

1997

DAILY TRACKSIDE REPORT

FOR THE MEDIA

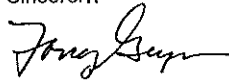


TO THE MEDIA:

We hope you find this compilation of the 1997 Indianapolis Motor Speedway "Daily Trackside Reports" a useful and concise reference source. The Indianapolis 500 is rich in tradition and history, and this publication is prepared in the spirit of preserving that heritage.

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

Sincerely,



Anton H. "Tony" George
President & CEO
Indianapolis Motor Speedway

Indianapolis Motor Speedway Public Relations Staff:

Fred Nation, Vice President Corp. Communications & Public Relations
Mai Lindstrom, IMS/IRL Director of Public Relations
Nancy Doan, IMS Manager of Public Relations
Lisa Sommers, IRL Manager of Public Relations
Dick Mittman, Senior Editor
Eric Powell, Media Coordinator
Meredith Dean, Promotions Coordinator
Jennifer Cox, Executive Assistant
Amy Harder, Administrative Assistant
Tina Mendenhall, Administrative Assistant
Michael Hughes, Webmaster
Ron McQueeney, Director of Photography
Paul Kelly, Communications Manager
Bill York, Media Center Manager
Tim Sullivan, Media Center Assistant Manager & Statistical Coordinator
Bob Clidinst, Archivist & Technical Coordinator
Bob Watson, Archivist

Indianapolis Motor Speedway

4790 West 16th Street
Indianapolis, IN 46222
Office: (317) 484-6780
Fax: (317) 484-6482
Media Center: (317) 247-8500 (Month of May)
Websites: www.indyracingleague.com
www.brickyard.com
e-mail: imspr@brickyard.com

Credential Requests:

Media Credentials/Indianapolis 500
Indianapolis Motor Speedway
P.O. Box 24906
Indianapolis, IN 46222
(317) 481-8500

(Requests must be in writing on official company letterhead, signed by an editor or general manager and mailed to the Speedway: Fax and phone requests are not accepted.)

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OFFICIAL ENTRY LIST 1997 INDIANAPOLIS 500

Car	Yr	Driver Hometown	Car Name Chassis/Engine/Tire	Entrant
1	1	Johnny O'Connell Chandler, AZ	Conseco A.J. Foyt Racing G / A / G	A.J. Foyt Enterprises
1T	3	Scott Sharp Danville, CA	Conseco A.J. Foyt Racing D / A / G	A.J. Foyt Enterprises
2	1	Tony Stewart Indianapolis, IN	Glidden/Menards/Special G / A / F	Team Menard, Inc.
2T	1	Tony Stewart Indianapolis, IN	Glidden/Menards/Special G / A / F	Team Menard, Inc.
3	1	Robbie Buhl Miami, FL	Quaker State/Special G / A / F	Team Menard, Inc.
3T	1	Robbie Buhl Miami, FL	Quaker State/Special G / A / F	Team Menard, Inc.
4	R	Kenny Brack Karlstad, Sweden	Monsoon Galles Racing G / A / G	Galles Racing International
4T	R	Kenny Brack Karlstad, Sweden	Monsoon Galles Racing G / A / G	Galles Racing International
5	12	Arie Luyendyk Scottsdale, AZ	Wavephore/Sprint PCS/Miller Lite G / A / F	Treadway Racing, LLC
5T		TBA	Treadway Racing G / A / F	Treadway Racing, LLC
6	6	Scott Goodyear Toronto, Ontario	Nortel/Sprint PCS/Quebecor Printing G / A / F	Treadway Racing, LLC
7	2	Eliseo Salazar Santiago, Chile	Copec/Cristal/Scandia D / A / G	Team Scandia
7T	2	Eliseo Salazar Santiago, Chile	Copec/Cristal/Scandia D / A / G	Team Scandia
8	R	Vincenzo Sospiri Monte Carlo, Monaco	Old Navy Scandia Alta Xcel D / A / G	Team Scandia
9	5	Johnny Unser Sun Valley, ID	Lifetime TV-Cinergy D / / / F	Hemelgarn Racing, Inc.
10	3	Mike Groff Pasadena, CA	Jonathan Byrd's Cafeteria/ VisionAire/Bryant G / / / F	Jonathan Byrd-Cunningham Racing, LLC
10T	3	Mike Groff Pasadena, CA	Jonathan Byrd's Cafeteria/ VisionAire/Bryant G / / / F	Jonathan Byrd-Cunningham Racing, LLC
11	0	Billy Boat Phoenix, AZ	Conseco A.J. Foyt Enterprises D / A / G	A.J. Foyt Enterprises
12	1	Buzz Calkins Denver, CO	Bradley Food Marts G / A / G	Bradley Motorsports
12T	1	Buzz Calkins Denver, CO	Bradley Food Marts G / A / G	Bradley Motorsports
14	1	Davey Hamilton Boise, ID	A.J. Foyt Power Team Racing G / A / G	A.J. Foyt Enterprises
14T	1	Davey Hamilton Boise, ID	A.J. Foyt Power Team Racing D / A / G	A.J. Foyt Enterprises
15		TBA	Tempero-Giuffre Racing G / / / G	Tempero-Giuffre

OFFICIAL ENTRY LIST (cont.)

Car	Yr	Driver Hometown	Car Name Chassis/Engine/Tire	Entrant
16	R	Sam Schmidt Las Vegas, NV	HOPE Prepaid Fuel Card D / A / F	Blueprint Racing, Inc.
17	R	Afonso Giaffone Sao Paulo, Brazil	General Motors of Brazil Chitwood Dallara D / A / G	Chitwood Motorsports, Inc.
17T	R	Afonso Giaffone Sao Paulo, Brazil	General Motors of Brazil Chitwood Dallara D / A / G	Chitwood Motorsports, Inc.
18	0	Tyce Carlson Indianapolis, IN	Klipsch Trneme Overhead Door Pyle V-Line Earl's D / A / G	PDM Racing, Inc.
20		TBA	Menards/Special G / A / F	Team Menard, Inc.
20T		TBA	Menards/Special G / A / F	Team Menard, Inc.
21	12	Roberto Guerrero San Juan Capistrano, CA	Pennzoil-Pagan Racing Dallara Infiniti D / I / G	Pagan Racing
21T	12	Roberto Guerrero San Juan Capistrano, CA	Pennzoil-Pagan Racing Dallara Infiniti D / I / G	Pagan Racing
22	2	Marco Greco Sao Paulo, Brazil	Side Play Int'l Scandia Alta Xcel D / A / G	Team Scandia
27	1	Jim Guthrie Albuquerque, NM	Jacuzzi/Blueprint Racing Dallara D / A / F	Blueprint Racing, Inc.
28	1	Mark Dismore Greenfield, IN	Kelley Automotive Mechanics Laundry Bombardier Grainger D / A / G	PDM Racing, Inc.
30	R	Robbie Groff Atlanta, GA	Alfa-Laval/Team Losi/McCormack Motorsports G / A / G	McCormack Motorsports, Inc.
30T		TBA	Alfa Laval/McCormack Motorsports G / A / G	McCormack Motorsports, Inc.
33	1	Fermin Velez Barcelona, Spain	Old Navy Scandia Alta Xcel D / A / G	Team Scandia
34	2	Alessandro Zampedri Monte Carlo, Monaco	Mi-Jack Scandia D / A / G	Team Scandia
34T	2	Alessandro Zampedri Monte Carlo, Monaco	Mi-Jack Scandia D / A / G	Team Scandia
36	1	Scott Harrington Indianapolis, IN	Johansson/Immke Motorsports G / I / F	Johansson Motorsports, Inc.
40	R	Dr. Jack Miller Carmel, IN	AMS/Crest Racing D / I / F	Arizona Motorsports
40T	R	Dr. Jack Miller Carmel, IN	AMS/Crest Racing TBA / TBA / F	Arizona Motorsports
41		TBA	A.J. Foyt Enterprises TBA / A / G	A.J. Foyt Enterprises
42	3	Robby Gordon Cornelius, NC	Coors Light G / A / G	Team Sabco
42T	3	Robby Gordon Cornelius, NC	Coors Light G / A / G	Team Sabco
43		TBA	Scandia Royal Purple Alta Xcel TBA / TBA / G	Team Scandia
44	R	Steve Kinser Bloomington, IN	One Call/Menards/Quaker State D / A / G	Sinden Racing

OFFICIAL ENTRY LIST (cont.)

Car	Yr	Driver Hometown	Car Name Chassis/Engine/Tire	Entrant
50	R	Billy Roe Gilbert, AZ	Sega/Progressive Electronics/ Eurointernational D / A / F	Eurointernational Inc.
50T	R	Billy Roe Gilbert, AZ	Italy at Indy/KECO/U.J.T. Eurointernational Dallara D / A / F	Eurointernational Inc.
51	7	Eddie Cheever Jr. Tampa, FL	FirstPlus Team Cheever G / A / G	FirstPlus Team Cheever
51T	7	Eddie Cheever Jr. Tampa, FL	FirstPlus Team Cheever G / A / G	FirstPlus Team Cheever
52	0	Jeff Ward San Juan Capistrano, CA	FirstPlus Team Cheever G / A / G	FirstPlus Team Cheever
52T	0	Jeff Ward San Juan Capistrano, CA	FirstPlus Team Cheever G / A / G	FirstPlus Team Cheever
54	1	Dennis Vitolo Golden Beach, FL	SmithKline Beecham/Kroger/Beck Motorsports D / I / F	Beck Motorsports
54T		TBA	Beck Motorsports D / I / F	Beck Motorsports
72	R	Claude Bourbonnais Ile Perrot, Quebec	Blueprint Racing D / A / F	Blueprint Racing, Inc.
77	2	Stephan Gregoire Vittel, France	Chastain Motorsports G / A / G	Chastain Motorsports
81		TBA	Terhune-Barnets Racing D / A / G	Terhune-Barnets Racing
90	5	Lyn St. James Daytona Beach, FL	Lifetime-TV-Cinergy D / I / F	LSJ Racing/Hemelgarn Racing, Inc.
91	4	Buddy Lazier Vail, CO	Delta Faucet-Montana-Hemelgarn Racing D / I / F	Hemelgarn Racing, Inc.
91T	4	Buddy Lazier Vail, CO	Delta Faucet-Montana-Hemelgarn Racing D / A / F	Hemelgarn Racing, Inc.
97	R	Greg Ray Plano, TX	Tobacco Free Kids D / A / F	Thomas Knapp Motorsport/Genoa
98		TBA	Beck Motorsports D / I / F	Beck Motorsports
98T		TBA	Beck Motorsports D / I / F	Beck Motorsports

LEGEND: R- Indianapolis 500 Rookie
CHASSIS: D- Dallara; G- G Force
ENGINE: A- Oldsmobile Aurora V-8; I- Nissan Infiniti Indy V-8
TIRES: F- Firestone; G- Goodyear

DAY 1 –SATURDAY, MAY 3

Welcome to the 81st running of the Indianapolis 500. Our pressroom 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). 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 2:30 p.m. because of wet conditions. It marked the third time in four years that Opening Day was rained out. It also happened in 1994 and 1996.

The 17th annual "Save Arnold" Barbecue for Special Olympics of Indiana, the state's largest Special Olympics gathering, is scheduled for 2:30 p.m. Sunday in the Flag Lot behind the main straightaway control tower. Eight teams of three Special Olympics athletes will be teamed with a celebrity or driver for a basketball shootout. The barbecue will be held in tents adjacent to the Flag Lot 3:30-7 p.m., with food donated by Kroger and Jug's Catering. All-time contributions to Special Olympics of Indiana from the annual fundraiser exceed \$1.3 million, with more than \$100,000 raised in 1996. Nearly 5,000 guests, including Special Olympians, their families and volunteers, are expected to attend this year's barbecue. The 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 Brickyard Crossing Inn and the IMS Ticket Office. Mari Hulman George, chairman of the Speedway, initiated the event in 1981 and has hosted it each year.

As rain descended intermittently throughout the morning at the Speedway, opening ceremonies were conducted under the Tower Terrace Suites, with Tom Carnegie, in his 52nd year as chief announcer for the Speedway, serving as master of ceremonies. At 11:55 a.m., Darwin Clark, general manager of the Oldsmobile division and vice president of General Motors, presented the keys to the 1997 Oldsmobile Aurora pace car to Tony George, president of the Speedway. George then handed 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; Kathi George, Josephine George, Indianapolis Mayor Steve Goldsmith; "500" Festival President Al Smith, "500" Festival Queen Priya D. Kulkarni. The Speedway High School band was also on hand as part of the traditional ceremony. This year marks the first time that Oldsmobile has been in competition at the Speedway and the marque is also pacing the race as part of its 100th birthday celebration.

Eleven "500" rookies attended the preliminary meeting Friday for the 17th annual United States Auto Club Rookie Orientation Program. Drivers attending were Kenny Brack, Vincenzo Sospiri, Sam Schmidt, Affonso Giaffone, Tyce Carlson, Robbie Groff, Jack Miller, Billy Roe, Russ Wicks, Greg Ray and Jeff Ward. Carlson and Ward are required to take only two-phase "refresher" tests. First-time drivers are required to run 10 laps in each of 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. Since 1981, rookie drivers have logged 19,681 total laps, so only 319 are needed to reach the 50,000-mile mark. Last year's extended ROP included a total of 2,510 laps

Saturday, May 3 (cont.):

or 6,275 miles. A total of 140 drivers have participated in the program since its inception and 97 of those have earned starting spots in at least one "500."

The USAC sprint car racing program scheduled Friday at Attica, Ohio, was postponed to June 20 because of rain. The USAC sprint car racing program scheduled for tonight at Rossburg, Ohio, has been canceled. Tonight's USAC midget program at the 16th Street Speedway has been canceled.

The following 22 drivers have passed physicals, according to Dr. Henry Bock, Speedway medical director: Kenny Brack, Buzz Calkins, Tyce Carlson, Eddie Cheever Jr., Affonso Giaffone, Scott Goodyear, Stephan Gregoire, Robbie Groff, Roberto Guerrero, Jim Guthrie, Steve Kinser, Jack Miller, Greg Ray, Billy Roe, Eliseo Salazar, Sam Schmidt, Vincenzo Sospiri, Tony Stewart, Fermin Velez, Jeff Ward, Russ Wicks and Alessandro Zampedri.

A total of 11 cars are now at the Speedway, none have passed technical inspection and 11 are in the process. At 2:45 p.m., the temperature was 47 degrees with winds NW at 18 miles an hour. There was one yellow for 1 hour, 30 minutes, from scheduled starting time to track closing.

DAY 2 – SUNDAY, MAY 4

The first car to go from Gasoline Alley to pit road was the #4 Monsoon Galles Racing entry assigned to rookie Kenny Brack. The car was subsequently returned to the garage. Then the #30 Alfa Laval/McCormack Motorsports entry assigned to rookie Robbie Groff was taken to pit road, followed by the #40 AMS/Crest Racing entry of Dr. Jack Miller and Miller was the first driver in the pits. The #8 Scandia Royal Purple Alta Xcel entry for rookie Vincenzo Sospiri then went to the pits. At 11:22 a.m., Miller was first to climb into the cockpit, followed closely by Groff and Sospiri. At 11:30 a.m., Miller's car was first to fire, the engine started by crewman Terry Taylor, followed by Groff and Sospiri. At 11:36 a.m., the green light went on and Miller was first away and first on the track, followed by Groff and Sospiri. Miller was the first to complete a lap, Sospiri was second and Groff pulled in.

17th USAC Rookie Orientation Program chronology:

12:05 p.m. -- #40 Miller completed first phase of driver's test.

12:48 p.m. -- #8 Sospiri completed first phase.

1:25 p.m. -- #30 Groff completed first phase.

1:27 p.m. -- #8 Sospiri completed second phase.

1:36 p.m. -- #8 Sospiri completed third phase.

1:55 p.m. -- #8 Sospiri completed fourth phase.

3:47 p.m. -- #4 Brack completed first phase.

4:00 p.m. -- #4 Brack completed second phase.

4:37 p.m. -- #4 Brack completed third phase.

5:06 p.m. -- #4 Brack completed fourth phase.

KENNY BRACK: "It's my first day on the track. It was really nice to run. The surface was fantastic...huge long straights, wide, quick corners. My only problem was with my helmet buffeting but they (the crew) fixed that with the windscreen." (About his speed today): "No, it isn't (the fastest). I ran 212 in Texas two weeks ago." (About his ride): "In November and December, I started coming to the U.S. In December, I met Galles Racing (group). I met them again in Orlando where I was asked to test the car after Davy's (Jones) accident." (About how long he's known about Indy): "I've always known about Indianapolis, I guess, since I was seven or 10 years old. I never knew how big it was until I got here. I'm glad to be with Galles, who's been here for 15 years."

VINCENZO SOSPIRI: (About the Speedway): "Little scary, really, but I like it." (About today's fastest lap): "Well, luckily we did have the fastest lap and I'm happy about that. There's a lot more speed to catch out there and I think we can go even faster than today. Since I was 14 and I started to watch Formula One, I've dreamed of being world champion in Formula One and winning an Indy 500 as often as possible." (About driving in the U.S.): "In F-1, there are only one or two, possibly four, teams capable of winning. Here, any team is capable."

At a news conference this morning, Team Menard and Tony Stewart announced that Stewart would remain with the Indy Racing League team through the rest of the 1996-97 IRL season and continue through 1998. The team also announced a switch from Firestone to Goodyear tires.

JOHN MENARD: "We were waiting for Tony's NASCAR negotiations to finalize his Indy Racing League deal. Tony has the best of both worlds." (About tires): "The agreement was strictly a performance decision. It was based on nothing to do with the NASCAR agreement. It took a long time to make the decision."

Sunday, May 4 (cont.):

TONY STEWART: "It should be easier to run two different series rather than 10 different cars in 10 different series. In any scheduling conflicts, the IRL will take top priority over NASCAR. Any scheduling conflicts, we'll work out. I'll probably be in a car six to seven days a week. It'll be like one big road trip." (About other open-wheel racing): "Yes, that's a possibility. Any additional events that I will run will need the permission of both John (Menard) and Joe Gibbs." (About his rookie year to this year): "It's easier to be more focused and concentrate on driving." (About being in demand): "To be a driver in heavy demand is flattering. It's nice to know your services are wanted by quality teams and owners."

STEVE MYERS (Goodyear director, racing tire sales and marketing, from Akron, Ohio): "We're very pleased and proud to welcome Team Menard into the Goodyear family of IRL teams. We anticipate a great relationship that begins now with activities in preparation for the Indianapolis 500."

