 race."

Tiara Motorcoach Corporation (TMC) and Stihl, the outdoor power equipment manufacturer, have signed long-term arrangements to become official sponsors of the Indianapolis Motor Speedway, it was announced today. Tiara becomes the Official Supplier of Luxury Vans for the Speedway and will also award a Dodge TMC conversion van valued at \$35,000 to be presented to the pole winner of the 1996 Indianapolis 500. Stihl has been named the Speedway's Official Supplier of Power Equipment and has inaugurated the "Stihl the Leader" Award of \$5,000 that will recognize the Indianapolis 500 team on the leading edge of technology as voted by a panel.

According to Dr. Henry Bock, Speedway medical director, the following additional drivers passed physicals Sunday: Scott Brayton, Eddie Cheever, Nick Fornoro Jr., Mike Groff, Roberto Guerrero, Davey Hamilton, Gordon Johncock, Davy Jones, Mike Nish and Roger Rager. Today, Gary Bettenhausen, Marco Greco, Buddy Lazier, Johnny Parsons, John Paul Jr., Scott Sharp and Lyn St. James passed physicals, bringing the total to 47.

A check of the observer logs for Day 2 (Sunday) shows that the green light went on at 9 a.m. A debris yellow occurred for one minute at 9:27 a.m. The final yellow came at 9:43 a.m. for a tow-in, followed one minute later by yellow for rain. There was a total of 42 minutes of green time.

A total of 36 cars are now at the Speedway, 22 have passed technical inspection and 14 are in the process. 16 drivers have been on the track to date. There were 12 yellows for 1 hour, 19 minutes. High for the day was 62 degrees at 5 p.m. Low was 51 at 9 a.m. Winds out of east at 13 miles per hour. Track temperature from Goodyear tire engineers at 5:55 p.m. was 79 degrees.

--IMS--

**MONDAY, MAY 6 (18:01)**  
**By Best Speed**

				-----BEST-----		
Car	Driver	YR/E/C/T	Entrant	Laps	Time	Speed
1	20	Stewart, Tony	95 L/M/F Team Menard, Inc .	36	37.921	237.336
2	32	Stewart, Tony	95 L/M/F Team Menard, Inc.	39	39.056	230.438
3	30	Dismore, Mark	95 L/M/F Team Menard, Inc.	23	39.376	228.566
4	22	Jourdain Jr, Michel	95 L/F/G Team Scandia	110	39.447	228.154
5	12	Calkins, Buzz	95 R/F/F Bradley Motorsports	145	39.576	227.411
6	44	Hearn, Richie	95 R/F/G Della Penna Motorsport	110	39.719	226.592
7	33	Alboreto, Michele	95 R/F/G Team Scandia	115	39.750	226.415
8	23	Dismore, Mark	95 L/M/F Team Menard, Inc.	33	40.489	222.283
9	93	Gardner, Racin	94 L/F/F Team Scandia	89	42.622	211.159
10	36	Drinan, Dan	91 L/B/G Loop Hole Racing	91	42.716	210.694
11	27	Guthrie, Jim	93 L/M/F Team Blueprint Racing	108	42.858	209.996
12	10	Murphey, Brad	94 R/F/F Hemelgarn Racing, Inc.	110	43.055	209.035
13	45	Tolsma, Randy	94 L/F/F Zunne' Group Racing	103	43.078	208.923
14	96	Durant, Paul	92 L/B/G ABF Motorsports LLC	43	45.522	197.707
15	64	Unser, Johnny	95 R/F/G Project Indy	50	46.006	195.627
16	25	Gosek, Joe	92 L/B/G Tempero-Giuffre Racing	27	47.583	189.143
17	43	Velez, Fermin	94 L/F/G Team Scandia	15	47.621	188.992
18	15	Bell, Justin	92 L/B/G Tempero-Giuffre Racing	11	52.512	171.389

Total Laps: 1258

Legend - Chassis: L=Lola, R=Reynard  
Engine: B=Buick, F=Ford Cosworth, M=Menard V6  
Tire: F=Firestone, G=Goodyear



## DAY 4 -- TUESDAY, MAY 7

Rain delayed the opening of practice. The track opened for the first time at 2:18 p.m. under yellow and went green at 2:25 p.m. Scott Brayton in the #2 Glidden Menards Special posted a lap at 231.119 miles per hour at 2:30 p.m. and 233.918 at 2:40 p.m., fastest of the day at that point. Brayton then turned a lap at 235.750 at 2:51 p.m., second fastest practice lap in Speedway history. At 2:59 p.m., Eddie Cheever in the #3 Quaker State Menards Special turned a lap at 233.360, second fastest of the day. At 3:54 p.m., Buzz Calkins in the #12 Bradley Food Marts Reynard reached 231.839, third fastest of the day and becoming the fourth driver of the month to exceed 230 miles per hour. At 4:33 p.m., Arie Luyendyk in the #5 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling entry reached 232.162, third fastest of the day. At 5:24 p.m., Tony Stewart in the #20 Menards/Glidden/Quaker State Special ran consecutive laps of 235.516 and 236.121, the last being top speed of the day. At 5:43 p.m., #3 Cheever reached 235.448, third fastest of the day and putting three Team Menard cars at the top of the speed chart. At 5:59 p.m., #3 Cheever reached 235.997, second fastest of the day.

TONY STEWART: (about close call): "I caught Brad (Murphey) on the backstretch and thought I could get by him. I just tried to go underneath him. It was just a learning experience. I won't do that again."

SCOTT BRAYTON: "This is the smoothest, without a doubt, that the track has ever been. If you'd been here before and came back now, it's incredibly smooth and has a lot of grip. It's going to take us places we haven't been yet."

EDDIE CHEEVER: (following Brayton's comment): "...and don't want to go." (about testing): "I haven't done much testing. I spent most of my time in Phoenix in the hospital. It's getting late and the car is extremely well-balanced. I'm almost embarrassed to be running this good so early."

Johnny Unser and Paul Durant each completed the third, fourth and final phases of their driver's tests, becoming the 12th and 13th drivers of the month to complete them. Those passing the driver's test Monday were Mark Dismore, Tony Stewart, Michele Alboreto, Buzz Calkins, Michel Jourdain Jr., Richie Hearn, Racine Gardner, Randy Tolsma, Dan Drinan, Brad Murphey and Jim Guthrie. Veteran driver observers for today's final phase for Durant and Unser were Johnny Rutherford, Gordon Johncock, George Snider and Steve Chassey.

Zunne Group Racing announced this morning in the Trackside Conference Room that Lyn St. James would drive its #45 Spirit of Antonio entry, fielded by McCormack Motorsports. The car is the 1994 Lola/Ford Cosworth that Hideshi Matsuda qualified seventh fastest in the 1995 field. "It's a great feeling to be a veteran here," said St. James. "I know what it's like to be a rookie. You don't screw it up here. There's a confidence level you have to gain here. This is a wonderful place to get clean miles. As a race car driver, anyone who knows me knows I'll do whatever I have to to drive...sweep floors, knock on doors. I'm very proud that this is my first Indy car ride that's not predicated on sponsorships." (Track repaving) "It appears with the speeds that have been run here that the repaving has made a considerable difference, the tires are better and there have been some tweaks made, but the speed gains are probably predicated on track and tire changes." (Difference between a 1-mile oval and the Speedway) "There is no doubt about it, it's busier at Orlando or Phoenix than here, I never found the straightaway in Orlando at all. There is definitely more precision and concentration needed here than on a one-mile oval."

Kevin Olson and Danny Ongais passed their physicals today, bringing the total to 49 drivers, according to Dr. Henry Bock, Speedway medical director.

The inaugural Women's Invitational Golf Tourney to benefit the USAC Benevolent Foundation is scheduled for May 21 on the West Nine at Eagle Creek Golf Course. The foundation was started in the 1950s as a supplement and assistance to long range needs for those injured in USAC competition and

their families. All proceeds from the tournament go directly to the foundation. For information, contact Bill Marvel at the USAC office, (317) 247-5151 or Louise Hardy, tourney chairperson, at (317) 272-6000.

Stan Wattles, who led the Indy Racing League inaugural race at Walt Disney World in January, and his wife, Jill, became the parents of Caroline Alexandra at 11:26 p.m. Monday. Caroline checked in at seven pounds, 15 ounces. "We've already got Caroline's go-kart picked out," Wattles said. He is still recovering from injuries suffered in a crash during practice in March at Phoenix and said he expects to drive Atlantic cars and resume testing in Indianapolis-type cars in June.

23 cars were on the track today, running 754 laps. Cars on track today: #2 Scott Brayton, Glidden Menards Special; #3 Eddie Cheever, Quaker State Menards Special; #5 Arie Luyendyk, Jonathan Byrd's Cafeteria/Bryant Heating & Cooling; #7 Eliseo Salazar, Cristal/Copec Mobil; #8 Alessandro Zampedri, Mi-Jack/AGIP/Dinema; #10 Murphey; #11 Scott Sharp, Conesco AJ Foyt Racing; #12 Calkins; #14 Davey Hamilton, AJ Foyt Copenhagen Racing; #18 John Paul Jr., V-Line Earl's Supply; #21 and #21 Roberto Guerrero, WavePhore/Pennzoil Reynard-Ford; #36 Drinan; #41 Marco Greco, AJ Foyt Enterprises; #44 Hearn; #45 Lyn St. James, Spirit of San Antonio; #60 Mike Groff, Valvoline Cummins Craftsman Special; #64 Unser; #70 Davy Jones, Delco Electronics High Tech Team Galles; #91 Buddy Lazier, Hemelgarn Racing-Delta Faucet; #96 Durant.

A total of 39 cars are now at the Speedway, 38 have passed technical inspection and 1 is in the process. 33 drivers have been on the track to date. There were 8 yellows for 54 minutes. There was four hours, 48 minutes of lost time to start the day because of wet conditions. Temperature was 63 degrees at track closing with winds SE at 3 mph.

--IMS--

**Tuesday May, 7 (6:02 PM)**  
**By Best Speed**

-----BEST-----						
Car	Driver	YR/E/C/T	Entrant	Laps	Time	Speed
1	20	Stewart, Tony	95 L/M/F	Team Menard, Inc.	7	38.116 236.121
2	3	Cheever, Eddie	95 L/M/F	Team Menard, Inc.	54	38.136 235.997
3	2	Brayton, Scott	95 L/M/F	Team Menard, Inc.	50	38.176 235.750
4	5	Luyendyk, Arie	95 R/F/F	Jonathan Byrd/Treadway	56	38.524 233.621
5	21	Guerrero, Roberto	94 R/F/G	Pagan Racing	20	38.737 232.336
6	12	Calkins, Buzz	95 R/F/F	Bradley Motorsports	26	38.820 231.839
7	11	Sharp, Scott	95 L/F/G	AJ Foyt Enterprises	31	39.209 229.539
8	44	Hearn, Richie	95 R/F/G	Della Penna Motorsport	31	39.290 229.066
9	8	Zampedri, Alessandr	94 L/F/G	Team Scandia	87	39.313 228.932
10	7	Salazar, Eliseo	95 L/F/G	Team Scandia	40	39.348 228.728
11	14	Hamilton, Davey	95 L/F/G	AJ Foyt Enterprises	23	39.608 227.227
12	60	Groff, Mike	95 R/F/G	Walker Racing	46	39.644 227.020
13	41	Greco, Marco	94 L/F/G	AJ Foyt Enterprises	38	39.910 225.507
14	18	Paul, John	93 L/M/G	PDM Racing, Inc.	33	40.057 224.680
15	70	Jones, Davy	95 L/MI/G	Galles Racing Internat	29	40.102 224.428
16	21	Guerrero, Roberto	95 R/F/G	Pagan Racing	16	40.345 223.076
17	64	Unser, Johnny	95 R/F/G	Project Indy	70	41.166 218.627
18	36	Drinan, Dan	91 L/B/G	Loop Hole Racing	15	41.675 215.957
19	96	Durant, Paul	92 L/B/G	ABF Motorsports LLC	48	42.109 213.731
20	10	Murphey, Brad	94 R/F/F	Hemelgarn Racing, Inc.	18	43.572 206.555
21	45	St James, Lyn	94 L/F/F	Zunne' Group Racing	11	46.546 193.357
22	4	Hearn, Richie	95 R/F/G	Della Penna Motorsport	4	59.532 151.179
23	91	Lazier, Buddy	95 R/F/F	Hemelgarn Racing, Inc.	1	314.964 28.575

Total Laps: 754

Legend - Chassis: L=Lola, R=Reynard  
Engine: B=Buick, F=Ford Cosworth, M=Menard V6, MI=Mercedes Ilmore  
Tire: F=Firestone, G=Goodyear

## DAY 5 -- WEDNESDAY, MAY 8

Chief Steward Keith Ward closed the track at 2:35 p.m. today because of rain. Today was the second day of the month washed out by rain. The last time two days of the month were entirely washed out was in 1990. The most complete days washed out by rain since 1982 is three in 1989. To date, a total of 24 hours, seven minutes of scheduled practice has been washed out.

Speedway construction for 1996:

The new high-density, hard asphalt track surface was placed in October, 1995. The top three inches of the previous surface were milled off and replaced by three inches of new compound. The rumble strips were removed. The width of the backstretch was extended 30 feet along the inside. New concrete walls and catch fencing was installed along the inside back straightaway. The old asphalt was recycled in other areas on the grounds. A new "yard of bricks" was installed at the finish line (replaced former bricks with different original paving bricks).

In the Northeast Vista, Stands L, L South and M were removed and the Northeast Vista was enlarged and extended beyond the existing locations into the backstretch from Turn 3.

Stand J in Turn 4 was taken apart, refurbished and rebuilt.

North Terrace and Fourth Turn Terrace inside Turn 4 were removed.

A new viewing mound for general admission seating was created inside Turn 4.

Speedway President Tony George will be available for general information and question-and-answer on a national teleconference at 10 a.m. Thursday in the Trackside Conference Room.

Today is the annual USAC Promoter's Day, as the sanctioning body for the Indianapolis 500 entertains promoters from around the country. Among the promoters who attended were Bill Hopton of the Terre Haute Action Track, host of this Friday night's 26th annual Terre Haute First National Bank Tony Hulman Classic sprint-car race and Mike Lewis of Indianapolis Raceway Park, host of this Saturday night's Skoal Racing Indiana Sprint Classic, featuring both the Stoops Freightliner sprint cars and Skoal midgets.

The Bank One Rookie of the Year Committee, composed of Speedway and USAC officials and media representatives, will meet with 1996 first-year driver candidates at 8:30 a.m. Thursday in Bank One's second turn suite.

Roberto Guerrero practiced in both of Pagan Racing's WavePhore/Pennzoil Reynard-Fords Tuesday with a top speed of 232.336. Alan Pagan, the team's owner, said today he plans to run Guerrero as a one-driver effort.

The Speedway started the month of May for the first time in more than 40 years without Speedway historian Bob Laycock manning the front office of the press room. Until his death last November at age 81, Mr. Laycock had attended every Indianapolis 500 since he was born with the exception of the 1995 race. His grandson, Josh, son of Bob Laycock Jr., joined the Speedway press room staff for the month of May on Opening Day and assumed some of the press room's historical and detail duties long associated with his family name.

Don Hutson, a fireman at the Speedway since 1965, died March 31 after a long illness. His most recent assignment was driving the Turn 2 safety truck. At his request, he was buried in a Speedway firesuit. "He loved the place and he lived for the place," said Larry Davidson, an equipment coordinator for the track's fire crew. A small baseball-card size magnetized photo of Hutson is mounted behind the driver's door on

the 14 Speedway fire trucks for the month of May. And a sign hangs from the fence near the Turn 2 fire truck station. It reads: "In Memory of Don Hutson, Fireman & Friend. Turn 2 won't be the same without you."

A total of 45 cars are at the track, 40 have passed technical inspection and none are in the process. 33 drivers have been on the track to date. At 2:43 p.m., the temperature was 66 degrees and winds were calm.

--IMS--

**Wednesday May, 8 (6:02 PM)**  
**By Best Speed**

RAIN!  
Again

Legend - Chassis: L=Lola, R=Reynard  
Engine: B=Buick, F=Ford Cosworth, M=Menard V6, MI=Mercedes Ilmor  
Tire: F=Firestone, G=Goodyear

## DAY 6 -- THURSDAY, MAY 9

At 11:25 a.m., Arie Luyendyk became the first driver of the day to clear the 230 mile-per-hour barrier with successive laps of 231.071 and 232.007, his sixth and seventh laps of the day in the #5 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling entry. At 12:04 p.m., Buddy Lazier became the second to exceed 230 with a lap of 230.409 in the #91 Hemelgarn Racing-Delta Faucet entry, second fastest of the day at the time and seventh of the month to exceed 230. Luyendyk boosted the day's top speed to 232.174 at 12:28 p.m., 232.895 at 12:30 p.m. and 233.143 at 1:11 p.m. Eddie Cheever in the #3 Quaker State Menards Special turned laps of 230.373 miles per hour at 3:11 p.m., 231.238 at 3:12 p.m., and 233.004 and 234.034 at 3:13 p.m., the last being the fastest of the day. At 3:51 p.m., Scott Sharp ran a lap at 231.440 in the #11 Conesco AJ Foyt Racing entry, third fastest of the day. At 3:52 p.m., #91 Lazier reached 231.941, third fastest of the day and 233.161 at 3:53 p.m., second fastest of the day. At 4:03 p.m., Luyendyk turned a lap at 235.337 in the #35 Treadway Racing entry, fastest of the day, becoming the first driver in Speedway history to exceed 230 in two cars in one day in successive years. He also achieved it on May 12, 1995. At 4:20, #35 Luyendyk turned a lap at 237.505, fastest practice lap in Speedway history, and followed it with laps of 237.712 at 4:21 p.m. and 237.774 at 4:22 p.m., successively the fastest practice laps in Speedway history. At 4:37 p.m., Scott Brayton in the #2 Glidden Menards Special turned a lap at 231.083, sixth fastest of the day. At 4:38 p.m., Tony Stewart in the #20 Menards/Glidden/Quaker State Special (234.754) and Davy Jones in the #70 Delco Electronics High Tech Team Galles entry (230.014) became the seventh and eighth cars of the day to exceed 230, Stewart becoming second fastest of the day. At 4:40 p.m., #20 Stewart turned a lap at 235.812, second fastest of the day. At 4:49 p.m., Richie Hearn in the #4 Della Penna Motorsports Ralph's Food 4 Less Fuji Film entry turned laps of 231.196 and, at 4:50 p.m., 231.607 to become seventh fastest of the day. At 4:53 p.m., #2 Brayton reached 233.457, fourth fastest of the day. At 5:03 p.m., #20 Stewart reached 237.029, second fastest of the day. At 5:58 p.m., #2 Brayton reached 234.070, third fastest of the day.

Excluding Sunday, when speed limits were in effect for USAC's Rookie Orientation Program, Team Menard cars had led the speed chart on the last nine consecutive days of practice before Pole Day over the last two years until today.

ARIE LUYENDYK: "I was a little surprised going that quickly. I went 233 in my primary car, then jumped four miles an hour in this one. It wasn't flat all the way around. Turn 3 and 4 aren't much of a problem but Turn 1 and 2 are problems today. I had to turn a lot because of the wind. It wasn't comfortable or an easy ride but this car handles really well. It has the same setup as the other one and I don't know why it goes faster. This car is freer in the corners. It doesn't scrub off as much. We haven't given up on our primary car, but there's a definite possibility that we will use this one. I think 240 is quite possible. All you need is an engine with 10 more horsepower and one-tenth of an inch of boost and of course, the weather helps, too. We'll have to wait and see." (about another driver in a second car): "They (the owners) really won't do it unless I'm for it. We could do it at the last moment but the guy would need to be a veteran, not someone you need to school. We really haven't discussed it fully yet but we'd like to help out the IRL in terms of putting another car in the field. In any way we can help the IRL, we'll be happy to do it."

Robbie Buhl and Tyce Carlson each passed four phases of his driver's test and Joe Gosek passed the first two phases today. Billy Boat passed his physical today, bringing the total to 50 drivers, according to Dr. Henry Bock, Speedway medical director.

Speedway President Tony George was available for a general information national teleconference this morning in the Trackside Conference Room. His comments: (About the sport): "Certainly, the sport itself is in transition. There are a lot of new names. There are a lot of new names in CART. There's been a very warm reception in this community for the drivers who are here. I feel very strongly that this is a unique year, an unusual year in all respects." (About the size of the field): "We have 45 cars on the grounds so far and 40 have been through technical inspection. All indications are that the equipment is capable of attaining acceptable speeds. I don't believe the traditional 33 starting spots will be a problem to fill. The

question is, will we consider expanding it in trying to show appreciation for the support of IRL teams? Our minds are open to any number of things. The possibility is always there to expand beyond 33. We started 35 in recent history (1979)." Expanded notes from the news conference are available from the press room office. The entire teleconference can be accessed in audio form starting Friday on the IMS Internet website (<http://www.brickyard.com>) from the 1996 Indianapolis 500 page.

32 cars were on the track today, running 1,444 laps. Cars on track today: #3 Cheever; #4 Hearn; #5 Luyendyk; #7 Salazar; #8 Zampedri, #9 Stephan Gregoire, Hemelgarn Racing; ; #10 Murphey; #11 Sharp; #12 Calkins; #14 Hamilton; #15 Bell; #16 Johnny Parsons, Team Blueprint Racing, Inc.; #18 Paul Jr.; #20 Stewart; #21 Guerrero; #22 Jourdain Jr.; #25 Gosek; #33 Alboreto; #35 Arie Luyendyk, Treadway Racing; #36 Tyce Carlson, Loop Hole Racing; #36 Drinan; #41 Greco; #45 Lyn St. James, Spirit of San Antonio; #54 Robbie Buhl, Beck Motorsports; #60 Groff, #64 Unser; #70 Jones; #72 Davy Jones, Delco Electronics High Tech Team Galles; #84 Scott Sharp, AJ Foyt Enterprises; #91 Buddy Lazier, Hemelgarn Racing-Delta Faucet; #96 Durant.

A total of 45 cars are now at the Speedway, 40 have passed technical inspection and none are in the process. 33 drivers have been on the track to date. There were 13 yellows for 52 minutes. At 11:30 a.m., the temperature was 77 degrees with winds SW at 17 miles per hour. Track temperature from Goodyear tire engineers was 98 degrees at 10 a.m. and 132 degrees at 1 p.m. Track temperature from Firestone tire engineers was 116 degrees at 4 p.m. At 6 p.m., the temperature was 80 degrees with winds SW at 18 mph.

--IMS--

**Thursday May, 9 (6:02 PM)  
By Best Speed**

		:-----Today-----:			:--Month Combined--:			Date			
R	Car	Driver	YR/C/E/T	Laps	Time	Speed	Laps	Time	Speed	Best	
1	35	Luyendyk, Arie	95 R/F/F	18	37.851	237.774	18	37.851	237.774	5/09/96	
2	20	Stewart, Tony	95 L/M/F	24	37.970	237.029	94	37.921	237.336	5/06/96	
3	2	Brayton, Scott	95 L/M/F	31	38.450	234.070	81	38.176	235.750	5/07/96	
4	3	Cheever, Eddie	95 L/M/F	35	38.456	234.034	89	38.136	235.997	5/07/96	
5	91	Lazier, Buddy	95 R/F/F	40	38.600	233.161	41	38.600	233.161	5/09/96	
6	5	Luyendyk, Arie	95 R/F/F	42	38.603	233.143	98	38.524	233.621	5/07/96	
7	4	Hearn, Richie	95 R/F/G	92	38.803	231.941	96	38.803	231.941	5/09/96	
8	70	Jones, Davy	95 L/MI/G	47	38.844	231.696	76	38.844	231.696	5/09/96	
9	11	Sharp, Scott	95 L/F/G	21	38.887	231.440	52	38.887	231.440	5/09/96	
10	21	Guerrero, Roberto	95 R/F/G	47	39.137	229.961	67	38.737	232.336	5/07/96	
11	22	Jourdain Jr, Michel	95 L/F/G	64	39.277	229.142	177	39.277	229.142	5/09/96	
12	8	Zampedri, Alessandro	95 L/F/G	101	39.372	228.589	188	39.313	228.932	5/07/96	
13	7	Salazar, Eliseo	95 L/F/G	34	39.398	228.438	74	39.348	228.728	5/07/96	
14	12	Calkins, Buzz	95 R/F/F	31	39.448	228.148	223	38.820	231.839	5/07/96	
15	9	Gregoire, Stephan	95 R/F/F	68	39.451	228.131	68	39.451	228.131	5/09/96	
16	33	Alboreto, Michele	95 R/F/G	47	39.514	227.767	184	39.514	227.767	5/09/96	
17	60	Groff, Mike	95 R/F/G	91	39.572	227.434	137	39.572	227.434	5/09/96	
18	41	Greco, Marco	94 L/F/G	39	39.581	227.382	77	39.581	227.382	5/09/96	
19	84	Sharp, Scott	94 L/F/G	23	39.617	227.175	23	39.617	227.175	5/09/96	
20	18	Paul, John	93 L/M/G	54	39.641	227.038	87	39.641	227.038	5/09/96	
21	14	Hamilton, Davey	95 L/F/G	28	39.681	226.809	51	39.608	227.227	5/07/96	
22	7	Salazar, Eliseo	95 L/F/G	36	39.958	225.236	36	39.958	225.236	5/09/96	
23	64	Unser, Johnny	95 R/F/G	44	40.053	224.702	164	40.053	224.702	5/09/96	
24	96	Durant, Paul	92 L/B/G	27	40.464	222.420	118	40.464	222.420	5/09/96	
25	16	Parsons, Johnny	93 L/M/F	17	40.912	219.984	17	40.912	219.984	5/09/96	
26	72	Jones, Davy	95 L/MI/G	18	41.020	219.405	18	41.020	219.405	5/09/96	
27	45	St James, Lyn	94 L/F/F	22	41.739	215.626	33	41.739	215.626	5/09/96	
28	10	Murphey, Brad	94 R/F/F	32	41.961	214.485	174	41.961	214.485	5/09/96	
29	36	Carlson, Tyce	91 L/B/G	80	43.324	207.737	80	43.324	207.737	5/09/96	
30	36	Drinan, Dan	91 L/B/G	5	43.642	206.223	111	41.675	215.957	5/07/96	
31	54	Buhl, Robbie	94 L/F/F	80	43.768	205.630	80	43.768	205.630	5/09/96	
32	25	Gosek, Joe	92 L/B/G	69	46.657	192.897	99	46.657	192.897	5/09/96	
33	15	Bell, Justin	92 L/B/G	37	48.245	186.548	55	48.245	186.548	5/09/96	
34	32	Stewart, Tony	95 L/M/F	0	0.000	0.000	39	39.056	230.438	5/06/96	
35	44	Hearn, Richie	95 R/F/G	0	0.000	0.000	153	39.290	229.066	5/07/96	
36	30	Dismore, Mark	95 L/M/F	0	0.000	0.000	23	39.376	228.566	5/06/96	
37	21	Guerrero, Roberto	95 R/F/G	0	0.000	0.000	16	40.345	223.076	5/07/96	
38	23	Dismore, Mark	95 L/M/F	0	0.000	0.000	62	40.489	222.283	5/06/96	
39	93	Gardner, Racine	94 L/F/G	0	0.000	0.000	89	42.622	211.159	5/06/96	
40	27	Guthrie, Jim	93 L/M/F	0	0.000	0.000	108	42.858	209.996	5/06/96	
41	45	Tolsma, Randy	94 L/F/F	0	0.000	0.000	103	43.078	208.923	5/06/96	
42	43	Velez, Fermin	94 L/F/G	0	0.000	0.000	15	47.621	188.992	5/06/96	
Total Laps:				1444				3594			

Legend - Chassis: L=Lola, R=Reynard  
 Engine: B=Buick, F=Ford Cosworth, M=Menard V6, MI=Mercedes Ilmor  
 Tire: F=Firestone, G=Goodyear



## DAY 7 -- FRIDAY, MAY 10

At 11:05 a.m., Scott Brayton in the #2 Glidden Menards Special turned a lap at 235.270 miles per hour, fastest of the day at that point only five minutes into practice. At 11:19 a.m., #2 Brayton upped it to 235.688. At 11:32 a.m., Tony Stewart in the #20 Menards/Glidden/Quaker State Special reached 236.004, fastest of the day at that point. At 11:50 a.m., Arie Luyendyk in the #35 Treadway Racing entry reached 236.992, fastest of the day at that point. At 12:07 p.m., Scott Sharp in the #11 Conseco AJ Foyt Racing entry, reached 235.300, third fastest of the day, and followed it up with 235.701 at 12:28 p.m., still third fastest. At 12:29 p.m., #35 Luyendyk reached 238.045, fastest practice lap in Speedway history at that point. At 1:04 p.m., #35 Luyendyk reached 239.260, fastest practice lap in Speedway history. The track closed at 3:25 p.m. because of rain.

By 1:15 p.m., 13 drivers and 13 cars had exceeded 230 miles per hour in practice today. On "Fast Friday" of 1995 (May 12), 13 drivers and 16 cars exceeded 230 miles per hour in practice, both track records.

ABC Sports announced today that the network's longstanding broadcasting relationship with the Indianapolis Motor Speedway would be extended through 1999. The agreement covers broadcasts for the Indianapolis 500, the related Indy Racing League (IRL) events, and the Brickyard 400 NASCAR Winston Cup stock car event at IMS. The announcement was made in the Trackside Conference Room by ABC Sports president Steve Bornstein; David Downs, senior vice president of programming for ABC Sports; Tony George, president of the Speedway and Bill Donaldson, IMS vice president. ABC Sports' existing contracts with the Speedway and IRL were extended through 1999 and ABC will have the first negotiation rights to IRL events during that period.

### Pole Day Schedule:

7:00 a.m. -- Gates open  
8:00 - 8:30 a.m. -- Group 1 practice  
8:30 - 9:00 a.m. -- Group 2 practice  
9:00 -10:00 a.m. -- Open practice  
11:00 - 6:00 p.m. -- Qualifications and/or practice

### Pole Day Radio and Television Schedule (Indianapolis times):

10:15 - 6:15 p.m. -- IMS Radio Network, hourly reports  
10:30 -11:30 a.m. -- IMS Radio Network, INDY AM  
11:00 - 1:30 p.m. -- ABC Sports Pole Day qualifying coverage  
Noon -12:30 p.m. -- WNDY, Channel 23, Fan Fest  
5:30 - 6:00 p.m. -- IMS Radio Network, INDY PM  
6:00 - 7:00 p.m. -- WTHR, Channel 13, Eyewitness News/Speedquest  
6:30 - 7:00 p.m. -- WISH, Channel 8, SportsLocker Extra: Qualification Wrapup  
6:30 - 7:00 p.m. -- WRTV, Channel 6, Trackside Six Qualification Summary  
7:00 - 7:30 p.m. -- WNDY, Channel 23, Qualification Recaps  
10:25 -11:05 p.m. -- WXIN, Channel 59, 59 Overtime Extra

The PPG Pole Award of \$100,000 plus trophies crafted by Tiffany's of New York for both driver and car owner and a \$35,000 customized van from Tiara and Dodge heads the list of qualifying awards for the 1996 Indianapolis 500. The PPG Pole Award was started in 1989. Based on Roberto Guerrero's track record of 232.482 miles an hour (2 minutes, 34.851 seconds) for the four-lap run, his pole position in 1992 was worth \$645.78 per second and \$38,746 per minute. Other qualifying awards include:

American Dairy Association -- \$5,000  
Ameritech "Youngest Starting Driver" Award -- \$7,500

Citadel Group "Overachiever" Award -- \$5,000  
Delco Battery/CAM "Great Start" Award -- \$5,000  
GTE "Front Runner" Awards -- \$30,000  
Indianapolis Motor Speedway qualifying prizes -- \$120,000  
Kruse International "First in the Field" Award -- \$5,000  
Loctite Award -- \$3,000  
Mi-Jack "Top Performance" Award -- \$5,000  
Marmon Group "Fastest Rookie Lap" Award -- \$5,000  
NewsPager "Most Consistent Qualifying Laps" Award -- \$5,000  
Nissan "Rookie Team Owner" Award -- \$2,500  
Pinkerton Security "Most Senior Starting Driver Award -- \$5,000  
SRE Industries "My Bubble Burst" Award -- \$5,000  
Sure Start/Automotive Armature "On the Bubble" Award -- \$10,000  
T.P. Donovan "Top Starting Rookie" Award -- \$5,000  
Tiara "Pole Position Car Owner" Award -- \$5,000  
True Value "Pole Winning Chief Mechanic" Award -- \$10,000

Winners in the 30th annual STP/AARWBA writing, photography and broadcasting competitions will be announced May 25 in Indianapolis. The announcement will be made at the annual American Auto Racing Writers and Broadcasters Association breakfast at the Speedway Motel. The annual contest has been funded by STP since its inception in 1967. Competitions are held in 13 categories of writing, photography, radio and television.

Robbie Buhl completed the final observation phase of his driver's test, becoming the 14th of the month to do so. Veteran observers were Eddie Cheever, Steve Chassey and Tero Palmroth.

ARIE LUYENDYK: (about fastest lap today): "I definitely had a pretty good tow on that lap. It was a black car -- I don't know who it was, maybe John Paul Jr. The lap looked good on paper though." (about qualifying): "I'd really like to get the pole. Last year I had a pretty good shot at it but it didn't happen. This year, we have a one-car team and have a really good shot. I think we can put in two laps in the 237 range. Speed fluctuates. The first lap is never as fast but we can probably end up in the 237 range. You only want to run as fast as you have to go in my mind."

Brief explanation of qualifying procedures:

1. 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.
2. 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.
3. If a top 25 car in Indy Racing League points meets the minimum average speed requirement of 220.000 miles per hour, it cannot be bumped.
4. Cars must meet the minimum average speed requirement of 220.000 mph to be eligible for the field.
5. Cars eligible under the IRL qualifying provision for spots in the field if they meet the minimum speed:

#2 Team Menard, #3 Team Menard, #4 Della Penna Motorsports, #5 Jonathan Byrd/Treadway, #7 Team Scandia, #9 Hemelgarn Racing, #11 AJ Foyt Enterprises, #12 Bradley Motorsports, #14 AJ Foyt Enterprises, #15 Tempero-Giuffre, #16 Team Blueprint Racing, #17 Leigh Miller Racing, #18 PDM Racing, #20 Team Menard, #21 Pagan Racing, #25 Tempero-Giuffre Racing, #27 Team Blueprint

Racing, #33 Team Scandia, #41 AJ Foyt Enterprises, #45 Zunne Group Racing, #54 Beck Motorsports, #64 Project Indy, #75 Cunningham Racing, #90 Team Scandia, #91 Hemelgarn Racing.

In an announcement this morning, the Hoosier Lottery will sponsor the #12 Bradley Motorsports entry assigned to Buzz Calkins. In addition, May 17 will be Hoosier Lottery Day at the Speedway; the Hoosier Lottery will award 5,000 tickets to the fastest qualifying driver on both May 18 and May 19; and the Hoosier Millionaire game show will be taped at Fan Fest May 24. "The Hoosier Lottery reached an agreement with Bradley to become a primary sponsor for the Indianapolis 500," said John Dillon, Hoosier Lottery Director. "Buzz and the Calkins family are superb and we think they are the best team here." Calkins said, "Thanks to everyone at the Hoosier Lottery. It's nice to have a local community sponsor and we hope the relationship is beneficial to them and us. And the Hoosier Lotto is up to \$5 million this week."

LANCO International, Inc., and its subsidiary Mi-Jack Products, Inc., has announced a sponsorship of Alessandro Zampedri driving Team Scandia's #8 Mi-Jack/AGIP/Dinema entry.

Pennzoil, which became the Official Motor Oil of the Speedway this year, now has 19 cars contracted to use Pennzoil motor oil in the Indianapolis 500. Pennzoil has posted \$13,000 in contingency prizes, with \$10,000 going to the race winner and has offered free fuel service for the month. Overseeing the changeover to Pennzoil at the Speedway is Jim Reynolds, newly appointed manager of Indianapolis Motor Speedway Racing Services, who celebrated his 25th anniversary as a Valvoline employee in March and left that company a month later to take his job here. He supervises a crew of six that includes Nelson Stewart, father of Tony Stewart.

Treadway Racing announced today that the Oldsmobile Aurora V8 engine will power the team's Indy Racing League program in 1997. Treadway becomes the first IRL team to commit to a specific engine program for 1997. "We believe the Oldsmobile engine will be the superior option for the 1997 IRL season," said Fred Treadway. Ed Keating, program manager for the Aurora IRL project, said, "we are honored that they have the confidence in our program to make a commitment at this time."

The 26th annual Terre Haute First National Bank Tony Hulman USAC sprint car race scheduled for tonight has been postponed to Sunday at the Terre Haute Action Track. Practice is set for 5:30 p.m. with first race at 8 p.m.

29 cars were on the track today, running 685 laps. Cars on track today: #2 Brayton; #3 Cheever; #4 Hearn; #7 Salazar; #8 Zampedri; #9 Gregoire, #10 Murphey; #11 Sharp; #12 Calkins; #14 Hamilton; #15 Gosek; #16 Parsons; #18 Paul Jr.; #20 Stewart; #21 Guerrero; #22 Jourdain Jr.; #25 Gosek; #27 Guthrie; #30 Dismore; #33 Alboreto; #35 Luyendyk; #41 Greco; #45 St. James; #54 Buhl; #60 Groff; #64 Unser; #70 Jones; #91 Lazier; #96 Durant.

A total of 46 cars are now at the Speedway, 42 have passed technical inspection, 38 have received final inspection stickers and none are in the process. 33 drivers have been on the track to date. There were 11 yellows for 2 hours, 48 minutes. At 11 a.m., the temperature was 73 degrees and winds were SW at 8 miles per hour. At 2:10 p.m., the temperature was 71 degrees with winds NW at 25 mph with gusts kicking at 32 mph. At 3:30 p.m., the temperature was 64 degrees and winds were south at 8 mph.

**Friday May, 10 (2:00 PM)  
By Best Speed**

		:-----Today-----:			:--Month Combined--:			Date			
1	35	Luyendyk, Arie	95 R/F/F	30	37.616	239.260	48	37.616	239.260	5/10/96	
2	20	Stewart, Tony	95 L/M/F	10	38.135	236.004	104	37.921	237.336	5/06/96	
3	11	Sharp, Scott	95 L/F/G	28	38.184	235.701	80	38.184	235.701	5/10/96	
4	2	Brayton, Scott	95 L/M/F	19	38.186	235.688	100	38.176	235.750	5/07/96	
5	12	Calkins, Buzz	95 R/F/F	43	38.348	234.693	266	38.348	234.693	5/10/96	
6	91	Lazier, Buddy	95 R/F/F	19	38.399	234.381	60	38.399	234.381	5/10/96	
7	30	Dismore, Mark	95 L/M/F	38	38.676	232.702	61	38.676	232.702	5/10/96	
8	7	Salazar, Eliseo	95 L/F/G	28	38.700	232.558	102	38.700	232.558	5/10/96	
9	33	Alboreto, Michele	95 R/F/G	37	38.762	232.186	221	38.762	232.186	5/10/96	
10	4	Hearn, Richie	95 R/F/G	41	38.887	231.440	137	38.803	231.941	5/09/96	
11	21	Guerrero, Roberto	95 R/F/G	11	38.889	231.428	78	38.737	232.336	5/07/96	
12	70	Jones, Davy	95 L/MI/G	34	38.944	231.101	110	38.844	231.696	5/09/96	
13	14	Hamilton, Davey	95 L/F/G	33	38.984	230.864	84	38.984	230.864	5/10/96	
14	60	Groff, Mike	95 R/F/G	27	39.172	229.756	164	39.172	229.756	5/10/96	
15	41	Greco, Marco	94 L/F/G	39	39.299	229.013	116	39.299	229.013	5/10/96	
16	22	Jourdain Jr, Michel	95 L/F/G	12	39.623	227.141	189	39.277	229.142	5/09/96	
17	64	Unser, Johnny	95 R/F/G	16	39.825	225.989	180	39.825	225.989	5/10/96	
18	8	Zampedri, Alessandro	95 L/F/G	22	39.880	225.677	210	39.313	228.932	5/07/96	
19	45	St James, Lyn	94 L/F/F	25	39.913	225.490	58	39.913	225.490	5/10/96	
20	18	Paul, John	93 L/M/G	10	40.096	224.461	97	39.641	227.038	5/09/96	
21	16	Parsons, Johnny	93 L/M/F	17	40.345	223.076	34	40.345	223.076	5/10/96	
22	9	Gregoire, Stephan	95 R/F/F	20	40.415	222.690	88	39.451	228.131	5/09/96	
23	96	Durant, Paul	92 L/B/G	8	40.483	222.316	126	40.464	222.420	5/09/96	
24	10	Murphey, Brad	94 R/F/F	18	40.600	221.675	192	40.600	221.675	5/10/96	
25	3	Cheever, Eddie	95 L/M/F	12	40.827	220.442	101	38.136	235.997	5/07/96	
26	27	Guthrie, Jim	93 L/M/F	26	41.274	218.055	134	41.274	218.055	5/10/96	
27	54	Buhl, Robbie	94 L/F/F	29	41.592	216.388	109	41.592	216.388	5/10/96	
28	15	Gosek, Joe	92 L/B/G	19	45.364	198.395	19	45.364	198.395	5/10/96	
29	25	Gosek, Joe	92 L/B/G	13	45.713	196.881	112	45.713	196.881	5/10/96	
30	5	Luyendyk, Arie	95 R/F/F	0	0.000	0.000	98	38.524	233.621	5/07/96	
31	32	Stewart, Tony	95 L/M/F	0	0.000	0.000	39	39.056	230.438	5/06/96	
32	44	Hearn, Richie	95 R/F/G	0	0.000	0.000	153	39.290	229.066	5/07/96	
33	84	Sharp, Scott	94 L/F/G	0	0.000	0.000	23	39.617	227.175	5/09/96	
34	7	Salazar, Eliseo	95 L/F/G	0	0.000	0.000	36	39.958	225.236	5/09/96	
35	21	Guerrero, Roberto	95 R/F/G	0	0.000	0.000	16	40.345	223.076	5/07/96	
36	23	Dismore, Mark	95 L/M/F	0	0.000	0.000	62	40.489	222.283	5/06/96	
37	72	Jones, Davy	95 L/MI/G	0	0.000	0.000	18	41.020	219.405	5/09/96	
38	36	Drinan, Dan	91 L/B/G	0	0.000	0.000	111	41.675	215.957	5/07/96	
39	93	Gardner, Racine	94 L/F/G	0	0.000	0.000	89	42.622	211.159	5/06/96	
40	45	Tolsma, Randy	94 L/F/F	0	0.000	0.000	103	43.078	208.923	5/06/96	
41	36	Carlson, Tyce	91 L/B/G	0	0.000	0.000	80	43.324	207.737	5/09/96	
42	43	Velez, Fermin	94 L/F/G	0	0.000	0.000	15	47.621	188.992	5/06/96	
43	15	Bell, Justin	92 L/B/G	0	0.000	0.000	55	48.245	186.548	5/09/96	
Total Laps:				684				4278			

Legend - Chassis: L=Lola, R=Reynard  
 Engine: B=Buick, F=Ford Cosworth, M=Menard V6, MI=Mercedes Ilmor  
 Tire: F=Firestone, G=Goodyear

**1996 Indianapolis 500  
QUALIFYING ORDER  
(Pole Day, May 11)**

----Practice----				
Car	Driver	YR/C/E/T	Speed	Date
1	45 Lyn St. James	94 L/F/G	225.490	5/10/96
2	90 Racine Gardner	94 L/F/G	211.159	5/06/96
3	15 TBA	92 L/B/G	186.548	5/09/96
4	23 TBA	95 L/M/F	222.283	5/06/96
5	25 Joe Gosek	92 L/B/G	196.881	5/10/96
6	99 TBA	94 R/F/G	232.336	5/07/96
7	91 Buddy Lazier	95 R/F/F	234.381	5/10/96
8	64 Johnny Unser	95 R/F/G	225.989	5/10/96
9	8 Alessandro Zampedri	95 L/F/G	228.932	5/07/96
10	41 Marco Greco	94 L/F/G	229.013	5/10/96
11	70 Davy Jones	95 L/MI/G	231.696	5/09/96
12	60 Mike Groff	95 R/F/G	229.756	5/10/96
13	35 Arie Luyendyk	95 R/F/F	239.260	5/10/96
14	4 Richie Hearn	95 R/F/G	231.941	5/09/96
15	20 Tony Stewart	95 L/M/F	237.336	5/06/96
16	18 John Paul, Jr.	93 L/M/G	227.038	5/09/96
17	9 Stephan Gregoire	95 R/F/F	228.131	5/09/96
18	96 Paul Durant	92 L/B/G	222.420	5/09/96
19	36 Dan Drinan	91/L/B/G	215.957	5/07/96
20	12 Buzz Calkins	95 R/F/F	234.693	5/10/96
21	32 TBA	95 L/M/F	230.438	5/06/96
22	44 Richie Hearn	95 R/F/G	229.066	5/07/96
23	30 Mark Dismore	95 L/M/F	232.702	5/10/96
24	10 Brad Murphey	95 R/F/F	221.675	5/10/96
25	27 Jim Guthrie	93 L/M/F	218.055	5/10/96
26	14 Davey Hamilton	95 L/F/G	230.864	5/10/96
27	11 Scott Sharp	95 L/F/G	235.701	5/10/96
28	5 Arie Luyendyk	95 R/F/F	233.621	5/07/96
29	75 TBA			
30	3 Eddie Cheever	95 L/M/F	235.997	5/07/96
31	72 Davy Jones	95 L/MI/G	219.405	5/09/96
32	54 Robbie Buhl	94 L/F/F	216.388	5/10/96
33	84 TBA	94 L/F/G	227.175	5/09/96
34	21 Roberto Guerrero	95 R/F/G	223.076	5/07/96
35	34 Eliseo Salazar	95 L/F/G		
36	33 Michele Alboreto	95 R/F/G	232.186	5/10/96
37	7 Eliseo Salazar	95 L/F/G	225.236	5/09/96
38	43 TBA	94 L/F/G	188.992	5/06/96
39	2 Scott Brayton	95 L/M/F	235.750	5/07/96
40	22 Michel Jourdain Jr.	95 L/F/G	229.142	5/09/96
41	39 Scott Harrington	92 L/B/G		
42	16 Johnny Parsons	93 L/M/F	223.076	5/10/96

## DAY 8 -Pole Day- SATURDAY, MAY 11

Brian Battaglia, Paulo Carcasci, Affonso Giaffone, Jack Hewitt and Jerry Karl passed driver physicals Friday, bringing the total to 55, according to Dr. Henry Bock.

Practice scheduled to start at 8 a.m. was delayed by wet conditions. At 9:45 a.m., the temperature was 45 degrees and winds were out of the north at 12 miles per hour.

Clarence Baker, nephew of Cannonball Baker and a well-known member of the Hall of Fame staff (he's been a Speedway employee for more than 60 years) is pictured in a soon-to-be published travel book "Great Drives," from K-III Magazine Corp. Baker's co-workers gave him a framed copy of the photo when he visited the museum today -- his first time back since February -- when he suffered a stroke.

The minimum qualifying speed requirement of 220 miles an hour for the 80th Indianapolis 500 is not a new procedure. Minimum speed requirements existed for every Indianapolis 500 from 1911 through 1963. The last time a minimum speed requirement was in effect in 1963, the minimum was 135 miles per hour and the pole speed was 151.153. A complete list of minimums and pole speeds/fast qualifiers is available from the press room office.

At a press conference this morning in the Trackside Conference Room, Mechanics Laundry announced sponsorship of the #75 Cunningham Racing entry to be driven by Johnny O'Connell. "On behalf of Darroll French, President and CEO, and our 1,400 employee partners, I am pleased to announce that Mechanics Laundry and Supply will be the major sponsor for driver Johnny O'Connell and the Cunningham race team," said Mac Wright, senior vice president. O'Connell, who is expected to start his driver's test Monday, said, "Needless to say, this is a big relief to me. Actually, I was very confident things would come together. Everyone in Indy has been really supportive. You learn where the term 'Hoosier Hospitality' comes from."

The track went green for 30 minutes of open practice at 11:55 a.m. and #21 Roberto Guerrero and #45 Lyn St. James led a total of 24 cars initially on to the track.

At 11:58 a.m., Johnny Parsons in the #16 Team Blueprint Racing entry went low in Turn 3, did a half-spin over 400 feet to hit the wall with the left side, slid along the wall 180 feet, then came off the wall 330 feet with a full spin to a stop at the end of the north short chute. Parsons suffered a bruised left foot and was examined and released from Hanna Medical Center and cleared to drive. The car sustained heavy left-side and rear-end damage. Arie Luyendyk in the #5 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling entry had two wheels on the grass avoiding a wayward tire from the Parsons accident.

At 12:21 p.m., the track went yellow for a tow-in on #5 Arie Luyendyk. Fred Treadway, the car owner, said the problem was engine-related. The crew immediately went to work on it and Luyendyk took out the team's other car later in the session. NOTE: The car numbers on these two cars were changed this morning. The car currently carrying No. 5 is the car in which Luyendyk ran the fastest practice lap in Speedway history at 239.260 Friday.

At 12:30 p.m., Buzz Calkins in the #12 Bradley Food Marts Reynard turned a lap at 233.973 miles per hour, fastest of the session to that point. At 12:53 p.m., Eddie Cheever in the #3 Quaker State Menards Special turned a lap of 233.876, fastest of session to that point. Also at 12:53, Tony Stewart in the #20 Menards/Glidden/Quaker State Special turned a lap at 235.719, fastest of session.

Marco Greco in the #41AJ Foyt Enterprises entry lost an engine during the practice and the crew was changing it as practice ended. Scott Sharp in the #11 Consecro AJ Foyt Racing entry also lost an engine going into Turn 3 during the practice and the car was also returned to the garage for an engine change.

At 1:35 p.m., the track temperature was 77 degrees, according to Goodyear tire engineers.

2:00 p.m. #45 LYN ST. JAMES/Daytona Beach, FL  
Spirit of San Antonio - 94 L/F/G

QA - 1	1	--	39.979	--	225.118	Q - 1
	2	--	40.055	--	224.691	Locked In
	3	--	40.039	--	224.781	
	4	--	40.216	--	223.792	
	T		2:40.289	--	224.594	

2:05 p.m. #91 BUDDY LAZIER/Vail, CO  
Hemelgarn Racing-Delta Faucet - 95 R/F/F

QA - 2	1	--	38.878	--	231.493	Q - 2
	2	--	38.864	--	231.577	Locked In
	3	--	38.888	--	231.434	
	4	--	38.899	--	231.368	
	T		2:35.529	--	231.468	

2:10 p.m. #64 JOHNNY UNSER/Sun Valley, ID  
Ruger-Titanium/Project Indy/Reynard - 95 R/F/G

QA - 3	1	--	39.868	--	225.745	Q - 3
	2	--	39.836	--	225.926	Locked In
	3	--	39.743	--	226.455	
	4	--	39.764	--	226.335	
	T		2:39.211	--	226.115	

Johnny Unser becomes the first rookie at Indianapolis to lock in a qualifying position.

2:15 p.m. #8 ALESSANDRO ZAMPEDRI/Monte Carlo, Monaco  
Mi-Jack/AGIP/Dinema - 95 L/F/G

QA - 4	1	--	39.200	--	229.592	Q - 4
	2	--	39.182	--	229.697	
	3	--	39.217	--	229.492	
	4	--	39.199	--	229.598	
	T		2:36.798	--	229.595	

2:20 p.m. #70 DAVY JONES/Lake Tahoe, NV  
Delco Electronics High Tech Team Galles - 95 L/MI/G

QA - 5	1	--	38.636	--	232.943	Q - 5
	2	--	38.660	--	232.799	
	3	--	38.673	--	232.721	
	4	--	38.616	--	233.064	
	T		2:34.585	--	232.882	

Davy Jones sets the new 1 and 4 lap track records. Previous record holder was Roberto Guererro who set 1 and 4 lap records in 1992 of 232.618 and 232.482 respectively.

2:24 p.m. #60 MIKE GROFF/Palm Desert, CA  
Valvoline Cummins Craftsman Special - 95 R/F/G

QA - 6 1 -- 39.286 -- 229.089 Q - 6  
2 -- 39.293 -- 229.048  
3 -- 39.361 -- 228.653  
4 -- 39.469 -- 228.027  
T 2:37.409 -- 228.704

2:29 p.m. #4 RICHIE HEARN/Canyon Country, CA  
Della Penna Motorsports Ralph's Food 4 Less Fuji Film - 95 R/F/G

QA - 7 1 -- 39.639 -- 227.049 Q - 7  
2 -- 39.704 -- 226.677 Locked In  
3 -- 39.759 -- 226.364  
4 -- 39.824 -- 225.994  
T 2:38.926 -- 226.521

Richie Hearn sets the 4 lap record for a rookie.

2:34 p.m. #20 TONY STEWART/Indianapolis, IN  
Menards/Glidden/Quaker State/Special - 95 L/M/F

QA - 8 1 -- 38.620 -- 233.040 Q - 8  
2 -- 38.597 -- 233.179 Locked In  
3 -- 38.614 -- 233.076  
4 -- 38.609 -- 233.106  
T 2:34.440 -- 233.100

Tony Stewart is the first rookie to set both 1 and 4 lap records since Teo Fabi in 1983. Previous to Stewart and Fabi, 3 other rookies (Walt Faulkner - 1950, Jim Hurtubise - 1960, Mario Andretti - 1965) accomplished the same feat.

2:38 p.m. #18 JOHN PAUL, JR./West Palm Beach, FL  
V-Line Earl's Supply - 93 L/M/G

QA - 9 1 -- 39.880 -- 225.677 UA - 1  
2 -- 41.011 -- 219.453  
3 -- waved off

2:43 p.m. #12 BUZZ CALKINS/Denver, CO  
Bradley Food Marts/Reynard - 95 R/F/F

QA - 10 1 -- 39.478 -- 227.975 Q - 9  
2 -- 39.346 -- 228.740 Locked In  
3 -- 39.188 -- 229.662  
4 -- 39.184 -- 229.686  
T 2:37.196 -- 229.013

2:51 p.m. #27 JIM GUTHRIE/Albuquerque, NM  
Team Blueprint Racing Inc. - 93 L/M/F



QA - 11 1 -- 40.485 -- 222.305      Q - 10  
2 -- 40.477 -- 222.348      Locked In  
3 -- 40.464 -- 222.420  
4 -- 40.449 -- 222.502  
T 2:41.875 -- 222.394

2:56 p.m. #14 DAVEY HAMILTON/Boise, ID  
AJ Foyt Copenhagen Racing - 95 L/F/G

QA - 12 1 -- 39.319 -- 228.897      Q - 11  
2 -- 39.335 -- 228.804      Locked In  
3 -- 39.304 -- 228.984  
4 -- 39.325 -- 228.862  
T 2:37.283 -- 228.887

3:01 p.m. #3 EDDIE CHEEVER/Aspen, CO  
Quaker State Menards Special - 95 L/M/F

QA - 13 1 -- 39.032 -- 230.580      Q - 12  
2 -- 38.825 -- 231.809      Locked In  
3 -- 38.758 -- 232.210  
4 -- 38.704 -- 232.534  
T 2:35.319 -- 231.781

3:06 p.m. #21 ROBERTO GUERRERO/San Juan Capistrano, CA  
WavePhore/Pennzoil Reynard-Ford - 95 R/F/G

QA - 14 1 -- 39.123 -- 230.044      Q - 13  
2 -- 38.777 -- 232.096      Locked In  
3 -- 38.850 -- 231.660  
4 -- 38.843 -- 231.702  
T 2:35.593 -- 231.373

3:09 p.m. #33 MICHELE ALBORETO/Monte Carlo, Monaco  
Alta Spring Water/Perry Ellis/Royal Purple - 95 R/F/G

QA - 15 1 -- 40.153 -- 224.143      UA - 1  
2 -- 40.157 -- 224.120  
3 -- waved off

3:14 p.m. #34 ELISEO SALAZAR/Santiago, Chile  
Cristal/Copec Mobil - 95 L/F/G

QA - 16 1 -- 38.668 -- 232.751      Q - 14  
2 -- 38.652 -- 232.847      Locked In  
3 -- 38.710 -- 232.498  
4 -- 38.686 -- 232.642  
T 2:34.716 -- 232.684

3:19 p.m. #2 SCOTT BRAYTON/Coldwater, MI  
Glidden Menards Special - 95 L/M/F

QA - 17 1 -- 38.868 -- 231.553      Q - 15

2 -- 38.921 -- 231.238      Locked In  
3 -- 38.867 -- 231.559  
4 -- 38.828 -- 231.791  
T 2:35.484 -- 231.535

The 15 car field average is 229.333.

3:28 p.m. #22 MICHEL JOURDAIN, Jr./Mexico City, Mexico  
Herdez Quaker State Canelas - 95 L/F/G

QA - 18 1 -- 39.370 -- 228.600      Q - 16  
2 -- 39.152 -- 229.873      Locked In  
3 -- 39.205 -- 229.563  
4 -- 39.218 -- 229.486  
T 2:36.945 -- 229.380

Michel Jourdain, Jr. is the nephew of Bernard Jourdain, 1989 co-Indianapolis 500 Rookie of the Year.  
Bernard Jordain qualified for the 1989 race with an average speed of 213.105 mph.

The 16 car field average is 229.336.

3:33 p.m. #9 STEPHAN GREGOIRE/Indianapolis, IN  
Hemelgarn Racing - 95 R/F/F

QA - 19 1 -- 39.791 -- 226.182      Q - 17  
2 -- 39.452 -- 228.125      Locked In  
3 -- 39.555 -- 227.531  
4 -- 39.405 -- 228.397  
T 2:38.203 -- 227.556

The 17 car field average is 229.231.

3:37 p.m. #30 MARK DISMORE/Greenfield, IN  
Quaker State Menards Special - 95 L/M/F

QA - 20 1 -- 39.642 -- 227.032      Q - 18  
2 -- 39.565 -- 227.474  
3 -- 39.582 -- 227.376  
4 -- 39.620 -- 227.158  
T 2:38.409 -- 227.260

The 18 car field average is 229.120.

4:42 p.m. #33 MICHELE ALBORETO/Monte Carlo, Monaco  
Alta Spring Water/Perry Ellis/Royal Purple - 95 R/F/G

(2nd attempt)  
QA - 21 1 -- 39.388 -- 228.496      Q - 19  
2 -- 39.458 -- 228.091

3 -- 39.449 -- 228.143  
4 -- 39.441 -- 228.189  
T 2:37.736 -- 228.229

The 19 car field average is 229.073.

4:52 p.m. #18 JOHN PAUL, JR./West Palm Beach, FL  
V-Line Earl's Supply - 93 L/M/G

(2nd attempt)

QA - 22 1 -- 39.945 -- 225.310      Q - 20  
          2 -- 40.040 -- 224.775      Locked In  
          3 -- 40.034 -- 224.809  
          4 -- 40.154 -- 224.137  
          T 2:40.173 -- 224.757

The 20 car field average is 228.853.

5:27 p.m. #35 ARIE LUYENDYK/Scottsdale, AZ  
Jonathan Byrd's Cafeteria/Bryant Heating & Cooling - 95 R/F/F

QA - 23 1 -- 38.834 -- 231.756      Q - 21  
          2 -- 38.617 -- 233.058  
          3 -- 38.340 -- 234.742  
          4 -- 38.457 -- 234.028  
          T 2:34.248 -- 233.390

The 21 car average is 229.065.

Car #2 qualified by Scott Brayton at 231.535 was withdrawn at 5:40 p.m. In an attempt to win the pole in the #32 car.

5:42 p.m. #32 SCOTT BRAYTON/Coldwater, MI  
Glidden Menards Special - 95 L/M/F

QA - 24 1 -- 38.515 -- 233.675      Q - 22  
          2 -- 38.538 -- 233.536  
          3 -- 38.493 -- 233.809  
          4 -- 38.486 -- 233.851  
          T 2:34.032 -- 233.718

The 21 car field average is 229.166. 1995 - 227.401 for a difference of 1.765 mph.

5:51 p.m. #11 SCOTT SHARP/Danville, CA  
Conseco AJ Foyt Racing - 95 L/F/G

QA - 25 1 -- 38.796 -- 231.983      UA - 1  
          2 -- 38.788 -- 232.031  
          3 -- waved off--

With his second straight Indianapolis 500 pole position, Scott Brayton and Team Menard receive the \$100,000 PPG Pole Award plus a customized Dodge Tiara van valued at \$35,000. Other qualifying awards decided today:

GTE "Front Runner" Awards -- \$30,000  
Scott Brayton, \$10,000; Tony Stewart, \$10,000; Davy Jones, \$10,000

Kruse International "First in the Field" Award  
Lyn St. James, \$5,000

Loctite "Permatex Fast Orange" Award  
Scott Brayton, \$3,000

Tiara "Pole Position Car Owner" Award  
John Menard, \$5,000

True Value "Pole Winning Chief Mechanic" Award  
Kevin Blanch, \$10,000

Front-row pictures will be taken at 8 a.m. Sunday at the start-finish line.

In the Trackside Conference Room at 7:45 p.m., USAC Chief Steward Keith Ward announced that the #35 machine qualified for second starting position by Arie Luyendyk had its run disallowed because the car was found in post-qualifying technical inspection to be seven pounds under weight. The car may requalify and has one qualifying attempt charged against it.

KEITH WARD: "Unfortunately we have a bad situation here. Car #35 was found to be seven pounds underweight. It ended up weighing 1,543 pounds, which violates Rule 103, Paragraph M. We thoroughly looked at the car from every aspect. It was my judgment that there was no malicious intent on the part of the team. They had had some problems earlier and they were hustling to get the car back out to try to qualify. They went through a lot of turmoil today. I think it was just an oversight. The qualification run will be disallowed and the car will be charged with one qualifying attempt."

FRED TREADWAY: "Where do I start here? This is my first year in racing and I'm learning a lot today. I'm not used to being called underweight..."

JONATHAN BYRD: "...and I can guarantee you I've never been called underweight..."

TREADWAY: "It's been a terrible day. I've experienced some real highs and real lows today. We're going to try to figure out what we're going to do now. We'll come out tomorrow and try to set a new track record and start 21st. The crew is pretty low right now. I'm going to go back and talk to them...I think we were dealt with fairly."

JONATHAN BYRD: "I'm obviously disappointed. I feel sorry for the team members...some of them are practically in tears. We'll come out tomorrow and try to qualify the car that Arie really wanted to have in the race."

KEITH WARD: "I think we put on a good show for the fans today and this takes the edge off it. We looked at it as fairly as we could and made the only decision we could. I know these two guys are terribly disappointed."

ARIE LUYENDYK: "It was just...the way I see it, it was an oversight. The crew never did weigh it before they put it on the line. It wasn't a panic situation. The car went through last night and it was five pounds too heavy. We were okay there. Then we broke an engine and then the second engine, something went wrong, I'm not sure. The other car, we didn't check the weight. Our team today screwed up. Call it an oversight, call it a mistake. Seven pounds, according to the engineer (Tim Wardrop) is equal to 1/100th of a mile. The thing that pissed me off is we'll get a lot of stupid remarks from other teams for this. Embarrassed may be a big word. It wasn't done intentionally. But at any rate, I have never been disqualified from any race in the 24 years I've been racing and I'm proud of that. If a competitor came in and was seven pounds light, they should throw him out, too. The rules are 1,550 pounds and that's what it should be. That's why we have a rule book. This has put a damper on things. The fact that I got put off the pole...I could have gotten over that tomorrow. Actually, my biggest concern is starting in the middle of the pack. I've been there before and I don't like it. The guys worked their butts off today and because they did, there's the oversight. I want to try to qualify the car I tried to qualify in the first place. I want to try to put down the big numbers. The only thing positive about this is that I don't have to stand outside tomorrow morning for the ----- front-row pictures. I really feel badly for Jonathan (Byrd). This (Indy) is his baby. He's a good person. I really feel bad for him. He's the one who had to tell me about this."

The last time a qualification run was disallowed was in 1989 when the car of Michael Andretti was found to be 4.5 pounds under the minimum weight limit. USAC felt the infraction was not deliberate, and therefore, allowed the car to requalify with one qualification attempt charged against it. The last time a car was disqualified after completing a qualification run was in 1985 when a post qualifying inspection found Jim Crawford's car to be 20 lbs. under the minimum weight requirement.

With the disallowance of Luyendyk's qualifying run, Scott Brayton's one-lap mark of 233.851 miles per hour and four-lap average of 233.718 miles per hour break Tony Stewart's one-lap mark of 233.179 and four-lap average of 233.100. The one-lap track record was broken three times today -- by Davy Jones, Tony Stewart and by Scott Brayton. The four-lap record was broken three times today -- by Davy Jones, Tony Stewart and Scott Brayton.

Field average for 20 cars: 228.959.

**Practice Session Summary - 5/11/96 (6:00 PM)**  
**By Today's Best Speed**

		:--Today Combined--:			:--Month Combined--:			Date			
R	Car	Driver	YR/C/E/T	Laps	Time	Speed	Laps	Time	Speed	Best	
1	20	Stewart, Tony	95 L/M/F	24	38.181	235.719	128	37.921	237.336	5/06/96	
2	35	Luyendyk, Arie	95 R/F/F	23	38.340	234.742	121	38.340	234.742	5/11/96	
3	70	Jones, Davy	95 L/MI/G	22	38.341	234.736	132	38.341	234.736	5/11/96	
4	32	Stewart, Tony	95 L/M/F	6	38.380	234.497	45	38.380	234.497	5/11/96	
5	4	Hearn, Richie	95 R/F/G	34	38.411	234.308	171	38.411	234.308	5/11/96	
6	12	Calkins, Buzz	95 R/F/F	25	38.466	233.973	291	38.348	234.693	5/10/96	
7	3	Cheever, Eddie	95 L/M/F	26	38.482	233.876	127	38.136	235.997	5/07/96	
8	32	Brayton, Scott	95 L/M/F	13	38.486	233.851	13	38.486	233.851	5/11/96	
9	91	Lazier, Buddy	95 R/F/F	31	38.601	233.155	91	38.399	234.381	5/10/96	
10	7	Salazar, Eliseo	95 R/F/G	25	38.652	232.847	127	38.652	232.847	5/11/96	
11	2	Brayton, Scott	95 L/M/F	23	38.743	232.300	123	38.176	235.750	5/07/96	
12	11	Sharp, Scott	95 L/F/G	31	38.771	232.132	111	38.184	235.701	5/10/96	
13	21	Guerrero, Roberto	95 R/F/G	26	38.777	232.096	104	38.737	232.336	5/07/96	
14	5	Luyendyk, Arie	95 R/F/F	16	38.848	231.672	64	37.616	239.260	5/10/96	
15	30	Dismore, Mark	95 L/M/F	24	38.875	231.511	85	38.676	232.702	5/10/96	
16	8	Zampedri, Alessandro	95 L/F/G	33	38.938	231.137	243	38.938	231.137	5/11/96	
17	22	Jourdain Jr, Michel	95 L/F/G	34	39.012	230.698	223	39.012	230.698	5/11/96	
18	60	Groff, Mike	95 R/F/G	29	39.286	229.089	193	39.172	229.756	5/10/96	
19	14	Hamilton, Davey	95 L/F/G	24	39.304	228.984	108	38.984	230.864	5/10/96	
20	33	Alboreto, Michele	95 R/F/G	33	39.330	228.833	254	38.762	232.186	5/10/96	
21	9	Gregoire, Stephan	95 R/F/F	29	39.405	228.397	117	39.405	228.397	5/11/96	
22	64	Unser, Johnny	95 R/F/G	30	39.606	227.238	210	39.606	227.238	5/11/96	
23	18	Paul, John	93 L/M/G	43	39.614	227.192	140	39.614	227.192	5/11/96	
24	45	St James, Lyn	94 L/F/G	30	39.780	226.244	88	39.780	226.244	5/11/96	
25	10	Murphey, Brad	94 R/F/F	31	39.959	225.231	223	39.959	225.231	5/11/96	
26	41	Greco, Marco	94 L/F/G	15	40.087	224.512	131	39.299	229.013	5/10/96	
27	96	Durant, Paul	92 L/B/G	11	40.308	223.281	137	40.308	223.281	5/11/96	
28	27	Guthrie, Jim	93 L/M/F	31	40.449	222.502	165	40.449	222.502	5/11/96	
29	54	Buhl, Robbie	94 L/F/F	50	41.522	216.753	159	41.522	216.753	5/11/96	
30	34	Salazar, Eliseo	95 L/F/G	6	44.774	201.010	6	44.774	201.010	5/11/96	
31	36	Drinan, Dan	91 L/B/G	3	96.043	93.708	114	41.675	215.957	5/07/96	
32	16	Parsons, Johnny	93 L/M/F	1	130.496	68.968	36	40.345	223.076	5/10/96	
33	44	Hearn, Richie	95 R/F/G	0	0.000	0.000	153	39.290	229.066	5/07/96	
34	84	Sharp, Scott	94 L/F/G	0	0.000	0.000	23	39.617	227.175	5/09/96	
35	7	Salazar, Eliseo	95 L/F/G	0	0.000	0.000	36	39.958	225.236	5/09/96	
36	21	Guerrero, Roberto	95 R/F/G	0	0.000	0.000	16	40.345	223.076	5/07/96	
37	23	Dismore, Mark	95 L/M/F	0	0.000	0.000	62	40.489	222.283	5/06/96	
38	72	Jones, Davy	95 L/MI/G	0	0.000	0.000	18	41.020	219.405	5/09/96	
39	93	Gardner, Racine	94 L/F/G	0	0.000	0.000	89	42.622	211.159	5/06/96	
40	45	Tolsma, Randy	94 L/F/G	0	0.000	0.000	103	43.078	208.923	5/06/96	
41	36	Carlson, Tyce	91 L/B/G	0	0.000	0.000	80	43.324	207.737	5/09/96	
42	15	Gosek, Joe	92 L/B/G	0	0.000	0.000	20	45.364	198.395	5/10/96	
43	25	Gosek, Joe	92 L/B/G	0	0.000	0.000	112	45.713	196.881	5/10/96	
44	43	Velez, Fermin	94 L/F/G	0	0.000	0.000	15	47.621	188.992	5/06/96	
45	15	Bell, Justin	92 L/B/G	0	0.000	0.000	55	48.245	186.548	5/09/96	
Total Laps:				782				5062			

Legend - Chassis: L=Lola R=Reynard  
 Engine: B=Buick F=Ford Cosworth M=Menard V6 MI=Mercedes Ilmor  
 Tire: F=Firestone G=Goodyear

Note: Speeds and laps include qualification laps

## 1996 Indianapolis 500 Post Qualifying Quotes

**Saturday 05/11/96**

SCOTT BRAYTON (#32 Glidden Menards Special): (on the decision to withdraw the already qualified #2 car and attempt to qualify the #32 car): "I wanted to get out in another car, just to feel the differences. John said, I'm going to get the other car out.' I did about five laps and said, You have got to give me a chance to drive it.'" (on winning the pole that was held by his teammate earlier in the day): "Tony is a great talent and will have a lot more chances, but I'm old and don't know how much longer I can do this." (on the two competing races): "As I said before, I have a lot of respect for the drivers in Michigan. But nothing is more exciting than Indianapolis Motor Speedway on Pole Day. Just because they're in Michigan doesn't mean they're better than me. I beat them last year and wish they would have been here this year, because I would have liked to have beaten them again. The Indy 500 is what Indy car racing is. I used to listen to Sid Collins when I was four and wanted to come to this place. There are a lot of people that love this place, and you can't take this away from people." (on the team): "My guys do an incredible job setting up a car. These guys are so exact. To only have five laps in the car all month and put on the pole, I doubt that's ever been done before. That's what type of organization this is and that's why I'm here." (on the pressure he felt withdrawing a car in fifth place): "Failure is not a possibility for an Indy car driver -- you can't think that way. The last two laps, I was huntin' and lookin' for any speed because I figured I needed a 234. I tried to keep it as free as it could be. To put in on the field and be happy, but disappointed because you're not on the front row and then come back out a couple hours later and have all that change -- this is the most emotion I've ever been through." (about rookie drivers): "The rookies got dealt the most difficult set of circumstances any driver can be dealt -- with the rain and all the delays. A lot of the guys hadn't even driven their cars on their own very much, let alone with five or six cars in front of them. I was really impressed with them."

LARRY CURRY (Team Manager, #32 Glidden Menards Special): (on how they made the decision to withdraw the already-qualified #2 car and have Brayton attempt to qualify the #32 car): "We weren't elated with the speed of the car, obviously, because we knew that we were better than that. The interesting thing is that this is the same car that Arie qualified second quickest in here last year. It wasn't about bumping Arie off the pole. If we were going to go down, we were going to go down swinging." (on winning the pole): "It's a big credit to the team and to the patience of the drivers showed. Eddie and everybody else was out there cheering Scott on. It's great to be on a team that's really a team."

JOHN MENARD (Owner, #32 Gliddens Menards Special): (on whether or not he would have withdrawn the #2 car if Arie had not bumped Tony Stewart): "No, I didn't think we would do that. I don't think it would have been right to bump our own guy." (on what it means to have Tony Stewart on the team:): "We've got a lot younger girls hanging around the pits."

ARIE LUYENDYK (#35 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling): "It's been an agonizing day. I had given up on the primary car (car he qualified) I'm a little surprised that I went quicker than Tony (Stewart), but I wasn't surprised that Scott was quicker. I went flat out, but I knew there was something missing. On the first lap I was getting the boost up to where it was supposed to be. The system took a while to wind itself up and it goes and goes and it takes a while to settle in. It would have been better to have 3 warm-up laps. The engine needs to build up temperature." (Arie on what happened to the #5 car): "I haven't heard exactly what happened. It probably had a vapor lock in the water system, but that's not enough to do the engine in." (on the day): "The drama was there for sure today and the crowd certainly got their money's worth. I've heard some things that Michael (Andretti) has said and they are out of line. I never saw more than 45 inches of boost and both cars are brand new. Everything on them is new so they're not old ---- boxes.' Michael should have known better than to say that. With the technical improvements and the track improvements, we're not running on the ragged edge." (on losing the pole to

Brayton): "I'm not sure I lost the pole last year, but I know I lost it this year." This car knows how to win, though. Right now I'm pissed off, but on race day they better watch out because I'll be pissed then too."

JONATHAN BYRD: (on Arie and Scott's performance): "To be on the front row -- what an honor. I'm very happy. Arie, with 2 laps of practice and to go out and do what he did...that one-lap track record will probably stand for a long time."

TONY STEWART (#20 Menards/Glidden/Quaker State/Special): (about speeds): "I don't feel like it's dangerous but then again I haven't hit the wall yet. You can get hurt in a passenger car just as easy." (about the pole): "I'd rather have run a 235. I'd much rather be on top and have them chasing me then having them on top and have me chase them." (about his run): "I held the throttle down for four laps." (about being here): "This has been the best two weeks of my life." (about his plans tonight to go to IRP): "If I weren't here, I'd be going to Raceway Park tonight and Terre Haute tomorrow. I still plan on going out to cheer on my friends. The hardest thing for me is for (Team Menard director of racing) Larry (Curry) to send someone with me to keep me from getting in a sprint car." (about the track): "It keeps getting better as we go. This place just keeps getting better. Larry told me to treat it like a practice session and go out and run four smooth laps. Larry has probably been the most instrumental part of the program. We jelled right away." (about the run): "It's a big sigh of relief. I knew I got in the show." (about it holding up for the pole): "I hope so." "The weather has slowed a lot of us down but we really didn't know what the car would do. I never dreamed this would happen. It's too good. I'm about to cry I'm so nervous. I'm not disappointed if I can stay on top." (about being called the "Rushville Rocket"): "I lived in Columbus until I was 21. Then I moved to Rushville. They've been very supportive of me. I wouldn't be surprised if all 2,600 people who live there aren't here today. My family has been here every day. This has been a totally different atmosphere." (about pressure): "The only pressure I feel is the pressure I put on myself. I don't want a false sense of security. I'm worried about Arie (taking the pole)." (about short tracks in the future): "I plan on building a sprint car when May is over to fill time...just don't tell Menard." (after learning that he didn't have the pole): "Going into qualifying this morning my realistic goal was to sit on the front row, so I'm not too disappointed, but after getting the pole, I was really disappointed when Arie knocked me off the pole, but when I saw how excited the team was when Scott went out there again, it was alright." (what Team Menard thought about pulling his car): "I don't think it would have been a logical reason for me. The team wanted to pull his (Brayton's) car really bad, but it wasn't logical to pull mine out because I was sitting on the pole, and about two minutes after Arie qualified, the team was prepared to go out there again with Scott."

DAVY JONES (#70 Delco Electronics High Tech Team Galles): "The car is really nice and stable. The last few days we've been very consistent, and it's gone flawlessly. We just worked the speed up in small increments. If we had a little more track time, we could've gone faster." (about holding the track record at one point): "It was nice to hold the record for awhile but we just needed a little more time. I was really surprised to know we were on the pole but I didn't get to enjoy it very long. I think anytime you qualify for this race it's really, truly, an achievement, it's something that's not easy to do, and it's not everybody who gets a chance to do it, or to do it well. For myself, to be qualified on the first day, is a relief, because now we can spend the next week preparing for the race, and the best possible race strategy and the best race car that we can."

ELISEO SALAZAR (#7 Cristal/Copec Mobil): "Three months ago, I was in intensive care and I tried to get out of bed and fainted. I just wanted to get back and race and to be here, and in the front row so far, it's like a dream. During the rehab, I had the motivation to get back here. I knew I could do it and I was crying after my lap in the car. To be here and in the front row is a dream come true." (about practice) "We needed one more day in testing to get the set-up right, and then the weather affected it, but we just wanted to go 232 and we did." (about the IRL): "I absolutely believe in what the IRL is doing. The controversy is a little childish. If those drivers were here, they'd be going quick. It's getting silly to have two races. I mean, this is the Indianapolis 500. It's like the Kentucky Derby. No one really cares what horses are there."



**EDDIE CHEEVER (#3 Quaker State Menards Special):** (about his run): "I didn't take my foot off the throttle for four laps. I took it flat out. The car ran well. I was flat all four laps. I was losing time coming out of (Turn) 3 where there was a big headwind." Scott is lucky to have a spare car and he's getting ready to take it out and qualify it. I wish I had one, but unfortunately I don't. I do feel that Scott or Arie will be on the pole by the end of the day. Now the real work will start for us...working with full tanks and concentrate on building a strategy for the race. I want to get this part over and done with. It's not fun work. It's mule work." (about advice to Stewart): "I gave him the same advice (A.J.) Foyt gave me...always turn left." (about rookies): "USAC will not let anybody on the track that they don't feel is competent. They're an extremely talented and well-prepared group of rookies. The process they use to test the rookies has been in effect and proven over 30 years. It's very safe."

**BUDDY LAZIER (#91 Hemelgarn Racing-Delta Faucet):** (about 95): "No question I had a lot of bad luck but we did make a pretty good effort here last year. I have a good car, team and a lot of preparation so hopefully the bad luck will be over." (about his run): "I'm disappointed with my run. The track has slowed down a ton. Within the last 25 minutes, it's changed drastically. This morning, it was much quicker. We were trying to conceal our speed so I ran with lift.' This four laps, I was flat-out with no lift." (about track conditions for Race Day): "It's the change in seasons so the temperatures are changing constantly. The temperatures come up and down, so it keeps changing the track conditions. It's going to separate the field a lot. This car shines when the weather gets hot, so Race Day, we're going to be tough." (about difference in Pole Day from 95 to 96): "All I can say is there are a lot of people here and a lot of people having fun." (about practicing next week while he's still recovering): "All season long, we've been trying to win this race. I don't want to go out just leading halfway through. I want to lead and win this race. I want to make a serious attempt to win so I need to spend this week preparing the car. When I'm in the car, I'm fine. It's just in the morning and evening that I have trouble (with his back.)"

**ROBERTO GUERRERO (#21 WavePhore/Pennzoil Reynard-Ford):** "It was an honor holding the record for four years but it's time I gave it up. This year, it was inevitable. Holding the record has been a weight. With the new rules, it'll be difficult to break the record again." (about his run). "It felt good. I didn't know how fast we'd go. I didn't go as fast as I'd like. We're happy we're in the field. We didn't know what to expect for the first time." (about the car): "It's handling very good. I look forward to the race." (About the pole): "I still think we have Arie Luyendyk to look out for. I think Arie will still break the record. I think track conditions have remained very much the same. " (about Stewart's run): "I think it's wonderful." (about the IRL): "I'm happy I'm here. I think there's a future with the new league. I think there's room for two series so let's quit bickering." (about the resurfacing of the track): "I think it's absolutely beautiful."

**ALESSANDRO ZAMPEDRI (#8 Mi-Jack/AGIP/Dinema):** "This run was a couple miles an hour slower than what I wanted, but I'm seeing everybody a little slower today. There was a lot of wind in turn two. It hit me at 45 degree angle and it felt like someone was pushing me down. Because of the stands on the front stretch, you can't feel it. It is much windier on the backstretch. We just didn't have enough time with all the rain. We are a little behind schedule."

**MICHEL JOURDAIN, Jr. (#22 Herdez Quaker State Canelis):** "I'm very happy. It's a dream come true. Now we have to work on the car for the race. The whole team did a great job. I hope we can be better in the race. I wanted to have a safe car for qualifying. I got some good advice from my uncle (Bernard Jourdain, 1989 co-Rookie of the Year)."

**BUZZ CALKINS (#12 Bradley Food Marts/Reynard):** "I don't think we're ecstatic but we'll take it. We're in the show. It's one load off my mind and I can start to concentrate on the race. We lost a lot of time and I don't know why. There was wind in turns three and four. I turned on the boost, and I don't know if that affected my speed. Otherwise, I felt great and the car handled great." (about being in the Indianapolis 500): "It feels great. Obviously this is a dream come true even though we didn't qualify as quickly as we

liked. But we did all right. There's no place I'd rather be. We're in the race, and we'll stick with it." (about Stewart being on the pole): "I'm really happy for Tony. He's done a great job so far this month and more power to him...except during the race."

DAVEY HAMILTON (#14 AJ Foyt Copenhagen Racing): "We wanted to run over 230, but we didn't quite make it. That's all right, because we have a good race set up." (on making the field): "After last year, there was a lot of pressure on me. It has been a dream of mine to get in the race, and getting in is a load off my shoulders."

MIKE GROFF (#60 Valvoline Cummins Craftsman Special): (about car owner Derrick Walker): "Derrick will be here for the beginning of the race. We haven't suffered from him not being here. Do I think his not being here is hurting us? No. The team is very competent. Derrick is calling in every hour or so and we've only been able to give him a lot of bad weather reports." (about experience of the field): "I'd have to say the IRL has created a great opportunity for a lot of guys who would never have had a chance in the past. I guess the bottom line is, that as a driver, you want to line yourself up with the best opportunity and team and I've been very fortunate with Derrick Walker."

MICHELE ALBORETO (#33 Alta Spring Water/Perry Ellis/Royal Purple): "We had some problems on the first run because the boost was not good. We wanted to qualify the car today and we are in the top 15, so that is what's important. When I ran a few laps this morning, I had a lot of expectations but the popoff valve started to open up, but we decided to qualify anyway." (Indy compared to F-1): "F-1 is much quicker in the corners because the car is light. But the cars here are made to keep a high average speed for a long time. I don't think F-1 cars could keep the speed here for more than 100 miles. The car would fall apart."

STEPHAN GREGOIRE (#9 Hemelgarn Racing): "I'm quite happy because yesterday, we did 222 and this morning, we came back and fixed the setup. I just did one and one-half days of practice in this car, and I feel it wasn't really enough, but I am happy to be in the field. We practiced this morning but not a lot because there was a lot of traffic. It was difficult to get the right information back to the engineer. Today, there was a lot of wind in Turn 2. The car was pushing and we didn't anticipate this problem, but I am very happy to be in the race."