Twenty-one drivers joined Special Olympians for a basketball shootout and barbecue in the Speedway's Flag Lot at the 17th annual "Save Arnold" Barbecue for Special Olympics of Indiana. Drivers present were Robbie Buhl, Jim Guthrie, Stephan Gregoire, Mark Dismore, Lyn St. James, Johnny Parsons, Mike Mosley Jr., Mike Groff, Davey Hamilton, Arie Luyendyk, Roberto Guerrero, Billy Roe, Fermin Velez, Affonso Giaffone, Scott Harrington, Scott Goodyear, Dr. Jack Miller, Sam Schmidt, Buzz Calkins, Jeff Ward and Russ Wicks, along with media representative Dick Mittman, the latter for the 17th straight year. Dave Calabro served as master of ceremonies. John LeFere, representing Fast Lane shoes, donated 24 pairs of IRL shoes to the Special Olympians participating in the sports exhibition. Adminstrating the event were volunteers from the Championship Auto Racing Auxiliary, Championship Drivers Association, Indiana Gas and Conseco. Kroger and Jug's Catering provided the barbecue. The event was started in 1981 by Speedway Chairman Mari Hulman George, who presented a symbolic check today for \$1,388,000, representing the amount raised through the fundraiser over its duration. "It was really hard to get it off the ground for the first couple of years," said Mrs. George. "After that, it just took off." Dennis Schmidt, executive director of Special Olympics of Indiana, said the turnout this year was more than 4,000 Special Olympians, their families and their guests. "It's our biggest one, the one everyone looks forward to," Schmidt said. "It's the indoctrination into spring and all our other events. It's an exciting time for everybody." Said Goodyear: "I'm pleased to participate in the Special Olympics event every year. I also support the Special Olympics here and in Toronto. They (the athletes) have the same dreams and aspirations and goals as we do. It's an event I really enjoy." Said Guerrero: "It's a nice cause that Mari does for the kids and it's fun for all. Too bad I'm not a better basketball player."

TREVOR HOSKINS (Bridgestone/Firestone senior vice president, Public Affairs, regarding the Team Menard tire switch): "We are surprised and obviously disappointed. Team Menard switched to Firestone tires just over a year ago and Tony Stewart has led many laps on our tires. He has not had any tire-related problems."

Chet Fillip won the 30-lap USAC sprint-car feature today at Winchester, Ind., followed by Brian Tyler, Dave Steele, Gary Fedewa and Jason McCord.

Sunday, May 4 (cont.):

Robbie Buhl, Mark Dismore and Marco Greco have passed their driver physicals, raising the total to 25, according to Dr. Henry Bock, Speedway medical director.

6 cars were on the track today, running 256 laps. Cars on track today: #4 Brack; #8 Sospiri; #16 Schmidt; #30 R. Groff; #40 Miller; #51T Ward.

A total of 23 cars are now at the Speedway, six have passed technical inspection and 12 are in the process. Six drivers have been on the track to date. There were six yellows for 24 minutes. Temperature at 6 p.m. was 63 degrees with winds from the west at 17 miles an hour.

PERFORMANCE HISTORY OF THE DAY FROM USAC ROOKIE ORIENTATION

Car No.	Driver	Car	Laps	Top Speed	Phases Completed
8	Vincenzo Sospiri	Scandia Royal Purple Alta Xcel	78	211.964	4
51T	Jeff Ward	FirstPlus Team Cheever	16	205.780	--
4	Kenny Brack	Monsoon Galles Racing	67	204.997	4
40	Dr. Jack Miller	AMS/Crest Racing	32	194.246	1
30	Robbie Groff	Alfa Laval/McCormack Motorsports	56	191.759	1
16	Sam Schmidt	Blueprint Racing	7	180.386	--

DAY 3 -- MONDAY, MAY 5

An oil-absorbent device has been mandated to line the undertrays of the new Indy Racing League machines to contain oil from leaks. "This is something guys have run in sprint cars and midgets and the dragster guys all use it," said USAC Technical Director Mike Devin. "It's not a new technology but it's the first time it's been adapted to these cars. It's a material spawned out of the environmental world. It's a real, real thirsty chemical fabric." Devin said 35 of the devices have been produced and cost \$375 each. "The teams are really receptive," he said. "It not only keeps oil from getting on the rear tire, but it also helps maintain the car. With wear and tear on any engine, oil can get into the undertray and can cause long-term degradation to the carbon fiber. It's awfully hard to repair an oil-soaked undertray. With the height of the engine in the car and the tunnels being lower, when an engine blows, oil is capable of getting in the sidepods. In the past, it was contained in the bottom of the center."

USAC Chief Steward Keith Ward said this afternoon that driver's tests and rookie track time would continue 9-11 a.m. each day. "We'll do it on a day-to-day basis as necessary," Ward said. He added that drivers who have passed the first four phases of the test must complete the final observation phase during regular practice hours. "That's so the veteran drivers at their posts get the opportunity to see them run in traffic a little bit," Ward said.

Rookie Sam Schmidt passed the first phase of his driver's test at 12:17 p.m. and the second phase at 12:58 p.m. The #16 Blueprint Racing entry was undamaged when Schmidt ran over a piece of debris on the frontstretch with the left front tire during the session.

SAM SCHMIDT: (About the rookie test): "I've done three laps in the third stage at 197 miles an hour. That's where I'm at. Things are going fine except for the suspicious weather. I'm getting used to the wind. This is an exciting experience. I'm now getting used to it for qualifying."

The 59th awarding of the Borg-Warner Trophy, to honor 1996 Indianapolis 500 winner Buddy Lazier, will take place at 1 p.m. Wednesday in the Speedway's Hall of Fame Museum. A media luncheon is scheduled for 11:30 a.m. Wednesday in the Borg-Warner suite, #408 in the Hulman Terrace, preceding the ceremony.

It is believed that one record was set today for the longest tow-in in Speedway history. When Kenny Brack and the #4 Monsoon Galles Racing entry stopped in the north chute, Brack needed a tow. As the tow truck approached pit road, Brack continued holding the tow line and was forced to hang on for another complete lap around the 2 1/2-mile oval. "I was sort of wondering what the guy was doing," Brack said with a laugh. "Normally, they tow you to the pit (in Europe). I didn't realize I was supposed to let go. No one told me. A record? That's good to know but I want to set other records."

Construction for Indy FanFest, the free, family-oriented racing theme park at the Speedway, is almost complete in preparation for Friday's opening. The 200,000 square-foot area next to the Hall of Fame Museum will showcase 12 major attractions, including the Aurora Start Your Engines exhibit, Infiniti Heritage Quiz Show, FirstPlus Call the Race, MBNA Lap Leader Indy 500 video game, Firestone Legendary Moments Theater, Goodyear Victory Lane, Kodak Mini Indy, Pennzoil Personalized Trading Cards, FanFest Marketplace, McDonald's Brickyard Bistro and Gasoline Alley exhibits by Monsoon, ABC Interactive, Indy 200 at Walt Disney World,

Monday, May 5 (cont.):

Comfort Classic at the Brickyard and the Indy Racing League. Volunteers are still needed to staff FanFest through its 12-day run (May 9-12, 16-18, 21-25). The "500" Festival's Volunteer Hotline is (317) 237-3414.

The first CARA (Championship Auto Racing Auxiliary) Pro-Am Karting Race is scheduled for May 20 at Stefan Johansson Karting Center. The event replaces the CARA tennis tournament as a month-of-May fundraiser for the charity organization. Registration is at Noon, with driver's meeting at 1 p.m., a LeMans-style race at 2 p.m. and trophy presentation at 5 p.m. Teams are composed of 10 people, which includes a professional driver as a teammate, luncheon and entertainment. For further information, call 299-2277 or stop at the CARA office at the south end of the tower terrace.

Four cars were on the track today, running 80 laps: #4 Brack; #16 Schmidt; #52 Ward; #97 Ray.

A total of 33 cars are now at the Speedway, six have passed technical inspection and 14 are in the process. Seven drivers have been on the track to date. At 10:59 a.m., the temperature was 66 degrees with winds SW at 17 miles an hour. Winds intensified to 33 miles per hour with gusts of 45 miles per hour during the day. There were five yellows for three hours, 39 minutes. Track temperature was 94 degrees at Noon, according to Firestone tire engineers. The track closed at 4:30 p.m. because of rain and high winds.

PERFORMANCE HISTORY OF THE DAY FROM USAC ROOKIE ORIENTATION

Car No.	Driver	Car	Laps	Top Speed	Phases Completed
4	Kenny Brack	Monsoon Galles Racing	23	205.597	0 (4)
16	Sam Schmidt	Blueprint Racing	43	198.325	2 (2)
97	Greg Ray	Tobacco Free Kids	12	185.494	0 (0)
52	Jeff Ward	FirstPlus Team Cheever	2	(Under 100)	(refresher)

DAY 4 – TUESDAY, MAY 6

At 11:30 a.m., when the track opened to all competitors, Tony Stewart was first on the track in the #2 Glidden/Menards/Special, followed by Roberto Guerrero in the #21 Pennzoil-Pagan Racing Dallara Infiniti. At 12:17 p.m., Eliseo Salazar in the #7 Copec/Cristal/Scandia entry turned a lap at 208.846 miles per hour, fastest of the day.

At 12:24 p.m., Stewart turned a lap at 209.531, fastest of the day. Stewart increased the top lap speed to 212.349 at 12:39 p.m., 213.675 at 12:56 p.m. and 214.337 with a trap speed of 222 at 1:10 p.m. Arie Luyendyk in the #5 Treadway Racing Wavephore Miller Lite entry turned a lap at 213.210 at 1:43 p.m., second fastest of the day. Robby Gordon in the #42 Coors Light entry turned a lap at 214.301 at 4:16 p.m., second fastest of the day. At 4:46 p.m., Luyendyk turned a lap at 214.777, fastest of the day. At 4:49 p.m., Luyendyk turned a lap at 216.455, fastest of the day. At 5:24 p.m., Luyendyk turned a lap at 218.707, fastest of the day. At 5:51 p.m., Gordon turned a lap at 215.569, second fastest of the day.

ARIE LUYENDYK: "I think when you have a good team and a good engineer like Tim Waldrop and I get around this place pretty good, I don't think we are that far behind. I'm glad we didn't test for 20 days. It's too cold." (About speeds compared to last year): "The corners have less grip than the cars last year. They move around a little more and the wind affects them more. The straightaways are much slower. We're going top speed for this type of car." (About engine reliability): "I keep an eye on oil pressure for my own sake. I was told by my engine builder, Jack Roush, it's been rebuilt and okay." (About going into Turn 1 on one occasion): "Oh, did you see that? I thought a tire was going down...not the case. It's really complicated to explain. It was in the setup of the car."

ROBBY GORDON: (About the differences between the old cars and these cars): "Today I didn't run a flat-out lap. I think this car might be a little easier to save than the old ones. We're trying to run a lot less downforce because we don't have the horsepower. At least the G Force is pretty durable. I can't comment on the Dallara because I haven't driven that one." (About the difference between testing last month and now): "When we get the balance right, we'll be back up to 218. I have no doubt." (About the makeup of the team): "The majority of the guys on my team are from my off-road team. We've also got some guys from Roush and some others. Felix (Sabates, the car owner) basically cut the deal loose to me. He said, 'You know what to do.' He's let us run the program. As long as we can stay this high up on the charts, we're okay."

TONY STEWART: "We've had a lot of new experiences today. It's the first day in the month of May we've been out and the first day on the new tires. It's taking some time. It's part of the deal. When you switch tires, then you have to change your setup. It just takes some time to get adjusted, that's all."

USAC Rookie Orientation Program Chronology

9:29 a.m. - #97 Greg Ray passed first phase of driver's test.

9:37 a.m. - #16 Sam Schmidt passed third phase.

10:27 a.m. - #97 Ray passed second phase.

10:28 a.m. - #16 Schmidt became third driver of month to pass fourth phase.

1:12 p.m. - Kenny Brack became the first 1997 rookie to pass the final observation phase of the driver's test and was approved to drive. Veteran observers for the test were Johnny Rutherford, Al Unser and Johnny Parsons. "It was great to get pointers

Tuesday, May 6 (cont.):

from such great drivers as Al Unser and Johnny Rutherford," Brack said. "They felt my driving overall was stable and consistent. It was great to get their view on the track."

2:57 p.m. -- #17 Affonso Giaffone passed the first phase.

2:58 p.m. -- #30 Robbie Groff passed second phase.

3:04 p.m. -- #17 Giaffone passed the second phase.

3:47 p.m. -- #97 Ray and #17 Giaffone passed third phases.

3:49 p.m. -- #30 Groff passed third phase.

4:13 p.m. -- #97 Ray passed fourth phase.

4:17 p.m. -- #17 Giaffone passed fourth phase.

4:47 p.m. -- #30 Groff passed fourth phase.

5:29 p.m. -- #30 Groff became the second driver to complete the final observation phase of the driver's test. Veteran observers for the test were Johnny Rutherford, Al Unser and Johnny Parsons.

6 p.m. -- #97 Ray, #8 Sospiri, #17 Giaffone became the third, fourth and fifth rookies to complete the final observation phase with the same veterans observing.

Sospiri was one lap short and Ray and Giaffone were two laps short, but USAC Chief Steward Keith Ward and the veteran driver observers approved their completions.

Through the first three days (May 3-5) of the 17th USAC Rookie Orientation Program, seven drivers ran 336 laps, raising the total laps since the program's inception to 20,017 and the total mileage to 50,042.5. Through today, 692 laps of ROP have been run totaling 1,728 miles.

Steve Kinser, the 14-time World of Outlaws sprint-car champion, was named to drive the #44 One Call/Menards/Quaker State Dallara/Oldsmobile Aurora for Sinden Racing Services. The announcement was made in the Trackside Conference Room. Owen Snyder was named chief mechanic on the car. Kinser passed his driver's test in one day in 1981, but crashed May 15, the day before the final qualifying weekend and has not practiced at Indianapolis since then. Kinser tested an A.J. Foyt Enterprises car at Walt Disney World Speedway prior to the running of the 1996 Indy 200 at Walt Disney World.

STEVE KINSER: "I hope we can get around here smooth. We'll be out Thursday for sure and there's a chance for tomorrow evening." (About his schedule): "First of all, I'm going to continue running my sprint car. We may have to miss a race or two. We just got the point lead on that thing so we wanted to try to keep the Quaker State car in front of that. I've lived in Indiana my whole life and have never seen an Indianapolis 500. I got started racing and every (Race Day for the) Indianapolis 500, I'm racing some place else. Growing up, I told everybody at school that I was going to race at the Indianapolis 500 some day. I think with all the success we had with the sprint car, I got to making a fairly good living and those dreams, I lost them a little bit. If nothing else just to get in an Indianapolis 500 and run it one time, I could always talk about it in my racing career."

BRAD BENGE (One Call Communications executive vice president): "We're proud to bring Steve Kinser and Sinden Racing to the Indianapolis 500. We believe an Indiana owned and operated company ought to take care of an Indiana owned and operated race team."

Tuesday, May 6 (cont.):

At 9:47 a.m., Jeff Ward in the #52 FirstPlus Team Cheever entry had an engine problem going into Turn 3, did one complete spin over 555 feet to hit the wall with the right rear, then came off the wall 150 feet and stopped in the north chute warm-up lane. The car sustained right rear suspension damage. Ward was examined and released from Hanna Medical Center and was cleared to drive. "(I'm) fine," Ward said. "We have a backup car and we'll get back out there today. I just pulled out and the oil line blew. Nothing I could do. I was just trying to keep it off the wall. As you see, it was just a light tap."

Pennzoil Products Company has posted contingency awards totaling up to \$170,000 to eligible entrants and drivers of the "500." Pennzoil, the official motor oil of the Indy Racing League, the Speedway, the "500" and the Brickyard 400, supplies fuel and oil to IRL teams carrying a Pennzoil decal on their cars. The awards package provides for \$25,000 for the pole, \$100,000 for the winner and \$150,000 for winning from the pole for cars carrying the decals. If no participating team wins the pole, race or both, Pennzoil has guaranteed \$100,000 in qualifying, race and the "Stop. Go. Pennzoil Crew Members Challenge". The announcement of the awards package was made Monday by Thomas E. Floyd, chief marketing officer for Pennzoil.

Pennzoil-Pagan driver Roberto Guerrero will share lunch Thursday with some of the IRL's youngest fans. Guerrero invited the first-grade class from Northwood Elementary in Mooresville to lunch in the Nissan Motorsports suite at the Speedway. Last year, the students in teacher Beth Durrett's class wrote to Guerrero after watching him practice. Guerrero was so taken by his newest fans that he wrote each of them a personal letter. "Since they each had individual questions and comments, I just had to write back to each one of them," Guerrero said. This year's first-graders will be joined by their parents as part of an annual school outing and will watch practice from the suite. Guerrero will visit with the students 10:45-11:15 a.m., just prior to his first practice session of the day. Nissan is providing the lunch and media representatives are welcome to join Guerrero and the students at Tower Suite No. 5.

Doors to the Hall of Fame Library in the Speedway's museum building opened for the first time today, honoring the donation of 500 books and boxes of clippings and other literature by Charles Saylor of Columbus, Ohio, on his 73rd birthday. The library will be open to researchers by appointment. The literature donated by Saylor goes back to the 1920s. "I've been searching for years to find a place for my father's books," Saylor said. "Charles M. collected them for many years. I have no idea why he collected so many books but I know he had no place to put them. The only thing I've collected are programs from the 500s I've attended and a few extras from other racing events." Ralph Kramer, director of the Hall of Fame Museum, said, "It has taken six months to get us where we are today and in six more months we'll be even further. We still have another third of the books to catalog then we'll get the old records on to a database." Greater Speedway Area Chamber of Commerce Executive Director Raymond A. Dault presented Saylor with its Act of Kindness Award. In 1996, the chamber's award went to Mari Hulman George, chairman of the Speedway, for the "Save Arnold" Barbecue for Special Olympics of Indiana.

Veteran driver Stephan Gregoire finished 76th overall in the 500 Festival Mini-Marathon last week. His time was one hour, 17 minutes. The overall winner, Patrick Kiptum of Kenya, clocked in at one hour, one minute, 56 seconds. "I work every day to do that time," Gregoire said. "Two months before, I started a special program with track and field sessions. Running fast and running slow, running fast and running

Tuesday, May 6 (cont.):

slow, lots of practice. I like running. I've been running since I was young. It is good for my sport. It gives me the opportunity to keep in shape mentally and physically. It takes me a lot of mental (energy) to run every day and builds endurance for my sport. And it doesn't take so much time. It is a good sport and it's good for everybody."

25 cars were on the track today, running 929 laps. Cars on track today: #1 Sharp; #2 Stewart; #2T Stewart; #3 Buhl; #4 Brack; #5 Luyendyk; #6 Goodyear; #7 Salazar; #8 Greco; #8 Sospiri; #10 M. Groff; #12 Calkins; #14 Hamilton; #16 Schmidt; #17 Glaffone; #18 Paul Jr.; #21 Guerrer; #27 Guthrie; #30 R. Groff; #33 Velez; #34 Zampedri; #42 Gordon; #52 Ward; #90 St. James; #91 Lazier; #97 Ray.

Six drivers passed their physicals today, bringing the total to 37. Those passing physicals today were John Andretti, Paul Durant, Buddy Lazier, Arie Luyendyk, Danny Ongais and John Paul Jr. Those passing physicals Monday were Robby Gordon, Mike Groff, Davey Hamilton, Scott Sharp, Lyn St. James and Johnny Unser.

A total of 37 cars are now at the Speedway, 26 have passed technical inspection and 10 are in the process. 26 drivers have been on the track to date. There were 18 yellows for two hours, four minutes. At 9:03 a.m., the temperature was 48 degrees and winds were from the north at eight miles per hour. At 11:17 a.m., the temperature was 59 degrees with winds from the northwest at nine miles per hour. At 6:22 p.m., the temperature was 64 degrees with winds from the northwest at nine miles per hour. Track temperatures from Firestone tire engineers were 107 degrees at 11:45 a.m. and 99 degrees at 5 p.m.