MARK DISMORE (#30 Quaker State Menards Special): (about the run): "I kept seeing 227, 227, 227 and I wished it was 231. This requires 1,000 percent concentration. Everybody would like to be on the pole. Fortunately for me, it's my teammate." (about his accident): "Now, I finally get a shot. I'm feeling sincerity from the bottom of my heart. It's been bottled up for a long time. Ever since I was a little kid, I wanted to be here. If I hadn't gotten this opportunity I'd feel like an incomplete person. This whole week has been a dream." (about retiring): "Maybe 20 minutes, I had a mental lapse. You shouldn't let fear stand in your way." (since the accident here): "I've run six Atlantic races and won four. I wish my Indy car record was like that. I race go-karts to stay in shape. I take my kid out and he really makes me feel my age." (about the Speedway): "It's just a magical place."

RICHIE HEARN (#4 Della Penna Motorsports Ralph's Food 4 Less Fuji Film): "I am excited to be in the race, but am disappointed about not going as fast as I wanted. It looks like we'll have to start in the middle of the pack, which is disappointing. But qualifying is one thing, and the race is another. It is quite a thrill just to be a part of it for the first time." (about being a rookie on pole day): "This morning was just like another practice session, but every stage you move in the qualifying line, you get more nervous. By the time they opened the gate, I was really nervous, but really excited. My heart was probably going 120."

JOHNNY UNSER (#64 Ruger-Titanium/Project Indy/Reynard): (about his family): "Me being the only Unser here I thought would never happen. Al Sr. and Al Jr. have been with me since Day 1. We came here and woke Uncle Al up. They told me what to expect, where to be and when to be there. They're able to understand the inside of me. They've been a tremendous help. Al Sr. has been a great help to me. He's

been here through it all." (about the IRL): "We were real close to being here last year. Actually, before the controversy, I was determined to be here anyway. My sponsors made it possible. This is the 500'. This is the greatest race in the world. Being able to come here is very special. You'll find all the drivers back here competing in this race someday. (about the scene): "I was actually thinking about my car and what could be done better. We had a good solid car. I'm so happy to be in the show. All four laps were smooth. I felt it out a little bit. I had a little too much wing. I'm pleased with it for the time we've had." (about his age...37): "I'm not as old as my uncles....I haven't given up yet."

JOHN PAUL JR. (#18 V-Line Earl's Supply): "This morning, we went 227 in practice, but then in qualifying we blew the (popoff) valve and had to reset it. We went conservative with the boost this time. I am happy to be in the first day, I just would have liked to have done it the first time (in the original qualifying order)." (on the IRL): "I am thrilled to be a part of this new generation coming along. Standing around for a whole week last year was very depressing. I wasn't sure if I'd get to be around again. Thanks to Tony George and the IRL, I've got a shot." (about the popoff valve): "Since 1983, this has been an ongoing love-hate relationship for me. At the end of this year, I will be the first one in line to throw them in the dumpster."

LYN ST. JAMES (#45 Spirit of San Antonio): (about the race): "There's not going to be an eight mile-per-hour differential in the race. There's not going to be anybody turning 230s in the race. For the sake of conversation, I'd say there'd be some 217s. That would be the reality. I don't see the speed disparity being that great during the race." (about safety): "I feel we're looking at the fastest speeds we've ever driven on this track. It's a different surface and tire composition and structure. We're not running on the ragged edge or risking anything. It's the driver and equipment that are making the speeds. Safety's not a problem."

JIM GUTHRIE (#27 Team Blueprint Racing Inc.): "I've run less than 150 laps all month long and the fastest laps of those 150 were during qualifying. I can't think of a better way to spend a Saturday afternoon. Because of Tony George and the IRL, guys like me have a chance to run here. It's awesome. It's really cool." (comparing the Atlantic series to the Indianapolis cars): "Indianapolis is the world's greatest race and now I know why. From Formula Atlantic to Indy is not that big of a jump. Bobby Rahal started out in Formula Atlantic. They're a lot alike. There's really not that much of a difference." (about Team Blueprint): "Team Blueprint is kind of a band of renegades. We've got a lot of people who've volunteered, worked long hard hours without pay. When we qualified today, it was like a dream come true for them as well as me. We're all so excited and happy to be here at the Indy 500 and they're up there (Michigan) wishing they were here."

**SUNDAY, MAY 12**  
**QUALIFICATION SUMMARY**

Chronological Order

Arie Luyendyk (#5 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling)  
95/R/F/F:

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
38.097	37.983	37.933	37.895	2:31.908
236.239	236.948	237.260	237.498 *	236.986 **

Marco Greco (#41 AJ Foyt Enterprises) 94/L/F/G:

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
39.440	39.264	39.392	39.219	2:37.315
228.195	229.218	228.473	229.481	228.840

Brad Murphey (#10 Hemelgarn Racing) 94/R/F/F:

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
Engine smoke (waved off)				

Scott Sharp (#11 Consec/AJ Foyt Racing) 95/L/F/G:

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
39.040	38.967	38.861	38.841	2:35.709
230.533	230.965	231.595	231.714	231.201

Paul Durant (#96 ABF Motorsports USA Sunrise Rental Canada) 92/L/B/G:

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
39.994	39.898	39.794	40.027	2:39.713
225.034	225.575	226.165	224.848	225.404

Robbie Buhl (#54 Beck Motorsports) 94/L/F/F:

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
39.672	39.639	39.832	39.996	2:39.139
226.860	227.049	225.949	225.023	226.217

Racin Gardner (#90 Team Scandia/Slick Gardner Enterprises) 94/L/F/G:

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
40.082	40.012	40.150	40.146	2:40.390
224.540	224.933	224.159	224.182	224.453

\* New 1-Lap Track Record

\*\* New 4-Lap Track Record

**1996 Indianapolis 500  
Practice Session Summary  
Sunday 5/12/96 (6:00 PM)  
By Today's Best Speed**

R	Car	Driver	YR/C/E/T	:--Today Combined--:			:--Month Combined--:			Date Best	
				Laps	Time	Speed	Laps	Time	Speed		
1	5	Luyendyk, Arie	95 R/F/F	18	37.884	237.567	82	37.616	239.260	5/10/96	
2	11	Sharp, Scott	95 L/F/G	32	38.557	233.421	143	38.184	235.701	5/10/96	
3	91	Lazier, Buddy	95 R/F/F	14	39.018	230.663	105	38.399	234.381	5/10/96	
4	21	Guerrero, Roberto	95 R/F/G	20	39.144	229.920	124	38.737	232.336	5/07/96	
5	41	Greco, Marco	94 L/F/G	22	39.219	229.481	153	39.219	229.481	5/12/96	
6	70	Jones, Davy	95 L/MI/G	40	39.336	228.798	172	38.341	234.736	5/11/96	
7	54	Buhl, Robbie	94 L/F/F	67	39.639	227.049	226	39.639	227.049	5/12/96	
8	10	Murphey, Brad	94 R/F/F	24	39.667	226.889	247	39.667	226.889	5/12/96	
9	64	Unser, Johnny	95 R/F/G	24	39.729	226.535	234	39.606	227.238	5/11/96	
10	96	Durant, Paul	92 L/B/G	33	39.794	226.165	170	39.794	226.165	5/12/96	
11	90	Gardner, Racine	94 L/F/G	70	40.012	224.933	70	40.012	224.933	5/12/96	
12	45	St James, Lyn	94 L/F/G	15	41.050	219.245	103	39.780	226.244	5/11/96	
13	15	Gosek, Joe	92 L/B/G	12	44.442	202.511	32	44.442	202.511	5/12/96	
14	75	O'Connell, Johnny	95 R/F/F	37	46.116	195.160	37	46.116	195.160	5/12/96	
15	39	Harrington, Scott	92 L/B/	44	46.661	192.881	44	46.661	192.881	5/12/96	
16	36	Drinan, Dan	91 L/B/G	6	47.194	190.702	120	41.675	215.957	5/07/96	
17	20	Stewart, Tony	95 L/M/F	0	0.000	0.000	128	37.921	237.336	5/06/96	
18	3	Cheever, Eddie	95 L/M/F	0	0.000	0.000	127	38.136	235.997	5/07/96	
19	2	Brayton, Scott	95 L/M/F	0	0.000	0.000	123	38.176	235.750	5/07/96	
20	35	Luyendyk, Arie	95 R/F/F	0	0.000	0.000	121	38.340	234.742	5/11/96	
21	12	Calkins, Buzz	95 R/F/F	0	0.000	0.000	291	38.348	234.693	5/10/96	
22	32	Stewart, Tony	95 L/M/F	0	0.000	0.000	45	38.380	234.497	5/11/96	
23	4	Hearn, Richie	95 R/F/G	0	0.000	0.000	171	38.411	234.308	5/11/96	
24	32	Brayton, Scott	95 L/M/F	0	0.000	0.000	13	38.486	233.851	5/11/96	
25	7	Salazar, Eliseo	95 L/F/G	0	0.000	0.000	127	38.652	232.847	5/11/96	
26	30	Dismore, Mark	95 L/M/F	0	0.000	0.000	85	38.676	232.702	5/10/96	
27	33	Alboreto, Michele	95 R/F/G	0	0.000	0.000	254	38.762	232.186	5/10/96	
28	8	Zampedri, Alessandro	95 L/F/G	0	0.000	0.000	243	38.938	231.137	5/11/96	
29	14	Hamilton, Davey	95 L/F/G	0	0.000	0.000	108	38.984	230.864	5/10/96	
30	22	Jourdain Jr, Michel	95 L/F/G	0	0.000	0.000	223	39.012	230.698	5/11/96	
31	60	Groff, Mike	95 R/F/G	0	0.000	0.000	193	39.172	229.756	5/10/96	
32	44	Hearn, Richie	95 R/F/G	0	0.000	0.000	153	39.290	229.066	5/07/96	
33	9	Gregoire, Stephan	95 R/F/F	0	0.000	0.000	117	39.405	228.397	5/11/96	
34	18	Paul, John	93 L/M/G	0	0.000	0.000	140	39.614	227.192	5/11/96	
35	84	Sharp, Scott	94 L/F/G	0	0.000	0.000	23	39.617	227.175	5/09/96	
36	7	Salazar, Eliseo	95 L/F/G	0	0.000	0.000	36	39.958	225.236	5/09/96	
37	16	Parsons, Johnny	93 L/M/F	0	0.000	0.000	36	40.345	223.076	5/10/96	
38	21	Guerrero, Roberto	95 R/F/G	0	0.000	0.000	16	40.345	223.076	5/07/96	
39	27	Guthrie, Jim	93 L/M/F	0	0.000	0.000	165	40.449	222.502	5/11/96	
40	23	Dismore, Mark	95 L/M/F	0	0.000	0.000	62	40.489	222.283	5/06/96	
41	72	Jones, Davy	95 L/MI/G	0	0.000	0.000	18	41.020	219.405	5/09/96	
42	93	Gardner, Racine	94 L/F/G	0	0.000	0.000	89	42.622	211.159	5/06/96	
43	45	Tolsma, Randy	94 L/F/G	0	0.000	0.000	103	43.078	208.923	5/06/96	
44	36	Carlson, Tyce	91 L/B/G	0	0.000	0.000	80	43.324	207.737	5/09/96	
45	34	Salazar, Eliseo	95 L/F/G	0	0.000	0.000	6	44.774	201.010	5/11/96	
46	25	Gosek, Joe	92 L/B/G	0	0.000	0.000	112	45.713	196.881	5/10/96	
47	43	Velez, Fermin	94 L/F/G	0	0.000	0.000	15	47.621	188.992	5/06/96	
48	15	Bell, Justin	92 L/B/G	0	0.000	0.000	55	48.245	186.548	5/09/96	
Total Laps:				478				5540			

Legend - Chassis: L=Lola, R=Reynard  
Engine: B=Buick, F=Ford Cosworth, M=Menard V6, MI=Mercedes Ilmor  
Tire: F=Firestone, G=Goodyear

Note: Speeds and laps include qualification laps

## DAY 9 -Qualifying- SUNDAY, MAY 12

Facts, Trivia, Records on Pole Day (compiled by historian Bob Watson):

Menard teammates Scott Brayton and Tony Stewart set one- and four-lap records Saturday. The last year, prior to this, when teammates recorded one- and four-lap records was 1989 by Al Unser and Rick Mears of Penske Racing.

Ten-lap qualification runs were held in 1935. Kelly Petillo set a new 10-lap record that year (121.687 miles per hour), but it was disallowed because he used 1 5/8 pints of fuel over the permitted three gallons. Petillo went on to win the 1935 Indianapolis 500.

Nine drivers in "500" history have qualified on the pole in back-to-back years: Scott Brayton, 1995-96; Rick Mears, 1988-89; Tom Sneva, 1977-78; A.J. Foyt, 1974-75; Mario Andretti, 1966-67; Parnelli Jones, 1962-63; Eddie Sachs, 1960-61; Rex Mays, 1935-36; and Ralph DePalma, 1920-21.

All three 1996 front-row qualifiers -- Davy Jones, Tony Stewart and Scott Brayton -- set new one- and four-lap track records. The only other time this has happened is 1964 with Jimmy Clark, Bobby Marshman and Rodger Ward.

The 1996 front row is the fastest starting row in Indianapolis 500 history with a three-car average of 233.233 miles per hour. The previous record was held by the 1995 front row at 231.131 miles per hour.

The last time that at least two drivers with no previous front row experience (Tony Stewart and Davy Jones in 1996) started on the front row was 1992, when Roberto Guerrero started on the pole and Eddie Cheever started alongside.

Tony Stewart's start on the front row is the first for a rookie since Teo Fabi started on the 1983 pole.

Davy Jones' best previous starting position at Indianapolis was 28th in his rookie year of 1987 and also in 1993. His best previous speed rank in the field was 10th in 1987.

The last time both one- and four-lap track records were set on two different qualifying days was 1960, when Jim Rathmann, then Eddie Sachs achieved the feat on Pole Day (May 14), then Jim Hurtubise broke the marks on May 22.

Scott Brayton's qualified #2 entry became the fastest withdrawn car in Speedway history at a 231.535 miles per hour average. The fastest previous withdrawn car was one driven by Christian Fittipaldi to a qualifying average of 225.246 in 1995. The car Fittipaldi qualified and withdrew in 1995 was qualified in 1996 by Buzz Calkins at an average speed of 229.013.

Before Saturday, Andre Ribeiro was the fastest rookie qualifier in Speedway history at 226.495 in 1995. Seven rookies bettered Ribeiro's 1995 speed on Saturday. They were: Tony Stewart (233.100), Michel Jourdain Jr. (229.380), Buzz Calkins (229.013), Davey Hamilton (228.887), Michele Alboreto (228.229), Mark Dismore (227.260) and Richie Hearn (226.521).

In 1981, Mexico's Josele Garza, at age 19, was the fastest rookie in the field, started sixth and had a speed rank of ninth. In 1996, Mexico's Michel Jourdain Jr., at age 19, is presently the second fastest rookie and has a speed rank of ninth after the first qualifying day. Jourdain Jr. drove for Garza's Formula 2 team in Mexico last year. The car Jourdain Jr. qualified at 229.380 was qualified last year by Michael Andretti at 229.294.

The car qualified at 226.115 miles per hour by Johnny Unser is the same car that Scott Goodyear drove to a front-row starting spot and used to lead the race in 1995.

The #32 car qualified for the pole position by Scott Brayton was the car that Arie Luyendyk used to qualify for the No. 2 starting spot in 1995.

Field average for 20 cars is 228.959 miles per hour, a gain of 1.579 miles per hour over the 20-car average for the 1995 field, which was 227.380.

In the morning practice, Arie Luyendyk in the #5 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling entry turned a lap at 237.567 miles per hour at 11:14 a.m. Scott Sharp in the #11 Conseco AJ Foyt Racing entry turned a lap at 232.474 mph. They were the only two drivers to exceed 230.

12:10 p.m. #5 ARIE LUYENDYK/Scottsdale, AZ  
Jonathan Byrd's Cafeteria/Bryant Heating & Cooling - 95 R/F/F

QA - 25	1 -- 38.097	-- 236.239	Q - 23
	2 -- 37.983	-- 236.948	Locked In
	3 -- 37.933	-- 237.260	
	4 -- 37.895	-- 237.498	
	T 2:31.908	-- 236.986	

The 21 car field average is 229.329.

12:17 p.m. #41 MARCO GRECO/Sao Paulo, Brazil  
AJ Foyt Enterprises - 94 L/F/G

QA - 26	1 -- 39.440	-- 228.195	Q - 24
	2 -- 39.264	-- 229.218	
	3 -- 39.392	-- 228.473	
	4 -- 39.219	-- 229.481	
	T 2:37.315	-- 228.840	

The 22 car field average is 229.307.

1:53 p.m. #10 BRAD MURPHEY/Tucson, AZ  
HEMELGARN Racing - 94 R/F/F

QA - 27 1 -- engine trouble -- UA - 1

Widest spreads between pole sitter and fastest qualifier speeds are as follows:

1946 - Ralph Hepburn (FQ) 133.944 mph  
- Cliff Bergere (P) 126.471 mph  
Difference 7.473 mph

1931 - Billy Arnold (FQ) 116.080 mph  
- Russ Snowberger (P) 112.796 mph  
Difference 3.284 mph

1996 - Arie Luyendyk (FQ) 236.986 mph  
- Scott Brayton (P) 233.718 mph  
Difference 3.268 mph

The last time prior to 1996 when the pole and fastest qualifier speeds were split between a pair of drivers was in 1991. In 1991, Rick Mears (224.113 mph) sat on the pole and Gary Bettenhausen (224.468 mph) was the fastest qualifier.

Leon Duray and Chet Miller are the only drivers to have set new qualification records on two separate qualification attempts in the same year. On May 26, 1928, Duray set a new one-lap record on an incomplete run and then returned later in the day to successfully qualify for the race with a new four-lap record. On May 24, 1952, Chet Miller established a new one-lap record on an incomplete run and then returned two days later to successfully qualify for the race with a new four-lap record. Arie Luyendyk set one- (234.742 mph) and four-lap (233.390 mph) track records on the first day of 1996 qualifications in car #5, but lost those marks when his qualification run was disallowed. Arie Luyendyk returned the second day of qualifications in car #35 (the exempt car) to post a new one- (237.498 mph) and four-lap (236.986 mph) track records.

In 1963, Parnelli Jones set new one- and four-lap qualification records, and a new 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 Parnelli's feat when he managed to set new marks for all three categories in 1984, but wound up holding on the race record after having had his new qualification records erased by 1984 pole sitter, Tom Sneva. Arie Luyendyk currently holds the race record (185.981 mph) set in 1990 and the one- (237.498 mph) and four-lap (236.986 mph) records set in 1996.

Prior to 1996, there were 5 occasions when the fastest qualifier set a new four-lap record, but did not qualify on the pole. Those 5 occasions were 1960 (Jim Hurtubise), 1955 (Jack McGrath), 1952 (Chet Miller), 1951 (Walt Faulkner) and 1946 (Ralph Hepburn). In addition, there were two occasions when the fastest qualifier set a ten-lap record but did not qualify on the pole. Those two occasions were 1938 (Ronney Householder) and 1937 (Jimmy Snyder). Ten-lap qualification runs were utilized in the years 1933 through 1938.

Track temperature at 1:55 p.m. was 102 degrees as reported by the Firestone Tire Engineers.

3:13 p.m. #11 SCOTT SHARP/Danville, CA  
Conseco AJ Foyt Racing - 95 L/F/G  
(2nd attempt)  
QA - 28 1 --39.040 -- 230.533 Q - 25  
2 --38.967 -- 230.965 Locked In  
3 --38.861 -- 231.595  
4 --38.841 -- 231.714  
T 2:35.709 -- 231.201

The 23 car field average is 229.388.

3:49 p.m. #96 PAUL DURANT/Manteca, CA  
ABF Motorsports USA Sunrise Rental Canada - 92 L/B/G  
QA - 29 1 -- 39.994 -- 225.034 Q - 26  
2 -- 39.898 -- 225.575  
3 -- 39.794 -- 226.165  
4 -- 40.027 -- 224.848  
T 2:39.713 -- 225.404

The 24 car field average is 229.220.



By virtue of Lyn St. James being the first qualifier on Pole Day, she becomes the only woman driver to ever hold the pole position at the Indianapolis 500. She held it for five minutes at a speed of 224.594 until Buddy Lazier bumped her from the top spot with a speed of 231.468.

4:58 p.m. #54 ROBBIE BUHL/Grosse Pointe, MI  
Original Coors/Beck Motorsports - 94 L/F/F

QA - 30	1 --	39.672	--	226.860	Q - 27
	2 --	39.639	--	227.049	Locked In
	3 --	39.832	--	225.949	
	4 --	39.996	--	225.023	
	T	2:39.139	--	226.217	

The 25 car field average is 229.098.

5:57 p.m. #90 RACIN GARDNER/Las Vegas, CA  
Team Scandia/Slick Gardner Enterprises - 94 L/F/G

QA - 31	1 --	40.082	--	224.540	Q - 28
	2 --	40.012	--	224.933	Locked In
	3 --	40.150	--	224.159	
	4 --	40.146	--	224.182	
	T	2:40.390	--	224.453	

The 26 car field average is 228.916.

Marco Antonio, Mark Cassella, Tero Palmroth, Andy Michner and Bill Rose have passed driver physicals, bringing the total to 60, according to Dr. Henry Bock, Speedway Medical Director.

Johnny O'Connell and Scott Harrington each passed the first two phases of his driver's test today.

Qualifying order for Saturday, May 18: #99 TBA; #10 Murphey; #23 TBA; #84 TBA; #15 Bell; #25 Gosek; #36 Drinan; #75 O'Connell; #39 Harrington; #43 TBA.

16 cars were on the track today, running 478 laps. Cars on track today: #5 Luyendyk; #10 Murphey; #11 Sharp; #15 Gosek; #21 Guerrero; #36 Drinan; #39 Scott Harrington, Harrington Motorsports/LP Racing; #41 Greco; #45 St. James; #54 Buhl; #64 Unser; #70 Jones; #75 Johnny O'Connell, Mechanics Laundry/Cunningham Racing; #90 Gardner; #91 Lazier; #96 Durant;

A total of 47 cars are now at the Speedway, 43 have passed technical inspection and none are in the process. 35 drivers have been on the track to date. There were 12 yellows for 1 hour, 53 minutes. Temperature at 5:30 p.m. was 52 degrees, with winds out of the north at 9 mph.

## Post Qualifying Quotes - 05/12/96

ARIE LUYENDYK (#5 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling): "Today's good for the team. It uplifted the team. Now we can get ready for the race with a clear conscience. The car we qualified today was always the better car." (About his run): "I wasn't as tidy as I should have been. I was kind of nonchalant. I was kind of playing with the lines because I knew I would have faster laps than yesterday. We had a goal for today and that was to go out and qualify the car that was the best car. I just went out there today and went for our goal. It was easy for me today." (On a weekend of extremes): "No, not really. One thing that comes close is the '86 rainout which was close for everybody. I've never gone through a roller-coaster like this but we achieved one thing and that's breaking the track record. Today's Mother's Day and yesterday was a real mother of a day." (Feelings regarding the roller coaster): "I didn't sleep well last night. We all talked a lot, talked to the guys and said, 'let's set a record.' We didn't have to fiddle with the car a lot. During the run, the lines were different on each lap. I was just trying to get more speed. I was able to run flat-out. Today, I was really where I should have been yesterday with it but I wasn't able to because I had the two engines go." (About what happened to car yesterday): "There was a major vapor lock in the water system and after replacing it, it cooked the new engine in a matter of a lap." (About the field being slower than him): "I started here once 14th and went to fifth by finding openings pretty quickly. For this race, I'll take openings. I'll consider the inexperience and I'll look out for them. Anytime you start in the middle, there're bad spots. There's a lot of turbulence. I'll have to consider a lot of things and be careful." (About Brayton qualifying the car Arie qualified in '95): "Scott's car was a great car. These cars are all equally set up and well-balanced. Team Menard is a professional team. It's a good team. It sounds good that they qualified my car from last year, but it really doesn't mean much." (About pressure for qualifying today): "There's no pressure at all. I was qualifying for 21st spot and there's no pressure at all when you're qualifying for 21st position." (About his race record of 185.981): "Judging by what I'm seeing here this week, a lot of drivers are very capable in their own right. They can read the lights, they can deal with different situations, they know how these races work. There's a lot of experience from a lot of different areas which will pay off on Race Day. When I won the race in '90, I used to come into the pits at 210 and leave the pits at unbelievable speeds. Now the limit is 100. Before the pits were always open and now they're closed. So the safety factors USAC has instituted will help to keep my race record intact for quite awhile."

JONATHAN BYRD: "We haven't been through tech yet, so we'll see. We were five pounds over yesterday." (About today's run): "This is the car Arie prefers. It's a better race car anyway. This is an extremely good car in traffic so we're looking forward to the next chance to put him through that in the race." (About the record): "This was our only opportunity to make history. Each day is a new day and you try to do the best you can on each one. This record is a way to measure the acceptance. We've worked so hard to put this team together. Everyone has done a great job." (About the disallowance of Saturday's run): "It was a mistake in weighing it. All we can figure is there was some fuel in the car that wasn't supposed to be there when it got weighed. USAC made the right decision and this is definitely the car that Arie wanted in the race."

FRED TREADWAY: I've had a short career so far. I'm a rookie owner. The emotions were at an all-time high yesterday. We've got a great team and couldn't be happier today. Last year I was involved with Project Indy and went to a few races and that was fun. But the team was under funded and that wasn't fun. I met Arie and got some guys together and said that if we could put together a first-class team, we'd run it. We made a commitment to Arie to run a one-car race team." (About preparation of car for today): "The team changed the engine last night and we were here until 10 p.m." (About running another car): "We're still considering it but the one thing we don't want to do is to jeopardize Arie's run. We'll probably lease the car to someone because we don't have the crew to run it."

MARCO GRECO (#41 AJ Foyt Enterprises): "It's great to be the fastest '94 car on the grid. I'm excited about that. The car did great today, even with some understeer. Yesterday, we thought we had no problems but then the engine blew. So today is a big relief to be locked in the best race on the planet."

(On his career): "My career has been very difficult in terms of people who want to give me a true opportunity. A.J. is the first one to give me what he said he would...no more, no less. This year, I don't feel like I'm alone. I hope from now on I can have a good shot. I'm hoping to run the next two IRL races."

SCOTT SHARP (#11 Conesco AJ Foyt Racing): "This feels good to get it in the show today. This morning we had hoped to be the fastest qualifier today, but after Arie (Luyendyk) went out we just wanted to concentrate on getting in solid." (On race day strategy) "We're going to plan on running to the front early, because if you wait very long, the leaders can get away from you. Maybe Arie and I should team up." (On qualifying with exempt status) "That thought has never really entered my mind this week. We thought we had a shot at one of the top two rows until the engine problems yesterday. We went 233 this morning and definitely didn't want to limp into qualifying."

A.J. FOYT (Owner, #11 Conesco AJ Foyt Racing): (Happy with the run today?) "Well, it's a hell of a lot better today than last night with all the problems we had. We just want to try to win the race and that's the biggest thing we're gonna concentrate on now. We had hoped to sit on the front row. I thought we could. I learned here in '66 the hard way -- I was outrunning everybody and went out to qualify and I got a bad push in the car and I waved it off. I was second fast time, Andretti was sitting on the pole and I said, 'I know damn well I can outrun him' and I waved it off and went back out that evening and stuck it in the wall and wound up starting 16th or 17th the next day. After that I said, I don't care. Even though I was outrunning 'em, I said 'I'll take what we can get and get in the race.' You kind of learn through experience when you make a mistake like that. Just like today, Scott ran a little over 33 right before qualifying and I said, 'The best thing we can do is we need to get in the race and race 'em because we're not gonna be able to start up front.' He did a beautiful job. I didn't care what we ran as long as we were up good enough so we couldn't get bumped or something. He was wanting to run faster, but I was happy with the speed and now we can work on the race strategy. He's in the race and he's safe sitting here. When I hit the wall, the next day, I was just about cross-eyed when I tried to qualify and I said, 'Oh man, why was I so damn stupid? I could have been on the front row and I waved it off.' So, you gotta learn by experience." (About CART drivers' comments about the Indy 500 this week) "It's a terrible thing. They're the ones that are suffering. You've got certain fans who will follow A.J. Foyt or Scott Sharp or what regardless of where you run. This is the biggest race track in the world and the world knows it after 80 years. Like I always said, it's like the Kentucky Derby -- you can't replace tradition regardless of megabucks or what. All of 'em are so jealous and so hurt that they're not here. They should be here. I heard that same statement (about Indy not being safe) and it really ----- me off. They're just jealous. It's like Roger Penske -- big Roger Penske. Where in the hell was Roger Penske made? Right here at this damn race track. He damn sure didn't make this place -- like A.J. Foyt didn't or Wilbur Shaw didn't or whoever. I'm sick and tired of hearing this crap. Like Mario Andretti. Like they made Indianapolis. You don't know me winning Daytona three times. You don't know me winning LeMans. You don't know me winning Ontario. You don't know me winning Pocono four times. You know me from one place. And that's right here. And when those people start saying they made Indianapolis, they got a bad problem because they're forgetting where they came from and what made their name. And that's what I'm getting disgusted about." (What do you see for the future of Indy car racing?) "The IRL is going to make the field level. It's gonna be tough the first couple of years. But the exposure is going to be good. I think you're gonna see a lot of the young boys get breaks who couldn't get a break before. Use Jeff Gordon, for instance. Jeff Gordon, if you recall, wanted to run open-wheel cars and was very good in 'em. He couldn't really get a ride in Indy Car because he didn't bring megabucks, so he went down south and he's done a terrific job down there. Same way with Tony Stewart. A lot of these guys who come up in the midgets and sprints and stock cars like I did should have a chance to run Indianapolis. That's every race driver's dream to run here. And that's what the Georges and the Hulmans and USAC is gonna do. I think you're gonna see it get bigger and bigger." (Regarding chances for the race) "The biggest thing is to stay out of trouble. With 500 miles at any race track . . . anything can happen. The biggest thing is what we're gonna do is we're just trying to put a lot of downforce on the cars so the cars are very comfortable for the drivers all day. It will hurt the top speeds a lot, but still, if they can drive comfortable all day long, they'll be most likely to be at the front at the end of the day."

ROBBIE BUHL (#54 Original Coors/Beck Motorsports): "To be here at the Speedway is obviously a dream come true. When I fell in love with racing was when I came here at seven years old. I have a picture with Linda Vaughn in front of the pit row from back then. That's why I'm in racing, because of the first time I came here." (About speed gain today): "A good part is due to Greg Beck and the crew. We've been working on getting comfortable in the race car all day and my speed jump is a testament to my crew knowing what they were doing. Everything was consistent and we scrubbed the Firestone tires before we went out there and ran." (About Racing for Kids): "I've been involved with Racing for Kids for six years. Every venue I go to, I go there a day early and visit a children's hospital and give the kids hats and posters. We've raised close to \$600,000 in the last six years for children's hospitals around the country." (About the car): "This car has never been raced before. This is the car that Al Unser Sr. tried to qualify in when he retired and Jeff Ward tried to qualify last year and didn't make it."

RACIN GARDNER (#90 Team Scandia/Slick Gardner Enterprises): "That was a pretty good run. That's about the fastest I've run all week. It was getting pretty close to the end of the day so I decided I better pick the speed up if I was going to make the show. This morning we had a little bit of a push and were only going about 210. But, we worked with it and got it dialed in." (On working with Dick Simon) "Dick Simon has really helped me a lot this week. This is the first time I've been here and for the week I have only run 80 or 89 laps. With all the rain, this is the first full day I have had to run."

PAUL DURANT (#96 ABF Motorsports USA Sunrise Rental Canada): "The car was still tight. It's been tight since we got here. We made a couple of radical changes but they didn't make much of a difference. I couldn't take the line I wanted to, but I still feel pretty good. We're happy with where we're at. We would have liked a 227, but the goal was to go over 225 and qualify fast enough to make the field. The conditions here today were ideal. They are much better today than they were yesterday and we wanted to get out today because it was so ideal and there's no telling what it would be like next week."

## **DAY 10 -Practice- MONDAY, MAY 13**

Tony Stewart was fastest of the day with a lap of 235.837 miles per hour in the #20 Menards/Glidden/Quaker State Special. Eliseo Salazar was second at 234.858 in the #7 Cristal/Copec Mobil entry and Roberto Guerrero was third at 234.308 in the #99 WavePhore/Pennzoil Reynard-Ford.

Michel Jourdain Jr. turned his fastest lap of the month at 12:07 p.m. today when he posted a circuit at 234.223 miles per hour in the #22 Herdez Quaker State Canelis entry. His previous best was 230.698 on Saturday. "I think the weather helped," Jourdain Jr., said. "We weren't trying to go fast. It just happened. It's not windy. It was perfect. The car is set up for the race and after the fast lap, we did a full-tank run and the lap after (we started) was 229." He said the car is ready for the race. "We'd like to make some other runs," he said, "but if it's an emergency (such as extended rain), we are ready."

As of today, 16 drivers had exceeded 230 miles per hour in either practice or qualifications. Last year, 13 drivers exceeded 230 in practice and qualifications. The 16 drivers, as of today, who have exceeded 230 are Arie Luyendyk, Scott Sharp, Buddy Lazier, Roberto Guerrero, Davy Jones, Tony Stewart, Eddie Cheever, Scott Brayton, Buzz Calkins, Richie Hearn, Eliseo Salazar, Mark Dismore, Michele Alboreto, Alessandro Zampedri, Davey Hamilton and Michel Jourdain Jr.

One of today's yellow lights was caused by a chipmunk on the track and two were caused by a persistent mother duck and nine ducklings, who waddled into Turn 1...twice. The Speedway fire crew gently shoed the family along to the Turn 1 creek. "We're getting quite good at herding 'em," said a Speedway fireman who made both "duck calls." Eliseo Salazar was on the track when the ducks caused the first of their yellows. "Actually, I was in the warmup lane when I saw them stopped in the grass," said Salazar. "Then, when I went into Turn 1 and saw them a couple of feet away, I had to swerve to miss them. I'm sure I scared them. They'll probably have to go through therapy for the rest of their lives." Later in the day, Salazar hit his second pigeon of the month in Turn 1. "The bird was in the middle of Turn 1," he said. "The car won the battle. But we missed the big family this morning."

John Sernett passed a driver physical Sunday, according to Dr. Henry Bock, Speedway medical director. Mike Fedorcak, Doug Kalitta, Hideshi Matsuda and Jimmy Santos passed physicals today, bringing the total to 65.

Johnny O'Connell became the 15th driver to pass his driver's test today, passing the third, fourth and final phases. Tyce Carlson became the 16th driver to pass his driver's test, passing the observation phase today. Veteran observers for their final phases were Johnny Rutherford, John Paul Jr., Tero Palmroth and Johnny Parsons. Scott Harrington passed the third and fourth phases. Fermin Velez completed the second and third phases of his driver's test.

A group of drivers are scheduled to visit Riley Hospital for Children tonight for a race theme party for the hospital's in-patient children, who have made race cars for the occasion. Those scheduled to participate, from the Indy Racing League and other USAC series, are Randy Tolsma, Davey Hamilton, Paul Durant, Tyce Carlson, Brad Marvel, Mike Mosley Jr., Bill Puterbaugh Jr., Bill Rose, Brian Hayden, Mark Cassella, Dave Darland, Ted Hines, Kenneth Nichols, Tracy Hines, Russ Gamester and Andy Pierce.

A total of 87 percent of respondents surveyed during Pole Day felt the IRL was doing a good job of providing young drivers a chance to showcase their talent, according to results of the survey conducted by the Behavior Research Center of Phoenix, Ariz. The polling group interviewed 550 spectators in attendance Saturday. For driver popularity, the top three were Arie Luyendyk (42%), Tony Stewart (35%) and Scott Brayton (13%).

The new ABF Motorsports team, for which Paul Durant qualified Sunday, has a short, but unique history. Art Bouilliane is a co-owner of the team with Canadian Bill Warner. On the car, in half-inch letters, are the

words, "In Memory of Casey Holbert." Casey Holbert of Fairview, Ill., was 13 when she died of a heart defect. Casey and Bouilliane's daughter, Amber, were both born in Riley Children's Hospital at nearly the same time and the families became friends. "The team was founded in memory of Casey when she died in February," said Susan Bouilliane, Art's wife. "We're doing this for her and all terminally ill children."

Mike Groff had an engine failure in the #60 Valvoline/Cummins/Craftsman Special. "We did manage to scrub a few sets of tires this morning before we had our problem," said engineer Rob Edwards. "We got in a massive 12 laps today."

The 37th annual Race Drivers Golf Tournament is scheduled for a shotgun start at 10 a.m. Monday at Brickyard Crossing Golf Course. There are still openings for the public, who'll be teamed up with current and retired drivers from the Indianapolis 500. For information, contact the Brickyard Crossing Pro Shop at 317/484-6572.

16 cars were on the track today, running 488 laps. Cars on track today: #7 Salazar; #8 Zampedri; #15 Gosek; #21 Guerrero; #22 Jourdain Jr.; #23 Stewart; #33 Alboreto; #34 Salazar; #36 Carlson; #39 Harrington; #43 Velez; #44 Hearn; #60 Groff; #64 Unser; #75 O'Connell, #99 Guerrero.

A total of 47 cars are now at the Speedway, 43 have passed technical inspection and none are in the process. 35 drivers have been on the track to date. There were 14 yellows for 1 hour, 51 minutes. Temperature at 1 p.m. was 53 degrees with winds out of the south at 3 mph. Temperature at 5:50 p.m. was 54 degrees with winds out of the south at 3 mph. Track temperatures from Goodyear tire engineers were 75 degrees at 9:30 a.m., 90 degrees at Noon and 72 degrees at 4 p.m.

TOP NOT-YET QUALIFIED DRIVERS OF THE DAY

1	75	Johnny O'Connell	Mechanics Laundry/Cunningham Racing	216.024
2	36	Tyce Carlson	State Bail Bonding/Kelly's Pub Too	210.393
3	39	Scott Harrington	Harrington Motorsports/LP Racing	203.804
4	43	Fermin Velez	Alta Spring Water/Perry Ellis/Royal Purple	201.676
5	15	Joe Gosek	Tempero-Giuffre Racing	

**Practice Session Summary - 5/13/96 (6:00 PM)**  
**By Today's Best Speed**

R	Car	Driver	YR/C/E/T	:--Today Combined--:			:--Month Combined--:			Date Best	
				Laps	Time	Speed	Laps	Time	Speed		
1	23	Stewart, Tony	95 L/M/F	31	38.162	235.837	31	38.162	235.837	5/13/96	
2	7	Salazar, Eliseo	95 L/F/G	32	38.321	234.858	159	38.321	234.858	5/13/96	
3	21	Guerrero, Roberto	95 R/F/G	16	38.411	234.308	140	38.411	234.308	5/13/96	
4	22	Jourdain Jr, Michel	95 L/F/G	47	38.425	234.223	270	38.425	234.223	5/13/96	
5	44	Hearn, Richie	95 R/F/G	20	38.577	233.300	173	38.577	233.300	5/13/96	
6	34	Salazar, Eliseo	95 L/F/G	49	38.776	232.102	55	38.776	232.102	5/13/96	
7	8	Zampedri, Alessandro	95 L/F/G	66	38.848	231.672	309	38.848	231.672	5/13/96	
8	33	Alboreto, Michele	95 R/F/G	33	39.109	230.126	287	38.762	232.186	5/10/96	
9	60	Groff, Mike	95 R/F/G	13	39.705	226.672	206	39.172	229.756	5/10/96	
10	75	O'Connell, Johnny	95 R/F/F	67	41.040	219.298	104	41.040	219.298	5/13/96	
11	36	Carlson, Tyce	91 L/B/G	21	42.777	210.393	101	42.777	210.393	5/13/96	
12	39	Harrington, Scott	92 L/B/	32	44.160	203.804	76	44.160	203.804	5/13/96	
13	43	Velez, Fernmin	94 L/F/G	35	44.626	201.676	50	44.626	201.676	5/13/96	
14	64	Unser, Johnny	95 R/F/G	7	44.803	200.879	241	39.606	227.238	5/11/96	
15	15	Gosek, Joe	92 L/B/G	6	45.335	198.522	38	44.442	202.511	5/12/96	
16	99	Guerrero, Roberto	94 R/F/G	13	70.716	127.270	13	70.716	127.270	5/13/96	
17	5	Luyendyk, Arie	95 R/F/F	0	0.000	0.000	82	37.616	239.260	5/10/96	
18	20	Stewart, Tony	95 L/M/F	0	0.000	0.000	128	37.921	237.336	5/06/96	
19	3	Cheever, Eddie	95 L/M/F	0	0.000	0.000	127	38.136	235.997	5/07/96	
20	2	Brayton, Scott	95 L/M/F	0	0.000	0.000	123	38.176	235.750	5/07/96	
21	11	Sharp, Scott	95 L/F/G	0	0.000	0.000	143	38.184	235.701	5/10/96	
22	35	Luyendyk, Arie	95 R/F/F	0	0.000	0.000	121	38.340	234.742	5/11/96	
23	70	Jones, Davy	95 L/MI/G	0	0.000	0.000	172	38.341	234.736	5/11/96	
24	12	Calkins, Buzz	95 R/F/F	0	0.000	0.000	291	38.348	234.693	5/10/96	
25	32	Stewart, Tony	95 L/M/F	0	0.000	0.000	45	38.380	234.497	5/11/96	
26	91	Lazier, Buddy	95 R/F/F	0	0.000	0.000	105	38.399	234.381	5/10/96	
27	4	Hearn, Richie	95 R/F/G	0	0.000	0.000	171	38.411	234.308	5/11/96	
28	32	Brayton, Scott	95 L/M/F	0	0.000	0.000	13	38.486	233.851	5/11/96	
29	30	Dismore, Mark	95 L/M/F	0	0.000	0.000	85	38.676	232.702	5/10/96	
30	14	Hamilton, Davey	95 L/F/G	0	0.000	0.000	108	38.984	230.864	5/10/96	
31	41	Greco, Marco	94 L/F/G	0	0.000	0.000	153	39.219	229.481	5/12/96	
32	9	Gregoire, Stephan	95 R/F/F	0	0.000	0.000	117	39.405	228.397	5/11/96	
33	18	Paul, John	93 L/M/G	0	0.000	0.000	140	39.614	227.192	5/11/96	
34	84	Sharp, Scott	94 L/F/G	0	0.000	0.000	23	39.617	227.175	5/09/96	
35	54	Buhl, Robbie	94 L/F/F	0	0.000	0.000	226	39.639	227.049	5/12/96	
36	10	Murphey, Brad	94 R/F/F	0	0.000	0.000	247	39.667	226.889	5/12/96	
37	45	St James, Lyn	94 L/F/G	0	0.000	0.000	103	39.780	226.244	5/11/96	
38	96	Durant, Paul	92 L/B/G	0	0.000	0.000	170	39.794	226.165	5/12/96	
39	7	Salazar, Eliseo	95 L/F/G	0	0.000	0.000	36	39.958	225.236	5/09/96	
40	90	Gardner, Racin	94 L/F/G	0	0.000	0.000	70	40.012	224.933	5/12/96	
41	16	Parsons, Johnny	93 L/M/F	0	0.000	0.000	36	40.345	223.076	5/10/96	
42	21	Guerrero, Roberto	95 R/F/G	0	0.000	0.000	16	40.345	223.076	5/07/96	
43	27	Guthrie, Jim	93 L/M/F	0	0.000	0.000	165	40.449	222.502	5/11/96	
44	23	Dismore, Mark	95 L/M/F	0	0.000	0.000	62	40.489	222.283	5/06/96	
45	72	Jones, Davy	95 L/MI/G	0	0.000	0.000	18	41.020	219.405	5/09/96	
46	36	Drinan, Dan	91 L/B/G	0	0.000	0.000	120	41.675	215.957	5/07/96	
47	93	Gardner, Racin	94 L/F/G	0	0.000	0.000	89	42.622	211.159	5/06/96	
48	45	Tolsma, Randy	94 L/F/G	0	0.000	0.000	103	43.078	208.923	5/06/96	
49	25	Gosek, Joe	92 L/B/G	0	0.000	0.000	112	45.713	196.881	5/10/96	
50	15	Bell, Justin	92 L/B/G	0	0.000	0.000	55	48.245	186.548	5/09/96	
Total Laps:				488				6028			

Legend - Chassis: L=Lola, R=Reynard  
 Engine: B=Buick, F=Ford Cosworth, M=Menard V6, MI=Mercedes Ilmor  
 Tire: F=Firestone, G=Goodyear

Note: Speeds and laps include qualification laps

## DAY 11 -Practice- TUESDAY, MAY 14

At 3:23 p.m., Arie Luyendyk in the #35 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling entry turned a lap at 238.493 miles per hour, second-fastest practice lap in Speedway history. Brad Murphey was the fastest of not-yet qualified drivers with a lap at 228.612 in the #10 Hemelgarn Racing entry.