TOP 10 DRIVERS OF THE DAY

1	5	Arie Luyendyk	Treadway Racing WavePhore Miller Lite	218.707
2	42	Robby Gordon	Coors Light	215.569
3	2	Tony Stewart	Glidden/Menards/Special	214.337
4	91	Buddy Lazier	Delta Faucet-Montana-Hemelgarn Racing	214.128
5	1	Scott Sharp	Conseco A.J. Foyt Racing	214.041
6	3	Robbie Buhl	Quaker State/Special	213.843
7	18	John Paul Jr.	Klipsch Tnemec Overhead Door Pyle V-Line Earl's	212.555
8	12	Buzz Calkins	Bradley Food Marts	212.339
9	6	Scott Goodyear	Treadway Racing Nortel	211.282
10	33	Fermin Velez	Old Navy Scandia Royal Purple Alta Xcel	210.280

DAY 5 – WEDNESDAY, MAY 7

At 11:59 a.m., Tony Stewart in the #2 Glidden/Menards/Special turned a lap at 213.554 miles per hour, fastest of the day. At 12:16 p.m., Arie Luyendyk in the #5 Treadway Racing WavePhore Miller Lite entry turned consecutive laps of 216.060 and 219.421, both fastest of the day. At 1:16 p.m., #5 Arie Luyendyk became the first driver to exceed 220 miles per hour at the Speedway with a new Indy Racing League car, turning a lap at 220.297. At 4:09 p.m., Scott Sharp in the #1 Consec A.J. Foyt Racing entry turned a lap at 217.402, second fastest of the day. At 4:10 p.m., Jim Guthrie in the #27 Jacuzzi/Blueprint Racing Dallara turned a lap at 216.076, third fastest of the day.

ARIE LUYENDYK: "It's always fun to be fast and the one that people are targeting. Last year in Las Vegas we didn't test in the summer because I said it was too hot to test and we were fast right out of the box." (About tires): "Firestone hasn't done anything different with the tires, nothing soft. It's the whole package, not just the tires." (Anxiety this year): "It helps to know the helmets and the drivers you're coming up on. Yes, a little more anxiety than years past."

JIM GUTHRIE: "It feels great. It's like we made a big jump in only one day. We've come a long way with only six laps yesterday to 27 today. We knew we were going to be doing our testing in front of the fans. We have the speed and there's a lot more left in the car...and myself. I predict that Luyendyk will probably reach 220-222 come pole weekend. I only have a few laps here where he's the expert here and you can tell he's got the laps in."

Borg-Warner Automotive, Inc. presented a personalized replica of its famous Borg-Warner Trophy to 1996 Indianapolis 500 winner Buddy Lazier today in the Speedway's Hall of Fame Museum. It was presented by William "Skip" Cline, Borg-Warner Automotive vice president and controller. The permanent trophy, standing almost five feet high, is in the museum and is moved to Victory Lane on Race Day. Lazier's likeness for the trophy was sculpted by artist William Behrends, who created it from studying three pictures of the winner.

BUDDY LAZIER: "To be the 57th different face on the trophy is absolutely awesome. The sculptor did a great job. I paid him a lot of money to make me the best-looking guy on it. I suppose people, when they meet me now, will be disappointed but it was well worth it." (About this month of May): "It's going to be a fascinating month with the new cars and engines. Speeds did come down. You can see the enthusiasm with all the drivers and everybody in the pits. Slipstreaming is going to be real important. You'll always see a few guys that are able to get away, but slipstreaming is going to be crucial."

RON HEMELGARN (car owner): "In 1964, when I came to this race, I just wanted to get close to it (the trophy). When I came here as a sponsor in 1978, I wanted to touch it. Last year, I actually got to touch it without the yellow shirts yelling at me."

At 4:12 p.m., Scott Sharp in the #1 Consec A.J. Foyt Racing entry did a three-quarter spin 570 feet in Turn 4 to hit the wall with the left front, slid along the wall backward 410 feet, then came off the wall 120 feet to a stop on the front straightaway. Sharp had turned a lap three minutes earlier at 217.402 miles per hour, second fastest of the day at that point. The car sustained heavy left-side damage. Sharp suffered a bruised right knee and was released from Hanna Medical Center and cleared to drive.

Wednesday, May 7 (cont.):

SCOTT SHARP: "The car was exceptional in Turn 3 and 4 and in Turn 4 I felt it tighten up, a loud noise and it turned in. When it turned in, the car turned right around. I can't worry about future crashes. My job is to stand on the button and we'll pick up where we left off. We're getting there and did make progress today. I'm fine and it was fortunate the car turned in where it did when the motor seized and I just scraped the wall."

Lyn St. James' 34 laps Tuesday in the #90 Lifetime TV/Cinergy entry were her first in a race car since the 1996 Indianapolis 500. The broken right wrist she suffered in the collision with Scott Harrington on Lap 162 last May 26 healed improperly. It was rebroken and reset on Dec. 30, when pins and a plate were inserted. According to Deb Turner of LSJ Racing, the wrist is completely healed – "a bionic wrist and better than ever."

The car/engine package assigned to Steve Kinser has had an interesting odyssey to the Speedway. The Dallara was purchased in February by Sinden Racing Services from A.J. Foyt Enterprises and has not previously run. AMS/Crest Racing, which fields cars for Dr. Jack Miller, needed an engine for the Phoenix 200 in March because its Infiniti had not arrived. Enter Matt Haggens, owner of Eagle Creek Aviation. "I met him with Nelson Piquet when Nelson was running here," said Jeff Sinden, co-owner of SRS who also fields Miller's equipment. "He's been getting more and more interested in racing and the IRL series offered an opportunity to be a part of the team. Once I got an okay from John Menard (for an available Aurora), I called Matt and he helped pay for it. That helped us with Jack and the Crest car at Phoenix. \$75,000 buys the motor and gets a guy involved...that's getting the price down so people can be a part of it." As Haggens watched the SRS crew, led by Owen Snyder, prepare the car this afternoon, he offered his thoughts. "Before, small companies like ours, guys like me, couldn't get in," Haggens said. "It was just too expensive. Before the IRL, you wouldn't have had any opportunity to be competitive. Nobody's come up with a whole lot of money but everyone's helped just a little bit. We have a quality effort, a quality car, a quality driver and we're out there to make it happen." Others, like Tom Godby of Godby Brothers, a heating and air conditioning firm who supplied a trailer, have also helped. Haggens was asked how he would feel when Kinser took "his engine" on to the track for the first time. "This is the biggest sporting event in the world," Haggens said, "and to know I had a part in putting this together, it's going to be real special for me."

Sam Schmidt's seven laps today in the #16 Blueprint Racing entry raised the total for USAC's Rookie Orientation Program to 699 laps for the month.

The Indianapolis Motor Speedway has started a free fax on demand service for updated entry lists and Trackside Reports. To use it, dial (303) 804-1883, make selections and leave a fax number when prompted. The selections will be faxed promptly.

Racin Gardner, Joe Gosek, Andy Michner and Dennis Vitolo passed driver physicals today, raising the total number to 41, according to Dr. Henry Bock, Speedway medical director.

Wednesday, May 7 (cont.):

20 cars were on the track today, running 611 laps. Cars on track today: #1 Sharp, #2 Stewart, #3 Buhl, #4 Brack, #5 Luyendyk, #6 Goodyear, #7 Salazar, #8 Sospiri, #10 M. Groff, #12 Calkins, #14 Hamilton, #16 Schmidt, #17 Giaffone, #18 Paul Jr., #21T Guerrero, #27 Guthrie, #30 R. Groff, #33 Velez, #42 Gordon, #90 St. James.

The track was closed at 5:50 p.m. because of light rain. A total of 41 cars are now at the Speedway, 29 have passed technical inspection and three are in the process. 26 drivers have been on the track to date. There were six yellows for one hour, 45 minutes.

At 11:04 a.m., the temperature was 64 degrees with winds out of the west at eight miles per hour. At 5:14 p.m., the temperature was 67 degrees with winds out of the east at nine miles per hour.

TOP 10 DRIVERS OF THE DAY

1	5	Arie Luyendyk	Treadway Racing WavePhore Miller Lite	220.297
2	1	Scott Sharp	Conseco A.J. Foyt Racing	217.402
3	27	Jim Guthrie	Jacuzzi/Blueprint Racing Dallara	216.076
4	42	Robby Gordon	Coors Light	215.993
5	2	Tony Stewart	Glidden/Menards/Special	215.750
6	33	Fermin Velez	Old Navy Scandia Royal Purple Alta Xcel	214.174
7	6	Scott Goodyear	Treadway Racing Nortel	214.123
8	12	Buzz Calkins	Bradley Food Marts	213.792
9	4	Kenny Brack	Monsoon Galles Racing	212.821
10	7	Eliseo Salazar	Copec/Cristal/Scandia	212.465

**IRL PRESS CONFERENCE -- TONY GEORGE & LEO MEHL
DAY 6 -- THURSDAY, MAY 8**

BILL MARVEL: At this morning's press conference, we have, of course, Tony George, president of IMS and founder of the IRL; and Leo Mehl, vice president of IMS and the director of the IRL. So, do you have any statements to make first, gentlemen, or do you just want to open it up for questions? Tony, do you have a statement?

TONY GEORGE: Well, I think really the intent this morning was just to make ourselves available. I think Mai's (Lindstrom) desire was to just have me give a state of the series statement and let Leo make, as I said, make both of ourselves available this month.... There haven't been a lot of requests for my time, so I didn't want to give the impression that I was inaccessible. You know, I think we're very pleased with the way things are going this year. I think it's been a year chock-full of challenges that everyone has met head-on with a great deal of enthusiasm. I'm very happy to have Leo committed and on board right now because he's helped really set the tone for things. Having his presence here really is starting to have an effect that has trickled down. Everyone shares his enthusiasm, his excitement about going forward with the Indy Racing League. He's done a tremendous job and has helped assemble a great staff, a great organization to support this League going forward. And he has a lot that he is working on. I don't know how he does it all, but he's really got the thing organized and scheduled out. We all get schedules now of what's happening and when....

LEO MEHL: In color, so they read them.

TONY GEORGE: So it's easy to follow and I think he's got all his priorities in order, and enough can't be said about the positive things Leo has brought to this series. You know, I continue to try to make myself available. I try to leave Leo as the single point of contact for many of the questions. I think a lot of things are taken out of context or misinterpreted many times, the things I say, but any announcements that affect the League really need to come from that single source, Leo. I'll try to do my best to not create any confusion or whatnot about that, but I just would like to say that I will try to reasonably make myself available. I know a lot of stories get written here, and it's not always the case that the facts are presented clearly; and to the extent we can provide information on a first-hand basis, we'd be glad to. I think second and third-hand information sometimes gets diluted or misunderstood or misrepresented. So to that extent, I'd like to be available to help set the record straight, if that be the case. Leo, do you have an opening comment?

LEO MEHL: Well, I'll tell you – I'm having a ball. I started my career at Indianapolis, and people for the last 30 years, they'd say, "He's the guy that made the compound for Foyt winning a race." And that one little item sort of changed everything I've done the rest of my life. So, I'm really happy to be back. It's a lot of fun for me to be involved in a new organization where I get to put input in. You know, when you all get old, you'll find that you think you always want to do it your way; and it's wonderful to be able to do things that I've always wanted to do with support. I've only got one boss. I used to have lots of bosses. And I've got a boss that really pays a lot of attention. He keeps me on my toes because I'm kind of looking down the road.... You know, we're meeting every week with Texas and with Charlotte and with Pike's Peak and getting all those new races organized, and that all happens right after the Speedway. So it's a lot of fun to be involved with those new tracks. Those guys

Thursday, May 8 -- Press Conference (cont.)

have lots of excitement. They've got lots of investment and lots of enthusiasm, so we're having a lot of fun. I was really happy - All of us who've worked so hard on this program just had a wonderful day on Tuesday. The sun was shining, Tony took good care of the grass, the grass looked wonderful on television, and all the cars were out running and making a lot of noise and there were people in the stands, so that was a great day for us. I think you've heard me yack on lots of times, but I'll just take your questions.

BILL MARVEL: Okay, I'd like to ask anybody that's asking a question to identify yourself, please. There are several reasons for that. First, Dick.

DICK MITTMAN - *Indianapolis Star*: Tony, a year ago at this time, you predicted there would be 33 cars starting and there were. Can you make that same prediction this year?

TONY GEORGE: Sure, there's going to be 33-cars starting. It's not a prediction. I mean, it's our intent to start a full field of cars. It always has been. You know, I think a lot has been made of the engine situation, but we have a lot of challenges that we have to meet beyond the 33 car field. We go on to Texas and Colorado in two-week intervals after the Speedway, and those are all challenges, but everyone is enthusiastic about meeting those challenges.

SCOTT HOKE - *WRTV 6*: Could you guys respond to the reports of the impending rule changes and perhaps CART coming back here next year. Could you talk about that a little bit?

LEO MEHL: I'll respond to that. When we started the League, I wasn't here, of course, but there were contractual arrangements made with the engine suppliers and the chassis suppliers, and now we're going to announce (10 a.m. Friday, May 16) what's going to happen in the future, what the requirements are if you want to build a car, or what the requirements are if you want to build a motor for the IRL. There were a number of issues that were handled contractually to begin with because nobody had built a car and they had to have some assurance there were going to be races and there were going to be customers. And so that basically was handled.... And I think they've done a wonderful job. The fact that the Dallara and the G Force came out of the box handling so well and everybody is so happy with them... in actual fact I was very concerned about that. Tony and I had talked about this job for a long time, and I didn't take it seriously until he called me from Phoenix and said, "The car is running and it handles well." And these two manufacturers did a great job. So next Thursday, we're going to announce what the supply rules will be for the future, what the engine supply rules will be; and we're going to distribute a technical specification. The spec for the cars - and remember these guys, none of these manufacturers, Riley & Scott, Dallara, G Force, actually built an Indy car before, so they worked very closely together to figure out what the spec ought to be. And we have worked very closely with them on what the spec should be for the future. We don't want the cars to be obsolete at the end of the year. We want the '97s to be able to be updated to '98s. We know that if I'm an owner and I've got enough money, I'm going to buy myself a '98. So we think that's going to be the strength of the League, that the '97s will still stay in service. NASCAR stock car top teams run cars three years, and that's going to be one of the strengths of the League next year. So that's what the thing is all about.

Thursday, May 8 – Press Conference (cont.):

SCOTT HOKE - *WRTV 6* (follow-up question): Can I follow up for a second? The rule changes - are they being done with the intent perhaps of luring CART back to the Speedway?

LEO MEHL: A number of manufacturers have requested not the rule specifications as much, the specifications for the cars, as much as what the supply rules will be. Can you build a car; and if you do, do you have to sell it to anybody? Can you just build it for yourself? Same thing with the engines. And those are things that were all handled contractually with the early suppliers. In other words, they had to agree to build "x" amount of cars and make them available to anybody in the future. So we're going to discuss and announce what the future will be.

TONY GEORGE: I don't know that it should be characterized as rule changes. They're not rule changes.

LEO MEHL: I don't think it's rule changes.

GARY LONG - *Miami Herald*: Actually I think he sort of jumped on my question. Gary Long, Miami Herald. Thank you. Should this be construed as an olive branch; and if so, would it still come in company with a 25 and 8 Rule?

LEO MEHL: The 25 and 8 rule is being discussed right now and has been discussed for awhile, I'm sure. And we will announce also what's going to happen to the 25 and 8 rule. It's actually a 23 and 10 rule right now because there's only 23 cars in the point standings that are participating here.

TIM MAY - *Columbus Dispatch*: Leo and Tony, I'm Tim May with the Columbus Dispatch. Would you like to see some of the CART guys here? I mean, is that.... Down the road would you like to see some of these guys come back?

TONY GEORGE: We really want anybody that wants to compete in the Indy Racing League or the Indianapolis 500 to feel that they have an opportunity to do that. I think there is today an opportunity for them to do that, all things being equal. There's nothing keeping them away today. I know I've had several conversations with Al (Unser) Jr., particularly, and he's expressed a lot of his personal feelings to me. And I know there are others out there who feel like they want to be back at Indianapolis. I think in the future we will have Indy-only teams and many of those teams may be what are considered CART teams today, but we welcome anybody who wants to come run here. The rules have always been such that if you have the equipment, you can come run here; and that's the way it remains.

LEO MEHL: I think that the teams are very interested to see the final copy of the rules to know that they're not going to be changed, or the car builders. They want to have confidence in the rules, exactly what they are. They do know that we will treat them fairly, that if they come they'll come on the same basis as anybody else, and that's the history of the way I've done business, and they do understand that. So they're just anxious to see us write down exactly so they can know exactly what's going on.

ELTON ALEXANDER - *Cleveland Plain Dealer*: If I can maybe try and put this in some other terms. Do you foresee some type of a marriage similar to NFL in terms

Thursday, May 8 – Press Conference (cont.):

of AFC and NFC? Or do you foresee a marriage more like Major League Baseball with the American League and National League with some differences? Or is it even more distant than that between IRL and CART? Does that make sense, hopefully?

LEO MEHL: Yeah, I think our football is a lot more expensive ...

TONY GEORGE: Football is football, baseball is baseball, and automobile racing is automobile racing.

ELTON ALEXANDER - *Cleveland Plain Dealer* (follow-up question): In terms of two competing leagues; two separate leagues. You've got an AFC and NFC that are pretty much common all the way down the line separate from identification, but in baseball you've got a National League that does not have a designated hitter, for example, but the American League does, but they still find a way to

LEO MEHL: What we're looking at basically is there are lots of kinds of racing, right? And there are lots of specifications for racing; different cars, different engines, different lengths of races. What we're looking at is a fact that there's been close to - and I figured it out when I was quietly retired one day - that there's nearly a billion dollars in investment in the last several years and planned for the future - a billion dollars in investment in racing tracks in the United States and every penny of it has been in ovals. And so it is my opinion that Indy car racing, pretty much from TV ratings and popularity, has been pretty steady over a 10-year period and oval racing, namely NASCAR, has constantly increased. So it's my opinion that there is a place in that billion dollar investment for a very closely competitive, reasonably priced, open-wheel series that can concentrate just on that. CART has excellent races, you know, a good series; a very diverse series and a good series, but we're looking at an all-oval series and we feel there's a place for that.

MIKE HARRIS - *Associated Press*: Tony, Mike Harris from Associated Press. Is the IRL at this point pretty much where you envisioned it would be or ahead of schedule, behind schedule, at this point, from where you thought it would be when you first announced it?

TONY GEORGE: I think we're right where I thought we would be or right where I'd hoped we would be. If we could have encouraged Leo to come on board in the beginning, I'd say we'd be farther than we're at right now. We're very fortunate to have him on board, and so, based on where we started, maybe we're a little bit ahead of where we'd like to be, but certainly we're right at about where I'd hoped we would be when we.....

LEO MEHL: You've got to remember, we had seven or eight months to build the cars after the final specifications were decided, and Phil Casey tells me lots of stories about it. We talk about a component; how did you decide on that? Well, we had to make them and each of them made them and we looked at them and we said, "I think we'll do that." The hubs, for example, on these cars which were a very serious breakage problem on oval tracks, normally, on a normal Indianapolis-type car, are thrown away after 1200 miles. You chuck them. What Tony and Phil and those guys did is they went out and they designed one, and I won't say it's unbreakable, but it's designed to last all season; and they bought them. They went and bought 50 sets of them and provided them to the teams. Those hubs have been performing marvelously the whole season. So you had seven months to get all that

Thursday, May 8 – Press Conference (cont.):

stuff put together and show up at Orlando. And since then - and the engine program is the same situation, so you had a lot of developments. They'd never been on this kind of a track until March. So I think we've lost three engines since we've been here and we've lost a lot of little parts and fittings and things like that, which is just absolutely normal; so I think we've made excellent progress.

TONY GEORGE: Also, a lot of the people that are working on these engines feel very, very strongly that given time to develop within the next six months, which means by the end of our season, these things should be very, very reliable whereby we could, if we had a schedule that required it, would be running week in and week out. We look forward to that reliability. That's one of the things we've planned for and it just doesn't happen overnight, but it's around the corner.

LEO MEHL: I quote Sonny Meyer (Team Menard engine builder) all the time. I told him yesterday, "I'm quoting you all the time, Sonny." What I quote him on is saying that in six months these things will be as reliable as NASCAR engines, Winston Cup engines.

TONY GEORGE: He's not the only one who feels that way, either.

LEO MEHL: I know, but I quote him because these guys have heard of him.

LEO MEHL: Sonny Meyer.

TOM BEELER - *Racing Information Systems*: Are you in a position to discuss any possible new venues for next season beyond maybe Atlanta. And as a secondary question, Tony had mentioned some time ago that there was a possibility down the road of maybe some road courses? Mosport had been mentioned, and so forth. Care to comment?

LEO MEHL: No, we are talking to a couple of tracks. But, we're looking for 10 races next year and we want to build the thing up slowly and give the teams and the equipment time to develop. We haven't talked very much about road courses, although the subject comes up from time to time. Our intent is to be the best oval race and open wheel series in the world. Once we kind of get down that road, I suppose we could talk about other things.

TONY GEORGE: I don't think I've really given much, held out much hope for road racing. I think other people may have suggested it. Maybe I did at one point. But we've designed these cars around an oval. I don't think it would be very wise of us to go out and try to run road courses as part of our schedule with all the oval opportunities that are out there. Given the fact that we've designed these gearboxes and whatnot in such a way that they're not going to be real exciting to watch on a road course. So there are road racing series out there that support the road courses and street venues and whatnot, and that's not really our focus. It really never has been a focus of mine. Early on, before we really designed these League cars, the specs, we talked to Laguna Seca because they had expressed an interest, and some other folks like that, but really as the plans developed, road courses really weren't part of the business plan.

Thursday, May 8 – Press Conference (cont.):

GARY LONG - *Miami Herald*: This is a short one. Until I got here, I was thinking that Texas was supposed to be on the lower part of a dual oval; they're on the banks now?

LEO MEHL: Sure. I think they've always been on the banks.

TONY GEORGE: We never considered the lower banking. I mean that was Bruton (Smith) and Eddie's (Gossage) idea to do that and I think they envisioned CART running with more feeble cars that go faster that couldn't run on banking, but we really designed these cars to take advantage of the oval track opportunities that are out there, many of which exist in nice markets that we'd like to be in. We didn't want to limit ourselves, so we'd hoped that we'd build these cars strong enough to run at a place of 14, 16, 18 degree banking; 24 degree banking in this case, I guess.

DICK MITTMAN - *Indianapolis Star*: Either one of you, CART has some ovals; do you envision crossing over, like baseball this year is going to have inter-league play, that you could have a similar what we would call inter-league racing?

LEO MEHL: It's our job, if we have a reasonably priced, excellent show for oval tracks, the oval tracks are public corporations, most of them now, and their job is going to be to please their shareholders by having more races and making more money. So, our job is to create that League that we can offer this show to any oval track. I can envision in a few years, I mean, I can envision both leagues running at the same track.

TONY GEORGE: There was an indirect approach to my office - I didn't speak to anyone on this subject, but it came to me through one of the people in my office. The question was asked would we be interested in hosting a CART-sanctioned race here in September, as early as this year? And we have to look at it as a business decision, and I don't think it would make sense for us to do that. We're promoting a golf tournament in September that we're trying to build. We have a tremendous investment and commitment in that. As far as additional races at this venue, I would be most interested in possibly pursuing a Formula One race, but our open-wheel oval race is in May and that's what I'm interested in trying to continue to build.

DICK MITTMAN - *Indianapolis Star* (follow up question): How far are you in any kind of negotiations about a Formula One race?

TONY GEORGE: They're not ongoing at all at this point. I mean, through the years we've had a couple of conversations and we've designed what we think would be a great road course for Formula I. Bernie (Ecclestone) has really – we've got different business philosophies that have kind of kept us separate right now, but I think we'd have a great venue here for a U.S. Grand Prix.

ELTON ALEXANDER - *Cleveland Plain Dealer*: One question on what you just spoke on. Is there a window somewhere else other than September for another open-wheel race?

TONY GEORGE: Not really. We really made the decision that if we have another race here, you know, we want a Formula One race, as our third race if in fact it ever materializes. Yeah, there is a time of year, but with the construction projects we have going on here, we can't be running races here past August.

Thursday, May 8 – Press Conference (cont.):

ELTON ALEXANDER - *Cleveland Plain Dealer* (follow-up question): My other question was, ultimately, how many oval races do you want to see in your series? How many? 10 races, 20 races?

LEO MEHL: I don't think you want to see a NASCAR-type schedule, ever. I think you want 14 races. That's kind of a goal.

TONY GEORGE: Many of our teams don't want to run more than that. They see IRL as an alternative to running 18 races a year. Many of them want to run more than just one but don't necessarily want to run 16, 18, 20 races.

PAUL WILSON: Would that be 14 different venues?

LEO MEHL: Yeah, that's what we're looking at right now.

PAUL WILSON: Okay. I just was wondering if you'd repeat - Maybe go back to Phoenix or something for the season closer?

LEO MEHL: Well, you have to fill it up the first time first, and then you go back the second time.

DICK MITTMAN - *Indianapolis Star*: Can you talk a little about, just about the month of May so far and the problems you're encountering. Is everything going according to the way you thought it would go? Or are things a little behind, or what?

TONY GEORGE: I think we're doing pretty good. I think the weather - obviously we need a little bit of rain and I think it's worked out well and there are a lot of guys who want to get on the track that are still waiting on engines. They had hoped to be on the track and practiced by pole weekend. Whether or not they all get out there as they'd hoped, I don't know, but everything is going pretty smooth as far as I can tell.

LEO MEHL: I think the problems you see are the kind of problems you'd see every May. You hear a lot of talk and we've had guys lose engines, lose pieces, and get good warning about them, but the handling of the cars has been wonderful. I mean, I've been here a lot of years and when the cars roll out, I mean, you know immediately if there are handling problems and these guys are really happy. You've got some veterans who are happy and you've got some rookies who are happy. So, I think - I'll just put a plug in for our drivers. I'd like to do that. I've spent a lot of my life dealing with drivers and I'd take this bunch against anybody, anytime, on the racetrack, at the press conference, at the dinners with their sponsors. I think it is especially pleasant for me to deal with the teams that are participating here. They're competitive and they're trying to beat each other; but with new equipment and new engines, they're sharing and they're helping each other. And if one guy finds something, he tells the other guy. It's a fun deal. It's like when we used to be extremely dangerous all the time and way back when, everybody competed but they really helped each other. It's a very pleasant experience for me.

DAY 6 -- THURSDAY, MAY 8

Rain and wet conditions delayed the track opening until 3:01 p.m. At 3:35 p.m., Steve Kinser took the #44 One Call/Menards/Quaker State entry on to the track, marking his first lap at the Speedway since 1981. At 3:56 p.m., Robbie Buhl in the #3 Quaker State Special turned a lap at 213.929 miles per hour, fastest of the day. At 4:06, Buhl turned a lap at 214.521, fastest of the day. At 4:16 p.m., Buhl turned a lap at 214.864, fastest of the day. At 4:56 p.m., Tony Stewart in the #2T Glidden/Menards/Special turned a lap at 215.476, fastest of the day. At 4:55 p.m., Buhl turned a lap at 214.900, second fastest of the day.

ARIE LUYENDYK: "Like I said, same as yesterday, we tried to do what we were doing before. To tell you the truth, yesterday's setup was better. We really didn't make much progress today. We'll try again tomorrow. I think we're getting close." (Differences between 1997 and 1996): "I don't have that much time. One difference is you don't have the same people to run against. The competition's the same...I mean, lap times and things like that."

Tony George, president of the Speedway, and Leo Mehl, vice president of the Speedway and executive director of the Indy Racing League, met with the media this morning in the Trackside Conference Room.

TONY GEORGE: (About a 33-car field): "Sure, there's going to be 33 cars starting. It's not a prediction. I mean, it's our intent to start a full field of cars. It always has been. You know, I think a lot has been made of the engine situation but we have a lot of challenges that we have to meet beyond a 33-car field. We go on to Texas and Colorado in two-week intervals after the Speedway and those are all challenges, but everyone is enthusiastic about meeting those challenges." (About future CART participation here): "We really want anybody that wants to compete in the Indy Racing League or the Indianapolis 500 to feel that they have an opportunity to do that. I think there is today an opportunity for them to do that, all things being equal. There's nothing keeping them away today. I know I've had several conversations with Al (Unser) Jr., particularly, and he's expressed a lot of his personal feelings to me. And I know there are others out there who feel like they want to be back at Indianapolis. I think we will have Indy-only teams and many of those teams may be what are considered CART teams today, but we welcome anybody who wants to come run here." (About the IRL's progress): "I think we're right where I thought we would be or right where I'd hoped we would be. We're very fortunate to have him (Mehl) on board and so, based on where we started, maybe we're a little bit ahead of where we'd like to be." (About the IRL engine package): "A lot of people who are working on these engines feel very, very strongly that given time to develop within the next six months, which means by the end of our season, these things should be very, very reliable whereby we could, if we had a schedule that required it, would be running week in and week out. That's one of the things we've planned for and it just doesn't happen overnight, but it's around the corner." (About road racing in the IRL's future): "I don't think I've really...held out much hope for road racing. Maybe I did at one point. But we've designed these cars around an oval. I don't think it would be very wise of us to go out and try to run road courses as part of our schedule with all the oval opportunities that are out there. Early on, before we really designed these League cars, we talked to Laguna Seca because they expressed an interest...but really as the plans developed, road courses weren't part of the business plan." (About an added race at the Speedway): "There was an indirect approach to my office -- I didn't speak to anyone on this subject but it came to me through one of the people in my office. The question was asked, would we be interested in hosting a

Thursday, May 8 (cont.):

CART-sanctioned race in September, as early as this year? We have to look at it as a business decision and I don't think it would make sense for us to do that. We're promoting a golf tournament in September that we're trying to build. As far as additional races at this venue, I would be most interested in possibly pursuing a Formula One race but our open-wheel oval race is in May and that's what I'm interested in trying to continue to build. They're (discussions with Formula One) not ongoing at all at this point. Through the years, we've had a couple of conversations and we've designed what we think would be a great road course for Formula One. We've got different business philosophies that have kept us separate right now, but I think we'd have a great venue for a U.S. Grand Prix. There is a time of year, but with the construction projects we have going on here, we can't be running races here past August."

LEO MEHL: (About IRL rule changes): "When we started the League, I wasn't here of course, but there were contractual arrangements made with the engine suppliers and the chassis suppliers and now we're going to announce (Friday, May 16) ... what's going to happen in the future, what the requirements are if you want to build a motor for the IRL. We're going to announce what the engine supply rules will be and we're going to distribute a technical specification. We have worked very closely with them (the manufacturers) on what the spec should be for the future. We don't want the cars to be obsoleted at the end of the year. We want the '97s to be able to be updated to '98s. We know that if I'm an owner and I've got enough money, I'm going to buy myself a '98. So we think that's going to be the strength of the League, that the '97s will stay in service." (About IRL qualifying rules): "The 25 and 8 rule is being discussed right now and has been discussed for awhile. We will announce also what's going to happen to the 25 and 8 rule. It's actually a 23 and 10 rule right now because there are only 23 cars in the point standings that are participating here." (About CART teams running here in '98): "I think that the teams are very interested to see the final copy of the rules to know that they're not going to be changed, or the car builders. They want to have confidence in the rules, exactly what they are. They do know that we will treat them fairly, that if they come, they'll come on the same basis as anybody else..." (About the IRL's future direction): "I figured it out when I was quietly retired one day. There's nearly a billion dollars in investment in the last several years and planned for the future...a billion dollars in investment in racing tracks in the United States and every penny of it has been in ovals. So it's my opinion that there is a place in that billion dollar investment for a very closely competitive, reasonably-priced, open-wheel series that can concentrate just on that. CART has excellent races, you know, a good series...a very diverse series and a good series, but we're looking at an all-oval series and we feel there's a place for that." (About the '98 IRL schedule): "We're looking for 10 races next year and we want to build the thing up slowly and give the teams and the equipment time to develop. We haven't talked very much about road courses although the subject comes up from time to time. Our intent is to be the best oval race and open-wheel series in the world."

At 3:17 p.m., Arie Luyendyk in the #5 Treadway Racing WavePhore Miller Lite entry got loose in the south short chute, did two complete spins over 580 feet to hit the wall with the front in the middle of Turn 2, then came off the wall 60 feet to a stop. The car sustained minor nose cone damage. Luyendyk was examined and released from Hanna Medical Center and was cleared to drive. "I went into Turn 1...wasn't going very hard...it was probably cold tires or the wind could've played a factor," said Luyendyk. "There could've been just a little spot of moisture on the track also."

Thursday, May 8 (cont.):

But they'll probably check that. When it came around, I slammed on the brakes hard and when it came down into the grass, that's probably where it picked up speed, but all I'm missing is a nose cone. I should be back out there in a few minutes."

Blueprint Racing has entered into a year-long partnership with Arlington, Texas-based High Opportunity Petroleum Enterprises Inc., driver Sam Schmidt and owner Ed Rachanski announced today at the Trackside Conference Room. The car assigned to Schmidt is now called the #16 HOPE/Blueprint Racing entry. HOPE owners Mark Manuel and Jeff Walker were also on hand for the announcement. HOPE opened in March and markets a Universal Prepaid Fuel Card and a Revolutionary HOPE Fuel Enhancer containing Enviromax Plus, endorsed by three-time "500" winner Johnny Rutherford. In addition, Blueprint driver Jim Guthrie announced Cruisin' America as a sponsor for the #27 Jacuzzi/Blueprint Racing Dallara.

JIM GUTHRIE: (About getting started in the IRL for '97): "We borrowed \$5,000 on VISA from friends for the down payment on the Dallara. We begged and borrowed parts...we had almost one of everything for Orlando."

Rookies Sam Schmidt, Vincenzo Sospiri, Affonso Giaffone, Jeff Ward and Greg Ray met with the media today in the Trackside Conference Room.

AFFONSO GIAFFONE (After telling the media that his "regular" job in Brazil was building bulletproof cars, he was asked if there was a market for it): "Unfortunately in Brazil, (the) crime rate (is) high and (the) market (is) good for me right now." (About starting his career): "When I started my career, I was 18. My dad wouldn't allow me to race until I got into business in university. When in university, I started Formula Fords and put my car in the garage and mom and dad's outside. That's how I got started."

VINCENZO SOSPIRI (About driving style): "I remind myself to turn left. My style of driving (is) to get (as) smooth as possible, get flat (out) and to not change my line."

JEFF WARD (About being at Indy in '95): "Here in '95, it was a big jump for me but I still have to start over. I just want to get on the track like everyone else." (About transition from motocross): "I raced motocross when I was five and raced for 25 years. I started with Kawasaki when I was 16 and stayed with them for my professional career. I wanted to race cars all along the way. I raced motocross longer than most. I raced off-road and celebrity races in cars sometimes. After retiring in '92 from motocross, I immediately started Indy Lights." (About the difference between cars and motorcycles): "I felt restricted by the seat belts. You hit harder when you fall off a bike. Mentally, in preparation, you drive to win."

SAM SCHMIDT (asked if he would be here if not for the IRL): "Me, most definitely (would not be here). Like Greg, I didn't start racing till I was older. IRL has helped open doors."

GREG RAY (in response to Schmidt's answer): "I agree wholeheartedly. When I started racing, I set myself a path. Formula One had a clear path. When I started, the Indy cars didn't (have a clear path). The IRL has opened the doors."

Thursday, May 8 (cont.):

Team Menard confirmed today its cars would return to Firestone tires after four days on Goodyear tires.

LARRY CURRY (Team Menard director of racing): "The bottom line is we said in the beginning that the plan was to try to run on Goodyears. We ran right at 400 miles (on Goodyears). We weren't able to get the cars to the confidence level we'd like to have for our drivers. It's important that the drivers are able to have confidence in the whole package for the race. We felt that, because of the time that's left, we owed that to the drivers."

AL SPEYER (Bridgestone/Firestone director of motorsports): "We are delighted to have Team Menard back with Firestone. This is where we thought they belonged all along. We now are eager to do our part to help them toward their goals of winning a third straight pole and following that up with a victory in the Indianapolis 500."

STU GRANT (general manager of racing worldwide for Goodyear): "There are fundamental differences between brands of tires. The Menard teams ran over 3,000 miles in testing at Indy for the competitor. Unfortunately, two days of practice was not enough time to find the right setup with our tires."

Alessandro Zampedri and the #34 Mi-Jack Scandia Royal Purple entry brought out the caution at 5:23 p.m. when the car caught fire. Zampedri stopped the machine just past the scoring pylon. "It just blew right out of (Turn) 4," Zampedri said. "All day we've been waiting for this rain to stop and then this happens. We've been struggling. I think I only have a total of 16 laps and not even up to speed. I was lucky it blew coming out of the turn and not in the entrance."

Steve Kinser completed the first phase of his driver's test at 5:03 p.m. today. Rookies will practice 9:30-11 a.m. Friday.

The second annual Women's Invitational Golf Tourney to benefit the USAC Benevolent Foundation is scheduled for Tuesday, May 20 on the West Nine at Eagle Creek Golf Course, sponsored by Raybestos. The event is a best-ball scramble with check-in at 7 a.m. and a shotgun start at 8 a.m. Lunch will be catered by Don Pablo's Mexican Restaurant. For further information, contact Bill Marvel, the foundation's executive secretary, at (317) 247-5151.

Parnelli Jones, the 1963 Indianapolis 500 winner, will host a special dinner at Indianapolis Raceway Park to benefit the Brain Injury Association of Indiana. The inaugural event, "On the Right Track...The Race to Prevent Brain Injury" will be one of the events surrounding the USAC Coca Cola 100 Silver Crown Championship race the same evening at IRP. Parnelli's son, Page, who received critical brain injuries in an accident while leading a sprint-car race in September, 1994, continues to improve daily and is expected to join Parnelli at the event. For further information, contact the Brain Injury Association of Indiana at (317) 356-7722 or IRP at (317) 291-4090.