Billy Boat took the track for the first time today, driving the #87 Pagan Racing entry and passed the first phase of his driver's test. The car is the 1992 Lola Buick used by Roberto Guerrero to establish a track record and take the pole position in 1992. Boat broke all USAC records for consecutive single-series feature wins with 11 straight Western States midget victories in 1995. Andy Michner took the track today for the first time in the #36 State Bail Bonding/Kelly's Pub Too entry. Michner won the fastest sprint car race in history last month in the Chevrolet Desert Star Classic at Phoenix, averaging 134.014 miles per hour for the 25-lap feature. Fermin Velez passed the fourth and observation phases of his driver's test today, becoming the 17th driver to pass the test this month. "The Indy 500 will be the biggest accomplishment in my career," Velez said. "It's been a terrible 10 or 11 days because I had to wait my turn. When I got my turn, we started to find a bunch of little problems. So finally, we fixed everything and the car is running nicely." Velez would be the second driver from Spain to make a "500" field. The only other was Paul Zuccarelli in 1913. Observing drivers for the test were John Paul Jr., Johnny Rutherford, Tero Palmroth and Alessandro Zampedri.

Three-time "500" winner Johnny Rutherford, rookie front-row starter Tony Stewart and USAC Executive Vice President Cary Agajanian will attend the International Motor Press Association luncheon Thursday at the Women's National Republican Club in New York to present a program on the 1996 "500" and the Indy Racing League. Information on attending the luncheon is available from Jerry Flint, senior editor at Forbes, 212/620-2443.

University of Colorado football coach Rick Neuheisel, a friend of the Calkins family, will be in the pit of Buzz Calkins on Race Day. "He'll either be on the deadman valve on the fuel tank or be the 'lollipop' man (the holder of the stop sign to guide the driver on pit stops)," Calkins said. Neuheisel attended last year's "500" as a spectator with Calkins' father, Brad, and has attended testing sessions here. Calkins said this will be Neuheisel's first experience as a crew member. Buzz, a University of Colorado graduate, was also quick to point out that the Buffaloes were No. 4 in the country in 1995.

Treadway Racing and McCormack Motorsports both announced today that they would be using cars built by G-Force of England for 1997 Indy Racing League events. Treadway, which announced last Friday that it'll use the Oldsmobile Aurora engine for power, becomes the first team to announce its car/engine combination.

Bruce Robertson, who is blind from retinitis pigmentosa, and his guide dog Goldie have been regulars at the Indianapolis Motor Speedway for the past five years. Robertson and Goldie take two buses to the track each day. "We sit in the same place every day," Robertson said. "He sits with his chin on the seat in front of us and watches the race cars go by. I come on race day and he doesn't. I leave him home." Robertson said he can see cars immediately in front of him. "I can tell by the sound how fast they are," he said. "I was here for Arie's fast lap -- the 239 lap -- and could tell he was going really fast. I can also tell the difference between engines when they go by. I love the track. I like the engine noises and Goldie likes the people." He's been coming to the track since '82. (NOTE from Trackside Report staff: Bill Dunn, the Speedway Safety Patrolman who directs traffic at the infield intersection leading to Gasoline Alley, told us about Bruce and Goldie and we'd been looking for him unsuccessfully for a couple days. Bruce knew it, and when we didn't find him, he stopped by the press room and found us.)

Buzz Calkins and Tony Stewart, who battled to the wire in the Indy 200 at Walt Disney World, will battle again at 8 p.m. Friday in a best-of-five 8-Ball Indy Shoot-out on the green felt at "Old" Shooters II at 56th



St. and Georgetown Square. An autograph session will follow. Admission is \$5 and proceeds go to the USAC Benevolent Fund.

It was announced today that Tony Stewart will compete in Saturday's Coca Cola 100 USAC Silver Crown race at Indianapolis Raceway Park, driving the #25 Boles Chevrolet. Johnny Parsons, Dan Drinan and Andy Michner, who have practiced this month at the Speedway, are also assigned to entries.

The winner of the 1996 Louis Schwitzer Award, which is an annual honor for engineering and excellence in the field of racing presented by the Indiana Chapter of the Society of Automotive Engineers, will be announced at 10:30 a.m. Thursday in the Trackside Conference Room.

At 9:30 a.m. Wednesday, Lyn St. James will race television sportscaster Gary Lee in a celebrity matchup down Derby Hill at 30th and Cold Springs Road to kick off the "race for funding" the renovation project for the Wilbur Shaw Memorial Soap Box Derby Hill. The Lyn St. James Foundation has allocated \$10,000 to begin the drive. Derby Hill was built by IMS, Tony Hulman and track superintendent Clarence Cagle in the early 1950s and has been the site of hundreds of soap box derby races through the years. The drive is being coordinated by the Indianapolis Soap Box Derby Foundation and the Speedway Kiwanis.

16 cars were on the track today, running 694 laps. Cars on track today: #8 Zampedri; #9 Gregoire; #10 Murphey; #12 Calkins; #15 Gosek; #22 Jourdain Jr.; #23 Stewart and Cheever; #33 Alboreto; #34 Salazar; #35 Luyendyk; #36 Drinan; #36 Andy Michner, State Bail Bonding/Kelly's Pub Too; #43 Velez; #44 Hearn; #45 St. James; #60 Groff; #87 Billy Boat, Pagan Racing.

A total of 48 cars are now at the Speedway, 44 have passed technical inspection and none are in the process. 37 drivers have been on the track to date. There were 19 yellows for 2 hours, 1 minute. The track closed at 5:55 p.m. because of rain. At 11 a.m., the temperature was 53 degrees with winds out of the south at 11 miles per hour gusting to 18 mph. At 5:40 p.m., the temperature was 59 degrees and winds were southeast at 13 miles per hour with gusts reaching 17 mph. Track temperatures from Goodyear tire engineers were 95 degrees at 11 a.m., 103 degrees at Noon and 72 degrees at 6 p.m.

TOP 10 NOT-YET QUALIFIED DRIVERS OF THE DAY

1	10	Brad Murphey	Hemelgarn Racing	228.612
2	43	Fermin Velez	Alta Spring Water/Perry Ellis/Royal Purple	223.775
3	36	Dan Drinan	State Bail Bonding/Kelly's Pub Too	212.655
4	15	Joe Gosek	Tempero-Giuffre Racing	203.767
5	36	Andy Michner	State Bail Bonding/Kelly's Pub Too	196.631
6	87	Billy Boat	Pagan Racing	193.690

**Practice Session Summary - 5/14/96 (6:00 PM)**  
**By Today's Best Speed**

R	Car	Driver	YR/C/E/T	:--Today Combined--:			:--Month Combined--:			Date
				Laps	Time	Speed	Laps	Time	Speed	Best
1	35	Luyendyk, Arie	95 R/F/F	18	37.737	238.493	139	37.737	238.493	5/14/96
2	23	Stewart, Tony	95 L/M/F	70	38.327	234.821	101	38.162	235.837	5/13/96
3	44	Hearn, Richie	95 R/F/G	57	38.730	232.378	230	38.577	233.300	5/13/96
4	33	Alboreto, Michele	95 R/F/G	22	38.761	232.192	309	38.761	232.192	5/14/96
5	12	Calkins, Buzz	95 R/F/F	96	38.831	231.774	387	38.348	234.693	5/10/96
6	8	Zampedri, Alessandro	95 L/F/G	50	38.967	230.965	359	38.848	231.672	5/13/96
7	22	Jourdain Jr, Michel	95 L/F/G	33	39.027	230.610	303	38.425	234.223	5/13/96
8	9	Gregoire, Stephan	95 R/F/F	23	39.034	230.568	140	39.034	230.568	5/14/96
9	60	Groff, Mike	95 R/F/G	71	39.047	230.491	277	39.047	230.491	5/14/96
10	34	Salazar, Eliseo	95 L/F/G	22	39.316	228.914	77	38.776	232.102	5/13/96
11	10	Murphey, Brad	94 R/F/F	25	39.368	228.612	272	39.368	228.612	5/14/96
12	43	Velez, Fermin	94 L/F/G	65	40.219	223.775	115	40.219	223.775	5/14/96
13	45	St James, Lyn	94 L/F/G	51	40.658	221.359	154	39.780	226.244	5/11/96
14	23	Cheever, Eddie	95 L/M/F	8	41.245	218.208	8	41.245	218.208	5/14/96
15	36	Drinan, Dan	91 L/B/G	14	42.322	212.655	134	41.675	215.957	5/07/96
16	15	Gosek, Joe	92 L/B/G	10	44.168	203.767	48	44.168	203.767	5/14/96
17	36	Michner, Andy	91 L/B/G	17	45.771	196.631	17	45.771	196.631	5/14/96
18	87	Boat, Billy	92 L/B/G	42	46.466	193.690	42	46.466	193.690	5/14/96
19	5	Luyendyk, Arie	95 R/F/F	0	0.000	0.000	82	37.616	239.260	5/10/96
20	20	Stewart, Tony	95 L/M/F	0	0.000	0.000	128	37.921	237.336	5/06/96
21	3	Cheever, Eddie	95 L/M/F	0	0.000	0.000	127	38.136	235.997	5/07/96
22	2	Brayton, Scott	95 L/M/F	0	0.000	0.000	123	38.176	235.750	5/07/96
23	11	Sharp, Scott	95 L/F/G	0	0.000	0.000	143	38.184	235.701	5/10/96
24	7	Salazar, Eliseo	95 L/F/G	0	0.000	0.000	159	38.321	234.858	5/13/96
25	70	Jones, Davy	95 L/MI/G	0	0.000	0.000	172	38.341	234.736	5/11/96
26	32	Stewart, Tony	95 L/M/F	0	0.000	0.000	45	38.380	234.497	5/11/96
27	91	Lazier, Buddy	95 R/F/F	0	0.000	0.000	105	38.399	234.381	5/10/96
28	4	Hearn, Richie	95 R/F/G	0	0.000	0.000	171	38.411	234.308	5/11/96
29	21	Guerrero, Roberto	95 R/F/G	0	0.000	0.000	140	38.411	234.308	5/13/96
30	32	Brayton, Scott	95 L/M/F	0	0.000	0.000	13	38.486	233.851	5/11/96
31	30	Dismore, Mark	95 L/M/F	0	0.000	0.000	85	38.676	232.702	5/10/96
32	14	Hamilton, Davey	95 L/F/G	0	0.000	0.000	108	38.984	230.864	5/10/96
33	41	Greco, Marco	94 L/F/G	0	0.000	0.000	153	39.219	229.481	5/12/96
34	64	Unser, Johnny	95 R/F/G	0	0.000	0.000	241	39.606	227.238	5/11/96
35	18	Paul, John	93 L/M/G	0	0.000	0.000	140	39.614	227.192	5/11/96
36	84	Sharp, Scott	94 L/F/G	0	0.000	0.000	23	39.617	227.175	5/09/96
37	54	Buhl, Robbie	94 L/F/F	0	0.000	0.000	226	39.639	227.049	5/12/96
38	96	Durant, Paul	92 L/B/G	0	0.000	0.000	170	39.794	226.165	5/12/96
39	7	Salazar, Eliseo	95 L/F/G	0	0.000	0.000	36	39.958	225.236	5/09/96
40	90	Gardner, Racin	94 L/F/G	0	0.000	0.000	70	40.012	224.933	5/12/96
41	16	Parsons, Johnny	93 L/M/F	0	0.000	0.000	36	40.345	223.076	5/10/96
42	21	Guerrero, Roberto	95 R/F/G	0	0.000	0.000	16	40.345	223.076	5/07/96
43	27	Guthrie, Jim	93 L/M/F	0	0.000	0.000	165	40.449	222.502	5/11/96
44	23	Dismore, Mark	95 L/M/F	0	0.000	0.000	62	40.489	222.283	5/06/96
45	72	Jones, Davy	95 L/MI/G	0	0.000	0.000	18	41.020	219.405	5/09/96
46	75	O`Connell, Johnny	95 R/F/F	0	0.000	0.000	104	41.040	219.298	5/13/96
47	93	Gardner, Racin	94 L/F/G	0	0.000	0.000	89	42.622	211.159	5/06/96
48	36	Carlson, Tyce	91 L/B/G	0	0.000	0.000	101	42.777	210.393	5/13/96
49	45	Tolsma, Randy	94 L/F/G	0	0.000	0.000	103	43.078	208.923	5/06/96
50	39	Harrington, Scott	92 L/B/G	0	0.000	0.000	76	44.160	203.804	5/13/96
51	25	Gosek, Joe	92 L/B/G	0	0.000	0.000	112	45.713	196.881	5/10/96
52	15	Bell, Justin	92 L/B/G	0	0.000	0.000	55	48.245	186.548	5/09/96
53	99	Guerrero, Roberto	94 R/F/G	0	0.000	0.000	13	70.716	127.270	5/13/96

Total Laps: 694 6722

Legend - Chassis: L=Lola, R=Reynard  
Engine: B=Buick, F=Ford Cosworth, M=Menard V6, MI=Mercedes Ilmor  
Tire: F=Firestone, G=Goodyear

Note: Speeds and laps include qualification laps

## **DAY 12 -Practice- WEDNESDAY, MAY 15**

USAC Chief Steward Keith Ward said this afternoon that the sanctioning body would continue to start driver orientation programs Thursday morning. "We're going to start at 9 in the morning and if guys are ready, we'll try to get them finished up," Ward said. Of those who have been on the track and not completed tests, Billy Boat has completed his first phase and Andy Michner has no laps completed toward his first phase.

Several teams have been helping each other in Gasoline Alley to prepare for the final weekend of qualifying. Buddy Lindblom, team manager for Treadway Racing, said his team is assisting Scott Harrington's effort for LP Motorsports. "We're giving them a little setup information and our gearbox guy, Steve Eppard, is helping them out," Lindblom said. "Fred Treadway volunteered our help and we loaned them our old-style fuel nozzle and some rims that have been through inspection. The helping back and forth has gone on to a certain extent before. It actually helps both sides." Larry Nash, team manager for Harrington's effort, said, "we've gotten bits and pieces for our race car from a few teams. We have an older car, a '92, so we have been able to acquire these parts from the teams that ran these cars in the past. People have given us assistance here and there because we are a little low on the learning curve, so every bit helps." About the atmosphere in the garages, Nash added, "It used to be this way and that's the way it should be. We've been away from this arena for awhile so coming back now, it's like coming back home."

As far back as records are reliable, the most practice time lost to rain during a month of May came in 1973, when the track was down for 25 hours, 37 minutes during the month. In that year, the track opened for practice on April 30 and practice started at 9 a.m. each day. That total was broken today for the 1996 month of May. A total of 34 hours, 12 minutes of scheduled practice time have now been lost for '96 because of wet conditions.

**CORRECTION:** In the Day 12 report, it was stated that Paul Zuccarelli was the only driver from Spain to start an Indianapolis 500. Zuccarelli was born in Spain, but was Italian and served in the Italian Navy, according to his biography in the 1913 "500" program. If he qualifies, Fermin Velez would become the first Spaniard to start an Indianapolis 500.

The check presentation and celebrity match race between Lyn St. James and Gary Lee to kick off funding for renovation of Wilbur Shaw Memorial Soap Box Derby Hill at 30th and Cold Springs Road, originally scheduled for this morning, has been rescheduled for 9 a.m. Friday.

GTE "Front Runner Award" checks of \$10,000 each were presented to Team Menard in Gasoline Alley today for the front-row qualifications by Scott Brayton and Tony Stewart.

The 18th annual "Day Before the 500" Indianapolis Auto Racing Memorabilia Expo is scheduled for 9 a.m.-4 p.m. at the Indiana Convention Center in downtown Indianapolis. Admission is \$6.

Four of the drivers currently in the field -- Tony Stewart, Davey Hamilton, Davy Jones and Mark Dismore - are veterans of the 12-year-old Thunder in the Dome midget race, the most ever in a "500" field.

Michel Jourdain Jr. will attend a luncheon of Ameritech personnel and guests at Noon Thursday in the Tower Terrace suites.

A total of 48 cars are now at the Speedway, 43 have passed technical inspection and two are in the process. 37 drivers have been on the track to date. The track did not open for practice today because of rain and was officially closed for the day at 3:25 p.m. because of rain. At 3:10 p.m., the temperature was 61 degrees with winds SW at 4 mph.

**Practice Session Summary - 5/15/96 (3:30 PM)**  
**By Today's Best Speed**

Track Closed Because Of Rain

## DAY 13 -Practice- THURSDAY, MAY 16

Arie Luyendyk was fastest of the day in the #35 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling entry with a lap at 234.540 miles per hour. Brad Murphey was the fastest of not-yet qualified drivers with a lap at 225.875 mph. Danny Ongais made his first appearance of the month in the #77 Brickell Racing entry and was officially logged as on the track by passing the pit exit area.

Dave Schnelker, Ning Wu, I-Fu Shih of Delco Electronics Corporation and Ed Rothrock of Bell Sports have been awarded the 30th annual Schwitzer Award for their design of the Racing EyeCue. The honor was presented by Steve Roby, the Louis Schwitzer Award Committee chairman, on behalf of the Indiana Section, Society of Automotive Engineers. Schnelker and Dr. W. Scott Walker, senior vice president of Delco Electronics, accepted the award this morning in the Trackside Conference Room. The Racing EyeCue is an optical heads-up display of data and information weighing 3 ½ ounces that has been made into an attachment for a driver's helmet. "This award is like a Nobel Prize for technical people," said Dr. Walker, "and we are honored to accept it." Schnelker explained that the display's projection looked like it would be roughly 12 feet away. Roby said it takes roughly nine-tenths of a second to look down at a dashboard and a car would travel around 315 feet here during that time. Schnelker said yellow and green rectangles are included in the display that can show a driver track conditions. "Instead of having to take the time to look down, a driver can concentrate on what he's doing, so it's quite a good safety feature," said Schnelker. "We expect Davy Jones to be testing this helmet on Saturday, weather-permitting and we expect to see this helmet in use later this year," said Roby.

Scott Harrington passed the observation phase of his driver's test today, becoming the 18th driver of the month to do so. Veteran observers for the test were Steve Chassey, Tero Palmroth and Gordon Johncock. Billy Boat passed the second, third, fourth and observation phases of his test, becoming the 19th driver of the month to do so. Veteran observers for Boat's test were Chassey, Palmroth and John Paul Jr. Andy Michner completed the first three phases of his driver's test. Rob Wilson completed the first phase of his driver's test.

At 1:28 p.m., Scott Harrington in the #39 Harrington Motorsports/LP Racing entry pushed high 330 feet in Turn 3 to hit the wall with the right side, slid along the wall 120 feet, came off the wall 760 feet with a half spin to hit the wall again in Turn 4, then came off the wall 330 feet to a stop in the middle of the track at the exit of Turn 4. The car sustained extensive damage. Harrington suffered a bruised left foot and bruised left shoulder, was examined at Hanna Medical Center and was released to drive.

Johnny O'Connell and Billy Boat came to the Trackside Conference Room at the end of the day.

**BILLY BOAT:** "Ten years ago when I was running Indy Lights, I came here and the drama and excitement of this place was unbelievable. I knew this was what I wanted. But a year ago, I would never had had the chance. I'd be running a midget in California today." (About help from drivers): "After I ran 216, I talked to Steve Chassey a little. I was trying to make two corners instead of one, so after I talked to him, I got a more even line on the turns."

**JOHNNY O'CONNELL:** "I passed the final phase of my rookie test and Clayton (Cunningham, the car owner) said, 'you only have to do 220 now to qualify.' And I said I'd be embarrassed with a 220.001. As well as we've run before, and we're at 225 now, this place is all about miles and if I qualify at 220, that gets me in the show. I've always been a better racer than a qualifier."

Two-time "500" winner Gordon Johncock has been spending much of the month in the STP garage office in Gasoline Alley. A sign there reads: "Johncock's Bed and Breakfast."

Justin Bell said today that he would pass up this year's "500." "This is how my week has been," Bell said. "It's like Michelle Pfeiffer knocking on your motel room door and saying, 'Oops, wrong room.'"

USAC Steward Art Meyers said today that Friday's schedule will have driver orientation 9-11 a.m. and open practice 11 a.m.-6 p.m.

Cary Agajanian of USAC, Johnny Rutherford and Tony Stewart attended the International Motor Press Association monthly luncheon in New York today at the Women's National Republican Club in midtown Manhattan. Sixty-five automotive journalists heard the trio discuss the future of the Indianapolis 500 and the Indy Racing League.

22 cars were on the track today, running 899 laps. Cars on track today: #10 Murphey; #11 Sharp; #14 Hamilton; #15 Gosek; #18 Paul Jr.; #23 Cheever; #24 Tolsma; #27 Guthrie; #33 Alboreto; #34 Salazar; #35 Luyendyk; #36 Drinan and Michner; #39 Harrington; #41 Greco; #44 Hearn; #45 St. James; #46 Rob Wilson, Ruger Titanium/Project Indy Reynard; #60 Groff; #75 O'Connell; #77 Danny Ongais, Brickell Racing; #99 Boat.

A total of 48 cars are now at the Speedway, 45 have passed technical inspection and one is in the process. 40 drivers have been on the track to date. There were 12 yellows for one hour, 36 minutes. At 11:24 a.m., when the track opened, the temperature was 71 degrees with winds SW at 7 mph. Track temperatures from Goodyear tire engineers were 80 degrees at 11:30 a.m., 115 degrees at 3 p.m. and 94 degrees at 5 p.m. At 5:45 p.m., the temperature was 78 degrees with winds out of the west at 8 mph.

TOP NOT-YET QUALIFIED DRIVERS OF THE DAY

1	10	Brad Murphey	Hemelgarn Racing	225.875
2	75	Johnny O'Connell	Mechanics Laundry/Cunningham Racing	225.315
3	99	Billy Boat	Pagan Racing	224.657
4	36	Dan Drinan	State Bail Bonding/Kelly's Pub Too	213.159
5	39	Scott Harrington	Harrington Motorsports/LP Racing	209.859
6	36	Andy Michner	State Bail Bonding/Kelly's Pub Too	203.367
7	46	Rob Wilson	Ruger Titanium/Project Indy Reynard	192.332
8	24	Randy Tolsma	McCormack Motorsports	186.521
9	15	Joe Gosek	Tempero-Giuffre Racing	123.859

**Practice Session Summary - 5/16/96 (6:00 PM)**  
**By Today's Best Speed**

R	Car	Driver	YR/C/E/T	:--Today Combined--:			:--Month Combined--:			Date Best	
				Laps	Time	Speed	Laps	Time	Speed		
1	35	Luyendyk, Arie	95 R/F/F	62	38.373	234.540	201	37.737	238.493	5/14/96	
2	33	Alboreto, Michele	95 R/F/G	69	38.947	231.083	378	38.761	232.192	5/14/96	
3	44	Hearn, Richie	95 R/F/G	75	39.017	230.669	305	38.577	233.300	5/13/96	
4	45	St James, Lyn	94 L/F/G	34	39.649	226.992	188	39.649	226.992	5/16/96	
5	23	Cheever, Eddie	95 L/M/F	67	39.737	226.489	75	39.737	226.489	5/16/96	
6	10	Murphey, Brad	94 R/F/F	20	39.845	225.875	292	39.368	228.612	5/14/96	
7	11	Sharp, Scott	95 L/F/G	18	39.859	225.796	161	38.184	235.701	5/10/96	
8	34	Salazar, Eliseo	95 L/F/G	49	39.889	225.626	126	38.776	232.102	5/13/96	
9	75	O'Connell, Johnny	95 R/F/F	61	39.944	225.315	165	39.944	225.315	5/16/96	
10	60	Groff, Mike	95 R/F/G	59	39.992	225.045	336	39.047	230.491	5/14/96	
11	99	Boat, Billy	94 R/F/G	100	40.061	224.657	100	40.061	224.657	5/16/96	
12	41	Greco, Marco	94 L/F/G	13	40.623	221.549	166	39.219	229.481	5/12/96	
13	18	Paul, John	93 L/M/G	46	40.630	221.511	186	39.614	227.192	5/11/96	
14	14	Hamilton, Davey	95 L/F/G	41	40.999	219.518	149	38.984	230.864	5/10/96	
15	36	Drinan, Dan	91 L/B/G	20	42.222	213.159	154	41.675	215.957	5/07/96	
16	39	Harrington, Scott	92 L/B/G	38	42.886	209.859	114	42.886	209.859	5/16/96	
17	36	Michner, Andy	91 L/B/G	55	44.255	203.367	72	44.255	203.367	5/16/96	
18	46	Wilson, Rob	93 L/F/G	31	46.794	192.332	31	46.794	192.332	5/16/96	
19	24	Tolsma, Randy	93 L/B/F	25	48.252	186.521	25	48.252	186.521	5/16/96	
20	27	Guthrie, Jim	93 L/M/F	11	52.186	172.460	176	40.449	222.502	5/11/96	
21	15	Gosek, Joe	92 L/B/G	5	72.663	123.859	53	44.168	203.767	5/14/96	
22	5	Luyendyk, Arie	95 R/F/F	0	0.000	0.000	82	37.616	239.260	5/10/96	
23	20	Stewart, Tony	95 L/M/F	0	0.000	0.000	128	37.921	237.336	5/06/96	
24	3	Cheever, Eddie	95 L/M/F	0	0.000	0.000	127	38.136	235.997	5/07/96	
25	23	Stewart, Tony	95 L/M/F	0	0.000	0.000	101	38.162	235.837	5/13/96	
26	2	Brayton, Scott	95 L/M/F	0	0.000	0.000	123	38.176	235.750	5/07/96	
27	7	Salazar, Eliseo	95 L/F/G	0	0.000	0.000	159	38.321	234.858	5/13/96	
28	70	Jones, Davy	95 L/MI/G	0	0.000	0.000	172	38.341	234.736	5/11/96	
29	12	Calkins, Buzz	95 R/F/F	0	0.000	0.000	387	38.348	234.693	5/10/96	
30	32	Stewart, Tony	95 L/M/F	0	0.000	0.000	45	38.380	234.497	5/11/96	
31	91	Lazier, Buddy	95 R/F/F	0	0.000	0.000	105	38.399	234.381	5/10/96	
32	4	Hearn, Richie	95 R/F/G	0	0.000	0.000	171	38.411	234.308	5/11/96	
33	21	Guerrero, Roberto	95 R/F/G	0	0.000	0.000	140	38.411	234.308	5/13/96	
34	22	Jourdain Jr, Michel	95 L/F/G	0	0.000	0.000	303	38.425	234.223	5/13/96	
35	32	Brayton, Scott	95 L/M/F	0	0.000	0.000	13	38.486	233.851	5/11/96	
36	30	Dismore, Mark	95 L/M/F	0	0.000	0.000	85	38.676	232.702	5/10/96	
37	8	Zampedri, Alessandro	95 L/F/G	0	0.000	0.000	359	38.848	231.672	5/13/96	
38	9	Gregoire, Stephan	95 R/F/F	0	0.000	0.000	140	39.034	230.568	5/14/96	
39	64	Unser, Johnny	95 R/F/G	0	0.000	0.000	241	39.606	227.238	5/11/96	
40	84	Sharp, Scott	94 L/F/G	0	0.000	0.000	23	39.617	227.175	5/09/96	
41	54	Buhl, Robbie	94 L/F/F	0	0.000	0.000	226	39.639	227.049	5/12/96	
42	96	Durant, Paul	92 L/B/G	0	0.000	0.000	170	39.794	226.165	5/12/96	
43	7	Salazar, Eliseo	95 L/F/G	0	0.000	0.000	36	39.958	225.236	5/09/96	
44	90	Gardner, Racin	94 L/F/G	0	0.000	0.000	70	40.012	224.933	5/12/96	
45	43	Velez, Fermin	94 L/F/G	0	0.000	0.000	115	40.219	223.775	5/14/96	
46	16	Parsons, Johnny	93 L/M/F	0	0.000	0.000	36	40.345	223.076	5/10/96	
47	21	Guerrero, Roberto	95 R/F/G	0	0.000	0.000	16	40.345	223.076	5/07/96	
48	23	Dismore, Mark	95 L/M/F	0	0.000	0.000	62	40.489	222.283	5/06/96	
49	72	Jones, Davy	95 L/MI/G	0	0.000	0.000	18	41.020	219.405	5/09/96	
50	93	Gardner, Racin	94 L/F/G	0	0.000	0.000	89	42.622	211.159	5/06/96	
51	36	Carlson, Tyce	91 L/B/G	0	0.000	0.000	101	42.777	210.393	5/13/96	
52	45	Tolsma, Randy	94 L/F/G	0	0.000	0.000	103	43.078	208.923	5/06/96	
53	25	Gosek, Joe	92 L/B/G	0	0.000	0.000	112	45.713	196.881	5/10/96	
54	87	Boat, Billy	92 L/B/G	0	0.000	0.000	42	46.466	193.690	5/14/96	
55	15	Bell, Justin	92 L/B/G	0	0.000	0.000	55	48.245	186.548	5/09/96	
56	99	Guerrero, Roberto	94 R/F/G	0	0.000	0.000	13	70.716	127.270	5/13/96	
Total Laps:				899				7621			

Legend - Chassis: L=Lola, R=Reynard  
 Engine: B=Buick, F=Ford Cosworth, M=Menard V6, MI=Mercedes Ilmor  
 Tire: F=Firestone, G=Goodyear

Note: Speeds and laps include qualification laps



## DAY 14 -Practice- FRIDAY, MAY 17

At 12:17 p.m., Scott Brayton in the #23 Menards/Glidden/Quaker State Special had an equipment failure in the middle of Turn 2, did a half-spin 420 feet to hit the wall with the left side, slid 360 feet along the wall, then came off the wall 600 feet to a stop on the inside of the track in the middle of the backstretch. The car sustained heavy left side damage. Brayton was transported by ambulance to Methodist Hospital of Indiana, accompanied by Dr. Henry Bock, Speedway medical director. Brayton, 37, of Coldwater, Mich., died at 12:50 p.m. local time at Methodist Hospital. The Speedway delayed the announcement of Brayton's death until 4 p.m. so family members could be notified. Brayton is survived by his wife, Becky; daughter Carly, 2 1/2; and his parents Lee and Jean.

At 4:45 p.m., Speedway president Tony George and Team Menard owner John Menard met with the media in the Trackside Conference Room.

TONY GEORGE: "We're very saddened by Scott's death. He's been a great ambassador to our sport.. His family has put their entire heart and soul into automobile racing. There's so much love in that family. They're so loved by the racing community. It is with a heavy heart that we sit before you today. Scott expressed to me earlier in the month on a couple different occasions how much he loved his two girls -- Becky and his daughter Carly. We're going to miss Scott. He died doing what he loved, going fast at the Indianapolis Motor Speedway. There's not much more that can be said than that."

JOHN MENARD: "Today, we lost a great friend, a great husband, a great father and a great competitor. Words just can't describe how I feel right now. Scotty just loved this place. He loved running fast here, loved the competition. He was so proud of the fact he had the pole. He worked for that pole. It was a real gutsy thing he did Saturday (withdrawing a second-row car and going for the pole). He died doing what he loved. There are very, very heavy hearts at Team Menard right now. Scotty had a perfect race car, a perfect day and a perfect track and it reached out and bit him. It reminds you that this is a very serious business that we're about."

Regarding Brayton's accident, Firestone spokesman Tony Troiano said in a written statement at 4:45 p.m.: "Our preliminary analysis tends to indicate the right rear tire on Scott's car did lose air but the manner in which it occurred leads us to believe the tire was cut. We are continuing to analyze what we have left of the tire and that analysis does not indicate any internal structural damage. Our prayers are with Scott's family at this time."

The United States Auto Club issued a statement at 6 p.m. as follows: Extensive investigation by the United States Auto Club Technical and Non-Destructive Committees following the Scott Brayton accident at the Indianapolis Motor Speedway today revealed conclusive evidence to support the report that rapid deflation of the right rear tire occurred, causing Scott's Team Menard machine to spin into the outside wall in Turn 2. "Working closely with Firestone engineers, USAC will continue to pursue a possible cause for this rapid deflation," added USAC Technical Director Mike Devin.

Andy Michner passed the fourth and observation phases of his driver's test, becoming the 20th driver of the month to do so. Veteran observers were Tero Palmroth, Eliseo Salazar and Marco Greco. Joe Gosek passed the third, fourth and final phases of the test, becoming the 21st driver to do so. Rob Wilson passed the second through final phases of the test, becoming the 22nd driver to do so. Veteran observers for the last two final tests were Johnny Rutherford, Tero Palmroth and Stephan Gregoire.

Andy Michner, after passing his driver's test, said he would not attempt qualification this year. "I was offered Foyt's ride but I don't feel I have enough time to practice after qualifying to prepare for the race itself," Michner said.

John Della Penna announced Thursday that Della Penna Motorsports would not run its #44 Della Penna Motorsports Ralph's Food 4 Less Fuji Film entry, a backup car to Richie Hearn.

Qualifying order for Saturday, May 18: #99 TBA; #10 Murphey; #23 TBA; #84 TBA; #15 Bell; #25 Gosek; #36 Drinan; #75 O'Connell; #39 Harrington; #43 TBA.

18 cars were on the track today, running 643 laps. Cars on track today: #4 Hearn; #10 Murphey; #11 Sharp; #14 Hamilton; #15 Gosek; #23 Brayton; #24 Tolsma; #34 Salazar; #35 Luyendyk; #36 Drinan and Michner; #41 Greco; #43 Velez; #45 St. James; #46 Wilson; #64 Unser; #75 O'Connell; #77 Ongais; #99 Boat.

At 10:10 a.m., the temperature was 69 degrees and winds were out of the south at 9 mph. At 5:55 p.m., the temperature was 84 degrees and winds were west at 9 mph with gusts to 15 mph.

TOP 10 NOT-YET QUALIFIED DRIVERS OF THE DAY

1	10	Brad Murphey	Hemelgarn Racing	228.548
2	99	Billy Boat	Pagan Racing	223.425
3	46	Rob Wilson	Power Team/Project Indy	218.755
4	43	Fermin Velez	AltaSpringWater/PerryEllis/Royal Purple	217.802
5	36	Dan Drinan	State Bail Bonding/Kelly's Pub Too	214.997
6	75	Johnny O'Connell	Mechanics Laundry/Cunningham Racing	214.117
7	77	Danny Ongais	Brickell Racing Group	208.459
8	15	Joe Gosek	Tempero-Giuffre Racing	206.219
9	36	Andy Michner	State Bail Bonding/Kelly's Pub Too	206.157
10	24	Randy Tolsma	McCormack Motorsports	201.113

#### Official USAC Statement - Scott Brayton Accident

Extensive investigation by the United States Auto Club Technical and Non-Destructive Testing Committees following the Scott Brayton accident at the Indianapolis Motor Speedway today revealed conclusive evidence to support the report that rapid deflation of the right rear tire occurred, causing Scott's Team Menard machine to spin into the outside wall in turn two.

"Working closely with Firestone engineers, USAC will continue to pursue a possible cause for this rapid deflation," added USAC Technical Director Mike Devin.

#### Tragedy at Indy

At 12:17pm today, 1996 Indy pole-winner Scott Brayton slammed into the wall in turn two at Indianapolis, suffering fatal injuries. Brayton had just finished a 228.6 mph lap in his backup Lola- Menard when it had an apparent mechanical failure going into turn two. The car did a half-spin, sliding 360 feet before contact was made on the left side, then slid along the wall and finally, across the track, coming to rest sideways on the safety apron half-way down the back straightaway. Brayton was unconscious when removed from his car and was taken immediately by ambulance to Methodist Hospital, where he was pronounced dead at 12:50pm.

The popular 37-year old from Coldwater, Michigan was a veteran of 148 Championship races and 14 Indianapolis 500s. Only last Saturday, Brayton took one of the biggest gambles in Speedway history, boldly withdrawing the car he'd qualified in sixth position, with a four-lap average of 231.535 mph, to make a last-ditch attempt with a backup car for the pole. With just 18 minutes remaining in the session, Brayton electrified the crowd with a record four-lap average of 233.718 mph, enough to dislodge Arie Luyendyk from pole position. In the 80 year history of the Indianapolis 500, Brayton was only the ninth driver to win the pole two years in succession. He is survived by his wife, Becky, their 2 1/2 year old daughter, Carly, and parents Lee and Jean Brayton.