22 cars were on the track today, running 489 laps. Cars on track today: #2 and #2T Stewart; #3 Buhl; #3T Buhl; #5 Luyendyk; #6 Goodyear; #10 M. Groff; #12 Calkins; #16 Schmidt; #17 Giaffone; #18 Paul; #21T Guerrero; #22 Greco; #27 Guthrie; #30 R. Groff; #34 Zampedri; #40 Miller; #42 Gordon; #44 Kinser; #77 Gregoire; #90 St. James; #91 Lazier.

Thursday, May 8 (cont.):

Claude Bourbonnais, Scott Harrington, Johnny O'Connell and Johnny Parsons passed driver physicals today, bringing the total to 45, according to Dr. Henry Bock, Speedway medical director.

A total of 41 cars are now at the Speedway, 30 have passed technical inspection and three are in the process. 28 drivers have been on the track to date. There were eight yellows for 1 hour, 5 minutes. (Rain delay: 3 hours, 5 minutes.) At 5:05 p.m., the temperature was 70 degrees with winds 16 miles per hour out of the west. Track temperatures from Goodyear tire engineers were 106 degrees at 3:15 p.m., 97 degrees at 5 p.m. and 81 degrees at 6 p.m.

TOP 10 DRIVERS OF THE DAY

1	5	Arie Luyendyk	Treadway Racing WavePhore Miller Lite	217.318
2	2T	Tony Stewart	Glidden/Menards/Special	215.822
3	3T	Robbie Buhl	Quaker State Special	215.708
4	90	Lyn St. James	Lifetime TV-Cinergy	212.565
5	42	Robby Gordon	Coors Light	212.229
6	18	John Paul Jr.	Klipsch Tnemec Overhead Door Pyle V-Line Earl's	211.640
7	12	Buzz Calkins	Bradley Food Marts	211.248
8	21T	Roberto Guerrero	Pennzoil-Pagan Racing Dallara Infiniti	210.664
9	6	Scott Goodyear	Treadway Racing Nortel	209.966
10	16	Sam Schmidt	HOPE/Blueprint Racing	209.864

DAY 7 -- FRIDAY, MAY 9

At 11:43 a.m., Robbie Buhl in the #3T Quaker State Special turned a lap at 214.352 miles per hour, fastest of the day.

At 11:54 a.m., Fermin Velez in the #33 Old Navy Scandia Royal Purple Alta Xcel entry turned a lap 214.403, fastest of the day.

At 12:15 p.m., Tony Stewart in the #2 Glidden/Menards/Special turned a lap at 215.368, fastest of the day.

At 12:19 p.m., Velez turned a lap at 215.760, fastest of the day.

At 12:39 p.m., Robbie Buhl in the #3 Quaker State Special turned a lap at 216.081, fastest of the day.

At 1:38 p.m., Stewart turned a lap at 217.292, fastest of the day.

At 5:14 p.m., Arie Luyendyk in the #5 Treadway Racing WavePhore Miller Lite entry turned a lap at 218.325, fastest of the day.

ARIE LUYENDYK: "We've been the fastest here for four days in a row. That still doesn't mean anything on Pole Day. I'm just going to take it one step at a time."

USAC Rookie Orientation Chronology:

9:54 a.m. -- #40 Dr. Jack Miller passed second phase of driver's test.

10:15 a.m. -- #44 Steve Kinser passed second phase.

10:23 a.m. -- #40 Miller passed third phase.

10:48 a.m. -- #44 Kinser passed third phase.

11:04 a.m. -- #40 Miller passed fourth phase.

11:08 a.m. -- #44 Kinser passed fourth phase.

12:27 p.m. -- #40 Miller passed the final observation phase of the driver's test with Johnny Rutherford, Paul Durant, Lyn St. James and Tyce Carlson serving as the observers. "I'm very comfortable and as happy as I've ever been in a race car in my life," Miller said. "Now we need to get out there and run for speed and hopefully qualify tomorrow."

12:28 p.m. -- #44 Kinser passed the final observation phase with the same observers. "We got all the rookie phases out of the way," Kinser said. "Now we want to get this thing smoothed out and get some speed. We'll try to get qualified and see what happens."

12:40 p.m. -- #16 Sam Schmidt passed the final observation phase with the same observers. "Yesterday, we did six laps with the veterans watching and had problems with the rotor," Schmidt said. "By the time I got back out, the track was closed. Today we went out and we were running 203, 204 and the car didn't feel real comfortable. We put wickers on both front and rear wings and the car ran like a dream. I'd be real happy if we got to 213-214 if the weather stays the same."

4:45 p.m. -- #52 Jeff Ward completed his 20-lap refresher test.

At 12:42 p.m., John Paul Jr. in the #18 Klipsch Tnemec Overhead Door Pyle V-Line Earl's entry did a complete spin in Turn 4 690 feet to hit the wall with the front, came back 60 feet to hit with the rear, then slid down the frontstretch 460 feet with a half-spin to a stop. The car sustained heavy front and left-side damage. Paul Jr., was awake and alert and was transported by ambulance to Methodist Hospital Trauma Center complaining of pain in both legs. At 3 p.m., it was announced that Paul Jr., was admitted in good condition with a broken lower right leg and a broken left heel.

At 3:49 p.m., Stephan Gregoire in the #77 Chastain Motorsports entry did a full spin 180 feet in the Turn 2 warm-up lane, barely touching the inside guard rail. The car sustained minor nose-cone damage. Gregoire was uninjured.

Friday, May 9 (cont.):

At 5:17 p.m., Scott Sharp in the #1 Conesco A.J. Foyt Racing entry did one complete spin covering 635 feet to hit the Turn 4 wall, slid 160 feet along the wall and came off the wall 2,690 feet to a stop near the end of the main straightaway. The car sustained extensive right-side damage. Sharp was transported by ambulance to Methodist Hospital. He was reported awake and had signs of a concussion, according to Dr. Henry Bock, Speedway medical director. The accident closed the track for the day.

Auto racing drivers and teams competing in the Indianapolis 500 and other races are making a major contribution to the safety of future production vehicles, General Motors' top motorsports engineer said today in the Trackside Conference Room. "Our automotive safety scientists are learning information about human survivability in high-speed impacts through the GM Motorsports Safety Technology Research Program that would not otherwise be available from any other source," said Herb Fishel, executive director, GM Motorsports. "Over the past five years, we have recorded significant racetrack impacts and conducted 160 impact sled tests utilizing data recorded in these racing accidents. We are discovering things that were not previously thought possible prior to the installation of impact recorders on racing cars, such as the ability of a properly protected driver to be able to sustain impacts of more than 100 Gs (force of gravity) without major injury."

The creation of the Scott Brayton Driver's Trophy was announced today in the Trackside Conference Room and will honor at the 1997 Indianapolis 500 any past or present entrant that best exemplifies the character and racing spirit of the late two-time "500" pole winner. The announcement was made by Andrew Evans, the chairman of the award's presenting sponsor, Royal Purple Motor Oil, Inc. It will be presented annually to an Indianapolis 500 entrant who extends the legacy of one of Indy's own, through sportsmanship, competitiveness and goodwill. The recipient will receive a \$25,000 cash award and a uniquely-crafted crystal trophy designed and produced by Tiffany's. The selection will be made by Evans, Speedway President Tony George and Lee Brayton, Scott's father.

LEE BRAYTON: "My wife (Jean) and I think that this is just a great tribute. I think that the trophy itself would be a great honor to receive and that the financial award is a great incentive for somebody to program their life after my son."

ANDREW EVANS: "Scott made an impression on everyone he met, from sponsors to team members to the average fan. The industry benefited from his enthusiasm and this award has been created to both honor his life and to remind our current drivers that sitting behind the wheel is but a small portion of their profession."

TONY GEORGE: "Scott...all the things he brought to this sport that we miss very much will live on in this recognition."

Pole Day Schedule:

7 a.m.	--	Gates open
8-8:30 a.m.	--	Group 1 practice (first half of qualifying order)
8:30-9 a.m.	--	Group 2 practice (second half of qualifying order)
9-10 a.m.	--	Open practice
11 a.m.-6 p.m.	--	Qualifications and/or practice

Friday, May 9 (cont.):

Pole Day Radio and Television Schedule (Indianapolis times):

- 10:15 a.m.-6:15 p.m. -- IMS Radio Network, hourly reports
- 10:30 - 11:30 a.m. -- IMS Radio Network, INDY AM
- 11:30 a.m. -- 12 p.m. -- WNDY, Channel 23, FanFest
- 12 - 2 p.m. -- ABC, Pole Day Qualifying
- 5:30 - 6 p.m. -- IMS Radio Network, INDY PM
- 6-7 p.m. -- WTHR, Channel 13, Eyewitness News/Speedquest
- 6:30 p.m. -- WISH, Channel 8, Sportslocker Extra: Qualification Wrap-up
- 6:30-7 p.m. -- WRTV, Channel 6, Trackside Six Qualification Summary
- 6:30-7:30 p.m. -- WNDY, Channel 23, Qualification Recap
- 7:30 p.m. -- WISH, Channel 8, Sportslocker Extra: Lazier in High Gear
- 11 p.m. -- WTHR, Channel 13, Eyewitness News Nightbeat

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 entrant points meets the minimum average speed requirement of 203 miles per hour, it cannot be bumped.
4. Cars must meet the minimum average speed requirement of 203 miles an hour to be eligible for the field.
5. The 24 cars eligible under the IRL qualifying provision for spots in the field if they meet the minimum speed are: #10 Jonathan Byrd-Cunningham Racing, #22 Team Scandia; #14 A.J. Foyt Enterprises; #12 Bradley Motorsports, #33 Team Scandia, #21 Pagan Racing, #1 A.J. Foyt Enterprises, #2 Team Menard, #27 Blueprint Racing, #40 Arizona Motorsports, #18 PDM Racing, #51 FirstPlus Team Cheever, #5 Treadway Racing, #30 McCormack Motorsports, #91 Hemelgarn Racing, #6 Treadway Racing, #3 Team Menard, #7 Team Scandia, #77 Chastain Motorsports, #17 Chitwood Motorsports, #4 Galles Racing International, #54 Beck Motorsports, #28 PDM Racing and #15 Tempero-Giuffre Racing. The #74 of Della Penna Motorsports is not entered.

Friday, May 9 (cont.):

QUALIFYING AWARDS

The PPG Pole Award of \$100,000 and a \$35,000 customized van from Chevrolet head the list of qualifying awards for the 1997 Indianapolis 500. The PPG Pole Award was started in 1989. Other awards include:

- GTE "Front Runner" Awards -- \$30,000
- True Value "Pole Winning Chief Mechanic" Award -- \$10,000
- Sure Start/Automotive Armature "On the Bubble" Award -- \$10,000
- Ameritech "Youngest Starting Driver" Award -- \$7,500
- Citadel Group "Overachiever" Award -- \$5,000
- Buckeye Machine/Race Spec "Final Measure" Award -- \$5,000
- Ferguson Steel "Most Consistent Rookie Qualifier" Award -- \$5,000
- Snap-On/Championship Association of Mechanics "Top Wrench" Award -- \$5,000
- Mi-Jack "Top Performer" Award -- \$5,000
- S R E Industries "My Bubble Burst" Award -- \$5,000
- T.P. Donovan "Top Starting Rookie" Award -- \$5,000
- Indianapolis Motor Speedway qualifying prizes -- \$120,000

31 cars were on the track today, running 1,195 laps. Cars on track today: #1T Sharp; #2 Stewart; #3 & #3T Buhl; #4T Brack; #5 Luyendyk; #6 Goodyear; #7 Salazar; #8 Sospiri; #10 & #10T M. Groff; #12 Calkins; #14 Hamilton; #16 Schmidt; #17 Giaffone; #18 Paul Jr.; #21T Guerrero; #22 Greco; #27 Guthrie; #30 R. Groff; #33 Velez; #34 Zampedri; #40 Miller; #42 Gordon; #44 Kinser; #50 Roe; #51 Cheever; #52 Ward; #77 Gregoire; #91 & #91T Lazier.

A total of 43 cars are now at the Speedway, 37 have passed technical inspection and none are in the process. 30 drivers have been on the track to date. There were nine yellows for two hours, 33 minutes. At 10:14 a.m., the temperature was 48 degrees and winds were out of the west at 24 miles per hour, gusting to 33 mph. At 6:12 p.m., the temperature was 51 degrees and winds were out of the northwest at 16 miles per hour, gusting to 26 mph.

TOP 10 DRIVERS OF THE DAY

1	5	Arie Luyendyk	Treadway Racing WavePhore Miller Lite	218.325
2	2	Tony Stewart	Glidden/Menards/Special	217.355
3	3	Robbie Buhl	Quaker State Special	216.899
4	14	Davey Hamilton	A.J. Foyt Power Team Racing	215.853
5	33	Fermin Velez	Old Navy Scandia Royal Purple Aitz Xcel	215.760
6	42	Robby Gordon	Coors Light	215.326
7	17	Affonso Giaffone	General Motors of Brazil Chitwood Dallara	215.162
8	7	Eliseo Salazar	Copec/Cristal/Scandia	214.690
9	1T	Scott Sharp	Conseco A.J. Foyt Racing	214.148
10	8	Vincenzo Sospiri	Scandia Royal Purple Alta Xcel	213.498

DAY 8 -- SATURDAY, MAY 10 POLE DAY

Billy Boat passed the driver physical Friday, bringing the total to 46, according to Dr. Henry Bock.

The start of practice was delayed until track temperatures warmed. At 8:29 a.m., the temperature was 46 degrees with winds from the west at 16 miles per hour, gusting to 22 mph. Track temperature from Goodyear tire engineers at 8:34 a.m. was 60 degrees. Track temperature from Firestone tire engineers at 8:50 a.m. was 63 degrees. The track opened at 8:45 under a running yellow. The track went green at 8:54 a.m. At 9:30 a.m., the temperature was 56 degrees and track temperature was 71, according to Firestone tire engineers.

9 a.m. update: John Paul Jr. remains in Methodist Hospital in good condition, will be re-evaluated this afternoon and his release time will be based on the re-evaluation. Scott Sharp remains at Methodist Hospital in good condition and will undergo a routine repeat CT Scan this morning. Lew Parks, a crewman for the A.J. Foyt team, was treated and released Friday from Methodist Hospital for a bruised chest suffered in a fall while going to Sharp's aid.

Practice:

9:19 a.m. -- #52 Jeff Ward turned a lap at 214.756 miles per hour, fastest of the day.

9:36 a.m. -- #5 Arie Luyendyk turned a lap at 215.921, fastest of the day.

10:00 a.m. -- Temperature was 57 degrees, track temperature was 77 degrees, according to Firestone tire engineers.

10:03 a.m. -- #2 Tony Stewart turned a lap at 217.644, fastest of the day.

10:04 a.m. -- #3 Robbie Buhl turned a lap at 216.768, second fastest of the day.

PRESS CONFERENCE WITH TEAM OWNER RON HEMELGARN: "We ran as hard and fast as we could with the Nissan. It was a hard decision. When Buddy is the defending champion there is a sponsor level that you have to meet. They want the very best. It is very mixed decision but it is not a wrong decision. We need to have Buddy get a good run, which will probably come this afternoon. Lyn will still be running the Nissan and she is the fastest out there right now. I promised Nissan that I would be running two cars at Indy. Lyn will be the one and I am placing Johnny Unser in the other. Johnny drove for me in an ARS car. Unser is a name that Indy is used to and appropriate to run him here. Understand that this is the one for Buddy, and he will run it if necessary. It wasn't easy; sometimes you have to do what you have to do. Both companies understand and they are appreciative of what we're trying to do. It shows strength in this league. They both share information just like the chassis companies and the tire companies. We have to thank Stan Wattles for the Aurora engine. Stan is a new team but he won't be starting up until a little later. I paid the remaining balance on the engines and yesterday was the day I decided to run the Aurora. I want to thank everyone involved."

At 11:00 a.m., the temperature was 60 degrees and track temperature was 91, according to Firestone tire engineers.

Saturday, May 10 (cont.):

11:00 a.m. #10 MIKE GROFF/Pasadena, CA
Jonathan Byrd's Cafeteria/VisionAire/Bryant - G / I / F

QA - 1 1 -- 43.255 -- 208.068 Q - 1
2 -- 43.120 -- 208.720 Locked In
3 -- 43.182 -- 208.420
4 -- 43.074 -- 208.943
T 2:52.631 -- 208.537

In 1977, Tom Sneva recorded the first 200 mph qualification lap (200.401) in IMS history. Groff's 4th lap speed of 208.943 represents the 2,500th 200 mph qualification lap at Indianapolis.

11:06 a.m. #52 JEFF WARD/San Juan Capistrano, CA
FirstPlus Team Cheever - G / A / G

QA - 2 1 -- 41.738 -- 215.631 Q - 2
2 -- 41.897 -- 214.813
3 -- 42.060 -- 213.980
4 -- 42.124 -- 213.655
T 2:47.819 -- 214.517

11:13 a.m. #40 DR. JACK MILLER/Carmel, IN
AMS/Crest Racing - D / I / F

QA - 3 1 -- 43.109 -- 208.773 Q - 3
2 -- 43.000 -- 209.302 Locked In
3 -- 42.974 -- 209.429
4 -- 42.960 -- 209.497
T 2:52.043 -- 209.250

11:19 a.m. #17 AFFONSO GIAFFONE/Sao Paulo, Brazil
General Motors of Brazil Chitwood Dallara - D / A / G

QA - 4 1 -- 41.696 -- 215.848 Q - 4
2 -- 42.300 -- 212.766 Locked In
3 -- 42.514 -- 211.695
4 -- 42.525 -- 211.640
T 2:49.035 -- 212.974

11:29 a.m. #3 ROBBIE BUHL/Miami, FL
Quaker State/Special - G / A / F

QA - 5 1 -- 41.768 -- 215.476 UA - 1
2 -- 41.864 -- 214.982
3 -- 41.948 -- 214.551
4 -- waved off

This is the first 3-lap wave off since 1995 when Davey Hamilton waved off after completing 3 laps of a qualifying run at 5:44 p.m. on the fourth day of qualifying that year.

Saturday, May 10 (cont.):

11:51 a.m.	#7	ELISEO SALAZAR/Santiago, Chile Copec/Cristal/Scandia - D / A / G	
	QA - 6	1 -- 41.972 -- 214.429 2 -- 43.023 -- 209.190 3 -- waved off, hit bird in 3 rd turn	UA - 1
12:00 p.m.	#90	LYN ST. JAMES/Daytona Beach, FL Lifetime-TV-Cinergy - D / I / F	
	QA - 7	1 -- 42.858 -- 209.996 2 -- 42.877 -- 209.903 3 -- 42.804 -- 210.261 <u>4 -- 42.771 -- 210.423</u> T 2:51.310 -- 210.145	Q - 5
12:06 p.m.	#21	ROBERTO GUERRERO/San Juan Capistrano, CA Pennzoil-Pagan Racing Dallara Infiniti - D / I / G	
	QA - 8	1 -- waved off	UA - 1
12:13 p.m.	#30	ROBBIE GROFF/Atlanta, GA Alfa-Laval/Team Losi/McCormack Motorsports - G / A / G	
	QA - 9	1 -- 43.226 -- 208.208 2 -- brushed wall in south short chute, waved off, pulled in	UA - 1

Records and facts on normally-aspirated engines at the Speedway:

--The 1997 Indianapolis 500 pole winner will be the first powered by a normally-aspirated engine since Mario Andretti took the pole at an average speed of 168.982 miles per hour with a Ford V8 in 1967.