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Editor-at-Large, The Auto Channel

**Practice Session Summary - 5/17/96 (6:00 PM)**  
**By Today's Best Speed**

R	Car	Driver	YR/C/E/T	:--Today Combined--:			:--Month Combined--:			Date Best	
				Laps	Time	Speed	Laps	Time	Speed		
1	35	Luyendyk, Arie	95 R/F/F	50	38.319	234.870	251	37.737	238.493	5/14/96	
2	23	Brayton, Scott	95 L/M/F	52	39.109	230.126	52	39.109	230.126	5/17/96	
3	4	Hearn, Richie	95 R/F/G	8	39.296	229.031	179	38.411	234.308	5/11/96	
4	10	Murphey, Brad	94 R/F/F	19	39.379	228.548	311	39.368	228.612	5/14/96	
5	11	Sharp, Scott	95 L/F/G	12	40.116	224.349	173	38.184	235.701	5/10/96	
6	34	Salazar, Eliseo	95 L/F/G	63	40.247	223.619	189	38.776	232.102	5/13/96	
7	99	Boat, Billy	94 R/F/G	36	40.282	223.425	136	40.061	224.657	5/16/96	
8	41	Greco, Marco	94 L/F/G	22	40.847	220.334	188	39.219	229.481	5/12/96	
9	64	Unser, Johnny	95 R/F/G	14	40.976	219.641	255	39.606	227.238	5/11/96	
10	46	Wilson, Rob	93 L/F/G	108	41.142	218.755	139	41.142	218.755	5/17/96	
11	43	Velez, Fermin	94 L/F/G	19	41.322	217.802	134	40.219	223.775	5/14/96	
12	14	Hamilton, Davey	95 L/F/G	21	41.339	217.712	170	38.984	230.864	5/10/96	
13	36	Drinan, Dan	91 L/B/G	25	41.861	214.997	179	41.675	215.957	5/07/96	
14	75	O'Connell, Johnny	95 R/F/F	12	42.033	214.117	177	39.944	225.315	5/16/96	
15	45	St James, Lyn	94 L/F/G	26	42.187	213.336	214	39.649	226.992	5/16/96	
16	77	Ongais, Danny	93 L/M/G	30	43.174	208.459	30	43.174	208.459	5/17/96	
17	15	Gosek, Joe	92 L/B/G	62	43.643	206.219	115	43.643	206.219	5/17/96	
18	36	Michner, Andy	91 L/B/G	30	43.656	206.157	102	43.656	206.157	5/17/96	
19	24	Tolsma, Randy	93 L/B/F	34	44.751	201.113	59	44.751	201.113	5/17/96	
20	5	Luyendyk, Arie	95 R/F/F	0	0.000	0.000	82	37.616	239.260	5/10/96	
21	20	Stewart, Tony	95 L/M/F	0	0.000	0.000	128	37.921	237.336	5/06/96	
22	3	Cheever, Eddie	95 L/M/F	0	0.000	0.000	127	38.136	235.997	5/07/96	
23	23	Stewart, Tony	95 L/M/F	0	0.000	0.000	101	38.162	235.837	5/13/96	
24	2	Brayton, Scott	95 L/M/F	0	0.000	0.000	123	38.176	235.750	5/07/96	
25	7	Salazar, Eliseo	95 L/F/G	0	0.000	0.000	159	38.321	234.858	5/13/96	
26	70	Jones, Davy	95 L/MI/G	0	0.000	0.000	172	38.341	234.736	5/10/96	
27	12	Calkins, Buzz	95 R/F/F	0	0.000	0.000	387	38.348	234.693	5/10/96	
28	32	Stewart, Tony	95 L/M/F	0	0.000	0.000	45	38.380	234.497	5/11/96	
29	91	Lazier, Buddy	95 R/F/F	0	0.000	0.000	105	38.399	234.381	5/10/96	
30	21	Guerrero, Roberto	95 R/F/G	0	0.000	0.000	140	38.411	234.308	5/13/96	
31	22	Jourdain Jr, Michel	95 L/F/G	0	0.000	0.000	303	38.425	234.223	5/13/96	
32	32	Brayton, Scott	95 L/M/F	0	0.000	0.000	13	38.486	233.851	5/11/96	
33	44	Hearn, Richie	95 R/F/G	0	0.000	0.000	305	38.577	233.300	5/13/96	
34	30	Dismore, Mark	95 L/M/F	0	0.000	0.000	85	38.676	232.702	5/10/96	
35	33	Alboreto, Michele	95 R/F/G	0	0.000	0.000	378	38.761	232.192	5/14/96	
36	8	Zampedri, Alessandro	95 L/F/G	0	0.000	0.000	359	38.848	231.672	5/13/96	
37	9	Gregoire, Stephan	95 R/F/F	0	0.000	0.000	140	39.034	230.568	5/14/96	
38	60	Groff, Mike	95 R/F/G	0	0.000	0.000	336	39.047	230.491	5/14/96	
39	18	Paul, John	93 L/M/G	0	0.000	0.000	186	39.614	227.192	5/11/96	
40	84	Sharp, Scott	94 L/F/G	0	0.000	0.000	23	39.617	227.175	5/09/96	
41	54	Buhl, Robbie	94 L/F/F	0	0.000	0.000	226	39.639	227.049	5/12/96	
42	23	Cheever, Eddie	95 L/M/F	0	0.000	0.000	75	39.737	226.489	5/16/96	
43	96	Durant, Paul	92 L/B/G	0	0.000	0.000	170	39.794	226.165	5/12/96	
44	7	Salazar, Eliseo	95 L/F/G	0	0.000	0.000	36	39.958	225.236	5/09/96	
45	90	Gardner, Racine	94 L/F/G	0	0.000	0.000	70	40.012	224.933	5/12/96	
46	16	Parsons, Johnny	93 L/M/F	0	0.000	0.000	36	40.345	223.076	5/10/96	
47	21	Guerrero, Roberto	95 R/F/G	0	0.000	0.000	16	40.345	223.076	5/07/96	
48	27	Guthrie, Jim	93 L/M/F	0	0.000	0.000	176	40.449	222.502	5/11/96	
49	23	Dismore, Mark	95 L/M/F	0	0.000	0.000	62	40.489	222.283	5/06/96	
50	72	Jones, Davy	95 L/MI/G	0	0.000	0.000	18	41.020	219.405	5/09/96	
51	93	Gardner, Racine	94 L/F/G	0	0.000	0.000	89	42.622	211.159	5/06/96	
52	36	Carlson, Tyce	91 L/B/G	0	0.000	0.000	101	42.777	210.393	5/13/96	
53	39	Harrington, Scott	92 L/B/G	0	0.000	0.000	114	42.886	209.859	5/16/96	
54	45	Tolsma, Randy	94 L/F/G	0	0.000	0.000	103	43.078	208.923	5/06/96	
55	25	Gosek, Joe	92 L/B/G	0	0.000	0.000	112	45.713	196.881	5/10/96	
56	87	Boat, Billy	92 L/B/G	0	0.000	0.000	42	46.466	193.690	5/14/96	
57	15	Bell, Justin	92 L/B/G	0	0.000	0.000	55	48.245	186.548	5/09/96	
58	99	Guerrero, Roberto	94 R/F/G	0	0.000	0.000	13	70.716	127.270	5/13/96	
Total Laps:				643				8264			

Legend - Chassis: L=Lola, R=Reynard  
Engine: B=Buick, F=Ford Cosworth, M=Menard V6, MI=Mercedes Ilmor  
Tire: F=Firestone, G=Goodyear

**Note:** Speeds and laps include qualification laps

**SATURDAY, MAY 18**  
**QUALIFICATION SUMMARY**  
**Chronological Order**

Billy Boat (#99 Pagan Racing Special) 94/R/F/G:

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
40.797	40.517	40.523	40.454	2:42.291
220.604	222.129	222.096	222.475	221.824

Fermin Velez (#43 Alta Spring Water/Perry Ellis/Royal Purple) 94/L/F/G:

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
40.743	40.426	40.350	40.288	2:41.807
220.897	222.629	223.048	223.392	222.487

Brad Murphey (#10 Hemelgarn Racing) 94/R/F/F:

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
39.746	40.011	39.786	39.712	2:39.255
226.438	224.938	226.210	226.632	226.053

Johnny Parsons (#16 Team Blueprint Racing) 93/L/M/F:

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
40.295	40.069	40.157	40.306	2:40.827
223.353	224.613	224.120	223.292	223.843

Johnny O'Connell (#75 Mechanics Laundry/Cunningham Racing) 95/R/F/F:

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
40.382	40.591	40.546	40.380	2:41.899
222.872	221.724	221.970	222.883	222.361

## DAY 15 -Qualifications- SATURDAY, MAY 18

The Championship Auto Racing Auxiliary's annual CARA Tennis Tournament is scheduled for Wednesday, May 22 at IUPUI's downtown campus. Check in is at 11 a.m., play begins at 12:30 p.m. and the awards presentation is set for 3 p.m.

A media bus will operate from the Speedway on Saturday, May 25 to the Delco Electronics 500 Festival Parade. The bus departs immediately after the drivers meeting from the south end of pit road and returns to the Speedway at 2 p.m. For further information, call Ray Begovich or Karen Yakovac at The Indianapolis Project, 639-4773.

USAC sprints and I-Car Team Jasper modifieds are on the card Thursday, May 23 at Winchester Speedway. NASCAR late models, super stocks and four-cylinder stocks will run a program at Winchester Monday, May 27.

Coors and Coors Light have scheduled an autograph session with Indy Racing League drivers for 7:30-10 p.m. Tuesday at J.A. Flats on the America Live! fourth floor of Circle Centre Mall.

Officials from Wildlife Rescue and Control came to the track early Friday at the Speedway's request to effect humanitarian removal of the family of ducks that has persistently waddled from the creek inside Turn 1 onto the race track this month. The ducks now have a new home in a quieter environment.

At 9:35 a.m., Dan Drinan in the #36 State Bail Bonding/Kelly's Pub Too entry went low in Turn 1, did a half spin over 450 feet to hit the wall with the left side in the south short chute, slid along the wall 75 feet, then came off the wall 650 feet with one complete spin to stop in the warmup lane at the entrance to Turn 2. The car sustained extensive damage. Drinan was transported by ambulance to Methodist Hospital, accompanied by Dr. Mike Olinger of the Speedway medical staff. At 10 a.m., Drinan was reported to be awake and in stable condition, according to Dr. Henry Bock, Speedway medical director.

Practice ended at 10:15 a.m. Billy Boat was fastest of practice in the #99 Pagan Racing entry at 224.165 miles per hour. Others: #10 Brad Murphey, 222.750; #34 Fermin Velez, 220.167; #75 Johnny O'Connell, 213.543; #36 Dan Drinan, 209.908; #46 Rob Wilson 203.417; #16 Johnny Parsons, 178.264.

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11:04 a.m. #99 BILLY BOAT/Phoenix, AZ
          Pagan Racing 94 R/F/G
QA - 33  1 -- 40.797 -- 220.604   Q - 29
          2 -- 40.517 -- 222.129
          3 -- 40.523 -- 222.096
          4 -- 40.454 -- 222.475
          T 2:42.291 -- 221.824

11:10 a.m. #34 FERMIN VELEZ/Barcelona, Spain
          Cristal/Copec Mobil - 95 L/F/G
QA - 34  1 -- 40.743 -- 220.897   Q - 30
          2 -- 40.426 -- 222.629
          3 -- 40.350 -- 223.048
          4 -- 40.288 -- 223.392
          T 2:41.807 -- 222.487

11:16 a.m. #10 BRAD MURPHEY/Tucson, AZ
          HEMELGARN Racing 94 R/F/F
          (2nd attempt)
QA - 35  1 -- 39.746 -- 226.438   Q - 31
```

2 -- 40.011 -- 224.938  
3 -- 39.786 -- 226.210  
4 -- 39.712 -- 226.632  
T 2:39.255 -- 226.053

11:30 a.m. update: Dan Drinan suffered a concussion, was awake and alert in stable condition and also had a left hip fracture, according to Dr. Henry Bock, Speedway medical director. He has been admitted to Methodist Hospital for treatment and further evaluation and examination.

At 11:30 a.m., Danny Ongais was officially assigned to the Brickell Racing Group entry, the #77 Brickell Racing/Earl's Performance/PDM Indy car.

12:11 p.m. #16 JOHNNY PARSONS/Indianapolis, IN  
Team Blueprint Racing Inc. - 93 L/M/F

QA - 36      1 -- 40.295 -- 223.353      Q - 32  
              2 -- 40.069 -- 224.613      Locked In  
              3 -- 40.157 -- 224.120  
              4 -- 40.306 -- 223.292  
              T 2:40.827 -- 223.843

1:15 update: Dan Drinan has also been found to have a bruised left lung and a fracture of the left foot.

A memorial service for Scott Brayton will be held at 6:30 p.m. in the Victory Circle area of the Tower Terrace. Credentialed members of the racing community who wish to attend may gather on pit lane.

The Championship Drivers Association and Team Menard Inc. Announced the formation of a scholarship fund for Carly Brayton, daughter of Scott and Becky Brayton. Checks should be made out to Carly Brayton Scholarship Fund and sent to: Linda Paul, Director of Public Relations, Banc One, 14801 U.S. 31 North, Carmel, IN 46032 or to the Championship Drivers Association, 3905 Vincennes Road, Suite 303, Indianapolis, IN 46268. For further information, contact Jon Potter, Championship Drivers Association, (317) 471-3530 or (317) 244-7906, or Ted Quackenbush, Team Menard, at (317) 241-3431.

Roland Free and Cy Marshall hold the Indianapolis 500 record for most years between starts at 17. Both started in 1930 and didn't start again until 1947. Three drivers have 10 years between starts: Raoul Riganti (1923 to 1933), Kenneth Fowler (1937 to 1947) and Johnny Parsons (1986 to 1996). Danny Ongais, who has been assigned to a ride, would also have 10 years between "500" starts -- 1986 to 1996 -- if he makes the field.

Championship Auto Racing Auxiliary (CARA) will hold its 15th annual "500" Fashion Show and Luncheon Friday, May 24 at the Westin Hotel. The luncheon is scheduled for Noon and fashion show at 1 p.m. Karla Boschen-Reid, the 1996 chairperson, said the theme for the show would be "Voices in Racing". Tom Carnegie is honorary chairperson and MCs will include Bob Jenkins, Chris Economaki, Dave Calabro, Gary Lee and Derek Daly. Since its inception in 1981, CARA has donated more than \$650,000 to numerous racing and child-related causes and charities. Tickets are \$45 each with an additional \$15 for the Patron Party at 11 a.m. at the Hyatt Regency and may be purchased by contacting the CARA office at (317) 299-2277.

At 2:30 p.m., the temperature was 86 degrees with winds out of the west at 12 miles per hour and gusts to 17 mph.

At 3:20 p.m. Danny Ongais passed his 20-lap refresher course.



Tony Stewart took the track today in the #32 Glidden Menards Special which Scott Brayton qualified for the pole, renumbered #2.

5:59 p.m. #75 JOHNNY O'CONNELL/Chandler, AZ  
Mechanics Laundry/Cunningham Racing - 95 R/F/F

QA - 37	1 -- 40.382 -- 222.872	Q - 33
	2 -- 40.591 -- 221.724	Locked In
	3 -- 40.546 -- 221.970	
	4 -- 40.380 -- 222.883	
	T 2:41.899 -- 222.361	

The 31-car field average is 227.991 mph.

20 cars were on the track today, running 585 laps. Cars on track today: #2 Stewart; #4 Hearn; #10 Murphey; #11 Sharp; #12 Calkins; #14 Hamilton; #16 Parsons; #20 Stewart; #24 Tolsma; #34 Velez; #35 Luyendyk; #36 Drinan; #41 Greco; #43 Gosek; #46 Wilson; #64 Unser; #72 Jones; #75 O'Connell; #77 Ongais; #99 Boat.

A total of 49 cars are now at the Speedway, 46 have passed technical inspection and one is in the process. 38 drivers have been on the track to date. There were 13 yellows for two hours, one minute. At 6:10 p.m., the temperature was 85 degrees and winds are SW at 10 mph. Track temperatures from Goodyear tire engineers were 99 degrees at 9 a.m., 128 degrees at Noon, 140 degrees at 2 p.m., 131 degrees at 4 p.m. and 106 degrees at 6 p.m.

Qualifying order for Sunday: #43 Gosek, #77 Ongais, #46 Wilson, #24 Tolsma.

### Post Qualifying Quotes - 05/18/96

**BILLY BOAT (#99 Pagan Racing):** (about qualifying speed): "I would've liked to have been faster although I think we'll be solid in the show. We'll be comfortable. You don't win the race on the first lap. You win it at the end. This day is a dream come true for me. The IRL has given me and many other drivers the opportunity to be here. In the end, the fans will be the winners because they will be the ones who are here." (About background): "I grew up on a fast one-half mile dirt track at Manzanita and I think we still hold the one-lap non-winged record there. That place taught me a lot and so did all the fast dirt tracks I ran around the country. I also ran the Phoenix mile and other Indy Lights (races) and I think I'm well-prepared for this. Every lap I run here, I get more comfortable. We had some boost problems that we've been fighting and a little bit of a push but I think the speed today will get us in the show."

**FERMIN VELEZ (#34 Cristal/Copec Mobil):** "I'm getting more comfortable. I was getting better lines. I wanted to be in the race mostly. Every lap I do, I get a little better. All I wanted was to be in the race because then I would be the first driver from Spain to be in the race. Now that I am, it is a big relief and I'm very happy. Finally, I made it. The run was quite easy. I always thought it was a dream to come here, but I never thought it was going to happen. Thanks to the IRL, it happened. Last year, I totally concentrated on the IMSA Championship. Then after that, I started to realize that they were starting to move with the IRL. Then, I was in Phoenix and finally I had a chance to be here. That's something that's unbelievable because just a couple months ago I never thought that would be possible. It had been a terrible month so far. I had too many problems and during the first weeks, I couldn't get any laps. Finally today for qualifying I got more laps and got to the level I wanted to be at. It took me awhile, especially to get the right lines and not to go to sharp into the corners. I want to thank the team and the other people that helped me to be in the race, especially Tony George, because without him, I wouldn't be here." (About Scott Brayton's accident) "It's hard. You never think about it. In thinking about him, I was out there yesterday and he was out there too and he passed me. Then I came in. Then "Poom," that happened. He was doing what he wanted to do. It's very sad, but you've got to keep going."

**BRAD MURPHEY (#10 Hemelgarn Racing):** (regarding his time) "We'd like to be faster. This is the slowest this week. We had some trouble with the boost; the heat does that. But, I can't complain, it's awesome." (strategy for qualifying) "As temperatures rise, it will make the car push more. The handling on the car was perfect. It started out smooth. I had trouble on the second lap with the pop-off valve and had to get off the throttle and reset the valve in the back straightaway. The crew has the handling and the car set up perfect. (regarding being at Indy) "Just to be a part of it is special." (regarding Scott Brayton) "It's part of racing. It's tough when you lose someone. It's what we like to do. We have a job to do. He'd want us to do it." (On being absent from racing) "It puts a smile on your face when you pass someone. It all comes back. Last race I was in was a Corvette Challenge. I destroyed the car and had a concussion, which put me on the sideline. I'm glad to be here." (Preference between broncs, from his rodeo days, or Indy cars) "Indy cars-race cars."

**JOHNNY PARSONS (#16 Team Blueprint Racing Inc.):** "I can't tell you the many years of heartbreak it's taken to get here. We're still piecing this car together and with a skeleton crew, the effort goes to them. It was the work of the crew that brought this back together in just a couple of laps. We ran almost 222 in the shakedown this morning and hit 9500 RPM in the back straight with 30 gallons of fuel. I shifted to sixth gear for the first time and 223 was comfortable. We decided not to wait because it is not going to be any better. There's nothing like being in the big show. We never gave up hope of getting here. It's great to get back to racing in the style and tradition it was meant to be." (Regarding Scott Brayton) "I remember Scottie from way back.. We're going to miss him a lot , but you have to focus on the job that needs to be done and you can't let anything interfere with that focus. We've lost a lot of friends over the years, but I think they would all tell us to keep going no matter what. We all know the danger involved and we accept it."

**Practice Session Summary - 5/18/96 (6:00 PM)**  
**By Today's Best Speed**

R	Car	Driver	YR/C/E/T	:--Today Combined--:			:--Month Combined--:			Date Best	
				Laps	Time	Speed	Laps	Time	Speed		
1	35	Luyendyk, Arie	95 R/F/F	37	38.379	234.503	288	37.737	238.493	5/14/96	
2	2	Stewart, Tony	95 L/M/F	10	38.586	233.245	55	38.380	234.497	5/11/96	
3	20	Stewart, Tony	95 L/M/F	10	38.721	232.432	138	37.921	237.336	5/06/96	
4	4	Hearn, Richie	95 R/F/G	23	39.483	227.946	202	38.411	234.308	5/11/96	
5	10	Murphey, Brad	94 R/F/F	20	39.712	226.632	331	39.368	228.612	5/14/96	
6	12	Calkins, Buzz	95 R/F/F	36	39.756	226.381	423	38.348	234.693	5/10/96	
7	16	Parsons, Johnny	93 L/M/F	16	40.069	224.613	52	40.069	224.613	5/18/96	
8	99	Boat, Billy	94 R/F/G	29	40.149	224.165	165	40.061	224.657	5/16/96	
9	72	Jones, Davy	95 L/MI/G	42	40.224	223.747	60	40.224	223.747	5/18/96	
10	11	Sharp, Scott	95 L/F/G	16	40.235	223.686	189	38.184	235.701	5/10/96	
11	34	Velez, Fermin	95 L/F/G	34	40.288	223.392	34	40.288	223.392	5/18/96	
12	75	O'Connell, Johnny	95 R/F/F	73	40.380	222.883	250	39.944	225.315	5/16/96	
13	77	Ongais, Danny	93 L/M/G	35	40.873	220.194	65	40.873	220.194	5/18/96	
14	43	Gosek, Joe	94 L/F/G	26	40.875	220.183	26	40.875	220.183	5/18/96	
15	64	Unser, Johnny	95 R/F/G	53	41.080	219.085	308	39.606	227.238	5/11/96	
16	14	Hamilton, Davey	95 L/F/G	23	41.084	219.063	193	38.984	230.864	5/10/96	
17	41	Greco, Marco	94 L/F/G	24	41.127	218.834	212	39.219	229.481	5/12/96	
18	46	Wilson, Rob	93 L/F/G	51	42.536	211.585	190	41.142	218.755	5/17/96	
19	36	Drinan, Dan	91 L/B/G	8	42.876	209.908	187	41.675	215.957	5/07/96	
20	24	Tolsma, Randy	93 L/B/F	19	43.903	204.997	78	43.903	204.997	5/18/96	
21	5	Luyendyk, Arie	95 R/F/F	0	0.000	0.000	82	37.616	239.260	5/10/96	
22	3	Cheever, Eddie	95 L/M/F	0	0.000	0.000	127	38.136	235.997	5/07/96	
23	23	Stewart, Tony	95 L/M/F	0	0.000	0.000	101	38.162	235.837	5/13/96	
24	2	Brayton, Scott	95 L/M/F	0	0.000	0.000	123	38.176	235.750	5/07/96	
25	7	Salazar, Eliseo	95 L/F/G	0	0.000	0.000	159	38.321	234.858	5/13/96	
26	70	Jones, Davy	95 L/MI/G	0	0.000	0.000	172	38.341	234.736	5/11/96	
27	91	Lazier, Buddy	95 R/F/F	0	0.000	0.000	105	38.399	234.381	5/10/96	
28	21	Guerrero, Roberto	95 R/F/G	0	0.000	0.000	140	38.411	234.308	5/13/96	
29	22	Jourdain Jr, Michel	95 L/F/G	0	0.000	0.000	303	38.425	234.223	5/13/96	
30	32	Brayton, Scott	95 L/M/F	0	0.000	0.000	13	38.486	233.851	5/11/96	
31	44	Hearn, Richie	95 R/F/G	0	0.000	0.000	305	38.577	233.300	5/13/96	
32	30	Dismore, Mark	95 L/M/F	0	0.000	0.000	85	38.676	232.702	5/10/96	
33	33	Alboreto, Michele	95 R/F/G	0	0.000	0.000	378	38.761	232.192	5/14/96	
34	34	Salazar, Eliseo	95 L/F/G	0	0.000	0.000	189	38.776	232.102	5/13/96	
35	8	Zampedri, Alessandro	95 L/F/G	0	0.000	0.000	359	38.848	231.672	5/13/96	
36	9	Gregoire, Stephan	95 R/F/F	0	0.000	0.000	140	39.034	230.568	5/14/96	
37	60	Groff, Mike	95 R/F/G	0	0.000	0.000	336	39.047	230.491	5/14/96	
38	23	Brayton, Scott	95 L/M/F	0	0.000	0.000	52	39.109	230.126	5/17/96	
39	18	Paul, John	93 L/M/G	0	0.000	0.000	186	39.614	227.192	5/11/96	
40	84	Sharp, Scott	94 L/F/G	0	0.000	0.000	23	39.617	227.175	5/09/96	
41	54	Buhl, Robbie	94 L/F/F	0	0.000	0.000	226	39.639	227.049	5/12/96	
42	45	St James, Lyn	94 L/F/G	0	0.000	0.000	214	39.649	226.992	5/16/96	
43	23	Cheever, Eddie	95 L/M/F	0	0.000	0.000	75	39.737	226.489	5/16/96	
44	96	Durant, Paul	92 L/B/G	0	0.000	0.000	170	39.794	226.165	5/12/96	
45	7	Salazar, Eliseo	95 L/F/G	0	0.000	0.000	36	39.958	225.236	5/09/96	
46	90	Gardner, Racin	94 L/F/G	0	0.000	0.000	70	40.012	224.933	5/12/96	
47	43	Velez, Fermin	94 L/F/G	0	0.000	0.000	134	40.219	223.775	5/14/96	
48	21	Guerrero, Roberto	95 R/F/G	0	0.000	0.000	16	40.345	223.076	5/07/96	
49	27	Guthrie, Jim	93 L/M/F	0	0.000	0.000	176	40.449	222.502	5/11/96	
50	23	Dismore, Mark	95 L/M/F	0	0.000	0.000	62	40.489	222.283	5/06/96	
51	93	Gardner, Racin	94 L/F/G	0	0.000	0.000	89	42.622	211.159	5/06/96	
52	36	Carlson, Tyce	91 L/B/G	0	0.000	0.000	101	42.777	210.393	5/13/96	
53	39	Harrington, Scott	92 L/B/G	0	0.000	0.000	114	42.886	209.859	5/16/96	
54	45	Tolsma, Randy	94 L/F/G	0	0.000	0.000	103	43.078	208.923	5/06/96	
55	15	Gosek, Joe	92 L/B/G	0	0.000	0.000	115	43.643	206.219	5/17/96	
56	36	Michner, Andy	91 L/B/G	0	0.000	0.000	102	43.656	206.157	5/17/96	
57	25	Gosek, Joe	92 L/B/G	0	0.000	0.000	112	45.713	196.881	5/10/96	
58	87	Boat, Billy	92 L/B/G	0	0.000	0.000	42	46.466	193.690	5/14/96	
59	15	Bell, Justin	92 L/B/G	0	0.000	0.000	55	48.245	186.548	5/09/96	
60	99	Guerrero, Roberto	94 R/F/G	0	0.000	0.000	13	70.716	127.270	5/13/96	
Total Laps:				4585				8849			

Legend - Chassis: L=Lola, R=Reynard  
Engine: B=Buick, F=Ford Cosworth, M=Menard V6, MI=Mercedes Ilmor  
Tire: F=Firestone, G=Goodyear

**Note:** Speeds and laps include qualification laps

**SUNDAY, MAY 19**  
**QUALIFICATION SUMMARY**  
**Chronological Order**

Hideshi Matsuda (#52 Beck Motorsports) 94/L/F/F:

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
39.692	39.614	39.693	39.692	2:38.691
226.746	227.192	226.740	226.746	226.856

Scott Harrington (#44 Della Penna Motorsports Ralph's Food 4-Less) 95/R/F/G:

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
40.445	40.368	40.519	40.695	2:42.027
222.524	222.949	222.118	221.157	222.185

Joe Gosek (#43 Alta Spring Water/Perry Ellis/Royal Purple) 94/L/F/G:

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
40.227	40.342	40.482	40.534	2:41.585
223.730	223.093	222.321	222.036	222.793

Bumps #99 Billy  
Boat

Tyce Carlson (#77 Brickle Racing Group) 93/L/M/G:

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
41.201	Waved Off			
218.441				

Tyce Carlson (#77 Brickle Racing Group) 93/L/M/G:

(Second Attempt)

Lap 1:	Lap 2:	Lap 3:	Lap 4:	Total:
40.668	40.754	40.663	40.663	2:42.748
221.304	220.837	221.331	221.331	221.201

Too Slow to  
bump

## **DAY 16 -Qualifications- SUNDAY, MAY 19**

The \$60,000 Coors Pit Stop Challenge is scheduled for Thursday immediately following the Carburetion Day final practice. The first five starting positions who wish to compete will be automatic qualifiers for the contest. The contest quarter final will pit the fourth and fifth qualifiers who accept. The contest semifinals will pit the quarter final winner against the top accepting qualifier and the second and third accepting qualifiers against each other. The semifinal winners will vie for the championship. First place pays \$35,000, with \$10,000 for second, \$7,500 for third, \$5,000 for fourth and \$2,500 for fifth. The contest is scheduled for telecast on ESPN. The field will be known at 6 p.m. Monday.

The Hemelgarn Racing team and driver Brad Murphey receive \$25,000 in Speedway qualifying prizes for being the fastest third-day qualifier. The team also receives 5,000 scratch-off tickets from The Hoosier Lottery for Murphey's run of 226.053 miles per hour. The Hoosier Lottery has also posted 5,000 scratch-off tickets for today's fastest qualifier. Johnny Parsons and Team Blueprint received \$10,000 as the second fastest Saturday qualifier in Speedway qualifying prizes and Fermin Velez and Team Scandia received \$5,000 as third fastest Saturday qualifier.

The track opened for practice at 10:09 a.m. At 10:10 a.m., the temperature was 80 degrees with SW winds at 21 miles per hour.

At 11 a.m. today, car owner John Menard and Team Menard director of racing Larry Curry announced that Danny Ongais had been assigned to the #2 Glidden Menards Special qualified by Scott Brayton.

LARRY CURRY: "Like John said, we spent a lot of time on this decision. It was an emotional day yesterday. Scott worked so hard to put the car in this race. When Danny ran on a full-time basis, Danny ran fast. Scott Brayton lived to go fast. I think it is fitting for Danny to be in Scott's car on race day and it's a great tribute to Scott. Danny has been doing races in other areas. He got it (the #77 Brickell Racing Group machine in which he completed his refresher test) over 200 pretty easy. Danny has a lot of experience being in high-speed cars." (About the pace laps on Race Day): "We have no idea how it will happen. John and I have discussed it and expressed our opinions."

JOHN MENARD: "We're happy that Danny Ongais will be filling in for Scott. We looked long and hard to find someone who would be appropriate to do this. Knowing Danny for many years, we're glad to be associated with him. We're wishing it was under other circumstances. We wanted to do what Scott wanted and that's to race the car at the greatest race track in the world. We talked to Al (Unser) and Al recommended we use Danny. I used Al as a consultant to help us make up our minds. Al has made it clear that he is retired. If he had decided to come out of retirement, I would've considered it.

DANNY ONGAIS: "These are rather large shoes to fill and I'll do my best for Team Menard. I'm not familiar with all the situation but it's a difficult time. I knew Scott for a few years. We knew each other well enough to say hello. The friendship was there." (About the track): "The track seems the same as the last time I was here. The speeds didn't seem that much different to me. They (the cars) did not seem to change at all."

USAC Chief Steward Keith Ward said after the press conference that USAC would determine race start procedures involving the car later this week.

Facts, Figures (compiled by historian Bob Watson):

When Johnny Parsons and Danny Ongais take the green flag for this year's race, they will become the 34th and 35th drivers to have started at least one Indianapolis 500 in three different decades. Parsons made his Indianapolis 500 debut in 1974 and Ongais made the starting field for the first time in 1977. The last time either driver competed in an Indianapolis 500 was 1986.

Danny Ongais drove Car No. 25 in his 10 previous Indianapolis 500 starts. This is the most consecutive times a driver has used the same car number starting with his rookie year. Ongais is scheduled to start Car No. 32.

Danny Ongais made history along with polesitter Tom Sneva and third-place starter Rick Mears when the trio comprised the first all-200 mile-an-hour starting front row in the annals of the Indianapolis 500 in 1978.

Tony Stewart will be the youngest driver to start from the pole position since Rex Mays started from the pole at age 23 in 1936. Mays also started from the pole in 1935 at age 22. Stewart turns 25 on May 20.

12:30 p.m. update: Dan Drinan is undergoing surgery to repair his left hip fracture at Methodist Hospital.

Arrangement information for Scott Brayton: Visitation will be 6-9 p.m. Tuesday at Gillespie Funeral Home, 27 Marshall St., Coldwater, Michigan 49036. Funeral services are at 2 p.m. Wednesday at the United Methodist Church, 26 Marshall St., Coldwater. The correct name of the fund established Saturday for Carly Brayton is the Carly Brayton Memorial Trust, according to Team Menard representative Andy Card. Contributions to the fund can be sent to Bank One, 14801 U.S. 31 North, Carmel, IN 46032.

Mike Bliss won Saturday night's Coca Cola 100 for USAC Silver Crown cars at Indianapolis Raceway Park. Trailing Kenny Irwin Jr. on the final lap, Bliss caught Irwin in traffic exiting Turn 4, the two locked wheels and slid across the finish line with Bliss ahead by inches, winning the race in the McClure Chevy. Irwin was second and Dave Blaney was third. The next race for the series is A.J. Foyt's 16th annual Hulman Hundred Friday night at the Indiana State Fairgrounds. Bliss leads the series' point standings with 400, followed by Irwin with 300 and David Steele with 200.

Hideshi Matsuda made his first appearance on the track of the month this morning and had posted a top practice lap of 227.147 at 1:35 p.m. By 1:45 p.m., he had completed only 23 laps in the #52 Beck Motorsports entry.

At 1:50 p.m., Randy Tolsma in the #24 McCormack Motorsports entry slid high in Turn 1 and did a complete spin over 825 feet to hit the outside wall, then slid along the wall 630 feet to a stop against the outside wall in the middle of Turn 2. The car sustained right-side damage. Tolsma was examined and released from Hanna Medical Center. "I'm disappointed," Tolsma said. "This team worked awfully hard. We've learned a lot as a team. It's been 20 years of hard work for me at this point and for all the people who stood behind us, we were doing our job today and we're very thankful. This was a great moment in my life and I'm proud of what we've accomplished. To have the car owner (Dennis McCormack) come to the hospital with a smile and a hug meant a lot to me. We're okay. We'll bounce back." Tolsma was asked if he would consider offers for other cars. "No," he replied. "We're a team. We'll take what we learned here to Loudon and come back here in '97."

Tyce Carlson went on the track in the #77 Brickell Racing Group entry shortly after 2 p.m.

At 2:22 p.m., the temperature was 86 degrees with winds out of SW at 16 miles per hour with gusts up to 23 mph.

At 4 p.m., the temperature was 96 degrees and track temperature was 125, according to Firestone tire engineers.

4:02 p.m. #52 HIDESHI MATSUDA/Kawasaki, Japan

QA - 38      1 -- 39.692 -- 226.746      Q - 34  
              2 -- 39.614 -- 227.192  
              3 -- 39.693 -- 226.740  
              4 -- 39.692 -- 226.746  
              T 2:38.691 -- 226.856

The 32 car field average is 227.956

Including all practice laps on days he qualified, Hideshi Matsuda has logged a total of only 528 practice and driver orientation laps prior to qualifying each year for the 1994-96 Indianapolis 500s. He had 108 laps of USAC's Rookie Orientation Program in 1994, 189 laps of practice in 1994, 196 laps of practice in 1995 and 35 laps of practice in 1996.

At 5:24 p.m., Billy Boat in the #84 AJ Foyt Enterprises entry slid in Turn 1 over 490 feet with a half-spin to hit the wall in the south short chute, slid 40 feet along the wall, then came off the wall 660 feet sideways to a stop in the middle of the track at the entrance to Turn 2. The car sustained extensive left side damage. Boat was taken by ambulance to Methodist Hospital for evaluation and examination. He was awake and alert and complaining of back and leg pain.

5:37 p.m. #44 SCOTT HARRINGTON/Indianapolis, IN

                  Della Penna Motorsports Ralph's Food 4 Less Fuji Film - 95  
R/F/G  
QA - 39      1 -- 40.445 -- 222.524      Q - 35  
              2 -- 40.368 -- 222.949  
              3 -- 40.519 -- 222.118  
              4 -- 40.695 -- 221.157  
              T 2:42.027 -- 222.185

The 33 car field average is 227.777

5:42 p.m. #43 JOE GOSEK/Oswego, NY

                  Alta Spring Water/Perry Ellis/Royal Purple - 94 L/F/G  
QA - 40      1 -- 40.227 -- 223.730      Q - 36  
              2 -- 40.342 -- 223.093  
              3 -- 40.482 -- 222.321  
              4 -- 40.534 -- 222.036  
              T 2:41.585 -- 222.793

#43 Joe Gosek bumps #99 Billy Boat. The 33 car field average is 227.807.

5:47 p.m. #77 TYCE CARLSON/Indianapolis, IN

                  Brickell Racing Earl's Performance PDM - 93 L/M/G  
QA - 41      1 -- 41.201 -- 218.441      UA - 1  
              2 -- waved off --

5:57 p.m. #77 TYCE CARLSON/Indianapolis, IN

                  Brickell Racing Earl's Performance PDM - 93 L/M/G  
(2nd attempt)  
QA - 42      1 -- 40.668 -- 221.304      UA - 2



2 -- 40.754 -- 220.837  
3 -- 40.663 -- 221.331  
4 -- 40.663 -- 221.331  
T 2:42.748 -- 221.201

A total of 49 cars are at the Speedway, 46 have passed technical inspection and none are in the process. 41 drivers were on the track. There were 18 yellows for 2 hours, 34 minutes. At 6:20 p.m., the temperature was 85 degrees with winds out of the west at 13 miles per hour, gusting to 25 miles per hour.

7 p.m. update: Billy Boat will be admitted overnight for observation at Methodist Hospital, according to Dr. Henry Bock, Speedway medical director. Boat was awake and alert and still being examined.

**QUALIFYING AWARDS:**

Ameritech "Youngest Starting Driver" Award  
\$7,500, Michel Jourdain Jr.

Marmon Group "Fastest Rookie Lap" Award  
\$5,000, Tony Stewart.

Mi-Jack "Top Performance" Award  
\$5,000, Arie Luyendyk.

NewsPager "Most Consistent Qualifying Laps" Award  
\$5,000, Tony Stewart (.023 of a second apart).

Nissan "Rookie Team Owner" Award  
\$2,500, Brad Calkins, Bradley Motorsports.

Pinkerton Security "Most Senior Starting Driver" Award  
\$5,000, Danny Ongais.

SRE Industries "My Bubble Burst" Award  
\$5,000, Billy Boat

Sure Start/Automotive Armature "On the Bubble" Award  
\$10,000, Scott Harrington.

T.P. Donovan "Top Starting Rookie" Award  
\$5,000, Tony Stewart.

Hideshi Matsuda and Beck Motorsports win \$25,000 in Speedway qualifying prizes as the fastest qualifier of the day and also receive 5,000 scratch-off tickets from the Hoosier Lottery. Joe Gosek and Team Scandia receive \$10,000 in Speedway qualifying prizes as second fastest qualifier of the day and Scott Harrington takes \$5,000 as third fastest qualifier of the day.

Paul Durant was honored with the Citadel Group "Overachiever" Award of \$5,000, awarded to the team which achieves the greatest qualifying success with limited resources.

It was announced at 6:55 p.m. that the field for the 80th running of the Indianapolis 500 would go with 33 starters.

Facts, Figures (compiled by historian Bob Watson):

The 1919 starting field contained a record 19 rookie starters. The 17 rookies in the 1996 field equals the second highest total for number of rookies in a starting field. The 1930 field contained 19 first-time starters, but two of those drivers, Zeke Meyer and Chet Gardner, had previous Indianapolis 500 experience as relief drivers and therefore, were not considered rookies in 1930.

Arie Luyendyk, this year's fastest qualifier, is the only former winner (1990) in the 1996 field. Other fields containing only one former winner were the fields of 1958, 1952, 1949, 1948, 1947, 1946, 1934 and 1928. Excluding the 1911 inaugural field, there were no former winners in the 1916, 1915, 1913 and 1912 fields. Arie Luyendyk holds the record for the fastest Indianapolis 500 in history when he won the 1990 race with an average speed of 185.981 miles per hour.

The overall average for the 33-car field is a record 227.807 miles per hour. The previous record was 226.912 mph by the 1995 33-car field.

Eliseo Salazar is starting the 1996 race on the outside of Row 1. Salazar was the slowest qualifier in the 1995 starting field. Salazar is the only driver to go from slowest qualifier to front row starter in back-to-back years. Lou Moore started 38th in the 40-car field of 1931 and from the pole in 1932, but was not 1931's slowest qualifier. No other driver has ever come from farther back to sit on the pole in back-to-back years.

The youngest driver in the 1996 field is Michel Jourdain Jr., at age 19 (born 9/2/76). The oldest driver in the field is Danny Ongais, who will be 54 years of age on Race Day (born 5/21/42). The 35-year difference in age between the two drivers represents the widest spread ever between the youngest and oldest driver of an Indianapolis 500 field.

The 1996 starting field contains five former lap leaders (Arie Luyendyk, Stephan Gregoire, Danny Ongais, Eddie Cheever and Roberto Guerrero ) of the Indianapolis 500. This is the fewest number in a starting field since 1952, when that year's field contained only three former lap leaders. The combined total of 157 previous laps led among the five former lap leaders in the field is the lowest total since 1928 when the four former lap leaders in that year's field had a combined total of 72 previous laps led.

The 16 Indianapolis 500 veterans in the 1996 field represent 75 previous Indianapolis 500 starts. This is the lowest total since 1931 when the 28 veterans in that year's 40-car field represented 71 previous starts.

### Post Qualifying Quotes - 05/19/96

HIDESHI MATSUDA (#52 Beck Motorsports): "I'm so happy right now. I have to work with car a little more and get more comfortable. I try to remember how I was last year and duplicate it." (About the run): Going into Turn 2 (on Lap 3), the car had little push and I tried to correct it, went out of control and corrected it...a little bit scared. (I) used (the) full course to recover. Turn 3 and 4 performed beautifully and going into Turn 1, I got (a) push. I got (the) throttle and the front end tucked in under me and then I got back on the throttle and used the full course to straighten out. I try to make every lap the same. When I went back to Japan last year, I thought every night how to run this race and maybe that's the secret for today. (About going past the photo area when he returned to pit road): "I forgot to push the brake. I hit (the) brake a little bit and (there was) no response and I didn't want to turn into a lot of people so I went by and then they (the brakes) came back." (About coming to Indy): "I love Indy. Four years ago, I came here as a pit reporter. I was touched by the speed, the sound of the cars, everything, and wanted to drive here. I went back to Japan and put a resume together to get a sponsor to come here. I am so happy to be here." (About when he knew he had his ride): "Yesterday, at 8 p.m." (About his qualifying well here on ovals): "I agree. I came here two years and I feel comfortable doing the oval. I might be suited to do oval tracks." (About what he wanted to say to people in Japan): "I like to race in the United States. Give me all your support." (Response when asked if he or countryman Hiro Matsushita were more famous in Japan): "We both famous."

JOE GOSEK (#43 Alta Spring Water/Perry Ellis/Royal Purple): "It hasn't sunk in yet. That's for sure. I didn't look at the speedometer, that's for sure. I never do that at home in the Super Modifieds, so I didn't want to start it here. I know that I looked down at one point and saw a 22...something. There's a lot going on out there and you have to concentrate. The month has been unbelievable. I was entranced with the place when I got here. It's great for the IRL. I'm here as a racer. I was given the opportunity through the IRL and that's who I'm dedicated to now. There's a lot of good racers out there and I'm one of 'em." (About his first two weeks) "I've been trying to forget about the first part of the month. The first two weeks were very frustrating. It took fourteen days to get through. I got out of the ride. It just felt like I was wasting time. Then I talked to the IRL. They helped put a deal together for me. They went out of their way to help me out. I was able to come through for them. It worked out." (On the potential purse money) "The whole month I didn't concern myself with the purse. I came here with the thought that if I didn't go home with a nickel in my pocket that would be fine. I'm not going to think about it. Now that I'm in the race I can think about sponsorship." (About the possibility of being in the race before) "The probability was not in my mind at all before. Before I came out here with Davey Hamilton. I wasn't one to brag about what I can do. I prove myself out on the race track. As far as I was concerned, there was no hope at all before, but the IRL has changed all that. When I sat in the car yesterday, it was the most relaxed I've been all month. I don't mean to downplay the opportunity given to me in the first two weeks but, when I sat in the car yesterday it was like comparing a Cadillac to a junker. It's a really good car. It felt really nice." (About his run) "There's a lot going on out there. I had to concentrate. I didn't look at the speedometer. I wanted to concentrate on the track. When I crossed the line, I didn't know whether we were in or out."

SCOTT HARRINGTON (#44 Della Penna Motorsports Ralph's Food 4 Less Fuji Film): (about qualifying run) "They say that experience builds character, if that's true, this will last a lifetime! It's been a month of trials and tribulations, we even had fans coming up and giving us money (to get a car qualified), but believe me, right now it's well worth it, with the damage to the other car, this \$10,000 qualifying award (My Bubble Burst Award) will go a long way. How much drama can you have in one month? We were in line for inspection, and then the sidepod was loose, so we fixed that and went back in line, then there was an accident. I was excited after we qualified, and then Gosek goes out and picks the speed up, and I thought here we go, then Tyce went out and I was kind of worried for a while." (about coming here) "This has been the most up and down two months of my life -- we had problems with the car, were over one week late in getting here to the track and had just completed my rookie lap when the car was destroyed. A lot of people stepped up and helped us out after that happened, and fortunately we came up with some sponsorship money. If I had to write a story about this month, I don't think I could have made up a better

one. We've had to try to do this the old-fashioned way, with talent and coming up through the ranks. I grew up watching this race on TV, and I can't tell you what it means to be here. I wouldn't have it any other way. This experience makes you a better person -- when you have to earn your way here. The great guys here worked for it. You sleep in your car if you have to -- whatever it takes. This experience makes you a better person." (about his experience here) "I was here seven years ago and I never quit trying to come back. We never quit in all of those years. The IRL series has provided a guy like me who has the talent, but not bags of gold, to be able to run here." (about selling his Porsche to be here) "If I had a choice between running Indy or driving a nice car, I'd walk before I'd give up a chance to run here."

TYCE CARLSON (#77 Brickell Racing Earls Performance PDM): (about missing the race) "I'm fine with it. I'm just grateful that we got an opportunity. At 11:00 this morning, I didn't even have a ride. At 11:00 they told me to go get my driver's suit, so I had to break into my buddy's car just to get it. But I figured that there was no way I was going to miss this just because I couldn't get my suit." (about future plans) "I really want to be a part of the IRL. Living in Indianapolis and growing up here -- this is where I belong. I will do whatever I have to to be a part of this in the future."

**Practice Session Summary - 5/19/96 (6:00 PM)**  
**By Today's Best Speed**

		:--Today Combined--:			:---Month Combined---			Date		
R	Car	Driver	YR/C/E/T	Laps	Time	Speed	Laps	Time	Speed	Best
1	5	Luyendyk, Arie	95 R/F/F	19	38.522	233.633	101	37.616	239.260	5/10/96
2	91	Lazier, Buddy	95 R/F/F	9	39.143	229.926	114	38.399	234.381	5/10/96
3	3	Cheever, Eddie	95 L/M/F	9	39.233	229.399	136	38.136	235.997	5/07/96
4	21	Guerrero, Roberto	95 R/F/G	9	39.328	228.845	149	38.411	234.308	5/13/96
5	7	Salazar, Eliseo	95 L/F/G	19	39.432	228.241	178	38.321	234.858	5/13/96
6	9	Gregoire, Stephan	95 R/F/F	8	39.605	227.244	148	39.034	230.568	5/14/96
7	34	Salazar, Eliseo	95 L/F/G	45	39.614	227.192	234	38.776	232.102	5/13/96
8	52	Matsuda, Hideshi	94 L/F/F	41	39.614	227.192	41	39.614	227.192	5/19/96
9	30	Dismore, Mark	95 L/M/F	7	39.804	226.108	92	38.676	232.702	5/10/96
10	62	Dismore, Mark	93 L/M/F	21	39.812	226.062	21	39.812	226.062	5/19/96
11	44	Harrington, Scott	95 R/F/G	88	39.857	225.807	88	39.857	225.807	5/19/96
12	12	Calkins, Buzz	95 R/F/F	52	39.910	225.507	475	38.348	234.693	5/10/96
13	84	Boat, Billy	94 L/F/G	14	40.217	223.786	14	40.217	223.786	5/19/96
14	43	Gosek, Joe	94 L/F/G	26	40.227	223.730	52	40.227	223.730	5/19/96
15	10	Murphey, Brad	94 R/F/F	29	40.478	222.343	360	39.368	228.612	5/14/96
16	62	Ongais, Danny	93 L/M/F	25	40.558	221.904	25	40.558	221.904	5/19/96
17	77	Carlson, Tyce	93 L/M/G	57	40.663	221.331	57	40.663	221.331	5/19/96
18	22	Jourdain Jr, Michel	95 L/F/G	10	40.703	221.114	313	38.425	234.223	5/13/96
19	34	Velez, Fermin	95 L/F/G	14	40.887	220.119	48	40.288	223.392	5/18/96
20	75	O'Connell, Johnny	95 R/F/F	16	40.937	219.850	266	39.944	225.315	5/16/96
21	64	Unser, Johnny	95 R/F/G	44	41.240	218.235	352	39.606	227.238	5/11/96
22	46	Wilson, Rob	93 L/F/G	75	41.874	214.931	265	41.874	214.931	5/19/96
23	24	Tolsma, Randy	93 L/B/F	30	41.891	214.843	108	41.891	214.843	5/19/96
24	35	Luyendyk, Arie	95 R/F/F	0	0.000	0.000	288	37.737	238.493	5/14/96
25	20	Stewart, Tony	95 L/M/F	0	0.000	0.000	138	37.921	237.336	5/06/96
26	23	Stewart, Tony	95 L/M/F	0	0.000	0.000	101	38.162	235.837	5/13/96
27	2	Brayton, Scott	95 L/M/F	0	0.000	0.000	123	38.176	235.750	5/07/96
28	11	Sharp, Scott	95 L/F/G	0	0.000	0.000	189	38.184	235.701	5/10/96
29	70	Jones, Davy	95 L/MI/G	0	0.000	0.000	172	38.341	234.736	5/11/96
30	32	Stewart, Tony	95 L/M/F	0	0.000	0.000	55	38.380	234.497	5/11/96
31	4	Hearn, Richie	95 R/F/G	0	0.000	0.000	202	38.411	234.308	5/11/96
32	32	Brayton, Scott	95 L/M/F	0	0.000	0.000	13	38.486	233.851	5/11/96
33	44	Hearn, Richie	95 R/F/G	0	0.000	0.000	305	38.577	233.300	5/13/96
34	33	Alboreto, Michele	95 R/F/G	0	0.000	0.000	378	38.761	232.192	5/14/96
35	8	Zampedri, Alessandro	95 L/F/G	0	0.000	0.000	359	38.848	231.672	5/13/96
36	14	Hamilton, Davey	95 L/F/G	0	0.000	0.000	193	38.984	230.864	5/10/96
37	60	Groff, Mike	95 R/F/G	0	0.000	0.000	336	39.047	230.491	5/14/96
38	23	Brayton, Scott	95 L/M/F	0	0.000	0.000	52	39.109	230.126	5/17/96
39	41	Greco, Marco	94 L/F/G	0	0.000	0.000	212	39.219	229.481	5/12/96
40	18	Paul, John	93 L/M/G	0	0.000	0.000	186	39.614	227.192	5/11/96
41	84	Sharp, Scott	94 L/F/G	0	0.000	0.000	23	39.617	227.175	5/09/96
42	54	Buhl, Robbie	94 L/F/F	0	0.000	0.000	226	39.639	227.049	5/12/96
43	45	St James, Lyn	94 L/F/G	0	0.000	0.000	214	39.649	226.992	5/16/96
44	23	Cheever, Eddie	95 L/M/F	0	0.000	0.000	75	39.737	226.489	5/16/96
45	96	Durant, Paul	92 L/B/G	0	0.000	0.000	170	39.794	226.165	5/12/96
46	7	Salazar, Eliseo	95 L/F/G	0	0.000	0.000	36	39.958	225.236	5/09/96
47	90	Gardner, Racine	94 L/F/G	0	0.000	0.000	70	40.012	224.933	5/12/96
48	99	Boat, Billy	94 R/F/G	0	0.000	0.000	165	40.061	224.657	5/16/96
49	16	Parsons, Johnny	93 L/M/F	0	0.000	0.000	52	40.069	224.613	5/18/96
50	43	Velez, Fermin	94 L/F/G	0	0.000	0.000	134	40.219	223.775	5/14/96
51	72	Jones, Davy	95 L/MI/G	0	0.000	0.000	60	40.224	223.747	5/18/96
52	21	Guerrero, Roberto	95 R/F/G	0	0.000	0.000	16	40.345	223.076	5/07/96
53	27	Guthrie, Jim	93 L/M/F	0	0.000	0.000	176	40.449	222.502	5/11/96
54	23	Dismore, Mark	95 L/M/F	0	0.000	0.000	62	40.489	222.283	5/06/96
55	77	Ongais, Danny	93 L/M/G	0	0.000	0.000	65	40.873	220.194	5/18/96
56	36	Drinan, Dan	91 L/B/G	0	0.000	0.000	187	41.675	215.957	5/07/96
57	93	Gardner, Racine	94 L/F/G	0	0.000	0.000	89	42.622	211.159	5/06/96
58	36	Carlson, Tyce	91 L/B/G	0	0.000	0.000	101	42.777	210.393	5/13/96
59	39	Harrington, Scott	92 L/B/G	0	0.000	0.000	114	42.886	209.859	5/16/96
60	45	Tolsma, Randy	94 L/F/G	0	0.000	0.000	103	43.078	208.923	5/06/96
61	15	Gosek, Joe	92 L/B/G	0	0.000	0.000	115	43.643	206.219	5/17/96

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62	36	Michner, Andy	91	L/B/G	0	0.000	0.000	102	43.656	206.157	5/17/96
63	25	Gosek, Joe	92	L/B/G	0	0.000	0.000	112	45.713	196.881	5/10/96
64	87	Boat, Billy	92	L/B/G	0	0.000	0.000	42	46.466	193.690	5/14/96
65	15	Bell, Justin	92	L/B/G	0	0.000	0.000	55	48.245	186.548	5/09/96
66	99	Guerrero, Roberto	94	R/F/G	0	0.000	0.000	13	70.716	127.270	5/13/96
Total Laps:					667			9516			

Legend - Chassis: L=Lola, R=Reynard

Engine: B=Buick, F=Ford Cosworth, M=Menard V6, MI=Mercedes Ilmor

Tire: F=Firestone, G=Goodyear

Note: Speeds and laps include qualification laps

## DAY 17 -CARBURETION DAY- Thursday, MAY 23

The \$60,000 Coors Pit Stop Challenge will be held this afternoon on pit road with five teams competing for the \$35,000 first prize (including \$5,000 donated to Youthlinks Indiana in the name of the winning team). The match up for the quarterfinal round puts the #14 AJ Foyt Enterprises entry against the #21 Pagan Racing machine. The #20 Team Menard crew will meet the winner of the quarterfinal round in one semifinal and the #70 Galles Racing team will meet the #3 Team Menard unit in the other semifinal. Winners of the semifinals meet for the championship. The event pays \$10,000 for second, \$7,500 for third, \$5,000 for fourth and \$2,500 for fifth. Crews will change four tires and make a simulated fuel connection (no fuel will be used during the simulation). The record time is 11.742 seconds set by Danny Sullivan's crew led by Chuck Sprague for the Penske team in 1985. The record time in the championship round is 12.867 seconds by Jacques Villeneuve and the Kyle-Moyer led Forsythe-Green Racing team in 1994.

### Teams for 1996 Coors Pit Stop Challenge

Car: 20	Car: 14	Car: 21
Driver: Tony Stewart	Driver: Davey Hamilton	Driver: Roberto Guerrero
Crew Chief: Bill Martin	Crew Chief: Craig Baranouski	Crew Chief: Doug Barnes
Crew: RF Kevin Blanch	Crew: RF Craig Baranouski	Crew: RF Doug Barnes
RR Scott Marks	RR Simon Young	RR Kevin Conley
LF Jerry Hopkins	LF Bill Spencer	LF Bob Grubbs
LR Don Skinner	LR Dave Milby	LR Mike Barnes
F Dennis Weaks	F George Snider	F John Sumner
V John Sumner	V Rob Grossman	V Tim Kelly
Car: 3	Car: 70	
Driver: Eddie Cheever	Driver: Davy Jones	
Crew Chief: Steve Melson	Crew Chief: Mitch Davis	
Crew: RF Steve Melson	Crew: RF Mitch Davis	
RR Rodney Garnett	RR Kurt Huntoon	
LF John Worth	LF John Stanchina	
LR Matt Curry	LR Paul Hennessy	
F Brian Hornick	F Frank Rafferty	
V Ken Doughty	V Jim Copeland	

The Indianapolis Speedrome announced today that this year's Speedrome champions will be eligible for a renewed \$10,000 award for the 1997 Indianapolis 500. The \$10,000 goes to an Indianapolis 500 car owner when a 1996 Speedrome champion qualifies for the 1997 edition of the "500."

The track opened for practice at 12:52 p.m. after a delay because of wet conditions with 26 cars on pit road. Paul Durant in the #96 ABF Motorsports USA/Sunrise Rental Canada entry was first to leave pit road. Next were Stephan Gregoire in the #9 Hemelgarn Racing/Delta Faucet/Firestone entry and Michel Jourdain Jr. in the #22 Herdez Quaker State/Viva Mexico! Machine. Durant was the first to complete a lap.

12:56 p.m. -- #9 Stephan Gregoire to pits, leaking oil.

1:00 p.m. -- YELLOW, #14 Hamilton cut tire, returned to pits.

1:02 p.m. -- #10 Murphey coasted to pits, engine cowl removed, leaking fluid. "I pitched a belt and lost oil pressure on my warmup lap," Murphey said. "I'm going to listen as hard as I can to what the veterans have to say (for the race) and take it real easy at the beginning."

1:10 p.m. -- #16 Johnny Parsons, #99 Billy Boat are only cars not on pit road. #16 Parsons had transmission problem, #99 Boat not cleared to drive.

1:10 p.m. -- GREEN.

1:14 p.m. -- YELLOW, #96 Durant tow-in from Turn 1 after engine failure.

1:14 p.m. -- #3 Eddie Cheever turned fastest lap of session at 230.621 miles per hour.

1:16 p.m. -- #12 Buzz Calkins, pit fire, extinguished, water cleanup on pit road.

1:24 p.m. -- GREEN.

1:27 p.m. -- YELLOW, debris.

1:31 p.m. -- GREEN.

1:32 p.m. -- #20 Tony Stewart turned fastest lap of session at 231.273 miles per hour.

1:32 p.m. -- YELLOW, #64 Johnny Unser got low in Turn 4, did a half-spin 450 feet to hit the outside wall, slid along the wall for 390 feet, then slid 240 feet to the inside wall at the pit entrance. It was his second lap of the day and was traveling at 164 miles per hour in the Turn 4 time line. The car sustained left front suspension damage, a bent left rear wheel and nose-cone and front wing damage. Unser was examined at Hanna Medical Center, was found to have a bruised left foot and was cleared to drive.

1:43 p.m. -- GREEN.

1:49 p.m. -- YELLOW, rain.

A total of 23 minutes of green time were recorded during the session.

Team Menard's four cars in the field bore the inscription "For Scotty, we love ya!" on the left front corners.

The #7 Team Scandia machine of Eliseo Salazar replaced the #14 AJ Foyt Enterprises car of Davey Hamilton for the Coors Pit Stop Challenge. Crew members of Salazar's car are: Fueller -- Sam Summers, Vent/air jack -- Luke Wethington, right front -- Dane Harte, Bob Kernodle, right rear, left rear -- Jack Pegues, left front -- Richie Simon.

At 7 a.m. Friday, A.J. Foyt will appear on ABC's "Good Morning America."

At 3:50 p.m., Robert L. Ward, chief deputy coroner for the Marion County Coroner's office issued a statement saying race driver Scott Brayton died of a basal skull fracture. The statement was released at the Speedway by Dr. Henry Bock, Speedway medical director.

Truckers Toy Store "Race Transporter" Awards were announced today in the Trackside Conference Room. Team Scandia's Cristal transporter won the \$2,500 most attractive tractor/trailer combination award. AJ Foyt Enterprises won the \$1,250 most attractive tractor award. Team Menard took the \$1,250 most attractive trailer award.

### **Coors Pit Stop Challenge:**

Quarterfinal -- #99 Pagan Racing (19.108 seconds) defeated #43 Team Scandia (N.T., disqualified, did not take off until #99 finished).



Semifinal -- #70 Team Galles (13.925) defeated #3 Team Menard (18.615 seconds, including three-second penalty for having personnel outside pit box)

Semifinal -- #99 Pagan Racing (20.488 seconds, including three-second penalty for having personnel outside pit box) defeated #62 Team Menard (N.T., disqualified, did not start until #99 was finished)

Finals -- #70 Team Galles (14.176 seconds) defeated #99 Pagan Racing (16.368 seconds).

The Team Galles crew with driver Davy Jones and chief mechanic Mitch Davis won its fourth Indy 500 pit stop contest. The Galles team previously won in 1989 (with a Rick Galles Corp., entry), 1990 (as Galles-Kraco Racing) and 1993 (as Galles Racing International).

Prize money:

- \$30,000 plus \$5,000 to Youthlinks Indiana to Team Galles for the win
- \$10,000 to Pagan Racing for second
- \$7,500 to #3 Team Menard for third
- \$5,000 to #62 Team Menard for fourth
- \$2,500 to Team Scandia for fifth.

DAVY JONES (driver, #70 Team Galles): "This is definitely for the crew. They really deserve it. It just boils down to me to get it in and out as quickly as I can. The crew really works hard and deserves this."

MITCH DAVIS (chief mechanic, #70 Team Galles): "So far, we've sat on the front row and won the pit stop contest. We did the same thing in '92 when (Al Unser) Junior won the race and we're hoping to duplicate that again this year. Sometimes you just get on a roll and can't stop. Everybody practices really hard for this all year. We're sure glad Coors stepped up and took this over. It's an awesome event for the fans and it's something I think they should do at every event."

ROBERTO GUERRERO (driver, #99 Pagan Racing): "I will be alive tomorrow. If I would happen to have stalled, you would find me hanging in the garage."

JOHN BARNES (team manager, #99 Pagan Racing): "I think the guys did a great job. The guy (Doug Barnes, his cousin) doing the left rear blew his shoulder (less than two weeks ago). Thanks to Methodist and the Indianapolis Colts for getting him in shape. He needs a little more practice and then we'll be ready. We're really proud to be in this program. Team Galles is a class team."

USAC Chief Steward Keith Ward said at 4 p.m.: "We're going to make every effort to get the cars on the track. We have a handful of teams that need some extra practice. We will give an additional 15-30 minutes of total time on the track, including yellow and green light time. Thirty minutes will be the maximum time allowed. There is no guarantee for 30 minutes of green time for Carburetion Day. The purpose is to let the teams check out their cars after they have rebuilt them."

The track re-opened to continue final practice at 5:51 p.m. #32 Danny Ongais was first on the track.

5:59 p.m. -- YELLOW, debris.

6 p.m. -- GREEN.

6:07 p.m. -- YELLOW, #54 Robbie Buhl stopped, Turn 2.

6:12 p.m. -- GREEN.

6:15 p.m. -- YELLOW, end of session.

Danny Ongais was fastest in the final session with a lap at 226.364 miles per hour at 5:57 p.m. "The run felt good," Ongais said. "The car is comfortable. You have to try to catch up to what the car can do, but we're ready for Sunday now." It was Ongais' first time in the #32 Glidden Menards Special.