--The last driver to win the Indianapolis 500 with a normally aspirated engine is A.J. Foyt with a Ford V8 in 1967.

--When Mike Groff qualified at 208.537 miles per hour as the first qualifier today, he broke the existing record for normally-aspirated engines of 204.224 miles per hour set by Steve Chassey in 1985. Chassey was bumped from the field.

--The last driver prior to this morning to complete a four-lap qualification run with a normally-aspirated engine was Sammy Swindell, who qualified a March/Pontiac at 201.840 miles per hour in 1987. Swindell was first alternate.

--The last driver prior to this morning to make a "500" field with a normally-aspirated engine was Kevin Cogan, who qualified at 203.622 miles per hour with Pontiac power in 1984, started 27th and finished 20th.

Temperatures according to Firestone engineers (degrees Fahrenheit): 11:30 a.m. ambient - 57, track 95; 12:00 p.m. ambient - 65, track - 98; 12:30 p.m. ambient - 65, track - 103; 2:30 p.m. ambient - 74, track - 112; 3:00 p.m. ambient - 70, track - 110.

Saturday, May 10 (cont.):

3:21 p.m.	#5	ARIE LUYENDYK/Scottsdale, AZ Wavephore/Sprint PCS/Miller Lite - G / A / F
QA - 10		1 -- 41.160 -- 218.659 Q - 6 2 -- 41.264 -- 218.108 Locked In 3 -- 41.250 -- 218.182 <u>4 -- 41.265 -- 218.103</u> T 2:44.939 -- 218.263
3:41 p.m.	#4	KENNY BRACK/Karlstad, Sweden Monsoon Galles Racing - G / A / G
QA - 11		1 -- 42.552 -- 211.506 Q - 7 2 -- 42.375 -- 212.389 Locked In 3 -- 42.456 -- 211.984 <u>4 -- 43.055 -- 209.035</u> T 2:50.438 -- 211.221
3:53 p.m.	#27	JIM GUTHRIE/Albuquerque, NM Jacuzzi/Blueprint Racing Dallara - D / A / F
QA - 12		1 -- 41.984 -- 214.367 Q - 8 2 -- 41.772 -- 215.455 Locked In 3 -- 41.829 -- 215.162 <u>4 -- 41.696 -- 215.848</u> T 2:47.281 -- 215.207
3:58 p.m.	#14	DAVEY HAMILTON/Boise, ID A.J. Foyt Power Team Racing - G / A / G
QA - 13		1 -- 41.620 -- 216.242 Q - 9 2 -- 41.818 -- 215.218 Locked In 3 -- 42.257 -- 212.982 <u>4 -- 42.150 -- 213.523</u> T 2:47.845 -- 214.484
4:06 p.m.	#33	FERMIN VELEZ/Barcelona, Spain Old Navy Scandia Royal Purple Alta Xcel - D / A / G
QA - 14		1 -- 42.710 -- 210.723 UA - 1 2 -- engine trouble, waved off, pulled in
4:15 p.m.	#6	SCOTT GOODYEAR/Toronto, Ontario, Canada Nortel/Sprint PCS/Quebecor Printing - G / A / F
QA - 15		1 -- 41.821 -- 215.203 Q - 10 2 -- 41.455 -- 217.103 Locked In 3 -- 41.638 -- 216.149 <u>4 -- 41.899 -- 214.802</u> T 2:46.813 -- 215.811

Saturday, May 10 (cont.):

4:23 p.m.	#8	VINCENZO SOSPIRI/Monte Carlo, Monaco Scandia Royal Purple Alta Xcel - D / A / G	
	QA - 16	1 -- 41.525 -- 216.737 2 -- 41.464 -- 217.056 3 -- 41.540 -- 216.659 <u>4 -- 41.506 -- 216.836</u> T 2:46.035 -- 216.822	Q - 11
4:28 p.m.	#2	TONY STEWART/Indianapolis, IN Glidden/Menards/Special - G / A / F	
	QA - 17	1 -- 41.287 -- 217.986 2 -- 41.318 -- 217.823 3 -- 41.263 -- 218.113 <u>4 -- 41.254 -- 218.161</u> T 2:45.122 -- 218.021	Q - 12 Locked In
4:41 p.m.	#34	ALESSANDRO ZAMPEDRI/Monte Carlo, Monaco Mi-Jack Scandia Royal Purple - D / A / G	
	QA - 18	1 -- 43.529 -- 206.759 2 -- 44.127 -- 203.957 3 -- waved off	UA - 1
4:45 p.m.	#7	ELISEO SALAZAR/Santiago, Chile Copec/Cristal/Scandia - D / A / G	
	QA - 19	1 -- 41.904 -- 214.777 2 -- 41.912 -- 214.736 3 -- 42.013 -- 214.219 <u>4 -- 42.144 -- 213.554</u> T 2:47.973 -- 214.320	Q - 13 Locked In
4:49 p.m.	#3	ROBBIE BUHL/Miami, FL Quaker State/Special - G / A / F	
	QA - 20	1 -- 41.459 -- 217.082 2 -- pulled in	UA - 2
5:00 p.m.	#12	BUZZ CALKINS/Denver, CO Bradley Food Marts - G / A / G	
	QA - 21	1 -- 42.929 -- 209.648 2 -- 42.936 -- 209.614 3 -- 43.188 -- 208.391 4 -- waved off	UA - 1

Saturday, May 10 (cont.):

5:06 p.m. #77 STEPHAN GREGOIRE/Vittel, France
Chastain Motorsports - G / A / G

QA - 22 1 -- 41.963 -- 214.475 Q - 14
2 -- 42.146 -- 213.543 Locked In
3 -- 42.330 -- 212.615
4 -- 42.475 -- 211.889
T 2:48.914 -- 213.126

5:12 p.m. #51 EDDIE CHEEVER JR./Tampa, FL
FirstPlus Team Cheever - G / A / G

QA - 23 1 -- 41.966 -- 214.459 Q - 15
2 -- 41.896 -- 214.818 Locked In
3 -- 42.102 -- 213.767
4 -- 42.203 -- 213.255
T 2:48.167 -- 214.073

#91 Buddy Lazier took warm up laps but did not take the green.

#16 Sam Schmidt spun in warm-up lane in south short chute and did not take the green. (Half spin, 180 feet, hit inside wall with left side nose. Then continued 100 feet along the wall.)

5:30 p.m. #42 ROBBY GORDON/Cornelius, NC
Coors Light - G / A / G

QA - 24 1 -- 42.140 -- 213.574 Q - 16
2 -- 42.210 -- 213.220
3 -- 42.211 -- 213.215
4 -- 42.286 -- 212.836
T 2:48.847 -- 213.211

5:35 p.m. #34 ALESSANDRO ZAMPEDRI/Monte Carlo, Monaco
Mi-Jack Scandia Royal Purple - D / A / G

QA - 25 1 -- 42.592 -- 211.307 Q - 17
2 -- 42.979 -- 209.405
3 -- 43.106 -- 208.788
4 -- 43.494 -- 206.925
T 2:52.171 -- 209.094

5:45 p.m. #12 BUZZ CALKINS/Denver, CO
Bradley Food Marts - G / A / G

QA - 26 1 -- 42.890 -- 209.839 Q - 18
2 -- 42.918 -- 209.702 Locked In
3 -- 43.012 -- 209.244
4 -- 42.965 -- 209.473
T 2:51.785 -- 209.564

Saturday, May 10 (cont.):

5:50 p.m. #3 ROBBIE BUHL/Miami, FL
Quaker State/Special - G / A / F

QA - 27	1 -- 41.745 -- 215.595	Q - 19
	2 -- 41.633 -- 216.175	Locked In
	3 -- 41.616 -- 216.263	
	<u>4 -- 41.594 -- 216.377</u>	
	T 2:46.588 -- 216.102	

5:00 a.m. #91T BUDDY LAZIER/Vail, CO
Delta Faucet-Montana-Hemelgarn Racing - D / I / F

QA - 28	1 -- 41.792 -- 215.352	Q - 20
	2 -- 41.894 -- 214.828	
	3 -- 41.955 -- 214.516	
	<u>4 -- 42.359 -- 212.470</u>	
	T 2:48.000 -- 214.286	

#21T Roberto Guerrero took warm up laps and pulled into the pits.

6:00 p.m. #21T ROBERTO GUERRERO/San Juan Capistrano, CA
Pennzoil-Pagan Racing Dallara Infiniti - D / I / G

QA - 29	1 -- 43.175 -- 208.454	Q - 21
	2 -- 43.211 -- 208.280	Locked In
	3 -- 43.383 -- 207.455	
	<u>4 -- 43.833 -- 205.325</u>	
	T 2:53.602 -- 207.371	

--History has repeated itself from qualifying in 1948-49. In 1948, Duke Nalon was fastest qualifier and Rex Mays started from the pole. In 1949, Nalon started from the pole and defending polesitter Mays started in second position. In 1996, Arie Luyendyk was fastest qualifier and Tony Stewart started from the pole. In 1997, Luyendyk starts from the pole and defending polesitter Stewart starts in second position.

--The years 1948-49 and 1996-97 are the only pairs in Speedway history in which the fastest qualifier of a "500" who did NOT start on the pole the first year and returned to take the pole the following year.

--Scott Brayton was the original pole position qualifier in 1996 with a four-lap average of 233.718. Arie Luyendyk's 1997 pole speed is 15.455 miles an hour slower at 218.263. This is the biggest one-year drop in pole position speeds in Indianapolis 500 history. The previous record for biggest one-year drop also involved Luyendyk when he qualified on the pole in 1993 with a speed of 223.967, which was 8.515 miles an hour slower than Roberto Guerrero's 1992 pole speed of 232.482.

--Arie Luyendyk is the fastest qualifier in the 21-car provisional field at 218.263 and Roberto Guerrero is the slowest at 207.371. Luyendyk and Guerrero have each started in 12 previous Indianapolis 500s, making them, at the moment, the most experienced drivers in the field.

Track temperatures from Goodyear tire engineers: 5 p.m. 95; 5:30 p.m. 85.

A total of 43 cars are now at the Speedway, 38 have passed technical inspection and 0 are in the process. 30 drivers have been on the track to date. There were 18 yellows for 1 hour, 48 minutes.

POST QUALIFYING QUOTES – SATURDAY, MAY 10

MIKE GROFF (#10 Jonathan Byrd's Cafeteria/VisionAire/Bryant Heating & Cooling): "We'll work next week on a better engine package and see what we can do. The engine is reliable and that's a good sign for the race. We certainly didn't run the speed we wanted to. The full fuel tank hurt us a bit in the beginning. Next week's another week. We were concerned with conditions today, with what happened yesterday with cold tires. We had a little trouble with the car bottoming out, but we ran for all it's worth. We're going to get to know this car a little bit better next week and that will help us on race day. We ran comparable to what we ran in practice and we were qualifying with an engine that had 400 miles on it. To us, that is a good sign for engine reliability. The biggest thing on race day is reliability, no matter what powerplant you're running."

CAR OWNER JONATHAN BYRD: "The rear wing, which had passed tech before, didn't today. Basically we just had to shave off some paint and it was fine. Mike is the consummate professional and the best driver out there today." (On the racing schedule): "The Texas race is very important too. We believe in the IRL and all it stands for. After the checkered flag drops on the 25th, the most important race will be Texas."

JEFF WARD (#52 FirstPlus Team Cheever): "It feels great. I was here in '95 and was close. It was very emotional. (Danny) Sullivan came over and gave me a hug." (About qualifying today): "It still hasn't sunk in." (About the incident earlier in the week): "No problem. That's not the first time I hit the wall. That didn't have anything to do with crew error or my error. We blew an oil line. No matter what speed, I would have hit the wall anyway." (About help from Eddie Cheever): "I met with Eddie first at Phoenix. I knew that they had ideas to run a second team for Indy. I knew a couple guys on the team and I knew I wanted to be with a top team. I didn't want to be at Indy and not have a chance to win the race. Eddie's great every day. He sits me down and talks with me. I want to go fast and he tells me to take it one turn at a time. For the first time (today) he (Eddie) said he told somebody 'Good luck' and really wanted him to do good."

DR. JACK MILLER (#40 AMS/Crest Racing): "Oh, man it's the quickest I've gone. We did the quickest laps of the month during these qualification laps. I would like to say I want to go to Disney World, but I'm going to go promote Crest toothpaste. How'd you like that sponsor plug? The engine just ran awesome. I can probably go quicker than that. On my third lap I turned a little too soon and had to let up on the throttle but I still ran 209. I was born and raised here in Indianapolis and I have come to the Indy 500 since I was five. I took pictures for the Associated Press for 5 years in turns 1 and 2 so I could learn the line there." (Engine problems earlier this week?): "There were quite a few little problems. Each team was having different problems but all of the teams were helping each other. The main problem has been the oiling problems with the oil pump." (What was your first attempt like?): "I was a little nervous yesterday but we decided to just get in the field and then work on speed later. This is the most fun I've ever had." (What does Crest get out of their sponsorship?): "Their main goal is to educate children. We've seen over 400 schools this year."

AFFONSO GIAFFONE (#17 General Motors of Brazil Chitwood Dallara): "I'm really happy being here for the first time. It's like a dream come true. I've been watching Indy on TV since I was a little boy, and I've got to say TV doesn't do it justice. I can't believe the size of the place. It's ten times more awesome than you'd believe. . . .

Quotes – Saturday, May 10 (cont.):

It's much better live here." (What was it like today with fans in the stands?): "The track definitely gets narrow. . . . We didn't do any testing, so I was introduced to the track on Tuesday, and went through ROP. We did 215.8 on the first lap but without testing the car started to push, and there was nothing to do but lift. The starting position doesn't really matter because it's a long, long race. Next week we'll do some long runs. Now that we've qualified, we're just looking for consistency. We'll cool down, you don't want to rush here." (Did the cool weather have any effect?): "In cool weather like this you have to trust your tires because don't get feedback right away. . . . It got better as it went along. My main concern going out in the cool weather was to get the tires up to temperature. . . . There will be a lot more Brazilian drivers in IRL. It has opened the doors. They'll come over to race."

ROBBIE GROFF (#30 Alfa-Laval/Team Losi/McCormack Motorsports): (Brushed the wall in the south short chute and drove the car back to the pits on second qualifying lap) (Was it tires, wind, over-enthusiasm?): "Probably a combination of all of them. The car is fine, just a lower wishbone. I'm lucky, though. I've seen others (incidents) a lot like it with much worse consequences. We'll be all right to go out again."

LYN ST. JAMES (#90 Lifetime-TV-Cinergy): (About the run): "It was not as quick as I thought it was going to be. It was solid. I picked up a big push in (Turn) 2. I was a little busier than I've been in past years. I had to adjust the bars -- I just wish I had figured that out sooner. The track has changed considerably (since the repaving). Three and Four have gotten better and One and Two have gotten worse." (Did you think about waving off?): "I thought about it. But, this is a real weird game . . . I don't know how to play those strategy games. I'm not the owner . . . I looked for the yellow -- I did -- if we were going as bad as I thought we might be, it occurred to me (that the run would be waved). I don't even know what my four-lap average was." (When told she was in third place at the time of the news conference): "You're kidding? Well, let's call it a day!" (About coming back after the wrist injury): "The personal joy I feel inside is at a high level. But the competitiveness takes away the personal joy . . . I knew we could have gone faster, and that will eat at me for a long time." (About being competitive): "God didn't teach me to walk on water like Scott Pruett and he didn't give me the wherewithal of Tony Stewart, but he did teach me to paddle real hard."

RON HEMELGARN (owner, #90 Lifetime-TV-Cinergy): (Did you think about waving off St. James' run?): "Our warm-up lap was really our fastest. The 209 worried me. I knew if she was having handling trouble, it was in Two, because that's where everybody was having trouble. If she would have come through with a 203, the flag would have come out . . . The first race is getting in the race . . . and we did . . . Our goal was getting in the top three rows." (What are your plans to get Buddy Lazier qualified): "The crew's got to take a break. Hopefully, they'll get a day off tomorrow. We're going to try to get Buddy qualified and then Johnny Unser will qualify the third car." (About how he and St. James got the team together): "I've always admired Lyn, coming into a male-dominated field and persevering, I knew she was determined to do this. She called and asked if I was interested and I said 'sure.'" There were no funds, so we helped with that. But it's been really pleasant. No fuss. No problems. No throwing wrenches. No cussing. It's been perfect. . . I was talking to Lee Kunzman the other day, and I said, 'Hey, she's really talented!'"

KENNY BRACK (#4 Monsoon Galles Racing): "I think the run was good the first 3 laps but then got some oversteer and had to slow down." (Is the car comfortable?):

"It could be better but for the time we've had I'm pretty comfortable. (By qualifying) The first stage is completed. It's great for me and the Galles team so we're happy." (Size and pressure of Indy?) "The size of the place is enormous. I've been to quite a few tracks around the world but this is different." (As far as pressure): "I just try to repeat what I've done in testing and not make any changes. My car seems to work well when it's hot. On Wednesday, I think it ran good, then (as the temperature dropped) it got nervous and we've been trying to get back to where we were on Wednesday." (Did you have enough practice?): "I think you can always go faster, and you always want more practice. We did enough. Now we can tune the car." (Longest race you've run before?): "An hour, an hour and a half in Formula 3000."

VINCENZO SOSPIRI (#8 Scandia Royal Purple Alta Xcel): "Basically the car was fine. The way Dick Simon set it up it was easy for anyone to run it. I'm very happy for my team and now we'll be working on the race setup." (On Dick Simon, engineer): "Andy made the deal, but Dick is the key to making the deal work." (Have you talked to friend Jacques Villeneuve?): "Jacques Villeneuve and I talked and he said yes to do IRL and Indy 500 because it is best in the world. Jacques told me to go to United States and run in America and in Indy 500." (Month of May): "Actually, if it was any other IRL race where you come in Friday, Saturday, and Sunday, it would be difficult for me. I think being here longer it is better for me. I have basic one week testing before I qualified. To pick Indy 500 for first race, I think it was good for me. (How is race car?): "Feeling is like bullet in the gun. You go so close to the wall and you go so fast you are like a bullet". (Future plans?): "Right now I will race Indy 500 and finish (the season) with IRL and Team Scandia."

JIM GUTHRIE (#27 Jacuzzi/Blueprint Racing Dallara): (Car problems yesterday): "In turn 4 yesterday the motor just quit. The timing chain had broke and intake valves. The guys flew up to the shop in Chicago to work on the motor. This morning my crew showed up at 3:30 a.m. to put it together and then today USAC noticed we had some fluid leaking. We fixed that and decided to go ahead and put it in the show." (Life changes since the win at Phoenix): "The sponsor is the best thing that has happened. US Industries has come aboard. We got 2 new engines, some matching shirts, a new trailer, and a new suit so we're looking good." (Indy and CART) "This is the greatest race in the world so why not have the greatest drivers in the world? I'd like to have my buddy Al Jr. here and beat him." (The qualifying run): "The car picks up a good push in turn 1. Everyone seems to be having trouble in turn 1, and I have yet to go flat out in turn 1. I almost did on one lap, and almost brushed the wall."

SCOTT GOODYEAR (#6 Nortel/Sprint PCS/Quebecor Printing): (The car during qualifying): "The race car was pushing, all over the place. The car got a big push in turn 2 on the last lap. We're not really sure what was wrong on the fourth lap. On the third lap coming out of turn 4 it started pushing and my helmet started slopping around. The key thing now is to get the car working for the race. We're disappointed with the last lap and concerned about the engine, it's got 450 miles on it. . . . As the day went on the motor got soft. I was quite concerned. We had an engine earlier this week we thought would be our race engine. It turned out to be an engine from another planet. But with 450 miles on it, today this motor felt rougher every lap. We can't use it more. We're pleased we're here and in the field. It's nice to get fast today. We've been faster today than all week. I'm pretty happy to get through the day without motor problems. I thought we'd be quite good but it was quite slow. We borrowed information from Arie's setup yesterday. We probably should have done that on Tuesday. Early in the week I called it "Deja vu 1992". Every time we went out

something happened -- electrical, weird things . We couldn't get quality time until yesterday."

ELISEO SALAZAR (#7 Copec/Cristal/Scandia): "I live here and I know what this place means. I'm very happy to be here. (Today) This package is obviously new and we will make improvements. In three or four years from now they will be back up to 230 again and they will need to slow up the cars again." (How many engines available?): "We have one engine per car. It was not very strong today, but it is reliable. We're going to run with that engine until it is rebuilt in time for Carb Day. We ran 300 miles in total, nowhere near enough to be on the front row. We are really banking on the engine being reliable to go the last 100 miles."

DAVEY HAMILTON (#14 A.J. Foyt Power Team Racing): "It's unfortunate we couldn't keep the 216s going but we'll be back for the race. We're happy we're in the race. In the third lap we picked up a little push, came a little close to the wall. It caught me off guard. We're hoping to stay consistent. The track felt great. Our whole program is great right now and we're real excited. I like this year's cars better than last year's cars. You've really got to drive them." (Scott Sharp at track today?): "Scotty's a great friend and a great teammate and he's here to cheer me on. He'll be back out here next week I guarantee it. I drive the Power Team car, Scott drives the Conseco car, but we're under one roof. It was a tough week for Scott -- he crashed two cars -- but I think we're both going to win some races."

TONY STEWART (#2 Glidden/Menards/Special): (Close to pole): "I felt like someone kicked my dog. Team Menard puts a lot of emphasis on the pole. To go out and run the lap like we did in practice, I was pretty excited. Close doesn't count except for horseshoes, hand grenades, and all nuclear weapons." (Why qualified when you did): "We figured we were going to go out at this time. We had one more change we wanted to try before qualifications but we ran out of time when everyone dashed for the qualifying line. If you would have given two more days (of practice) I guarantee we would have been on the pole. It's just part of playing the game." (What are you doing next?): "I'm Speedwayed out. I'm going to go out to IRP and run a midget. We'll probably take tomorrow off. I'm sure we're going to have a great race package. The crew is just unbelievable." (Difficulty with push in turn 1?): "I didn't lift in turn 1. Earlier (in the month) that was the problem. You were running with the wind, which caused problems. In turn 3 you have so much of a headwind, it's not a problem." (Qualifying run): "Pretty uneventful really. The car actually stuck too good to the track and was not free enough. That actually cost us the pole by sticking too good." (These cars to cars last year): "The driver is more a part of it. It's not from a lack of downforce. You really have to work hard to get a great lap. (Are these cars more fun?): "I have fun in anything I drive. . . . It's just like running on a highway, but it's multiplied." (Qualifying conditions): "We ran both in the cool and in the warm. We just needed to get dialed in. You could have put a foot and a half of dirt on it (the track) and I would have run on it."

ROBERTO GUERRERO (#21 Pennzoil-Pagan Racing Dallara Infiniti): (Will your time hold?): "It's kind of tough, first of all, to say. I don't know how many cars will have to qualify. It seems the second week around this place lots of race cars appear. We have another car ready if it's needed and hopefully we'll have more engines." (On engines): "Unfortunately for the IRL any new race engine takes 2 to 3 years to develop. If you remember, Honda didn't make the show their first year here. The difference is, with other series, 2 to 3 other engine companies were strong, so

nobody notices. Every single one of these engines is brand new and creates problem."

BUDDY LAZIER (#91 Delta Faucet-Montana-Hemelgarn Racing): "My guys have been working really hard. Thank God they're as good as they are. I think we'd have had a little bit better time but I had too much push. We had to cram a month's worth in one day. The car is capable of 215's. There were things we had to guess on. Next week, we'll finally have some time with the car. Most importantly to get the setup on the car that we wanted. I've got the right race car and the right crew. We can win this thing. We went out after a massive change and we didn't have a chance to test that change. I came in and we made some adjustments. God, I wish I could have had just 4 more laps. We'd have been in one of the first 4 rows. If we don't win the race, hopefully we'll make it tough on the one who does." (Since last year's victory): "With breaking my back 9 weeks before the 500, there was huge suffering. I have been in so much pain and I rushed the recovery so much, I was unable to really take advantage of winning the 500. Ninety percent of my time was in recovery. I'm still in some pain but it has never affected me in the car. I wouldn't ever want to do it (break my back) again, but maybe it has helped me. I have a whole new approach to things."

ALESSANDRO ZAMPEDRI (#34 Mi-Jack Scandia Royal Purple): (Being back): "It certainly feels great. A very tough year for me. I had to go through nine surgeries with lots of relapses. It really feels good to be back and running. Rehab eight hours a day until December. December until now six hours a day." (Doubt during rehab?): "I had no doubt. It's something I've been doing all my life. Racing go-karts since I was nine years old. Why not go back? It's like someone at their job and they just don't want to go back to doing their job. I never had second thoughts." (New chassis): "Unfortunately I didn't have many chances to test new car. I got to test in April. Unfortunately we lost 2 engines. We ran here this week and we had some troubles and then my gearbox got stuck this morning. They fixed it during practice this morning." (Without driving the car after adjustments): "I never tried qualifying round here and went out blind and that's pretty difficult to do at this place."

STEPHAN GREGOIRE (#77 Chastain Motorsports): "Today was not too bad. This morning we had a big problem with handling. At the end of the day yesterday we made changes in spring settings. We went the wrong way, it had a big push, especially in turns 1 and 2 because of the wind. The car was a little bit tweaky. I didn't know what to expect so it was pretty good for us. . . . It's difficult to find a good setup. Right now I'm in the fourth row. I wanted to be in the first three rows." (On finishing 76th in the mini-marathon early this week compared to driving): "Much slower. I'm from a town in France where everybody runs. Being in shape is a big advantage to keep your concentration, so you won't make a big mistake." (Impression of new cars/engines): "So far I'm quite impressed, especially with the new gearboxes which were supposed to be very heavy. . . . Whether you're with a big team or a little team you don't need a lot of money to be competitive. It takes \$1.5 million to do the whole series and do Indy and do a good package for your sponsor." (Oval experience) "My first time on an oval was 1993. Ovals, especially superspeedways, are high speed. Of course drivers like that."

BUZZ CALKINS (#12 Bradley Food Marts): "We had some engine problems, a cracked head this morning and ended up swapping engines. We had no horsepower and didn't get any practice. But we got in the field. This is anyone's race. We've got

Quotes – Saturday, May 10 (cont.):

to put this (qualifying) behind us and concentrate on the race. It's going to be an exciting race. Reliability is key. We've had pretty good luck with engines until today, so I think we'll be all right in the future."

ROBBY GORDON (#42 Coors Light): (About the run): "I'm surprised we ran for six laps- that's the most we ran since we've been here. It's frustrating. The car handled pretty decent. We've got a lot of work to do – there are gonna be a lot of late nights. We've got two weeks to get it all sorted out...I think I've run 95 laps or something before qualifying, and 60 of those were under 150, warming up." (About Arie getting the pole): "Arie's guys did a great job – I've got to hand it to him, to pull it out of the box and get it on the pole, with no testing here."

ROBBIE BUHL (#3 Quaker State/Special): "I hope we made it as exciting for the fans as we made it for the crew and myself. I got to give a lot of thanks to Team Menard and Quaker State." (About the first qualifying attempt): "Actually I was waiting for them to pull me. I was waiting for a wave-off. We knew there was more in the car." (About the second attempt): "We were probably going the fastest we've gone all week in Turn 1 of Lap 2, with the tailwind and the time of day. In Turn 1, I tried to push the wall. We came in and made some adjustments. In the third run, we just had to get it in." (About the third attempt): "Not actually the way you want to do things, qualifying on your third attempt. The final run was a run to get the car in the show. I was very confident because there's a great amount of depth in terms of confidence, organization and in planning." (Are you disappointed to not be in the front row?): "Obviously, we wanted to be in the front row, but we're not disappointed." (About switching tires and then switching back to Firestone): "I don't think it affected our performance at all. The 2500 miles we did in testing was our baseline."

EDDIE CHEEVER JR. (#51 FirstPlus Team Cheever): (About being an owner/driver): "I'm 39 years old and I've been in an argument with myself all 39 years." (About the track): "This track is almost a live organism. It changes all the time. While the conditions were changing, I was sliding around in the front. We've had a very difficult week. Yesterday was our first day out. The last two laps of qualifying, I was sliding all the way around the track." (About the team): "We have two cars in the top 10 (at the time). Unfortunately we didn't run in the beginning of the week and that hurt us. I made a bad decision. I loosened up my car a lot. I also had a problem with my gearbox. I couldn't get it out." (About Jeff Ward): "He's done a wonderful job. He's a professional. It's going to be hard to take the Rookie of the Year award away from him. We were really impressed with Jeff in Orlando. In this race, his car was loose but he did not spin and he did not complain. He's a racer." (About the engines lasting): "I believe a lot of engines will finish. Come Memorial Day, the average will not be over 208. If you average 208, you'll lap the field." (About the rest of the month): "I think Jeff and I will be doing a lot of running together. The hardest part of the month begins Monday. This was the easiest part." (About passing): "You line them up and it takes awhile to get by them. Last year, you lined them up and ran by them."

ARIE LUYENDYK / quotes from right after the qualifying run (#5 Wavephore/Sprint PCS/Miller Lite): (about the run): "The wind moved around quite a bit between One and Two. The call was up to me, coming out of Turn Four, whether we wanted to keep the run and I had my mind made up that if it was over 218, we'd take it." (About the chances of keeping the pole): "I'm not the world's biggest

Quotes – Saturday, May 10 (cont.):

optimist, because the Menard guys have run quick. You can only run so many laps around this place before you get it right and I think we're pretty close... I think there's still some drama to come out there, and I'll be one of those players." (About hitting the wall on the qualifying run): "I was real close coming off Four... I had a real push ... It was a close call." (About the question of engine endurance for the race): "Even if we do have some problems with the engine in the race, we'll have some satisfaction with getting the pole, if we hold it. My engine manufacturer has done a great job. We haven't had any problems so far." (Is it better to post a mark, such as the pole speed, or chase it?): "I think it's better to chase the mark, but I didn't want to sit around and wait all day for somebody else to make their mind up." (About the difference between last year's cars and this year's cars): "These cars, with not as much downforce, don't feel so planted in the turns. This new car is hard to set up and get handling well... I don't feel like they're that much slower, because it's harder to get them to work in the corners – it's actually a little more uncomfortable than last year's. Speed is relative to what kind of machine you have." (About going out to qualify when it was warmer): "We've found, this week, that when you go out when it's warmer, you run quicker, so that's why we went when we did ... The car has less grip and less downforce. When there's less downforce, the tires don't heat up." (About having his run last year disqualified): "Hopefully, we won't miss the pole (this year) because the car's too damn heavy."

ARIE LUYENDYK / quotes at the end of the day, after he won the pole

(#5 Wavephore/Sprint PCS/Miller Lite): (About not testing here): "Testing would have helped us. The good thing for us was that we had no mechanical problems. We were able to run Tuesday, Wednesday, Thursday, Friday. We had any track time we wanted. The data we had from past years helped us... I'm glad we didn't (test here) – it's too damn cold here in the winter." (Was Tony Stewart your competition) "Tony was just quick. He was my main competition. And I never counted out his teammate. Team Menard had the pole two years in a row, so it was nice to get it this year. You never know, they could have done like they did last year and withdraw a car and try again. I just kept saying, It's not over 'til it's over." (Do you think this year's Pole Day was not as dramatic as in years past?): "In '93, I think, it was dramatic – Mario was pretty close to me. But I think the great surprise today was Sospiri. You just never know when somebody's going to come out of the blue like that and take you by surprise. I think today was still a competitive effort. From the second row on, they're all pretty close (in speeds)." (About the importance of being in the front at the start of the race and drivers who may want to charge at the start): "If anybody wants to go out and charge like mad, I want them to go ahead and do it. It's a long race. The first 400 laps, you just have to stay with the leader. Why punish your equipment? You can be in 22nd place and you get a yellow, and then you can be up with the leader again. You have to make your equipment work for you."

At 7:05 p.m., the temperature was 61 degrees with winds from the northwest at 14 mph.

Field average for 21 cars: 213.116.

Qualifying order for Sunday, May 11:

#30	Robbie Groff
#10T	TBA
#3T	TBA
#2T	TBA

DAY 9 -- SUNDAY, MAY 11
SECOND QUALIFYING DAY - Page 1

Veteran Dennis Vitolo of Fort Lauderdale, Fla., was assigned this morning to the #54 Beck Motorsports entry, now the SmithKline Beecham/Kroger/Beck Motorsports Dallara/Infiniti.

Chronological record of first day/original line qualifiers from present back to 1983, the track record year:

1997 -- 21
1996 -- 22 (one disallowed, one withdrawn)
1995 -- 20 (11 on May 13, nine on May 14)
1994 -- 25 (21 on May 14, four on May 15)
1993 -- 15
1992 -- 21 (18 on May 9, three on May 10)
1991 -- 12
1990 -- 23 (rain all day May 12, 15 on May 13, eight on May 19)
1989 -- 21 (rain all day May 13, 21 on May 14, including one disallowed run)
1988 -- 19
1987 -- 11 (including one withdrawn run)
1986 -- 25 (two disallowed runs)
1985 -- 28 (includes one disqualified run)
1984 -- 28 (includes two withdrawn runs)
1983 -- 33 (first weekend rained out, 33 on May 21)

Of the 21 qualifiers Saturday, 12 were on Goodyear tires and nine were on Firestones. The combined average speed of the Goodyear qualifiers is 212.532. The combined average speed of the Firestone qualifiers is 213.900. The per-lap difference in time is an average of only .271 of a second.

Top speeds of not-yet-qualified cars in morning practice: #97 Greg Ray 212.580, #44 Steve Kinser 211.854, #30 Robbie Groff 207.646.

10 a.m. update from Dr. Henry Bock, Speedway medical director: Scott Sharp has a small brain hemorrhage as a result of his crash on Friday. His condition remains good and his status for driving is yet to be determined. He is no longer hospitalized.

11:30 a.m. update from Dr. Henry Bock, Speedway medical director: John Paul Jr. has been released from Methodist Hospital. He has casts on both legs and will be wheelchair-bound for about six to eight weeks.

Thomas Knapp Motorsports announced today the addition of the Arizona Diamondbacks, Major League Baseball's newest expansion team and a supporter of the Tobacco Free Kids, for Greg Ray and the #97 Ash Kicker entry.

12:02 p.m. - Robbie Groff took 1 warm up lap but did not take the green due to engine misfire.

Sunday, May 11 (cont.)

12:11 p.m. #44 STEVE KINSER/Bloomington, IN
One Call/Menards/Quaker State - D / A / G

QA - 30 1 -- 42.680 -- 210.872 Q - 22
2 -- 42.639 -- 211.074
3 -- 42.584 -- 211.347
4 -- 42.881 -- 209.883
T 2:50.784 -- 210.793

1:05 p.m. #30 ROBBIE GROFF/Atlanta, GA
Alfa-Laval/Team Losi/McCormack Motorsports - G / A /
G

QA - 31 1 -- 44.520 -- 202.156 UA - 2
2 -- 44.664 -- 201.505
3 -- waved off

This morning, USAC Chief Steward Keith Ward clarified the qualifying status of the cars qualified Saturday by Buddy Lazier and Roberto Guerrero, saying the #91T qualified by Lazier can be bumped but the #21T of Guerrero actually qualified as #21 and cannot be bumped. "John Barnes (Pagan Racing team manager) made a declaration to me that he wanted to make the #21T car in the qualifying line into the #21," Ward said. "That's what I agreed to do. In the hurry to get him out there (as the day's final qualifier), we didn't have time to take the 'T' off and I didn't get the required paperwork until this morning."

At 4:20 p.m., rookie Billy Boat went on the track in the #1T Conseco A.J. Foyt Racing Dallara/Oldsmobile Aurora for practice.

5:47 p.m. #97 GREG RAY/Plano, TX
Tobacco Free Kids - D / A / F

QA - 32 1 -- 41.897 -- 214.813 UA - 1
2 -- 41.796 -- 215.332
3 -- 41.745 -- 215.595
4 -- waved off, ran out of fuel

5:50 p.m. #30 ROBBIE GROFF/Atlanta, GA
Alfa-Laval/Team Losi/McCormack Motorsports - G / A /
G

QA - 33 1 -- 43.075 -- 208.938 Q - 23
2 -- 43.388 -- 207.431 Locked In
3 -- 43.382 -- 207.459
4 -- 43.405 -- 207.349
T 2:53.250 -- 207.792

The last pair of brothers to start in the Indianapolis 500 were Gary and Tony Bettenhausen in 1993. With exemption status, Mike and Robbie Groff are guaranteed starting positions in this year's race.

Sunday, May 11 (cont.):

5:57 p.m. #11 Billy Boat took warm-up laps but did not take the green. The #11 car practiced as the #1T and changed numbers prior to warming up for the qualifying attempt.

At 10:18 a.m., the temperature was 65 degrees with winds from the southwest at 18 mph.

At 6:06 p.m., the temperature was 70 degrees with winds from the southwest at 24 mph, gusting to 33 mph.

Field average for 23 cars: 212.777. The 1996 23 car field average: 229.388 (-16.611 difference).

Qualifying order for Saturday, May 17:

#97 Greg Ray

#11 Billy Boat

A total of 43 cars are now at the Speedway, 38 have passed technical inspection and 0 are in the process. 31 drivers have been on the track to date. There were 14 yellows for 1 hour, 21 minutes.

There were reports of a possible new track record achieved on Pole Day, in terms of the number of birds interfering with the day's qualifying attempts. A bird was reported on the warm-up lane at 9:35 a.m. but flew away. At 11:13 a.m., when Mike Groff was on the track during his qualifying attempt, ducks were reported in the lane, but moved off the track before a yellow had to be thrown. In the span of 41 minutes late in the afternoon, three birds met their demise to qualifying race cars. At 4:48 p.m., the #7 car of Eliseo Salazar hit a bird in Turn 4. "I thought I missed it," Salazar said. "I missed the big family (of ducks in the warm-up lane) last year. This year, it was only one." At 5:03 p.m., the #12 car of Buzz Calkins hit a bird in the middle of the north chute, and at 5:29 p.m., a dead bird was reported near the pit exit when the #42 car of Robby Gordon was on the track. USAC Chief Steward Keith Ward said, "I've only seen one or at the most two birds causing problems in the case of qualifying. This was certainly an unusual number for one day. I'd definitely say it's a new track record."