32 cars took the track today. Cars eligible that did not were the #16 of Johnny Parsons, which had a transmission problem; #99 Billy Boat, the first alternate of which the driver was not medically cleared to drive; and #77 Tyce Carlson, the second alternate.

At 6:15 p.m., the temperature was 64 degrees and the winds were east at 8 miles per hour.

## POST-PRACTICE QUOTES:

EDDIE CHEEVER (#3 Quaker State Menards Special): "We didn't need to run many laps today. The car setup is fine. Every lap you do here today is one less than you do in the race."

TONY STEWART (#20 Menards/Glidden/Quaker State Special): "Everything is right on schedule. Let's do it. Let's get it going."

ANDREAS LEBERLE (car owner, #64 Unser): "At moment, only minor damage was done to the left side of the car, the suspension and the bodywork. The important thing is that Johnny is okay and the spirits are still high for a good finish for the race."

BUZZ CALKINS (#12 Bradley Food Marts/Hoosier Lottery): "I think what has happened this month, when everyone was thinking the rookies will wreak havoc has not happened. This month, the rookies have shown just the opposite. To be true, there have been a few incidents, but nothing out of the ordinary." (About today's pit fire): "We just had a little methanol runoff that ignited. We did that today so it won't happen on Race Day." (About race strategy): "We'll follow the approach at Disney World. We wanted to do everything within making a mistake and it's the same here. It's important to not make mistakes on pit stops. This is the longest race I've ever run, but a lot of guys on my team have run 500 miles before, so I don't think that'll be a problem. As far as stamina goes, this race is mentally, rather than physically, challenging. For the first couple of laps, I'll just try to stay out of trouble."

RICHIE HEARN (#4 Della Penna Motorsports Ralph's Food 4 Less Fuji Film): "I'll be very cautious in the race...at least for the first couple of laps. I want to win and to be there at the end of the race, not the beginning." (About the drivers meeting): "We need to be aware of turbulence in Turn 1, give yourself options out, keeping your distance from the car in front of you. It's 500 miles. Take the race one segment at a time. Get your car set so you can sprint the last 50 miles." (About his experience at distance): "If you took Orlando and Phoenix and put them together, you would not have 500 miles. The whole race will be a steep learning curve for me. Phoenix was the longest race I ever ran. Physically, I can handle this one, but mentally, I've never dealt with that distance before. That will be a concern not only for myself, but other rookies as well. Once I get in the car on Race Day, I'll be okay. But the time from when I get up till the time I get in the car will be the toughest. I've been told that Race Day is totally different than everything you've experienced before. You have to throw all your other practice out the window on Race Day." (About the crowd): "Today, it was neat to be able to walk down pit lane with all the people calling your name. They were there, even though they knew it was going to rain."

RICK NEUHEISEL (University of Colorado football coach who will work in Buzz Calkins' pit, about pit fire today): "I was convinced it was my fault, and said, 'what have I done?' Two minutes before this incident occurred, a crew guy asked me, 'do you know what to do when there's a methanol fire?' He said, 'throw water on it.' So when they started yelling fire, I thought they were testing me. I picked up a bucket to douse the fire and the two guys in front of me took it and threw it on Buzz."

JOE GOSEK (#43 Scandia/Fanatics Only/Xcel): "I'm counting on my 15 years of experience to help me here. The situations I've experienced in racing before are very similar. You just have to listen to the people on the team to tell you what you should or shouldn't be doing and try to bring the race home. The longest race I've run has been a supermodified, 200 laps on a 5/8ths mile oval with no pit stops. As far as physical shape, I'm not 19 like Michel but I work out four times a week and enjoy the longer races. A year ago, I never anticipated this opportunity. IRL created it for all of us. With the whole scheme of the CART series, I had no hope of running here before. I'm just thankful to the IRL for making this possible for all of us."

MICHELE ALBORETO (#33 Rio Hotel & Casino/Perry Ellis/Royal Purple): (About difference between F-1 and here): "In Indy the drivers are closer to the public. There is much more contact with the people. The

atmosphere has been building up all month. It's exciting. In F-1, you spent your time in the garage and then left the race in a helicopter. Here, it's very different." (About getting information on running here): "At the beginning of the month, the exchange of information is very important, especially on our team. We are like family. We share everything with each other. There are no secrets. In motor racing, in general, the more information you get, the better. There are a lot of legends about the turbulence on Race Day. The experience of veteran drivers is very helpful. We need to listen to them and be ready in the race to encounter any problems we face."

JOHNNY UNSER (#64 Ruger-Titanium/Project Indy/Reynard): "I saw some guys coming from behind me and I guess I got too low and pinched it."

ELISEO SALAZAR (#7 Cristal/Copec Mobil): (about the amount of practice time) "I would have liked to do a few more laps today, but we feel pretty comfortable at this time, regardless whether the rain stops or not." (about his chances in the pit stop competition) "I came here to win everything. We just won the best looking transporter. We'll win the pit stop and we want to win the race. We want to win it all." (Compare IRL with Formula One) "If you're not in one of the top two or three teams, you have absolutely no chance. The best thing about Indy is that you're all on the same level. IRL is trying to make it more even." (About what the veterans on Team Scandia shared with the rookies on Team Scandia) "We told them not to beat us. We're the veterans." (About traffic on race day) "It's like the new movie 'Twister' -- and that's what it's like -- a small tornado when you're in the middle of the pack." (Coming back from the accident and being on the front row) "It was really emotional. Three months ago, I couldn't even get out of bed. I'm really proud, very sincerely, with what we've accomplished with all that's happened. I'm in the best place on the front row. Tony's (Stewart) position is a little tight. If I had my choice, I would choose to be where I am. There's a lot of pressure. It's difficult. But I feel I really have a chance. I feel it will be the fastest race ever." (About concerns about the rookies) "There are 11 drivers from last year. Others, like Michele Alboreto, have experienced in other fields, like Formula One. So you do have people with a lot of experience. I think it will be okay."

MICHEL JOURDAIN, Jr. (#22 Herdez Quaker State/Viva Mexico!): (about practice today) "We are just stopping now because it is starting to rain, but we feel very good about the race, and are ready to run now."

DAVY JONES (#70 Delco Electronics High Tech Team Galles): ( about practice today) "Trying to get everything settled down. We had a little smoke. It was just a little bit of a water leak. We went back out and everything is ok. Didn't want to put too many laps on it (car), but you want to get a feel for what race day is going to be like."

ARIE LUYENDYK (#5 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling): (about practice today): "Never got a hot lap in. I didn't get a clean lap with all the yellows. We never got to run the car the way we wanted to. Car feels good. We did what we wanted to do and parked it. Everything checked out fine. We weren't looking for speed today." (re: competition) "It is a different year with the other guys in Michigan. We have lot of quality people from sprints, midgets and other forms of racing just not a lot of Indy experience. We talked to the rookies - maybe too much. It might come back and bite us on race day". (being the favorites race day) "It's a nice place to be, and not to get complacent like we did on pole day. It's good to be in this position. We want to win Indianapolis. That is our goal." (re: competitive and winning Sunday) "It will mean the same to me. You will see a good race on Sunday. A lot will be here to witness it - some won't. I have been competitive since I got good equipment. If you can win it (Indy 500) once you should be blessed. Team Menard is going to be a factor. There is a lot of experience in that team. I think Buzz Calkins is going to be a dark horse. There's Richie Hearn, Roberto Guerrero, Davy Jones has a lot of experience. Scandia team and Mike Groff all have been around. There is going to be a lot of competition. It's going to surprise people how competitive and interesting it's (race) is going to be."

ALESSANDRO ZAMPEDRI (#8 Mi-Jack/AGIP/Xcel): (About the concerns that have been raised regarding the danger of less-experienced drivers) "We have some pretty good equipment and some very experienced drivers and some drivers without as much experience. The USAC people went over a lot with them. I don't see a lot of very huge problems and I think it's going to be a very good race."

ANDY EVANS (Team Scandia owner): (How rough is it to field this many cars?) "This is the same pace we've run since Team Scandia got into racing...Everybody was running one car when we were in Camel Lights and we were running two cars, with two back-ups, so we were running four cars then, when everyone else was running only one." (About the IRL/CART break) "I look at the paradigm shift that's occurring between IRL and CART as an opportunity. It allows us to field all the cars we've acquired over the past few years. We went through 19 engines in May and thank God it rained so much this month because that's all I own is 19 engines. That allowed us to field seven cars. A paradigm shift is when there's a major change in society or a community or the world at large. When we had radio, everybody was glued to the radio. When we experienced the evolution of television, there were a lot of doubters. And now, how can anybody not see how important television is? People have said, 'How can we live without CART, without the 'real' racers and the 'real' stars? That's nonsensical. Everybody here -- they are the real racers. These people are taking advantage of the changes. Both series will do their best to make a better product. The competition will improve the product. The fans will get a better product." (About the concern some have voiced about dangers of non-experienced drivers) "I'd say 85-90 percent of the drivers are very good race drivers. It's a discipline and these guys are very disciplined." (About Salazar's return after the crash in Orlando) "Eliseo is very much the comeback kid for this race. Every step of the way, Eliseo has been a champion."

MICHEL JOURDAIN, Jr. (#22 Herdez Quaker State/Viva Mexico!): (About Team Scandia rookies): "One thing we have in common is that racing is our lives. It doesn't matter where you come from. You all want to win. We are all rookies, but we all want to have a safe race and all want to finish the race." (About being at Indy): "This was the biggest dream of my life, to be here. I came here in 1991 to watch my uncle (Bernard) and hoped I could be here, but I didn't think it would be so soon."

RACIN GARDNER (#90 Team Scandia/Slick Gardner Enterprises): (About drivers meeting): "To watch mirrors and ahead of you through the corners. To race at your own pace and don't try to win in the first couple laps." (About speeds at Indy): "It seems like I'm going faster here. Bonneville doesn't have anything to judge by. Here, you have other cars to judge by." (About his thoughts of running Indy a year ago): "A year ago, no. But the IRL got started, then we tried to get a ride in Orlando but didn't get a chance. We had a motor problem in Phoenix. As soon as we signed with Team Scandia, I knew I had a pretty good chance." (About where he was Race Day last year): "I watched it from my house."

FERMIN VELEZ (#34 Scandia/Xcel/Royal Purple): "You must find a proper race pace, perhaps 90 percent. You must carefully pick your opportunities. If you are not 100 percent sure, you should wait. This race is won in the last half-hour." (Advice from drivers meeting): "They told us that because of the crowd, the track will look narrower. The first two laps will be bad. The air will be very turbulent."

DAVEY HAMILTON (#14 AJ Foyt Copenhagen Racing): "I've had a lot of advice, especially this morning during the drivers meeting from Arie (Luyendyk) and Eddie (Cheever). They talked us through some starts but I listen to A.J. over anyone. He's had the most experience here. Anytime there's 17 rookies in the Indianapolis 500, there's cause for concern. But these drivers have been champions in other forms of racing. As opposed to the past, when you had rookies without other race experience. They showed us a film from 1990 of a race start, where the drivers were so close you couldn't see any distance between them. That isn't good. You need to be patient. This race is not won on the first lap."

MARCO GRECO (#41 AJ Foyt Enterprises): "I feel really great to be working with A.J. and his guys. The team has been very helpful. No one has ever given me this opportunity before. I'm very happy with the

way it's been going. A.J. has proved he is a real champion here and whatever he says, he has a reason for it."

SCOTT SHARP (#11 Conseco AJ Foyt Racing): "Overall, we're really pleased with how this month has gone. We were here for testing before the month started and when we rolled off the trailer for May, we were fast from the start. On the Friday prior to qualifying, we ran 235 and felt confident we could be a fast first-day qualifier. But unfortunately, we blew the engine so we had to qualify on the second day. I said earlier this week that if you have A.J. in your pit, you don't need anyone else."

ROBERTO GUERRERO (#21 WavePhore/Pennzoil Reynard-Ford): (about his practice today): "I didn't get a whole lap in but we got couple of corners and that is good. If you haven't done your homework before today then you're not going to do it today. We were all set." (about running here and then taking a break): "We will be in car in June, we are testing for Goodyear in Vegas and then in Toronto." "We will stay quite busy." (about his advice to rookies): "Talked to a few of them. There is so much to learn, but I think they are all doing great." (about the temperatures for the month): "You can't prepare for anything. It's 40 degrees one day and 95 the next. Sunday may be 70s or 80s, but at the moment it's wet. We've run in both, have a good setup for both. We've done our homework and I think we're ready. (About rookies): "Could be a problem with 33 veterans too. There's a huge pressure on all of us. Something can happen with anybody, really. I think everyone will take extra care of each other and have a safer race."

JOHN BARNES (#21 team manager): (about the weather this month): "It's rained a lot." (about IRL camaraderie): "I remember our first race. We had to pass the hat around. A lot is the same. The difference is Tony (George). He's the driving force. Before we were a bunch of wagons circling around and now we've got someone pulling us out." (About expanding schedule): "I hope for more races in the season to expand. It has the ability to grow and fit the needs of the sport instead of people molding what they want. I think it's going to be a great success." (About rookies here): "I've looked back at history of accidents on the first lap and there were accidents by guys who've been here a long time. These guys didn't come out of sandlots to race here. We're going to take care of each other."

ALLAN PAGAN (#21 team owner): "I don't care about weather, we love it here and we won't be anywhere else." (about relationship with Roberto): "I like Roberto. He's a great race car driver and we are glad to have him. It's like a family. We love it that way and he really fits in well."

**Final Practice Summary - 5/23/96**  
**By Best Speed**

		:--Today Combined--:			:---Month Combined---			Date	
R	Car Driver	YR/C/E/T	Laps	Time	Speed	Laps	Time	Speed	Best
1	20 Stewart, Tony	95 L/M/F	10	38.915	231.273	148	37.921	237.336	5/06/96
2	3 Cheever, Eddie	95 L/M/F	6	39.025	230.621	142	38.136	235.997	5/07/96
3	91 Lazier, Buddy	95 R/F/F	11	39.029	230.598	125	38.399	234.381	5/10/96
4	7 Salazar, Eliseo	95 L/F/G	15	39.095	230.208	193	38.321	234.858	5/13/96
5	5 Luyendyk, Arie	95 R/F/F	11	39.408	228.380	112	37.616	239.260	5/10/96
6	11 Sharp, Scott	95 L/F/G	13	39.546	227.583	202	38.184	235.701	5/10/96
7	32 Ongais, Danny	95 L/M/F	17	39.759	226.364	17	39.759	226.364	5/23/96
8	30 Dismore, Mark	95 L/M/F	8	40.105	224.411	100	38.676	232.702	5/10/96
9	4 Hearn, Richie	95 R/F/G	12	40.258	223.558	214	38.411	234.308	5/11/96
10	60 Groff, Mike	95 R/F/G	17	40.443	222.535	353	39.047	230.491	5/14/96
11	9 Gregoire, Stephan	95 R/F/F	12	40.469	222.392	160	39.034	230.568	5/14/96
12	52 Matsuda, Hideshi	94 L/F/F	22	40.741	220.908	63	39.614	227.192	5/19/96
13	8 Zampedri, Alessandro	95 L/F/G	13	40.749	220.864	372	38.848	231.672	5/13/96
14	33 Alboreto, Michele	95 R/F/G	11	40.960	219.727	389	38.761	232.192	5/14/96
15	10 Murphey, Brad	94 R/F/F	9	40.964	219.705	369	39.368	228.612	5/14/96
16	41 Greco, Marco	94 L/F/G	13	41.076	219.106	225	39.219	229.481	5/12/96
17	22 Jourdain Jr, Michel	95 L/F/G	12	41.109	218.930	325	38.425	234.223	5/13/96
18	12 Calkins, Buzz	95 R/F/F	11	41.247	218.198	486	38.348	234.693	5/10/96
19	45 St James, Lyn	94 L/F/G	9	41.434	217.213	223	39.649	226.992	5/16/96
20	18 Paul, John	93 L/M/G	14	41.647	216.102	200	39.614	227.192	5/11/96
21	75 O'Connell, Johnny	95 R/F/F	23	41.832	215.146	289	39.944	225.315	5/16/96
22	21 Guerrero, Roberto	95 R/F/G	8	41.932	214.633	157	38.411	234.308	5/13/96
23	70 Jones, Davy	95 L/MI/G	8	42.230	213.119	180	38.341	234.736	5/11/96
24	14 Hamilton, Davey	95 L/F/G	16	42.490	211.815	209	38.984	230.864	5/10/96
25	54 Buhl, Robbie	94 L/F/F	18	42.668	210.931	244	39.639	227.049	5/12/96
26	90 Gardner, Racin	94 L/F/G	6	42.980	209.400	76	40.012	224.933	5/12/96
27	34 Velez, Fermin	95 L/F/G	9	44.212	203.565	57	40.288	223.392	5/18/96
28	96 Durant, Paul	92 L/B/G	6	45.375	198.347	176	39.794	226.165	5/12/96
29	43 Gosek, Joe	94 L/F/G	12	45.820	196.421	64	40.227	223.730	5/19/96
30	44 Harrington, Scott	95 R/F/G	6	49.180	183.001	94	39.857	225.807	5/19/96
31	27 Guthrie, Jim	93 L/M/F	4	68.373	131.631	180	40.449	222.502	5/11/96
32	64 Unser, Johnny	95 R/F/G	2	79.784	112.805	354	39.606	227.238	5/11/96
33	35 Luyendyk, Arie	95 R/F/F	0	0.000	0.000	288	37.737	238.493	5/14/96
34	23 Stewart, Tony	95 L/M/F	0	0.000	0.000	101	38.162	235.837	5/13/96
35	2 Brayton, Scott	95 L/M/F	0	0.000	0.000	123	38.176	235.750	5/07/96
36	32 Stewart, Tony	95 L/M/F	0	0.000	0.000	55	38.380	234.497	5/11/96
37	32 Brayton, Scott	95 L/M/F	0	0.000	0.000	13	38.486	233.851	5/11/96
38	44 Hearn, Richie	95 R/F/G	0	0.000	0.000	305	38.577	233.300	5/13/96
39	34 Salazar, Eliseo	95 L/F/G	0	0.000	0.000	234	38.776	232.102	5/13/96
40	23 Brayton, Scott	95 L/M/F	0	0.000	0.000	52	39.109	230.126	5/17/96
41	84 Sharp, Scott	94 L/F/G	0	0.000	0.000	23	39.617	227.175	5/09/96
42	23 Cheever, Eddie	95 L/M/F	0	0.000	0.000	75	39.737	226.489	5/16/96
43	62 Dismore, Mark	93 L/M/F	0	0.000	0.000	21	39.812	226.062	5/19/96
44	7 Salazar, Eliseo	95 L/F/G	0	0.000	0.000	36	39.958	225.236	5/09/96
45	99 Boat, Billy	94 R/F/G	0	0.000	0.000	165	40.061	224.657	5/16/96
46	16 Parsons, Johnny	93 L/M/F	0	0.000	0.000	52	40.069	224.613	5/18/96
47	84 Boat, Billy	94 L/F/G	0	0.000	0.000	14	40.217	223.786	5/19/96
48	43 Velez, Fermin	94 L/F/G	0	0.000	0.000	134	40.219	223.775	5/14/96
49	72 Jones, Davy	95 L/MI/G	0	0.000	0.000	60	40.224	223.747	5/18/96
50	21 Guerrero, Roberto	95 R/F/G	0	0.000	0.000	16	40.345	223.076	5/07/96
51	23 Dismore, Mark	95 L/M/F	0	0.000	0.000	62	40.489	222.283	5/06/96
52	62 Ongais, Danny	93 L/M/F	0	0.000	0.000	25	40.558	221.904	5/19/96
53	77 Carlson, Tyce	93 L/M/G	0	0.000	0.000	57	40.663	221.331	5/19/96
54	77 Ongais, Danny	93 L/M/G	0	0.000	0.000	65	40.873	220.194	5/18/96
55	36 Drinan, Dan	91 L/B/G	0	0.000	0.000	187	41.675	215.957	5/07/96
56	46 Wilson, Rob	93 L/F/G	0	0.000	0.000	265	41.874	214.931	5/19/96
57	24 Tolsma, Randy	93 L/B/F	0	0.000	0.000	108	41.891	214.843	5/19/96
58	93 Gardner, Racin	94 L/F/G	0	0.000	0.000	89	42.622	211.159	5/06/96
59	36 Carlson, Tyce	91 L/B/G	0	0.000	0.000	101	42.777	210.393	5/13/96
60	39 Harrington, Scott	92 L/B/G	0	0.000	0.000	114	42.886	209.859	5/16/96
61	45 Tolsma, Randy	94 L/F/G	0	0.000	0.000	103	43.078	208.923	5/06/96





IRL: Indianapolis final practice 96-05-23 (REVISED)

1996 Indianapolis 500  
Final Practice Summary - 5/23/96

			:-----Today-----:			:--Month Combined--:			Date	
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9	4	Hearn	95 R/F/G	12	40.258	223.558	214	38.411	234.308	5/11/96
10	60	Groff	95 R/F/G	17	40.443	222.535	353	39.047	230.491	5/14/96
11	9	Gregoire	95 R/F/F	12	40.469	222.392	160	39.034	230.568	5/14/96
12	52	Matsuda	94 L/F/F	22	40.741	220.908	63	39.614	227.192	5/19/96
13	8	Zampedri	95 L/F/G	13	40.749	220.864	372	38.848	231.672	5/13/96
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23	70	Jones	95 L/MI/G	8	42.230	213.119	180	38.341	234.736	5/11/96
24	14	Hamilton	95 L/F/G	16	42.490	211.815	209	38.984	230.864	5/10/96
25	54	Buhl	94 L/F/F	18	42.668	210.931	244	39.639	227.049	5/12/96
26	90	Gardner	94 L/F/G	6	42.980	209.400	76	40.012	224.933	5/12/96
27	34	Velez	95 L/F/G	9	44.212	203.565	57	40.288	223.392	5/18/96
28	96	Durant	92 L/B/G	6	45.375	198.347	176	39.794	226.165	5/12/96
29	43	Gosek	94 L/F/G	12	45.820	196.421	64	40.227	223.730	5/19/96
30	44	Harrington	95 R/F/G	6	49.180	183.001	94	39.857	225.807	5/19/96
31	27	Guthrie	93 L/M/F	4	68.373	131.631	180	40.449	222.502	5/11/96
32	64	Unser	95 R/F/G	2	79.784	112.805	354	39.606	227.238	5/11/96
33	35	Luyendyk	95 R/F/F	0	0.000	0.000	288	37.737	238.493	5/14/96
34	23	Stewart	95 L/M/F	0	0.000	0.000	101	38.162	235.837	5/13/96
35	2	Brayton	95 L/M/F	0	0.000	0.000	123	38.176	235.750	5/07/96
36	32	Stewart	95 L/M/F	0	0.000	0.000	55	38.380	234.497	5/11/96
37	32	Brayton	95 L/M/F	0	0.000	0.000	13	38.486	233.851	5/11/96
38	44	Hearn	95 R/F/G	0	0.000	0.000	305	38.577	233.300	5/13/96
39	34	Salazar	95 L/F/G	0	0.000	0.000	234	38.776	232.102	5/13/96
40	23	Brayton	95 L/M/F	0	0.000	0.000	52	39.109	230.126	5/17/96
41	84	Sharp	94 L/F/G	0	0.000	0.000	23	39.617	227.175	5/09/96
42	23	Cheever	95 L/M/F	0	0.000	0.000	75	39.737	226.489	5/16/96
43	62	Dismore	93 L/M/F	0	0.000	0.000	21	39.812	226.062	5/19/96
44	7	Salazar	95 L/F/G	0	0.000	0.000	36	39.958	225.236	5/09/96
45	99	Boat	94 R/F/G	0	0.000	0.000	165	40.061	224.657	5/16/96
46	16	Parsons	93 L/M/F	0	0.000	0.000	52	40.069	224.613	5/18/96
47	84	Boat	94 L/F/G	0	0.000	0.000	14	40.217	223.786	5/19/96
48	43	Velez	94 L/F/G	0	0.000	0.000	134	40.219	223.775	5/14/96
49	72	Jones	95 L/MI/G	0	0.000	0.000	60	40.224	223.747	5/18/96
50	21	Guerrero	95 R/F/G	0	0.000	0.000	16	40.345	223.076	5/07/96
51	23	Dismore	95 L/M/F	0	0.000	0.000	62	40.489	222.283	5/06/96
52	62	Ongais	93 L/M/F	0	0.000	0.000	25	40.558	221.904	5/19/96
53	77	Carlson	93 L/M/G	0	0.000	0.000	57	40.663	221.331	5/19/96
54	77	Ongais	93 L/M/G	0	0.000	0.000	65	40.873	220.194	5/18/96
55	36	Drinan	91 L/B/G	0	0.000	0.000	187	41.675	215.957	5/07/96
56	46	Wilson	93 L/F/G	0	0.000	0.000	265	41.874	214.931	5/19/96
57	24	Tolsma	93 L/B/F	0	0.000	0.000	108	41.891	214.843	5/19/96
58	93	Gardner	94 L/F/G	0	0.000	0.000	89	42.622	211.159	5/06/96
59	36	Carlson	91 L/B/G	0	0.000	0.000	101	42.777	210.393	5/13/96

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60	39	Harrington	92	L/B/G	0	0.000	0.000	114	42.886	209.859	5/16/96
61	45	Tolsma	94	L/F/G	0	0.000	0.000	103	43.078	208.923	5/06/96
62	15	Gosek	92	L/B/G	0	0.000	0.000	115	43.643	206.219	5/17/96
63	36	Michner	91	L/B/G	0	0.000	0.000	102	43.656	206.157	5/17/96
64	25	Gosek	92	L/B/G	0	0.000	0.000	112	45.713	196.881	5/10/96
65	87	Boat	92	L/B/G	0	0.000	0.000	42	46.466	193.690	5/14/96
66	15	Bell	92	L/B/G	0	0.000	0.000	55	48.245	186.548	5/09/96
67	99	Guerrero	94	R/F/G	0	0.000	0.000	13	70.716	127.270	5/13/96
Total Laps:			364					9880			

RACE DAY -- May 26, 1996

Good morning.

Anton H. (Tony) George, President of the Indianapolis Motor Speedway, members of the Hulman family and the entire Speedway staff welcome you to the start of the 80th running of the Indianapolis 500-Mile Race.

Order of the Day:

5 a.m. Military bombs signal opening of the gates.  
8 a.m. Spectacle of bands.  
8:30 a.m. Race cars positioned in pits.  
9:45 a.m. Race cars to starting positions on front straightaway as Purdue University Band plays "On the Banks of the Wabash."  
10 a.m. "500" Festival Queen lap, followed by Sheriffs Motorcycle Drill Team, Festival Directors Lap.  
10:15 a.m. Engine warmup.  
10:24 a.m. "500" Festival Celebrity Caravan Lap.  
10:28 a.m. "America the Beautiful," Purdue University Band.  
10:30 a.m. "Stars and Stripes Forever," Purdue University Band.  
10:32 a.m. Final track inspection by United States Auto Club Chief Steward Keith Ward.  
10:42 a.m. National Anthem, sung by Florence Henderson, with colors presented by Indiana National Guard Color Guard.  
10:45 a.m. Invocation by Archbishop Daniel M. Buechlien, Indianapolis Catholic Archdiocese.  
10:47 a.m. Taps, Purdue University Band.  
10:48 a.m. Flyover, F-18 Hornets from Marine Fighter Squadron 251 "Thunderbolts" assigned to Marine Air Group 31 stationed at Buford, S.C., flown by Maj. Bill Waldron of Munhall, Pa.; Capt. Mark Johnson, Hobart, Ind.; Capt. Jason Whitney, Akron, Ohio; Capt. Tom Sims, Indianapolis. The squadron has just returned from a tour on board the aircraft carrier USS America.  
10:49 a.m. "Back Home Again in Indiana," sung by Jim Nabors with balloon spectacle.  
10:51 a.m. Starting command.  
10:52 a.m. 1996 Dodge Viper GTS pace car, driven by Robert Lutz, leads field on three laps prior to the start, two parade laps and the official pace lap.  
11 a.m. Start of 80th Indianapolis 500-Mile Race

The Speedways 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 box scores. Prize money will be announced at the Victory Dinner Monday night.

The 81st running of the Indianapolis 500 is scheduled for Sunday, May 25, 1997. Ticket information is on pages 17-19 of the 1996 Indianapolis 500 official program.

The Indianapolis Motor Speedways Hall of Fame Museum celebrates its 40th anniversary in 1996. The current structure, completed prior to the 1996 race, has 96,960 square feet of floor space and features displays of both vintage cars and race cars.

The 33-car starting field, aligned in 11 rows of three abreast, will make two parade laps prior to the official pace lap. The chief starter is Duane Sweeney, who is stepping down to assistant starter after the "500" after 17 years as chief starter. USAC assistant starter Brian Howard has been announced as chief starter for the 1997 Indianapolis 500 and other Indy Racing League events.

Robert Lutz, Chrysler Corporation president and chief operating officer, will drive the 1996 Dodge Viper GTS pace car for the start of the "500" with USAC official Jim Haynes as pace-car observer. On yellow-light situations, Don Bailey will be the driver. Under the caution, cars will close up behind the pace car and maintain a speed of approximately 80 miles per hour until conditions warrant the display of the green light again.

USAC has established a pit-road speed limit of 100 miles per 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 more than 500 U.S. stations and LeSea Broadcasting and the Armed Forces Radio Network around the world.

On Saturday, PPG Industries, presenter of the PPG Pole Award for the pole winner of the Indianapolis 500 since 1989, announced Saturday that the award will henceforth be recognized as: "The PPG Pole Award, presented in memory of Scott Brayton." Brayton's 1996 Indianapolis 500 PPG ring, which is provided to each race starter, will be presented to his brother, Todd. A pair of pendants based upon the design of the ring, have been created for Scott's wife, Becky, and mother, Jean. Brayton was the winner of the 1995 and 1996 PPG Pole Awards.

Weather forecast as of 7:50 p.m. from the Fox 59: Presently, the temperature is 54 degrees with 96 percent humidity. Showers are forecasted to end by mid-morning. High will be in the lower 70s during the day. There is a 45 percent chance of evening showers.

10:45 a.m. -- Track temperature from Goodyear tire engineers was 75 degrees.

11:05 a.m. -- Mary Fendrich Hulman, Chairman Emeritus of the Speedway, gave the command, "Lady and Gentlemen, Start Your Engines"

11:06 a.m. -- Air temperature from Firestone engineers is 66 degrees.

11:07 a.m. -- Engines off. Track inspection.

11:08 a.m. -- Engines started.

11:10 a.m. -- #52 Matsuda failed to start, crew pushed car to inside of track.

11:12 a.m. -- #52 Matsuda pushed off track at south pits.

11:14 a.m. -- Pace lap begins. #52 Matsuda started engine, south pits. #64 Unser to pits, gearbox problem.

11:15 a.m. -- GREEN. Track temperature from Goodyear was 84 degrees.

Lap 1 -- #30 Dismore to pits; #20 Stewart leads, followed by #7 Salazar, #70 Jones. Stewart became the third rookie in history to lead in his first lap of competition at Indianapolis. Johnny Aitken did it in 1911 and Teo Fabi did it in 1983. Paul Bost led the first lap in his first start in 1931 but was not considered a rookie because of previous experience as a relief driver.

This is the second straight year that the field came to the line without a full complement of cars. Unser headed to the pits at the end of the parade lap and remained in the pits when the field took the green flag.

Lap 3 -- FIRST YELLOW, debris in north short chute.

Lap 4 -- #44 Harrington spun in Turn 3 and continued. #18 Paul Jr. to pits, electronic problem, misfire.

Lap 7 -- GREEN.

Lap 10 -- #5 Luyendyk now eighth.

Lap 11 -- SECOND YELLOW, #96 Durant spun, Turn 3 warmup lane, no contact, driver out of car.

Lap 15 -- #64 Unser, out of car, transmission problem, 0 laps. #18 Paul Jr., out of car, 10 laps.

Lap 17 -- GREEN.

YELLOW, #32 Ongais did half-spin in Turn 3, returned to pits, car stalled, refired, returned to track.

DURANT: "The motor let go. It was in a good spot because I thought I could try to get it down to the warmup lane. I guess I got into my own oil and it got around on me. I got on the brakes as fast as I could. The main thing is that we didn't get in anyone else's way." (Checked and released at Hanna Medical Center.)

UNSER: "The gearbox just broke. I don't know why yet but on the pace laps, I couldn't get it in gear. Something wasn't working, something in the gearbox. It was a disappointing day for all of us." Unser did not complete a lap and was awarded 33rd finishing position. His dad, Jerry, finished 31st and did not complete a lap after being involved in a multi-car accident on the first lap in his only Indy start in 1958. Johnny's uncle, Bobby, completed only two laps and finished last after he hit the southwest wall in his debut at Indy in 1963.

PAUL JR.: "The crew did a tremendous job all month. This is very disappointing. The engine had a misfire in it from the start. It really lad on its butt. This was a very good car. We thought we had a good package for today. Too bad we didn't get to show it."

Lap 24 -- #5 Luyendyk lightly brushed wall in Turn 4. When Tony Stewart led this lap, it broke the record for a rookie leading the most consecutive laps starting with the opening lap of an Indianapolis 500. The previous record was 23 by Teo Fabi in 1983.

Lap 29 -- #20 Stewart leads #21 Guerrero by 5.7 seconds.

Lap 32 -- #20 Stewart to pits, 16 seconds; #3 Cheever to pits, long stop caused by bad air wrench. #21 Guerrero to lead.

Lap 35 -- #21 Guerrero leads #91 Lazier by seven seconds.

Lap 38 -- #21 Guerrero to pits, 18 seconds. #91 Lazier to lead.

Lap 39 -- #5 Luyendyk to pits, 22 seconds.

Lap 40 -- #91 Lazier receives \$2,500 Dow Elanco leader at 100 miles award.

Lap 41 -- #91 Lazier to pits, 22 seconds.

Lap 42 -- #20 Stewart to lead.

Lap 45 -- #20 Stewart leads #7 Salazar by 11.4 seconds.

Lap 48 -- #32 Ongais to pits. #90 Gardner, stop-and-go penalty, pit speed limit violation.

Lap 48 -- #20 Stewart receives \$5,000 from Terre Haute First National Bank in memory of Chapman S. Root for leading #75 O'Connell to pits, driver out of car.

Lap 49 --FOURTH YELLOW, #16 Parsons smoking, to pits, out, engine.

Lap 54 -- #7 Salazar to pits, engine stalled twice.

Lap 55 -- Eight cars on lead lap. #33 Alboreto pushed to garage. #21 Guerrero to lead.

Lap 56 -- GREEN.

PARSONS: "We punctured the radiator and cooked the engine. That's what took us out. The car really handled great. I was having a lot of fun. It's been a real roller-coaster ride. It's good just to be here." (about rookies): "The new guys are doing a great job in traffic. They're really giving each other a lot of room. Everyone was really loose, which is very scary, but the new guys really handled it well."

ALBORETO: "I lost sixth gear at the beginning of the race and then the whole gearbox broke and I had to come in."

Lap 61 -- #21 Guerrero leads #91 Lazier by 3.6 seconds.

Lap 64 -- #9 Gregoire pushed to garage, engine problem, Gregoire still in car.

Lap 65 -- #21 Guerrero receives \$5,000 from Marsh Supermarkets for leading Lap 65.

Lap 66 -- #21 Guerrero leads #91 Lazier by 1.4 seconds.

Lap 69 -- FIFTH YELLOW, debris on backstretch.

Lap 70 -- Leaders to pits. #21 Guerrero, long stop, problem with fuel nozzle., then engine stalled, restarted, returned to track after one minute, five seconds, stayed on lead lap.

Lap 71 -- #44 Harrington stalled on track, towed in. #70 Jones to lead.

GREGOIRE: "Something broke inside the engine, maybe a belt. I had smoke in my cockpit but it was yellow. They told me to continue but when I sped up, I had very big smoke. The car was fantastic. I was ready to do a big race but we had mechanical problems."

Lap 75 -- GREEN.

Tony Stewart, Buddy Lazier and Davy Jones are the 156th, 157th and 158th drivers to have led at the "500" for the first time in their careers. Tony Stewart is the 44th driver to have done it in his first start.

O'CONNELL: "This is a great disappointment. This is not the way we wanted to show up and certainly not the way we wanted to finish. I started in Nebraska for all practical purposes, so it was tough. This is a huge disappointment for our team and for our sponsors, but it's a great accomplishment to be here."

Lap 78 -- #90 Gardner out, crew reports broken "A" arm from contact in Turn 4.

Lap 79 -- #70 Jones leads #91 Lazier by 4.7 seconds.

Lap 80 -- #70 Jones receives \$5,000 in DowElanco awards for leading at 200 miles.

Lap 81 -- #20 Stewart smoking, comes to pits, driver out of car. Team Menard director of racing Larry Curry said the team was having problem with popoff valve, then burned the motor. Tony Stewart led 44 laps today, the most by a rookie since 1947 when second-place finisher Bill Holland led 143 laps.

Lap 85 -- #3 Cheever slid, stalled on pit road.

Lap 91 -- #14 Hamilton to pits, extended stop because of right rear wheel bearing problem.

Lap 94 -- SIXTH YELLOW, debris on front straightaway. #10 Murphey brushed wall in Turn 2, out.

Lap 95 -- Top three: #91 Lazier, #5 Luyendyk, #7 Salazar.

Lap 98 -- #5 Luyendyk and #7 Salazar tangled in acceleration lane in the south warmup lane. #7 Salazar did a half-spin at pit exit. #5 Luyendyk had right front wing bent, nose cone damage, returned to pits. #7 Salazar returned to pits with right rear flat, changed, returned to track.

Lap 101 -- Top three: #70 Jones, #91 Lazier, #21 Guerrero.

MARK SIMON (re Salazar's car): "We had a punctured left rear and right front and we changed them on the first stop. The suspension also was bent from the accident. On the second stop, we changed the right front again and should be fine." (Total time of pit stops was 33 seconds.) After lengthy pit stop, #5 Luyendyk returned to track. Damage to car included broken right tunnel, parts missing. Pit stop took 10:23.

GARDNER: "We took the car totally apart last week. On Carb Day, we only got one lap at speed and I told the guys we had a pretty good push. But because of rain, we didn't get any more laps. It was pushing right from the start today. During the second stop, we put in some front wing but when I got up to speed, I went right into the wall and bent the right front control arm. I didn't collect anybody else. I'll be back next year."

MURPHEY: "I don't know. I just said 'hello' to the Turn 2 wall (laughing). At first, I thought I ran over oil because of traffic, but I think what happened was after the yellow. I upset the transmission and it jumped out. When I did that, I broke the right rear suspension."

GRECO: "We had a problem with the engine. The engine blow. The car handled badly. I had oversteer. I hung on a little more. We made a pit stop to make changes. That's how motor racing goes but it didn't work. To work with A.J. (Foyt) is a great honor for me." (about rookies): "Everyone knew where to go. I was a little bit surprised."

Lap 106: GREEN.

Lap 107: Five cars on lead lap.

Lap 113: Leaders: #70 Jones, #21 Guerrero, #91 Lazier, #8 Zampedri, #60 Groff,

Lap 115: #70 Jones leads #21 Guerrero by 10.6 seconds.

Lap 117: #4 Hearn returns to lead lap.

Lap 119: SEVENTH YELLOW, #34 Velez has fire in Turn 2.

Lap 120 -- Ten of the top 11 starters are still running, the lone exception being the pole starter, #20 Stewart. #70 Jones receives \$7,500 in DowElanco awards for leading at 300 miles. #70 Jones pits for 22 seconds.

Lap 121 -- #91 Lazier to lead.

Lap 122 -- #60 Groff pit fire, driver out of car, out of race.

STEWART: "The telemetry in the car was good. I mean, we were running more boost in practice than we were today. We figured it was the popoff valve. It blew off in my ear three times and every time it does, it hurts the car. We'll take it to USAC and see what they say." (about Indy): "No one can take anything away from this race. I don't care who it is. This is the Indy 500 and there isn't anything like it."

VELEZ: "We think the water hose broke between (Turns) 1 and 2. There was a bunch of smoke. I felt a lot of heat on my back. The engine just quit and I got out of the car as soon as possible." (Velez was examined and released from hanna Medical Center.)

GROFF: "We had a big understeer we've been fighting all day. We came in for a pit stop. We saw a lot of smoke and the fire started then."

GOSEK: "We had some type of internal leak. I felt my rear end getting wet and I was hoping it wasn't fuel. It turned out to be water. We had boost problems all day. Running wide open, we only had 38 inches of boost and could only do 185 miles an hour. We had the same problem on Carb Day and thought we had it fixed but evidently not. I wish things would've gone better."

Lap 128 -- Black-flag for #43 Gosek for spray.

Lap 132 -- EIGHTH YELLOW, #30 Dismore stopped on backstretch.

Michel Jourdain Jr. receives \$7,500 from Ameritech as youngest starting driver. Danny Ongais receives \$5,000 from Pinkerton Securities as oldest starting driver.

Lap 134 -- Top five: #21 Guerrero, #70 Jones, #4 Hearn, #91 Lazier, #8 Zampedri.

Lap 133 -- #8 Zampedri to pits, 21 seconds.

Lap 135 -- 18 cars still running (11 veterans, seven rookies)

Lap 138 -- #8 Zampedri to pits, nine seconds.

Brad Murphey is being transported to Methodist Hospital for further evaluation of back pain.

Lap 141 -- GREEN.

Lap 142 -- #21 Guerrero leads #70 Jones by .5 second.

Lap 143 -- #21 Guerrero ran lap at 229.697 miles per hour.

Lap 148 -- #27 Guthrie slows to pits, driver out of car. #21 Guerrero leads #70 Jones by 2.4 seconds.

Lap 150 -- #21 Guerrero leads #70 Jones by 2.9 seconds. #12 Calkins to pits, driver out of car, out, right rear upright.



DISMORE: "Hopefully there'll be more Mays for me here. I guess I'm not a rookie any more. The motor broke. I think I broke a crank or a rod. The car was really good during the race and I was able to get a run on some of the guys. There's still two guys out there for us and I hope things work out for them. I'm a little down right now. It's just a shame. I'm optimistic about coming back here some day. I hope someone is optimistic about me coming back."

GUTHRIE: "It just let go all of a sudden. We didn't get any warning. The car was getting better every segment. We had a bad push at the start but kept taking that push out a little at a time. The car got very easy to handle in traffic. It was very easy to pass. It was a drag something had to happen but even with that, it was great. I'd do this again tomorrow."

Lap 159 -- #70 Jones to lead.

Lap 160 -- #21 Guerrero to pits, 20 seconds. #70 Jones to lead, receives \$10,000 in DowElanco awards for leading at 400 miles. #70 Jones pits, 18 seconds. Eight of top 10 starters are still running.

Lap 162 -- NINTH YELLOW, #44 Harrington, #45 St. James tangle in Turn 2, hit outside wall then slid to insidetgether, Harrington hitting inside wall.

Lap 165 -- Leaders: #91 Lazier, #4 Hearn, #70 Jones, #21 Guerrero, #8 Zampedri.

Lap 167 -- #21 Guerrero to pits, fire, engine off, restarts, returns to track, does not lose a lap, now fifth. Fuel hose nozzle malfunctioned, according to crew. Pit time: 1:42. #91 Lazier to pits, 16 seconds.

CALKINS: "I broke the right rear upright going into Turn 1. I felt it go and there was nothing I could do. It's a shame because I felt I could have stayed where I was running and done well in the points, but that's racing. It was a blast. I learned a lot, especially during the first half. I just wish it didn't have to end."

Lap 168 -- #4 Hearn to pits, 10 seconds.

Lap 169 -- GREEN. #70 Jones brushed inside wall on restart. Lap 171 -- #8 Zampedri takes lead from #70 Jones.

Lap 173 -- #8 Zampedri leads #70 Jones by 1.2 seconds.

REPORT FROM HANNA MEDICAL CENTER: Scott Harrington has a bruised right shin, was examined and released. Lyn St. James had multiple contusions, was awake and alert, and was transported to Methodist Hospital for further evaluation.

Lap 177 -- #8 Zampedri leads #70 Jones by .7 second.

Lap 179 -- #8 Zampedri leads by .5 second over #70 Jones, by 4.7 over #91 Lazier, by 11.1 seconds over #21 Guerrero, by 11.4 seconds over #4 Hearn.

Lap 183 -- #8 Zampedri leads by .4 second over #70 Jones, by 1.9 seconds over #91 Lazier.

Lap 184 -- #4 Hearn to fourth place.

Lap 187 -- #4 Hearn turned lap at 229.498, now 7.5 seconds behind #8 Zampedri.

Lap 190 -- #70 Jones takes lead form #8 Zampedri in Turn 4.

Lap 190 -- #70 Jones takes lead form #8 Zampedri in Turn 4.

Lap 191 -- #91 Lazier to second, back straightaway. #21 Guerrero to pits.

Lap 192 -- #91 Lazier to lead down front straight past #70 Jones.

Lap 196 -- TENTH YELLOW, #11 Sharp hit wall, Turn 2. Leaders: #91 Lazier, #70 Jones, #4 Hearn, #8 Zampedri.

LUYENDYK: "I was surprised to get hit. I thought I was in my lane. My car was pushing in traffic. I'd like to see the tape before I make any more comments." (about pit stops): "It was stalling in the pits. I don't know why I stalled it. We missed a chance to win the race for the Bryant team. My car was missing parts off the right side pod. A piece fell off and punctured a tire. I wanted to finish for the team. They hustled in the pits. I stalled the car. It's still a race. You still have to finish. My car was really good."

SHARP: "The car was pretty good. We got caught in some yellows. I guess we would've won the championship if this didn't happen. The car was getting loose. We changed the sway bar and it just snapped on me."

HARRINGTON: (about St. James): "She was just going so slow. I was coming upon her and the next thing I knew she was right on top of me. I went down on the grass trying to give her room. She didn't see me. I asked her in the ambulance on the way over here and she said she just didn't see me. It's just racing, I guess. It's just real disappointing. We worked so hard to get here. We had problems at the start. I spun the car right off the bat. It was 100 percent my fault. But we had just started making some strides and were picking up some speed.'

Lap 200 -- GREEN. #91 Lazier pulled away with #22 Jourdain Jr. between #91 Lazier and #70 Jones. #70 Jones passed #22 Jourdain Jr. on backstretch, but #91 Lazier wins 80th running of the Indianapolis 500 by .7 second over #70 Jones. on last lap, after #91 Lazier won race, track went caution for tangle among #21 Guerrero, then #8 Zampedri, then #7 Salazar off Turn 4 to the pit entrance.

#8 Zampedri receives \$5,000 Miller Electric "Hard Charger" Award for lowest qualifier to lead the race.

POST RACE QUOTES:

DAVY JONES (#70 Delco Electronics High Tech Team Galles): (about hitting the inside wall on a restart): "If I hadn't made the mistake with Salazar on the restart -- I was behind Salazar. I say it was a mistake because he was a lap down and I didn't really need to pass him. But on the other hand, I wanted to get out front in clean air and put some distance between second place. I don't know what he was thinking. You don't need to use some sort of blocking tactics and stuff people into the wall. But he did coming down the front straightaway. We worked so hard during the race to get the balance right but it knocked the front of the car out just a little bit, where I had too much push there at the end. Then on top of it, we didn't pit on the last yellow. We thought we'd pick up the distance on fuel and run the car as lean as possible to conserve fuel. You know Buddy Lazier and the Hemelgarn Team, I think they played their cards right. They could run as rich as possible and try to get it on at the end. Perhaps if I hadn't touched with Salazar, I could've been up front and Buddy would've had to chase us down at the end. As it was, I tried to make the most of what I had. Through the yellow, we knew I had enough fuel to go for it. So I did go for it the last lap and go for the gusto, I guess. On my restart, I would have liked to have been just a little bit better, maybe. I could have gotten by Michel Jourdain on the front straightaway. Then it would have been myself and Buddy on back straightaway. But as it was, I got caught up in Turn 2 on the last lap. Perhaps if there was one more lap, things could've been different."

RICHIE HEARN (#4 Della Penna Motorsports Ralph's Food 4 Less Fuji Film): "I was pretty amazed. It's pretty awesome, looking down the track, three rows of cars and all of the people. This is not a disappointment to me. It took me the first 50 laps to get used to the turbulence and how much rev I had. I made passes I didn't think I'd ever get to make. I even had to pass Guerrero on the outside. The mental part is the toughest part. Physically, were in good shape. I was really getting into it." (About the last accident): "Actually, they were behind me. I was concerned about Salazar and Guerrero passing me. Then I looked, and they were gone. I hope they're okay." (About St. James/Harrington accident): "That was the closest I came to a wreck. I saw a huge cloud of smoke. Luckily the safety road was paved because I had to turn in there." (About the race): "At one time he (Lazier) was behind me and I blew him off. My car was working great. I think Davy (Jones), Buddy and I were the fastest. I am pleased to finish third and I am pleased to finish the race."

JOHN DELLA PENNA (car owner, #4 Hearn): "I got plenty of practice. The car was a lot faster than qualifying. Looking back, maybe we should have waved off our laps for a better time. The car worked well. This was an unbelievable race for us. We came with the attitude to win and were not disappointed. Everything has been great. Were immensely proud." (About popoff valve and IRL): "I always open my mouth. I feel very passionate about the sport. As for the IRL, I need to sit down with my sponsors to decide everything." (About the race): "It's been a lot of fun and I figured the last 50 laps would be very exciting. We got a little out of sync with the pits due to a bauble but it might have helped us in the end." (Has it sunk in?): "I don't think it has. On a personal note, I used to look at this place from South America and I thought it was unattainable. This place has more significance. Last week, I took a lap with Johnny Rutherford and I had tears rolling down my cheeks. I will cherish this for all time. The fans make it special. They really get into it and support the teams. It's been a challenging month. I can't stress the importance of staying focused because there are so many distractions."

DAVEY HAMILTON (#14 AJ Foyt Copenhagen Racing): "I'm glad we finished. It's a little disappointing. The car wasn't as good as I thought it would be. The back end was loose and we burned up a bearing. We were fortunate not to hit the wall. This is my first Indy. It was a great experience. I'll be back next year."

EDDIE CHEEVER (#3 Quaker State Menards Special): "I think I had the best car. I had a pit stop problem in the very beginning and I went sideways. I just couldn't get a yellow. The engine broke in the end."

ROBERTO GUERRERO (#21 WavePhore/Pennzoil Reynard-Ford): "Everything was going okay until the faulty nozzle, which was brand new. My biggest problem was they disconnected my radio. We didn't know how much fuel had gotten into the car and I had no idea of my position. I told John Barnes (team manager) at the restart that anything with four wheels in front of me, I'm going to pass. Its unfortunate the lack of a radio caused us a bent car. I would've been fifth, regardless." (About the accident): "Turbulent air. My set of tires wasn't as good as my previous set. My car was understeering and I don't know what happened. I was going for it when the car tail-ended out of Turn 4 and I collected the others." (About the race): "We gave it a shot and we'll just have to wait till next year to get them. After all the talk between us, I was pretty sure that it takes a bit of extra care and that how it (the race) happened."

MICHEL JOURDAIN, Jr. (#22 Herdez Quaker State/Viva Mexico!): "The right rear wheel bearing broke during the race and after that, we were in the pits a long time and not able to catch up. We are happy that we finished the race. I hope next year we can make this up. Running 200 laps, we learned a lot. We were in a good position and we took the checkered, which is important. We could've been fifth or sixth but that racing."

DANNY ONGAIS (#32 Glidden Menards Special): "It was a great race car. It was fantastic. I made a couple of mistakes during the day. I killed the engine on a pit stop one time and then killed it on a restart. I feel great. It was a safe race. The rookies moved over and gave you room when you needed it. I had no problems whatsoever."

ROBBIE BUHL (#54 Original Coors/Beck Motorsports): "Were happy to finish and that we were running at the end. This is my first race on a superspeedway. My inexperience hurt me a little bit. We were just trying to keep our nose clean. I would've liked to concentrate on moving forward in the field and being a little more involved in the race. We had a clean race and learned a lot as a team. As a racer/driver, you want to be giving it your all and we did."

HIDESHI MATSUDA (#52 Team Taisan/Beck Motorsports): "At the beginning, I was worried about the accident last year. I didn't want to repeat what happened so I was watching in my rear view mirror. The car was understeering a little bit during the whole race but I finished in the top 10, so I'm very happy."

#### ABOUT THE IRL CO-CHAMPIONSHIP:

BUZZ CALKINS: "I think they should give it to the guy who won a race. In every other series, they give it to the guy who won a race. Anyway, the way our race went today, I can't complain about anything. Something's better than nothing."

SCOTT SHARP: "The team has done such a great job, they really deserve the credit. Wave been fast everywhere wave gone. They've given me a fast and safe car. I think this series can go to the moon. It really shines. This is a unique championship. Threes only one time you can be a first-time champion of the IRL."

BUDDY LAZIER (driver, #91 Hemelgarn Racing-Delta Faucet-Montana): (Was there a key moment when you felt you could win this race?) "The key moment, in my mind, was the first time we led and were able to run away with it. Every pit stop, we were adjusting, adjusting, adjusting. The car was really good as the fuel ran down, which was to our advantage. It was pushing a little bit at the end. But those last two laps were as risky as I ever want to be." (About the last few laps) "We felt we were in really good shape. We knew we were up a pit stop -- we knew we only had to pit one more time and everybody else had to pit twice. The timing was perfect and then all of a sudden we hit that yellow and that allowed everybody else to catch up with us. (After the yellow) I was trying to see where I was and I was looking at the tower and saw that I was in fourth. We started picking them off one by one. We were just able to reel em in. And at the end, a piece of equipment fell off and fell to the floor and kept blocking my foot, which was a little hairy. I don't know, maybe that was good luck and we should start doing that in all our races."

(About the win) "It was extremely, extremely sweet, coming off the injury. I was in a hospital bed for three weeks. A month ago, I was barely able to walk...For a while, I had given up a lot of hope for this event."

(About the injury) "I don't have any plates. There were 16 fractures. They tell me it looked like a hard-boiled egg had been dropped...I'm sure the surgeon in Vail will be doing back flips when he hears this. He was amazed that I could even come and try to qualify, so I'm sure he'll be thrilled to hear this."

(Was there a point when you thought you wouldn't be back at Indy?) "That point lasted for about a month. I had a lot of faith that we could get back here. I couldn't feel my arms or legs for a short period (after the accident). I thought it was going to take everything I had plus some to get here. When you have a family that supports you like mine does, it makes all the difference in the world...We made the commitment to run here. Period. Whatever it took. When we first came here, my bones were like taffy -- very sticky. They would move. We did everything we could so that I wasn't driving in too much pain. All month, I was supergrouchy. Literally, I spent the whole month in a lot of pain." (Are you in pain now?) "Oh, yeah. For sure."

(Does the pain give you problems concentrating?) "The pain may actually help you keep the concentration because you don't want to go through that again. It makes you pay attention." (About the special seat for his car) "Brock Walker built it (the seat). He doesn't make many of them. I don't think I could have run here without it." (Any close moments in the race?) "When I hit the oil in Turn 1, I had a close moment. I had several close moments." (Were you scared today?) "No. No. Last 10 laps, maybe. A little bit because we were full out." (Who were you talking to when you used a cellular phone in Victory Circle?) "I was talking to my mother who was watching it on TV. Hey mom! My dog -- a little brown Laborador -- ran into my mom and she blew her knee out, so we were both on crutches."

(Regarding concerns about the quality of the field) "There are some great drivers here. There's some real talent. Take a look at the speeds. Take a look at the start. It was a great start." (About the road to get here) "For seven or eight years, I've worked the pits, looking for a ride, pulling together local sponsors, just to try to get some equipment to show that you have the ability. That makes this extra sweet. It all makes this extra sweet. There are a lot of guys out there that are going through the same thing...You start chasing your career, for your own self. It's your passion, your love of it. You can learn a lot in older equipment even if you're not catching the headlines." (How does the victory feel?) "It hasn't sunk in yet. It's probably gonna take some time. It's just awesome. The trophy? Awesome. The paycheck? Really awesome." (Regarding your dyslexia) "I have no problem reading. It's a mild form of dyslexia. One in 10 people have it. There may be some people in your business that don't even know they have it. It's a very misunderstood disease. It made it difficult to succeed in school. But that taught me to work hard."

(About the fact that some say that this year's winner should have an asterisk next to his/her name because of the change that has occurred) "I certainly hope not. I gave it everything I had -- heart and soul -- and everybody else did." (Are you on medication?) "I don't believe in that stuff. But in the recovery, I had to. Right now, I'm going to lay in bed for a week...That what I desperately need right now. There are some nerve issues right now."

RON HEMELGARN (car owner, #91 Hemelgarn Racing-Delta Faucet-Montana): (about the win) "It was just outstanding. Buddy was very comfortable with the car. In our team meeting yesterday, I told the team, If we stick together, we can win this thing. It's a dream come true to be here...I adopted Buddy about six or seven years ago. There have been some times we've been through some real junk together. The race was perfect, except when we lost a couple of pins off the wheel. We had thought we were losing the nuts, but we didn't tell Buddy that."

(About winning the Indianapolis 500) "This is the greatest race in the world and always will be. Whether they run go-karts or stock cars here, it will always be." (Regarding the other race) "When you do things for greed and spite, it comes back to haunt you. I believe that. I'm sure each one of those drivers wished they could be here and I believe that if they were here, we could have beaten them...Anybody who would

say this wasn't a good race and wasn't a competitive race is an ass. The start was fantastic. It was a very safe race, for the most part." (About his history at the Speedway) "I've been here 19 years as an owner and a sponsor. I've had 32 different cars and 19 different drivers. But I'm very persistent. This is a dream come true...I've had a lot of heartaches here. I always try to give 100 percent. I went into this month knowing we could do it. You've got to have the right equipment and the right driver and we have that with Buddy. Buddy's outstanding."

(How is today different from last year at this time?) "A year ago, I was sitting at Methodist Hospital with Stan (Fox) and we didn't know if he was going to live or die. It was really neat to have Stan in the pits with me cheering Buddy on. This was Stan's victory also."

TONY GEORGE: (on how the race went) "The track crews did a pretty good job of getting the track ready so we could get off as close to 11 o'clock as we could. There were a few problems with the track that cropped up that haven't been problems to this date. One last minute one was water dripping off the flag stand down onto the yard of bricks that was starting to run towards the center of the track, and that was being rectified right at the time they were starting the engines. I was a little nervous for everybody. I think someone had to be, and I thought the race got off to a slow start with the early yellows. Fortunately, there was nothing catastrophic that brought them out, and once everybody settled down, the race and the pace went pretty good. They were fast and clean and there was a lot of close racing. All in all it was a very good day. It was an exciting race. The potential is always there for improvement. It was a good race, like the Phoenix race, but the potential is there to do much better. Everyone was doing their level best, and sometimes the cards fall differently than you would expect. It was an exciting race at the end, and there were a lot of possibilities for a winner. My hat is off to the three teams that finished one, two and three. They made sure that they were there when it counted at the end. I'm very happy for Hemelgarn, the Lazier family, and Lee Kunzman. They have paid their dues in racing. It is great to see some fruits for their efforts. The Galles team, and the Della Penna team showed they are true professionals, and put on a good show. It was pretty exciting. I noticed that the fans were on their feet for the better part of the last half of the race, especially the last 20 laps or so. There were some blistering speeds that were turned in. We had our share of mechanical problems, and some unfortunate incidents, especially the one at the end of the race, but it looks like everyone is all right and will be able to make dinner tomorrow night, (at the Victory Banquet), with the exception of maybe Alessandro (Zampedri), and I'm sure that he will join us if he can."

(about the slow start of the race) "I didn't get down to the head of the field as I normally do to see my grandmother start the race as I normally do. I was still at the start/finish line with the leak, where I donated my sweater to the cause. So I climbed down and was headed to race control to watch the start, when I heard on the USAC radio that not all of the drivers were strapped in and ready to go when they gave the command to start the first time, so they had to shut the engines off and make sure that everyone was buttoned in and ready to go--that just what I heard over the USAC radio, I don't know whether that was the case or not."

(about his feelings now that the season is over) "I've felt since before Orlando that these teams have demonstrated that they are truly professional, and have risen above the obstacles that have been placed before them. A lot of them are new to this discipline of racing. Some of them are not used to oval racing, and need some time to adjust. We hope they will become very comfortable and will be participating with us for a long time to come."

(about the Rookie field) "I think everyone who started the race was aware of the skepticism about their abilities, and it was talked about all month in the drivers meetings, especially the last one before the start of the race, everyone was very conscious of that, and were trying to make a good start, I think they did a good job. It was a slow start, but all season long--all three races, they have proven that they are smart and capable race drivers, and to some extent I think that the pressure is on the CART series drivers, because everyone is talking about their abilities. When they make a misstep, to me it's almost

unexpected, and unfortunately, this year, they have made a few that one wouldn't normally expect. The pressure is on them a little more than on our guys. I think our guys have settled down and done a good job."

(whether the race today will silence his critics) " Everybody here did a great job, from the track crews, to the teams, the drivers, and to the race officials. I think critics will always be critics, but we will just continue to try to prove that we have a product and an idea that wants development, and we will continue to develop it the best that we can, and hopefully in two to three years people will realize that that it is a quality series and a quality championship. Buddy Lazier is an excellent representation of the type of opportunity that we are trying to create. My only disappointment is that there were so many guys walking around here with the desire and the capability to run in the IRL, but with circumstances being what they are, with us being new, and with the lack of equipment, I was disappointed that we couldn't make more opportunities for the guys who want them right now. We put on a good race today, and I'm very proud of the teams and the officials for doing their job. I was happy to see a full house here today, I think that anyone who didn't show up missed a good race, and my hope is that one day, things will work out and they will feel free and welcome to come back."

(About announcing the 1997 season) "Because there is such a long period between races, as we finalize the races, we will announce them. We will likely announce races a year ahead of their scheduled timing. We expect to fill some holes in June and July. You should look for some announcements coming very soon."





1996 Indianapolis 500

UNOFFICIAL STANDINGS AT THE END OF LAP: 10 GREEN  
 AVERAGE SPEED: 149.838 Time of Race: 0:10:00.650  
 LAST YEAR: 75.858 RECORD '90: 211.947

Comp	Laps	Car	Behind	Lead	Tot @Lap	PitStops	Running/	POS)
Num Driver								
1)	10	20	Tony Stewart (1)	LEADER	10	-	-	234.412
2)	10	7	Eliseo Salazar (3)		4.099	--	-	225.989
3)	10	21	Roberto Guerrero (6)		5.741	--	-	224.137
4)	10	70	Davy Jones (2)		6.463	--	-	224.792
5)	10	3	Eddie Cheever (4)		7.573	--	-	224.411
6)	10	91	Buddy Lazier (5)		8.401	--	-	223.903
7)	10	8	Alessandro Zampedri (7)		10.095	--	-	222.927
8)	10	5	Arie Luyendyk (20)		10.348	--	-	222.822
9)	10	22	Michel Jourdain, Jr. (8)		12.706	--	-	219.378
10)	10	60	Mike Groff (11)		14.543	--	-	218.542
11)	10	14	Davey Hamilton (10)		16.127	--	-	215.734
12)	10	9	Stephan Gregoire (13)		16.964	--	-	215.708
13)	10	33	Michele Alboreto (12)		17.994	--	-	214.987
14)	10	4	Richie Hearn (15)		18.566	--	-	213.260
15)	10	11	Scott Sharp (21)		18.845	--	-	213.290
16)	10	12	Buzz Calkins (9)		19.414	--	-	215.357
17)	10	54	Robbie Buhl (23)		23.556	--	-	212.932
18)	10	45	Lyn St. James (18)		28.789	--	-	210.956
19)	10	32	Danny Ongais (33)		30.919	--	-	215.121
20)	10	75	Johnny O'Connell (29)		32.961	--	-	202.284
21)	10	41	Marco Greco (22)		34.066	--	-	202.129
22)	10	52	Hideshi Matsuda (30)		36.218	--	-	193.991
23)	10	16	Johnny Parsons (27)		36.719	--	-	194.154
24)	10	34	Fermin Velez (28)		39.399	--	-	185.357
25)	10	27	Jim Guthrie (19)		45.363	--	-	182.756
26)	10	10	Brad Murphey (26)		46.369	--	-	179.691
27)	10	43	Joe Gosek (31)		46.748	--	-	180.592
28)	9	96	Paul Durant (24)		- 1	--	-	0.000
29)	9	90	Racin Gardner (25)		- 1	--	-	0.000
30)	9	44	Scott Harrington (32)		- 1	--	1 4	0.000
31)	9	30	Mark Dismore (14)		- 1 44	--	2 3	189.494
32)	8	18	John Paul, Jr. (17)		- 2 38	--	1 4	186.020
33)	0	64	Johnny Unser (16)		- 10	--	-	0.000 LAP
LEADERS			CAUTION FLAGS					
1-	10	20	Tony Stewart		1: 3-	5 3	0:05:39	
			TOTAL LAPS: 3 0:05:39					

1996 Indianapolis 500  
UNOFFICIAL STANDINGS AT THE END OF LAP: 20 YELLOW  
AVERAGE SPEED: 114.295 Time of Race: 0:26:14.866  
LAST YEAR: 112.197 RECORD '90: 209.587

Comp	Laps	Car	Behind	Lead	Tot @Lap	PitStops	Running/	POS)
1)	20	20	Tony Stewart (1)	LEADER	20	-	-	79.113
2)	20	7	Eliseo Salazar (3)	1.076	--	-	-	79.080
3)	20	21	Roberto Guerrero (6)	2.066	--	-	-	79.253
4)	20	70	Davy Jones (2)	2.781	--	-	-	79.158
5)	20	3	Eddie Cheever (4)	5.175	--	-	-	78.822
6)	20	91	Buddy Lazier (5)	6.237	--	-	-	79.671
7)	20	8	Alessandro Zampedri (7)	7.190	--	-	-	79.169
8)	20	5	Arie Luyendyk (20)	8.757	--	-	-	79.103
9)	20	22	Michel Jourdain, Jr. (8)	10.077	--	-	-	79.232
10)	20	60	Mike Groff (11)	10.674	--	-	-	79.317
11)	20	14	Davey Hamilton (10)	11.495	--	-	-	79.568
12)	20	9	Stephan Gregoire (13)	12.330	--	-	-	79.860
13)	20	33	Michele Alboreto (12)	13.728	--	-	-	79.785
14)	20	4	Richie Hearn (15)	14.380	--	-	-	79.969
15)	20	11	Scott Sharp (21)	15.943	--	-	-	79.457
16)	20	12	Buzz Calkins (9)	17.317	--	-	-	79.306
17)	20	54	Robbie Buhl (23)	18.950	--	-	-	79.082
18)	20	45	Lyn St. James (18)	19.796	--	-	-	78.931
19)	20	75	Johnny O'Connell (29)	21.280	--	-	-	78.591
20)	20	41	Marco Greco (22)	22.449	--	-	-	78.560
21)	20	34	Fermin Velez (28)	23.739	--	-	-	78.470
22)	20	52	Hideshi Matsuda (30)	24.253	--	-	-	78.625
23)	20	10	Brad Murphey (26)	26.315	--	-	-	79.000
24)	20	43	Joe Gosek (31)	26.724	--	-	-	79.186
25)	20	16	Johnny Parsons (27)	27.887	--	1	12	79.637
26)	20	27	Jim Guthrie (19)	28.883	--	-	-	79.640
27)	19	44	Scott Harrington (32)	- 1 4	--	1	4	78.938
28)	19	30	Mark Dismore (14)	- 1 26	--	2	3	78.708
29)	19	32	Danny Ongais (33)	- 1 27	--	1	17	79.662
30)	19	90	Racin Gardner (25)	- 1 30	--	1	18	91.570
31)	10	18	John Paul, Jr. (17)	- 10	--	2	10	Ignition
32)	9	96	Paul Durant (24)	- 11	--	-	-	0.000
33)	0	64	Johnny Unser (16)	- 20	--	-	-	Transmission

LAP

LEADERS

1- 20 20 Tony Stewart

CAUTION FLAGS

1: 3- 5 3 0:05:39  
2: 11- 16 6 0:11:01  
3: 18- 20 3 0:06:12  
TOTAL LAPS: 12 0:22:54

1996 Indianapolis 500  
UNOFFICIAL STANDINGS AT THE END OF LAP: 50 YELLOW  
AVERAGE SPEED: 155.111 Time of Race: 0:48:21.145  
LAST YEAR: 144.531 RECORD '84: 186.657

POS)	Laps	Car	Driver	Lap/Time	Laps	PitStops	Running/	
Comp	Num			Behind	Lead	Tot @Lap	Reason	Out
1)	50	20	Tony Stewart (1)	LEADER	40	1	32	178.621
2)	50	7	Eliseo Salazar (3)	30.369	--	1	35	142.365
3)	50	21	Roberto Guerrero (6)	33.079	6	1	38	141.808
4)	50	91	Buddy Lazier (5)	37.275	4	1	41	142.751
5)	50	5	Arie Luyendyk (20)	38.443	--	1	39	141.875
6)	50	9	Stephan Gregoire (13)	50.805	--	1	32	147.599
7)	50	8	Alessandro Zampedri (7)	59.772	--	1	36	144.632
8)	50	70	Davy Jones (2)	62.397	--	1	33	141.670
9)	49	60	Mike Groff (11)	- 1	1	--	1	36 185.288
10)	49	11	Scott Sharp (21)	- 1	3	--	1	37 178.827
11)	49	22	Michel Jourdain, Jr. (8)	- 1	36	--	1	34 140.702
12)	49	12	Buzz Calkins (9)	- 1	37	--	1	37 142.028
13)	49	14	Davey Hamilton (10)	- 1	49	--	1	39 149.613
14)	49	4	Richie Hearn (15)	- 1	56	--	1	38 146.470
15)	48	3	Eddie Cheever (4)	- 2	2	--	2	49 181.470
16)	48	32	Danny Ongais (33)	- 2	25	--	2	45 150.068
17)	48	30	Mark Dismore (14)	- 2	29	--	3	39 141.367
18)	48	54	Robbie Buhl (23)	- 2	34	--	1	39 139.388
19)	48	41	Marco Greco (22)	- 2	52	--	1	36 149.130
20)	48	52	Hideshi Matsuda (30)	- 2	54	--	2	36 150.125
21)	48	27	Jim Guthrie (19)	- 2	58	--	-	- 145.497
22)	48	10	Brad Murphey (26)	- 2	62	--	1	34 141.612
23)	47	16	Johnny Parsons (27)	- 3	--	--	1	12 0.000
24)	47	45	Lyn St. James (18)	- 3	44	--	1	38 156.609
25)	46	75	Johnny O'Connell (29)	- 4	91	--	2	46 38.477
26)	45	90	Racin Gardner (25)	- 5	11	--	3	44 140.764
27)	45	44	Scott Harrington (32)	- 5	39	--	3	37 147.215
28)	45	43	Joe Gosek (31)	- 5	40	--	2	34 155.817
29)	43	33	Michele Alboreto (12)	- 7	--	--	3	43 0.000
30)	42	34	Fermin Velez (28)	- 8	32	--	1	38 142.694
31)	10	18	John Paul, Jr. (17)	- 40	--	--	2	10 Ignition
32)	9	96	Paul Durant (24)	- 41	--	--	-	- Engine
33)	0	64	Johnny Unser (16)	- 50	--	--	-	- Transmission
LAP LEADERS				CAUTION FLAGS				
1-	31	20	Tony Stewart	1:	3-	5	3	0:05:39
32-	37	21	Roberto Guerrero	2:	11-	16	6	0:11:01
38-	41	91	Buddy Lazier	3:	18-	20	3	0:06:12
42-	50	20	Tony Stewart	4:	50-	50	1	: :
				TOTAL LAPS:	13	0:22:54		

1996 Indianapolis 500

UNOFFICIAL STANDINGS AT THE END OF LAP: 100 YELLOW  
 AVERAGE SPEED: 148.195 Time of Race: 1:41:13.097  
 LAST YEAR: 149.530 RECORD '86: 176.251

POS)	Laps	Car	Driver	Lap/Time	Behind	Laps	Lead	PitStops	Running/	Reason	Out
Comp	Num							Tot @Lap			
1)	100	70	Davy Jones (2)		LEADER	19		3	87	82.480	
2)	100	91	Buddy Lazier (5)		2.320	15		3	97	81.848	
3)	100	21	Roberto Guerrero (6)		4.834	22		3	97	82.011	
4)	100	60	Mike Groff (11)		8.384	--		3	97	82.136	
5)	100	8	Alessandro Zampedri (7)		8.997	--		3	97	82.196	
6)	99	4	Richie Hearn (15)		- 1	1	--	3	87	82.250	
7)	99	12	Buzz Calkins (9)		- 1	4	--	3	96	82.043	
8)	99	30	Mark Dismore (14)		- 1	7	--	5	96	82.043	
9)	99	11	Scott Sharp (21)		- 1	8	--	3	96	82.097	
10)	99	32	Danny Ongais (33)		- 1	10	--	4	96	82.266	
11)	99	7	Eliseo Salazar (3)		- 1	19	--	5	99	57.729	
12)	98	5	Arie Luyendyk (20)		- 2	--		4	98	0.000	
13)	98	54	Robbie Buhl (23)		- 2	11	--	3	95	82.911	
14)	98	52	Hideshi Matsuda (30)		- 2	18	--	4	95	82.415	
15)	97	27	Jim Guthrie (19)		- 3	15	--	2	94	82.874	
16)	97	3	Eddie Cheever (4)		- 3	**	--	3	81	82.757	
17)	96	45	Lyn St. James (18)		- 4	17	--	3	94	82.081	
18)	91	10	Brad Murphey (26)		- 9	--		2	69	Out of Race	
19)	91	44	Scott Harrington (32)		- 9	14	--	4	88	82.904	
20)	91	34	Fermin Velez (28)		- 9	**	--	2	77	82.788	
21)	89	22	Michel Jourdain, Jr. (8)		- 11	--		3	90	0.000	
22)	87	14	Davey Hamilton (10)		- 13	--		3	87	0.000	
23)	82	20	Tony Stewart (1)		- 18	44		4	82	Engine	
24)	81	43	Joe Gosek (31)		- 19	--		4	82	0.000	
25)	76	90	Racin Gardner (25)		- 24	--		5	76	Suspension	
26)	64	41	Marco Greco (22)		- 36	--		2	64	Out of Race	
27)	59	9	Stephan Gregoire (13)		- 41	--		2	59	Coil Pack fire	
28)	48	16	Johnny Parsons (27)		- 52	--		1	12	Radiator	
29)	47	75	Johnny O'Connell (29)		- 53	--		2	46	Fuel Pickup	
30)	43	33	Michele Alboreto (12)		- 57	--		3	43	Gearbox	
31)	10	18	John Paul, Jr. (17)		- 90	--		2	10	Ignition	
32)	9	96	Paul Durant (24)		- 91	--		-	-	Engine	
33)	0	64	Johnny Unser (16)		-100	--		-	-	Transmission	

LAP LEADERS

1- 31	20	Tony Stewart	1:	3-	5	3	0:05:39				
32- 37	21	Roberto Guerrero	2:	11-	16	6	0:11:01				
38- 41	91	Buddy Lazier	3:	18-	20	3	0:06:12				
42- 54	20	Tony Stewart	4:	50-	55	6	0:11:03				
55- 70	21	Roberto Guerrero	5:	69-	73	5	0:09:30				
71- 86	70	Davy Jones	6:	94-	94	1	: :				
87- 97	91	Buddy Lazier	TOTAL LAPS:				24	0:43:28			
98-100	70	Davy Jones									

CAUTION FLAGS

1996 Indianapolis 500

UNOFFICIAL STANDINGS AT THE END OF LAP: 150 GREEN

AVERAGE SPEED: 143.566 Time of Race: 2:36:43.335

LAST YEAR: 158.179 RECORD '90: 178.978

POS)	Comp	Car Num	Driver	Lap/Time Behind	Laps Lead	PitStops Tot @Lap	Running/Reason Out
1)	150	21	Roberto Guerrero (6)	LEADER	39	4 120	226.233
2)	150	70	Davy Jones (2)	2.980	39	4 120	222.491
3)	150	91	Buddy Lazier (5)	17.451	28	4 133	225.327
4)	150	8	Alessandro Zampedri (7)	29.589	--	5 138	219.085
5)	150	4	Richie Hearn (15)	30.354	--	5 139	225.023
6)	149	7	Eliseo Salazar (3)	- 1 10	--	6 120	220.577
7)	149	11	Scott Sharp (21)	- 1 16	--	4 123	218.018
8)	149	32	Danny Ongais (33)	- 1 30	--	5 120	222.662
9)	148	54	Robbie Buhl (23)	- 2 39	--	5 132	209.653
10)	147	12	Buzz Calkins (9)	- 3	--	6 148	0.000
11)	147	52	Hideshi Matsuda (30)	- 3 29	--	6 130	217.286
12)	147	3	Eddie Cheever (4)	- 3 35	--	4 113	227.716
13)	145	5	Arie Luyendyk (20)	- 5 25	--	5 116	210.118
14)	144	45	Lyn St. James (18)	- 6 16	--	4 128	192.753
15)	143	27	Jim Guthrie (19)	- 7	--	4 144	0.000
16)	141	44	Scott Harrington (32)	- 9 37	--	5 112	211.645
17)	134	14	Davey Hamilton (10)	- 16 8	--	4 119	210.507
18)	129	30	Mark Dismore (14)	- 21	--	6 120	0.000
19)	129	22	Michel Jourdain, Jr. (8)	- 21 14	--	3 90	204.951
20)	122	60	Mike Groff (11)	- 28	--	4 121	Out of Race
21)	107	34	Fermin Velez (28)	- 43	--	2 77	0.000
22)	106	43	Joe Gosek (31)	- 44	--	5 106	Radiator
23)	91	10	Brad Murphey (26)	- 59	--	2 69	Suspension
24)	82	20	Tony Stewart (1)	- 68	44	4 82	Engine
25)	76	90	Racin Gardner (25)	- 74	--	5 76	Suspension
26)	64	41	Marco Greco (22)	- 86	--	2 64	Out of Race
27)	59	9	Stephan Gregoire (13)	- 91	--	2 59	Coil Pack fire
28)	48	16	Johnny Parsons (27)	-102	--	1 12	Radiator
29)	47	75	Johnny O'Connell (29)	-103	--	2 46	Fuel Pickup
30)	43	33	Michele Alboreto (12)	-107	--	3 43	Gearbox
31)	10	18	John Paul, Jr. (17)	-140	--	2 10	Ignition
32)	9	96	Paul Durant (24)	-141	--	- -	Engine
33)	0	64	Johnny Unser (16)	-150	--	- -	Transmission

LAP LEADERS

1- 31	20	Tony Stewart
32- 37	21	Roberto Guerrero
38- 41	91	Buddy Lazier
42- 54	20	Tony Stewart
55- 70	21	Roberto Guerrero
71- 86	70	Davy Jones
87- 97	91	Buddy Lazier
98-120	70	Davy Jones
121-133	91	Buddy Lazier
134-150	21	Roberto Guerrero

CAUTION FLAGS

1:	3-	5	3	0:05:39
2:	11-	16	6	0:11:01
3:	18-	20	3	0:06:12
4:	50-	55	6	0:11:03
5:	69-	73	5	0:09:30
6:	94-	105	12	0:21:31
7:	119-	124	6	0:10:47
8:	132-	139	8	0:14:46
TOTAL LAPS:	49			1:30:33

1996 Indianapolis 500

UNOFFICIAL STANDINGS AT THE END OF LAP: 200 YELLOW  
AVERAGE SPEED: 147.956 Time of Race: 3:22:45.753  
LAST YEAR: 153.616 RECORD '90: 185.981

POS)	Laps	Car	Driver	Lap/Time	Behind	Laps	PitStops	Running/	Reason	Out
Comp	Num					Lead	Tot @Lap			
1)	200	91	Buddy Lazier (5)		LEADER	43	5	167	222.690	
2)	200	70	Davy Jones (2)		0.695	46	5	160	225.361	
3)	200	4	Richie Hearn (15)		6.980	--	6	167	208.638	
4)	199	8	Alessandro Zampedri (7)	- 1		20	6	163	0.000	
5)	198	21	Roberto Guerrero (6)	- 2		47	6	190	0.000	
6)	197	7	Eliseo Salazar (3)	- 3		--	8	191	0.000	
7)	197	32	Danny Ongais (33)	- 3	7	--	8	192	210.349	
8)	197	52	Hideshi Matsuda (30)	- 3	10	--	7	162	203.376	
9)	197	54	Robbie Buhl (23)	- 3	10	--	6	162	194.334	
10)	194	11	Scott Sharp (21)	- 6		--	5	160	0.000	
11)	189	3	Eddie Cheever (4)	- 11		--	7	190	0.000	
12)	181	14	Davey Hamilton (10)	- 19	10	--	5	148	189.950	
13)	177	22	Michel Jourdain, Jr. (8)	- 23	2	--	5	146	212.535	
14)	153	45	Lyn St. James (18)	- 47		--	5	146	Accident T1	
15)	150	44	Scott Harrington (32)	- 50		--	6	143	Accident T1	
16)	149	5	Arie Luyendyk (20)	- 51		--	5	116	Out of Race	
17)	148	12	Buzz Calkins (9)	- 52		--	6	148	Rear Brakes	
18)	144	27	Jim Guthrie (19)	- 56		--	4	144	Engine	
19)	129	30	Mark Dismore (14)	- 71		--	6	120	Engine	
20)	122	60	Mike Groff (11)	- 78		--	4	121	Fire	
21)	107	34	Fermin Velez (28)	- 93		--	2	77	Engine Fire	
22)	106	43	Joe Gosek (31)	- 94		--	5	106	Radiator	
23)	91	10	Brad Murphey (26)	-109		--	2	69	Suspension	
24)	82	20	Tony Stewart (1)	-118		44	4	82	Engine	
25)	76	90	Racin Gardner (25)	-124		--	5	76	Suspension	
26)	64	41	Marco Greco (22)	-136		--	2	64	Engine	
27)	59	9	Stephan Gregoire (13)	-141		--	2	59	Coil Pack fire	
28)	48	16	Johnny Parsons (27)	-152		--	1	12	Radiator	
29)	47	75	Johnny O'Connell (29)	-153		--	2	46	Fuel Pickup	
30)	43	33	Michele Alboreto (12)	-157		--	3	43	Gearbox	
31)	10	18	John Paul, Jr. (17)	-190		--	2	10	Ignition	
32)	9	96	Paul Durant (24)	-191		--	-	-	Engine	
33)	0	64	Johnny Unser (16)	-200		--	-	-	Transmission	

LAP LEADERS

CAUTION FLAGS

1- 31	20	Tony Stewart	1:	3-	5	3	0:05:39
32- 37	21	Roberto Guerrero	2:	11-	16	6	0:11:01
38- 41	91	Buddy Lazier	3:	18-	20	3	0:06:12
42- 54	20	Tony Stewart	4:	50-	55	6	0:11:03
55- 70	21	Roberto Guerrero	5:	69-	73	5	0:09:30
71- 86	70	Davy Jones	6:	94-	105	12	0:21:31
87- 97	91	Buddy Lazier	7:	119-	124	6	0:10:47
98-120	70	Davy Jones	8:	132-	139	8	0:14:46
121-133	91	Buddy Lazier	9:	162-	168	7	0:13:25
134-158	21	Roberto Guerrero	10:	196-	198	3	0:05:37
159-160	70	Davy Jones	TOTAL LAPS:		59	1:49:36	
161-167	91	Buddy Lazier					
168-169	70	Davy Jones					
170-189	8	Alessandro Zampedri					
190-192	70	Davy Jones					
193-200	91	Buddy Lazier					

1 9 9 6 I N D I A N A P O L I S 5 0 0 M I L E R A C E

LAPS:		20	40	60	80	100	120	140	160	180	200	LAPS	REASON	
MILES:		START	50	100	150	200	250	300	350	400	450	500	OUT	
#														
20	Stewart	1	1	2	4	3	23	24	xxxxxxxxxxxx			24	82	engine
70	Jones	2	4	11	7	1	1	1	2	1	2	2	200	RUNNING
7	Salazar	3	2	4	6	6	11	11	6	7	7	6	197	crash
3	Cheever	4	5	22	19	16	16	15	13	11	11	11	189	RUNNING
91	Lazier	5	6	1	2	2	2	3	3	2	3	1	200	RUNNING
21	Guerrero	6	3	3	1	7	3	2	1	5	4	5	198	crash
8	Zampedri	7	7	8	5	5	5	4	4	4	1	4	199	crash
22	Jourdain	8	9	16	11	14	21	21	20	18	13	13	177	RUNNING
12	Calkins	9	16	15	10	10	7	10	9	15	xxx	17	148	brakes
14	Hamilton	10	11	7	12	15	22	20	18	17	12	12	181	RUNNING
60	Groff	11	10	10	9	8	4	5	19	xxxxxxx		20	122	fire
33	Alboreto	12	13	18	30	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx						30	43	trans
9	Gregoire	13	12	9	16	27	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx					27	59	coil
30	Dismore	14	28	14	15	13	8	7	17	19	xxx	19	129	engine
4	Hearn	15	14	21	13	9	6	6	5	3	5	3	200	RUNNING
64	Unser	16	33	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx								33	0	trans
18	Paul	17	31	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx								31	10	ignition
45	St. James	18	18	28	23	21	17	16	15	12	14	14	153	crash
27	Guthrie	19	26	20	21	20	15	14	11	16	18	18	144	engine
5	Luyendyk	20	8	5	3	4	12	17	14	13	16	16	149	crash
11	Sharp	21	15	12	8	11	9	8	8	6	6	10	194	crash
41	Greco	22	20	24	20	25	26	xxxxxxxxxxxxxxxx				26	64	engine
54	Buhl	23	17	19	17	18	13	12	10	9	9	9	197	RUNNING
96	Durant	24	32	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx								32	9	engine
90	Gardner	25	30	23	24	22	25	xxxxxxxxxxxxxxxx				25	76	spspen'n
10	Murphey	26	20	26	22	19	18	23	xxxxxxxxxxxx			23	91	suspen'n
16	Parsons	27	25	6	28	28	xxxxxxxxxxxxxxxx					28	48	radiator
34	Velez	28	21	27	27	23	20	19	21	21	xxx	21	107	fire
75	O'Connell	29	19	17	29	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx						29	47	fuel
52	Matsuda	30	22	25	18	17	14	13	12	10	10	8	197	RUNNING
43	Gosek	31	24	30	26	26	24	22	22	xxxxxxx		22	106	radiator
44	Harrington	32	27	29	25	24	19	18	16	14	15	15	150	crash
32	Ongais	33	29	13	14	12	10	9	7	8	8	7	197	RUNNING

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1 9 9 6   I N D I A N A P O L I S   5 0 0   M I L E   R A C E
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LAPS:      20  40  60  80 100 120 140 160 180 200 LAPS  REASON
MILES:  START 50 100 150 200 250 300 350 400 450 500  RUN   OUT
#
91 Lazier      5  6  1  2  2  2  3  3  2  3  1 200  RUNNING
70 Jones       2  4 11  7  1  1  1  2  1  2  2 200  RUNNING
 4 Hearn       15 14 21 13  9  6  6  5  3  5  3 200  RUNNING
 8 Zampedri    7  7  8  5  5  5  4  4  4  1  4 199  crash
21 Guerrero    6  3  3  1  7  3  2  1  5  4  5 198  crash
 7 Salazar     3  2  4  6  6 11 11  6  7  7  6 197  crash
32 Ongais     33 29 13 14 12 10  9  7  8  8  7 197  RUNNING
52 Matsuda    30 22 25 18 17 14 13 12 10 10  8 197  RUNNING
54 Buhl       23 17 19 17 18 13 12 10  9  9  9 197  RUNNING
11 Sharp      21 15 12  8 11  9  8  8  6  6 10 194  crash
 3 Cheever     4  5 22 19 16 16 15 13 11 11 11 189  RUNNING
14 Hamilton   10 11  7 12 15 22 20 18 17 12 12 181  RUNNING
22 Jourdain    8  9 16 11 14 21 21 20 18 13 13 177  RUNNING
45 St. James  18 18 28 23 21 17 16 15 12 14 14 153  crash
44 Harrington 32 27 29 25 24 19 18 16 14 15 15 150  crash
 5 Luyendyk   20  8  5  3  4 12 17 14 13 16 16 149  crash
12 Calkins     9 16 15 10 10  7 10  9 15 xxx 17 148  brakes
27 Guthrie    19 26 20 21 20 15 14 11 16 18 18 144  engine
30 Dismore    14 28 14 15 13  8  7 17 19 xxx 19 129  engine
60 Groff      11 10 10  9  8  4  5 19 xxxxxxxx 20 122  fire
34 Velez      28 21 27 27 23 20 19 21 21 xxx 21 107  fire
43 Gosek      31 24 30 26 26 24 22 22 xxxxxxxx 22 106  radiator
10 Murphey    26 20 26 22 19 18 23 xxxxxxxxxxxx 23  91  suspen'n
20 Stewart     1  1  2  4  3 23 24xxxxxxxxxxxxx 24  82  engine
90 Gardner    25 30 23 24 22 25 xxxxxxxxxxxxxxxxxx 25  76  spspen'n
41 Greco      22 20 24 20 25 26 xxxxxxxxxxxxxxxxxx 26  64  engine
 9 Gregoire   13 12  9 16 27 xxxxxxxxxxxxxxxxxx 27  59  coil
16 Parsons    27 25  6 28 28 xxxxxxxxxxxxxxxxxx 28  48  radiator
75 O'Connell  29 19 17 29 xxxxxxxxxxxxxxxxxx 29  47  fuel
33 Alboreto   12 13 18 30 xxxxxxxxxxxxxxxxxx 30  43  trans
18 Paul       17 31 xxxxxxxxxxxxxxxxxx 31  10  ignition
96 Durant     24 32 xxxxxxxxxxxxxxxxxx 32  9  engine
64 Unser      16 33 xxxxxxxxxxxxxxxxxx 33  0  trans
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OFFICIAL BOX SCORE  
80th Running - May 26, 1996  
Indianapolis 500-Mile Race

FP	SP	CAR	DRIVER	CAR NAME	YR/C/E/T	Lap	Running/Reason
1	5	91	Buddy Lazier,	Hemelgarn-Delta Faucet-Montana	95 R/F/F	200	Running
2	2	70	Davy Jones,	Delco Electronics/Galles Racing	95 L/MI/G	200	Running
3	15	4	Richie Hearn,	Della Penna/Ralph's Food/Fuji Film	95 R/F/G	200	Running
4	7	8	Alessandro Zampedri,	Mi-Jack/AGIP/Xcel	95 L/F/G	199	Accident T4
5	6	21	Roberto Guerrero,	WavePhore/Pennzoil	95 R/F/G	198	Accident T4
6	3	7	Eliseo Salazar,	Cristal/Copec Mobil	95 L/F/G	197	Accident T4
7	33	32	#Danny Ongais,	Glidden Menards Special	95 L/M/F	197	Running
8	30	52	Hideshi Matsuda,	Team Taisan/Beck Motorsports	94 L/F/F	197	Running
9	23	54	Robbie Buhl,	Original Coors/Beck Motorsports	94 L/F/F	197	Running
10	21	11	Scott Sharp,	Conseco AJ Foyt Racing	95 L/F/G	194	Accident
11	4	3	Eddie Cheever,	Quaker State Menards Special	95 L/M/F	189	Running
12	10	14	Davey Hamilton,	AJ Foyt Copenhagen Racing	95 L/F/G	181	Running
13	8	22	Michel Jourdain, Jr.,	Herdez Quaker State/Viva Mexico!	95 L/F/G	177	Running
14	18	45	Lyn St. James,	Spirit of San Antonio	94 L/F/G	153	Accident T1
15	32	44	Scott Harrington,	Gold Eagle/Mechs Laund/Harrington/LP	95 R/F/G	150	Accident T1
16	20	5	Arie Luyendyk,	Byrd's Cafeteria/Bryant Heating	95 R/F/F	149	Prev. Accident
17	9	12	Buzz Calkins,	Bradley Food Mart/Hoosier Lotto	95 R/F/F	148	Rear Brakes
18	19	27	Jim Guthrie,	Team Blueprint Racing	93 L/M/F	144	Engine
19	14	30	Mark Dismore,	Quaker State Menards Spl.	95 L/M/F	129	Engine
20	11	60	Mike Groff,	Valvoline Cummins Craftsman	95 R/F/G	122	Fire
21	28	34	Fermin Velez,	Scandia/Xcel/Royal Purple	95 L/F/G	107	Engine Fire
22	31	43	Joe Gosek,	Scandia/Fanatics Only/Xcel	94 L/F/G	106	Radiator
23	26	10	Brad Murphey,	Hemelgarn-Delta Faucets-Firestone	94 R/F/F	91	Suspension
24	1	20	Tony Stewart,	Menards/Glidden/Quaker State Spl.	95 L/M/F	82	Engine
25	25	90	Racin Gardner,	Scandia/Slick Gardner Enterprises	94 L/F/G	76	Suspension
26	22	41	Marco Greco,	AJ Foyt Enterprises	94 L/F/G	64	Engine
27	13	9	Stephan Gregoire,	Hemelgarn/Delta Faucet/Firestone	95 R/F/F	59	Coil Pack Fire
28	27	16	Johnny Parsons,	Team Blueprint Racing	93 L/M/F	48	Radiator
29	29	75	Johnny O'Connell,	Mechs Laundry/Cunningham Firestone	95 R/F/F	47	Fuel Pickup
30	12	33	Michele Alboreto,	Rio Hotel/Perry Ellis/Royal Purple	95 R/F/G	43	Gear Box
31	17	18	John Paul, Jr.	V-Line/Earl's/Crowne Plaza/Keco	93 L/M/G	10	Ignition
32	24	96	Paul Durant,	Manaras/Simu/Glenmark/Miller Eads/Fortune	92 L/B/G	9	Engine
33	16	64	Johnny Unser,	Ruger-Titanium/Project Indy/Reynard	95 R/F/G	0	Transmission

#--5/19 named to drive car qualified by Scott Brayton.

Time of Race: 3:22:45.753  
Average Speed: 147.956  
Margin of Victory: 0.695 seconds  
Fastest Lap/Leading Lap: #3 Eddie Cheever, Lap 78 - 236.103 / #20 Tony Stewart, Lap 10 - 234.412

LEGEND: SP-Start Position;  
CHASSIS LEGEND: L-Lola; R-Reynard.  
ENGINE LEGEND: B-Buick; F-Ford Cosworth XB; M-Menard V6;  
MI-Mercedes Ilmor.  
TIRE LEGEND: F-Firestone; G-Goodyear.

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Lap Leaders:

1 - 31	#20	Tony Stewart
32 - 37	#21	Roberto Guerrero
38 - 41	#91	Buddy Lazier
42 - 54	#20	Tony Stewart
55 - 70	#21	Roberto Guerrero
71 - 86	#70	Davy Jones
87 - 97	#91	Buddy Lazier
98 - 120	#70	Davy Jones
121- 133	#91	Buddy Lazier
134- 158	#21	Roberto Guerrero
159- 160	#70	Davy Jones
161- 167	#91	Buddy Lazier
168- 169	#70	Davy Jones
170- 189	#8	Alessandro Zampedri
190- 192	#70	Davy Jones
193- 200	#91	Buddy Lazier

Caution Flags:

Laps 3-5	Debris, North Short Chute
Laps 11-16	#96 Durant Spun, T3
Laps 18-20	#32 Ongais Spun, T3
Laps 50-55	#16 Parsons Radiator
Laps 69-73	Debris, Backstretch
Laps 94-105	#10 Murphey Wall Brush, T2
Laps 119-124	#34 Velez Engine Fire, T2
Laps 132-139	#30 Dismore Blown Engine
Laps 162-168	#44 Harrington-#45 St. James Accident, T2
Laps 196-198	#11 Sharp Accident, T2

Lap Leader Summary:

#21	Roberto Guerrero	47	\$21,150
#70	Davy Jones	46	\$20,700
#20	Tony Stewart	44	\$19,800
#91	Buddy Lazier	43	\$19,350
#8	Alessandro Zampedri	20	\$9,000

Indianapolis-(RIS)- Unofficial driver points for the Indy Racing League, following today's  
Indianapolis 500:

Buzz Calkins	246
Scott Sharp	246
Robbie Buhl	240
Richie Hearn	237
Roberto Guerrero	237
Mike Groff	228
Arie Luyendyk	225
Tony Stewart	204
Davey Hamilton	192
Johnny O'Connell	192
Michele Alboreto	189
Lyn St. James	186
Stephan Gregoire	165
Buddy Lazier	159
John Paul, Jr.	153
Eddie Cheever	147
Johnny Parsons	141
Scott Brayton	111
David Kudrave	80
Michel Jourdain Jr.	74
Jim Guthrie	74
Fermin Velez	60
Eliseo Salazar	58
Johnny Unser	56
Stan Wattles	44
Davy Jones	33
Paul Durant	32
Alessandro Zampedri	31
Danny Ongais	28
Hideshi Matsuda	27
Scott Harrington	20
Racin Gardner	20
Mark Dismore	16
Joe Gosek	13
Brad Murphey	12
Marco Greco	9

Facts, Figures (compiled by historian Bob Watson):

--The margin of victory of .695 of a second between Buddy Lazier and Davy Jones was the third closest finish in Indianapolis 500 history.

--The winner's average speed of 147.956 miles per hour was the 27th fastest in Indianapolis 500 history.

--This is the second year in a row that the winning car has started from the fifth position and the seventh time overall. Other drivers who have won starting from fifth position are Johnnie Parsons (1950), A.J. Foyt (1964), Al Unser (1971 and 1978), Gordon Johncock (1982) and Jacques Villeneuve (1995).

--1996 winner Buddy Lazier is the first driver to win using Car No. 91.

--The top lap leader of the race was fifth-place finisher Roberto Guerrero with 47 leading laps. This is the seventh race in a row and the 11th time in the last 12 races that the winner was not the top lap leader of the event. The last winner to also be the top lap leader was Emerson Fittipaldi in 1989 when he came home first after leading 158 laps of the race.

--There were two lead changes and three different lap leaders in the last 12 laps of the 1996 race.

Alessandro Zampedri led for the last time on Lap 189, Davy Jones on Lap 192 and Buddy Lazier led from Lap 193 to the finish. The only other time an Indianapolis 500 has ever had three different lap leaders during the final 15 laps of the race when the event went the scheduled distance was in 1986, when Rick Mears lost the lead to Bobby Rahal on Lap 187. Rahal, in turn, lost the lead to Kevin Cogan on Lap 188 but managed to regain the lead for good when he nipped Cogan at the line to complete Lap 198.

--The most laps led among the five lap leaders in the 1996 race was 47 laps by Roberto Guerrero. The fewest among the five lap leaders was 20 laps by Alessandro Zampedri. The 27-lap spread between the top lap leader and the lap leader with the lowest total is the narrowest in history. The previous record was set in 1933 when race winner Louis Meyer led the most laps (71) among the four lap leaders that year and Bill Cummings led the fewest (32) for a spread of 39 laps from top to bottom.

--The fastest lap/fastest leading lap prior to 1996 was 229.118 miles per hour by Michael Andretti on Lap 166 in 1992. Both of Andretti's marks fell when Tony Stewart recorded the fastest leading lap on Lap 10 (234.412 mph) and Eddie Cheever recorded the fastest race lap on Lap 78 (236.103 mph).

The last time American drivers finished in the first three positions of the Indianapolis 500 was in 1986, when Bobby Rahal, Kevin Cogan and Rick Mears were 1-2-3.

The fewest cars running at the finish of the Indianapolis 500 was seven in 1966 and eight in 1951, 1967 and 1982.

With Tony Stewart, Davy Jones, Alessandro Zampedri and Buddy Lazier leading their first Indianapolis 500, it was the seventh most drivers in the same race to lead for the first time.

Roberto Guerrero was the top lap leader in today's race with 47 laps led. This is the fewest laps led by a driver who was the top lap leader of an Indianapolis 500. Johnny Rutherford was the top lap leader (48) when he won the 1976 race that went only 102 laps because of rain, the lowest total for a top lap leader in an Indianapolis 500.

The first congratulatory "fax" to hit the press room after Buddy Lazier's win came from two-time Iditarod Trail Sled Dog Race winner Martin Buser to Ron Hemelgarn. Buser served on Hemelgarn's pit crews twice at the "500" during the 90s. ON

THE DAY AFTER  
May 27, 1996

8:56 a.m. update: A team of doctors led by orthopedic surgeon Kevin Scheid operated on driver Alessandro Zampedri until midnight to repair his multiple fractures, according to Dr. Henry Bock, Speedway medical director. Zampedri remains in stable condition at Methodist Hospital. Driver Eliseo Salazar, who suffered a bruised right knee in the Lap 200 accident in Turn 4, was examined and released from Methodist Hospital Sunday.

Five drivers in the race had faster race laps than their fastest qualifying lap. They were:

	Fastest Qualifying Lap	Fastest Race Lap
Eddie Cheever	232.534	Lap 78, 236.103
Tony Stewart	233.179	Lap 10, 234.412
Mark Dismore	227.474	Lap 62, 233.803
Buddy Lazier	231.577	Lap 194, 232.907
Richie Hearn	227.049	Lap 113, 229.516

Raybestos Brakes, celebrating its 40th year of association with the Indianapolis Motor Speedway, awards \$10,000 to Richie Hearn and Della Penna Motorsports for the Raybestos "Top Finishing Rookie" Award as part of a \$30,000 awards package for the 80th running of the "500."

Prize figures for the 80th running of the Indianapolis 500 will be announced at the Victory Dinner this evening at the Indiana Convention Center.

Sixteen drivers have won their first championship race in the Indianapolis 500 and 11 of those won only one championship race in their careers. The 11 drivers with only one, and that coming at Indianapolis, are: Buddy Lazier (1996), Graham Hill (1966), George Robson (1946), Floyd Davis (relieved by Mauri Rose, 1941), Floyd Roberts (1938), Fred Frame (1932), Louis Schneider (1931), George Souders (1927), L.L. Corum (relieved by Joe Boyer, 1924), Rene Thomas (1914) and Jules Goux (1913). Those whose first championship victory came at Indianapolis, with their total number of championship wins, are Arie Luyendyk (1990, 4), Troy Ruttman (1952, 2), Billy Arnold (1930, 3), Louis Meyer (1928, 8) and Frank Lockhart (1926, 10).

Post-Race Facts, Figures:

- Eddie Cheever had the fastest lap of the race on his Lap 78 at 236.103 miles per hour. Tony Stewart had the fastest leading lap of the race on Lap 10 at 234.412.
- Cheever ran 22 of the fastest 50 laps of the race, including his Laps 45-47, Laps 75-80 and Laps 138-142.
- Stewart had seven of the fastest 50 laps, including his Laps 8-10 and Laps 23-25 consecutively.
- Twenty-nine laps were in excess of 230 miles per hour. At least the top 50 laps of the race were faster than the previous race and leading lap record of 229.118 set by Michael Andretti on Lap 166 in 1992. Tony Stewart was the first driver to break the mark with a lap of 229.691 on Lap 8.
- Team Menard cars had 33 of the fastest 50 laps. In addition to Cheever and Stewart, Mark Dismore had three of the fastest 50 laps and Danny Ongais had one.
- Buddy Lazier had four of the fastest laps of the race, including 230.409 miles per hour on Lap 193, 232.907 on Lap 194 and 229.885 on Lap 195.
- Roberto Guerrero had five of the fastest 50 laps, including his Laps 145-147.
- Davy Jones had five of the fastest 50 laps, none consecutively.
- Richie Hearn had two of the fastest 50 laps and Arie Luyendyk had one.
- During the race, nine drivers broke Michael Andretti's previous fastest lap record. They were: Cheever, Stewart, Dismore, Luyendyk, Lazier, Jones, Guerrero, Ongais and Hearn.

MORNING WINNERS PRESS CONFERENCE QUOTES:

RON HEMELGARN (winning car owner): "There's no way to describe how I feel. I've been very successful in life and been able to accomplish a lot. I've stayed focused on my goals but I've never felt the way I did last night or today. The greatest thrill I experienced was when Buddy took the checkered flag and I turned around to see Stan (Fox) smiling his crooked smile when just 365 days before that, we didn't know if he would live. I've experienced the thrill of victory twice and Stan has experienced the thrill of life. It was very hard last year when Stan was fighting for his life. We were so concerned for him. We had vigils at the hospital. It was the hardest Indy 500 I've been through. And to see Stan with his smile was a big victory. The Indy 500 is the greatest race in the world. My sights were set here in 1964 when I was looking through the fence while standing on a trash can. I worked very hard to get here. There's been a lot of aches and pains that no one sees. When you do things out of spite and greed, it comes back on you. I think the Good Lord rewards you for things well done." (About race strategy): "Actually, it played out exactly as we had planned it. On Carb Day, we ran with full loads and knew then we had the car to beat. We knew we didn't want to beat ourselves. All week, I had the guys changing tires at the office...put them on, take them off, put them on, take them off. Everyone was very focused. Every pit stop was superb. It was a flawless race. We held to our guns and never lost our cool. Everyone did a super job." (About how Buddy feels today): "How does Buddy feel when he wakes up knowing he won the greatest race in the world? He probably lies in bed smiling and then when he feels pain, he thinks of the Borg-Warner Trophy. That's a great pain killer."

LEE KUNZMAN (Hemelgarn team manager): "I was never able to win this myself (as a driver) but I felt a huge pleasure for Buddy. I heard an announcer say yesterday there were a lot of empty seats here because everyone was standing up the whole time. I think that says it all. I had a young guy come to me earlier in the month who was having trouble getting going. And he said, I could die tomorrow, but I have fulfilled my lifelong dream. I drove a lap around the Indianapolis Motor Speedway. I've been coming here for 25 years and I think I'd kinda forgotten about that."

BUDDY LAZIER: (about wanting to buy a used Viper): "Its super special to us. I didn't know we had (won) a Viper. Woke up like any other morning in Indy. I had to look over to the wreath and see if it was real." (About pain in his back): "I'm under strict orders to go back to Colorado when I'm done here and lay in a hospital bed I have at home for a week and just do light exercises. I might have to have a little operation. There are some crushed discs lying on the spinal cord." (About winning) "Super special. This is not the real thing (meaning his ring). (Once I get the winners ring) it will never leave my hand." (About his time in the car): "I don't think I ran more than 10 consecutive laps. I only had three to five laps at a time." (About thinking about finishing the race): "No. Never did. We were real focused. We were in a dogfight. It never crossed my mind." (About rookies in the field): "I think they did an incredible job. I think the race was great, competitive. They did a great job." (Q: Your name has changed from Buddy Lazier to Indy 500 winner Buddy Lazier. When will it sink in?): "Driving the Viper will help. Where's my check?" (About his relationship with Ron Hemelgarn): "Feels great. Ron's been a great friend over the years. When we go to a Delta (Faucet) function -- we keep coming back together. I think it's meant to be." (About Scott Brayton's death): "It does (take something away) a little bit. It's such a shame. I've known him for so many years. He was a good friend. We were teammates last year. I hope he's up there and can feel what I'm feeling." (About the next-to-last yellow): "We came out of the yellow in fourth place. Ronnie (Dawes) was on the radio to me. He said, it's a dogfight now. You've got to pass them all. Go get em. We were running ragged on the last 16 laps. It scared me some. I almost lost it a few times in corners." (When told that Ron Hemelgarn was retiring his car): "The milk bottle is gone, too. Good thing we had two of them."

-Courtesy Indianapolis Motor Speedway—

REVISED 7/12/2010