Post Qualifying Quotes - Sunday, May 11

STEVE KINSER (#44 One Call/Menards/Quaker State): (On working with Al Unser): "Al started working with me yesterday. He really smoothed me out a lot. I got more relaxed in the car". (Fourth lap slower): "I think that was my fault. I looked at the times, saw laps of 211, and said to myself 'Don't do anything stupid.' On the last lap I relaxed a little too much. . . . The run felt really good. I might have gotten a little aggressive." (Sprint cars vs Indy): "My first warm-up lap was 112 -- I mean 212 -- I'm used to hundreds." (Comparing dirt to pavement): "A lot of it is for me, you make sprint cars get out of the throttle harder. (With these cars) if you jump on and off the throttle you get false readings. It's hard to set up the car until you get comfortable with the car." (Comparing 1981 and 1997): "It's been so long since '81. In '81 Gary Stanton came here with a car that he had no intention running unless it was a second weekend ride, if it opened up. I don't remember much more. I got through the rookie test and left here with a spin and contacted the wall." (On qualifying): "This is the most relaxed since I've been here, knowing I could get the car over 210. . . . We weren't expecting to qualify today. We went out this morning, saw the speeds we were running, and decided to get this thing in the race and keep the miles down. We decided we better do it. . . . We planned to get sprint car stuff all done, concentrate on qualifying in the second weekend. In fact, I'm going to be in trouble with my father tonight. I told him I had no intention to qualify today and he's not here, and he's bigger than me. . . . My father has been a great inspiration to me my whole life." (Sprint car racing): "We have a race the night after the 500 at Hagerstown, MD." (Asked if running at Granite City in St Louis last night presented any problems qualifying today): "Not a problem now. Next week we don't have to race until Sunday. I'm going to go get a haircut on Monday...enough cut to put tape on to hold the (radio) plugs in." (How much time have you spent in Indy): "Limited time as a non-driver at this track. I've probably spent more time coming up here getting fuel for my sprint car." (Pavement experience includes Winston Cup racing and International Race of Champions competition, including a win in IROC at Talladega.)

AL UNSER (IRL driver coach): (about the rookies): "The new crop of rookies -- they're all good. Until the race starts, though, you just don't know. But, right now, they're listening to the officials -- they're doing everything they're supposed to. I think they're going to do a great job." (About Steve Kinser's run today versus the last time he tried to qualify for the Indy 500): "There's a lot of difference between 16 years ago and today. He's probably a lot smarter. But things are so different -- the cars are so different, there's no way for me to compare. He has a lot of driving experience. It's just a matter of time for him to get time in the car here before he really gets the hang of it. . . ." (On different types of racing): "We all used to run dirt cars, stock cars, rear-engine cars, and you just learned to run all kinds of cars. I think with his (Kinser's) miles and experience, he's just that good of a driver."

BILLY BOAT (#11 A.J. Foyt Enterprises): "We did not take the green flag. We didn't plan on taking it. We made some changes to the car late in the day and we just wanted to see how the car felt."

ROBBIE GROFF (#30 Alfa-Laval/Team Losi/McCormack Motorsports): (On making the field on the third attempt): "We didn't want to get it down that far but I had to get a Mother's Day gift for my mom. . . . It's a terrible thing when you're down to your last attempt. Dennis (McCormack) did a great job of encouraging me and pumped me up and got me determined. I just put my head down and bit my teeth together." (On run): "It was one of the best 4 laps all month, or pretty close. (On attempt earlier

Quotes – Sunday, May 11 (cont.):

today): "When we went out at 12:00 for an attempt we had a misfire. It took an hour and a half, and when we went back out, the track went away from us. The track was hotter and took away the setup and got some understeer." (Next on agenda): "Tonight we're going to have a nice dinner, a couple of beers, and sleep in tomorrow. . . .This week we'll get comfortable with traffic and get the car ready for the race." (On attempt yesterday and brush with wall): "Yesterday it was a combination of factors. We lost the setup, the track conditions were not as good as we were accustomed to, and there was inexperience and overenthusiasm. We learned a valuable lesson. It took an attempt away from us. We got the car back together due to an excellent job by the crew." (Has your brother Mike given you any advice?): "He told me that if you have big understeer you should have the left foot on the brake to control the understeer. I wish he'd said that sooner." (First time at the Speedway?): "My first time at the Speedway was in 1983 when Tom Sneva won, and pretty much every year from 1988 onwards and since my brother's been racing here. . . . This is the most incredible place. . .I've seen extreme highs and extreme lows -- I know it's like no other place in the world. Bottom line is you just can't lose respect for this place." The Groffs become the first set of brothers to qualify for the same Indianapolis 500 since Tony and Gary Bettenhausen in 1993.

DAY 10 -- MONDAY, MAY 12

The #4 Monsoon Galles Racing, #42 Coors Light and #51 FirstPlus Team Cheever entries advanced to the quarterfinals of the \$70,000 Coors Pit Stop Challenge through the preliminary round this morning on pit road. The #4 machine, with driver Kenny Brack, Tim McCree (air jack), Jim Copeland (tire carrier), Gary Armentrout (right front), Paul Hennessy (right rear) and Martin Fox (stop sign) posted the fastest time of 12.597 seconds for a two-tire change. The #42 car was next, with driver Robby Gordon, Ed Buffington (air jack), Tracey Dickson (tire carrier), Kenny Koldsbaek (right rear), Dave Forbes (right front) and Bob Temple (stop sign) posting a time of 13.721 seconds. The #51 car was the final qualifier, with driver Eddie Cheever Jr. Loyd Killenback (air jack), Wayne Selman (tire carrier), Robin Boling (right rear), Mitch Davis (right front) and Jim Robinson (stop sign) posting a time of 14.409 seconds. Others in the prelims were the #44 One Call/Menards/Quaker State car at 14.721 seconds, the #52 FirstPlus Team Cheever car at 15.447 seconds, the #40 AMS/Crest Racing entry at 17.245 seconds and the #21 Pennzoil-Pagan Racing Dallara Infiniti with no time. Teams changed two right-side tires and will change four tires and simulate a fuel hose connection in the quarterfinals, semifinals and finals starting at 1:30 p.m. on Thursday, May 22 (Carburetion Day). The three preliminary qualifiers join Team Scandia's #22 entry and Blueprint Racing's #27 car, which qualified through the Indy Racing League series program at the Indy 200 at Walt Disney World and Chastain Motorsports' #77 car and A.J. Foyt Enterprises No. 14 machine, which qualified in the Phoenix 200, plus the #5 Treadway Racing entry which won the Indianapolis 500 pole. The teams will be shooting for a record top prize of \$40,000.

Arie Luyendyk was fastest of the day in the #5 WavePhore/Sprint PCS/Miller Lite entry with a lap at 217.103 miles per hour at 3:54 p.m. Scott Goodyear was second fastest of the day at 216.092 in the Nortel/Sprint PCS/Quebecor Printing entry at 5:59 p.m. Billy Boat in the #11 A.J. Foyt Enterprises entry was fastest of not-yet-qualified drivers with a lap at 212.334 at 4:24 p.m.

A.J. Foyt met with media representatives in the IMS Media Center this morning and said that Scott Sharp was out for the month because of the head injury that he suffered in an accident Friday.

A.J. FOYT: "Scotty will not be running for us in the Indy 500 because of his injuries. We're just hoping that Scotty will be back for Texas, for his health and the team and myself and Mr. (Steve) Hilbert of Conesco. We like to stick with the doctors...they know best. We definitely don't want anything to happen to him and take no chances. The brain has a contusion. I'm no doctor but it's kinda settled but it takes awhile for the brain to mend itself and it's just not worth taking chances. Billy (Boat) will continue as he was." (About a third car): "Very possible...who I'm working with is my godson, John Andretti, and I've talked to Cale Yarborough. We're good friends and I've asked him for a big favor. Cale and I have discussed it and it's going to be hard getting him back and forth (from Charlotte). Whatever we can work out, and his schedule is very tight, we'll have a private jet to fly him back and forth. Actually, that's our first choice. We'll probably try to practice Wednesday evening, maybe Thursday morning and qualify Sunday." (About choices after Andretti): "There are four or five names but I have not talked to them and I'd rather not say."

JOHN ANDRETTI (by phone, 2 p.m.): "Right now, A.J.'s given me a great opportunity and something to think about. I have a priority of being here with the

Monday, May 12 (cont.):

Winston Cup team. If they can work out how all sides can benefit, not just me, I can be at the Speedway. At this late date, the probability is less than if (arrangements were made) earlier in the year. The last time (I did both races), I qualified (at Indy) the first weekend. Now, I have the Winston Select Open. That boils down to weather on one day of qualifying (Sunday). If the weather's bad, A.J.'s put a lot on the line to make it happen and so have I."

CALE YARBOROUGH (by phone, 2:45 p.m.): "Certainly I wouldn't want to stand in the way of John having a chance to win the Indianapolis 500. I feel his first obligation is to the Winston Cup ride. If it wasn't such an important two weekends for us, it might be a little different. He gets along real well with his Winston Cup crew and I think it would disappoint his Winston Cup crew tremendously. I haven't told John 'No'. Like A.J. said, we've been friends a long time. I wouldn't consider doing it for anybody else but A.J."

SCOTT SHARP (IMS Media Center, 4:45 p.m.): "I haven't had hardly any headaches. From the standpoint of Dr. (Henry) Bock, he doesn't know how long it's going to take. They found it Saturday morning, then they watched it, then I took an MRI a little while ago. They told me to just be careful, not risk yourself to sudden movements. I was sort of hoping it would go away in a week but that was pretty well erased this morning." (About his return to the track Saturday): "I had good memory, everything...just a little light in my step, not quite sure." (About recalling the accident): "I remember when the car started to come around, but other than that, no." (About his situation): "It's tough for the whole team. When your sponsor's an Indianapolis-based company (Conseco) and all of a sudden, you can't run the race...you can't sit and dwell on it. You just look forward to the next race. A.J. wants me to stay here. He'll put me to work doing something, for sure."

Billy Boat passed a 10-lap refresher test Sunday prior to going into the qualifying line. Billy Roe passed the first phase of his driver's test at 12:40 p.m. today, the second phase at 1:11 p.m., the third phase at 1:41 p.m., the fourth phase at 3:58 p.m. and the final phase with veteran observers Scott Harrington, Johnny Rutherford and Johnny Parsons at 4:50 p.m.

Stefan Johansson Motorsports announced today that its #36 Johansson/Immke Motorsports entry assigned to Scott Harrington will run with Infiniti power and Firestone tires. "We are delighted to be associated with the Nissan Infiniti Group and we have Ron Hemelgarn and Lee Kunzman to thank for making it happen since they were instrumental in providing a Nissan Infiniti engine to us," said Vern Schuppan, managing director of the team. "After hearing of our dilemma, they offered their assistance and the next day we had an engine in our car. This is indicative of the racing spirit of the IRL where you will see racers helping fellow competitors in their efforts to get in the show."

18 cars were on the track today, running 737 laps. Cars on track today: #2T Stewart; #3T Buhl; #4T Brack; #5 Luyendyk; #6 Goodyear; #10T M. Groff; #11 Boat; #12 Calkins; #14 Hamilton; #17 Giaffone; #40 Miller; #42 Gordon; #50 Roe; #51 Cheever; #54 Vitolo; #77 Gregoire; #90 St. James; #91T Lazier.

Monday, May 12 (cont.):

A total of 43 cars are now at the Speedway, 40 have passed technical inspection and none are in the process. 32 drivers have been on the track to date. There were six yellows for 43 minutes. At 11:11 a.m., the temperature was 56 degrees with winds out of the west at 20 miles per hour, gusting to 26 mph. At 6 p.m., the temperature was 62 degrees and winds were out of the west at 16 miles per hour. Track temperatures from Goodyear tire engineers were 110 degrees at 11 a.m., 115 degrees at 2 p.m. and 87 degrees at 5:30 p.m.

TOP NOT-YET QUALIFIED DRIVERS OF THE DAY

1	11	Billy Boat	A.J. Foyt Enterprises	D/A/G	212.334
2	50	Billy Roe	Sega/Progressive Electronics/Eurointernational	D/A/F	206.096

DAY 11 -- TUESDAY, MAY 13

Buddy Lazier was fastest of the day with a lap at 217.040 miles per hour in the Delta Faucet-Montana-Hemelgarn Racing entry at 5:34 p.m. Of not-yet qualified drivers, Billy Boat was the fastest at 214.133 at 5:19 p.m. in the #11 A.J. Foyt Enterprises entry.

A total of 10 drivers turned their fastest laps of the month – Buddy Lazier, Eddie Cheever Jr., Steve Kinser, Billy Boat, Lyn St. James, Roberto Guerrero, Marco Greco, Mike Groff, Billy Roe and Dennis Vitolo.

BUDDY LAZIER: (About the car since the engine switch): "I would say yes, (things are better). This is just our third day in the car. Lee Kunzman and Ron Dawes are really working hard. I think its definitely getting to be a better race car. We ran full tanks today and worked on better setups. I think we are really catching up."

RON HEMELGARN: (About today's speed): "Good speed. We went out and tried some different things. I think we have a good race car. That's what we went into (the race with) last year. I think that's what it will take to win back to back. After 26 years I think we're ready for that."

BILLY BOAT: "I just wanted to settle down, get focused on my job. A.J.'s really been fantastic, letting me work with the race car at my own pace. I know we're not going to sit on the pole. That's already done. I'm just trying to get a good seat-of-the-pants feel for it."

STEVE KINSER: "Most of the jump today (214.444) was me getting used to the car. I think there's still a little bit in it yet and we're going to work to find it. Right now we need to figure out what kind of race speed we want to run and prepare the car to work up to that. I feel that right now were a little ahead of schedule and I hope it keeps going that good."

At 12:15 p.m. in Garage A-1, A.J. Foyt announced that Johnny O'Connell would replace Scott Sharp in the #1 Conseco A.J. Foyt Racing entry.

A.J. FOYT: (About John Andretti as a candidate): "It was such a hardship on Cale Yarborough, also myself and John Andretti that I just didn't feel it would be fair for him, us or Cale, so we've come to this conclusion this morning that John would not be in the car. John felt the same way as we did and Cale. We were hoping it would work out but we felt in the best interests for both teams that it'd be better just to do it separately." (About Johnny O'Connell): "Last year he ran awful good at Phoenix. He was right there up front at Las Vegas when the suspension broke and he got upside down. He's won some championships and a lot of races. He's won the 24-hour race at Daytona. He started, I think, 29th here and before the first pit stop, he was up to eighth."

JOHNNY O'CONNELL: "Basically, this is a huge opportunity for any guy to drive for A.J. For me, having such a strong road-racing background, I've been doing a lot (of) learning about oval racing. I'm going to approach the next couple of days and weeks here not looking at A.J. so much as an owner (but) as a coach. If you look at any driver, they'll tell you he knows a lot and he can teach a lot. So, if I can keep my mouth closed and my ears open, hopefully we'll have a really strong month."

Tuesday, May 13 (cont.):

BILLY BOAT: "I've had a chance to get some laps in the Dallara now. I think it's great that Johnny O'Connell's going to be part of the Conseco team. He comes from the same town as I do (Phoenix). I've known him for a long time."

SCOTT SHARP: "It's tough. This is the race that means everything for the year, particularly with Conseco as our sponsor from Indianapolis. You've got to keep moving forward, keep my hopes high and I think I'll be ready to go by Dallas, so we just need to keep focusing on that. It should be good. Johnny did a really good job last year...I'm sure once A.J. figures out a little bit about his style, he'll do just fine."

Rookie Tyce Carlson was named today to replace John Paul Jr., in the #18 Klipsch Tnemec Overhead Door Pyle V-Line Earl's Dallara/Oldsmobile Aurora for PDM Racing at a news conference in the Trackside Conference Room. On Pole Day, the Indiana Pacers' Reggie Miller was a guest of PDM sponsor Fred Klipsch and sent Paul a note with an autograph which read, "Dear John -- Get well soon. I want you to give me driving lessons. -- Reggie Miller." After the conference, dozens of well-wishers came to talk to Paul in the PDM garage, including Al Unser, Johnny Rutherford, Eddie Cheever Jr., Mike Groff, Lyn St. James, Fermin Velez, Bill Simpson, Mark Dismore, Davey Hamilton, Paul Durant, Johnny O'Connell, Joe Gosek, Scott Harrington, the IMS safety team that helped him from the wreckage and personnel from many teams. A handicapped parking sign with the number 18 and "Parking for John Paul Jr. Only" is on the door of the PDM garage.

PAUL DIATLOVICH (co-owner, PDM): "We had an incident last week, where unfortunately for our driver of choice, Mr. John Paul (Jr.), he will not be able to compete in this year's race. After a search of eligible drivers at this time, consulting John, we felt that it was in our best interest, for our sponsors, for ourselves and for John to name Tyce Carlson as the driver of choice for car #18 PDM entry. John has worked with Tyce the two races we ran last year. And they were both very good working together. I would like to say one thing: They are probably two of the most unselfish people that I've ever had the pleasure of doing business with in this industry. I have to commend John for wanting to do this and helping us out (when) we need him. Rest assured we will help him out."

TYCE CARLSON: "The way the month started out, I believed I was going to run the #28 car but obviously that didn't happen. I've been a part of PDM for a year now. And whatever it took to make this team win the Indianapolis 500, that's what I'm going to do this month, whether it be run tires, help set up the pits, spot for John Paul Jr., which I've done the last two races...that's what I was going to do. I never wanted to get in the seat with the circumstances that had happened, but I'm going to do my best to win this race not for myself, but for the guys that have tried so hard to put this car in the field."

JOHN PAUL JR.: "I'm feeling fine. I'm glad to get the chance to come here. I started losing my energy just laying around. Tyce is a good driver, a quick learner. I've gotten to know him since last year. We're very confident in his abilities. I'm here to support Tyce. I think you're looking at the winner of the race this year. Hopefully, there are some things I can help him with about these IRL cars as far as different conditions with the wind and whatever. And I'm looking forward to PDM Racing still winning this race. We have all the ingredients to do it."

Tuesday, May 13 (cont.):

Lyn St. James was the guest speaker Monday night at the Executive Women International Indianapolis Chapter meeting at the Brickyard Crossing Inn. St. James was introduced by the chapter's president, Patty Fabian, and Kathryn Morrow of the Speedway. The meeting's focus was the announcement of the 1997 EWI scholarship recipients -- Melanie Mason of Brebeuf Preparatory School and Abbie Berryman of Brownsburg High School.

In a conversation Sunday night, veteran Paul Durant gave this description of the Speedway: "This place is like Alice in Wonderland. Nothing is what it appears."

17 cars were on the track today, running 849 laps. Cars on track today: #2T Stewart; #3T Buhl; #4T Brack; #6 Goodyear; #10T M. Groff; #11 Boat; #12 Calkins; #17 Giaffone; #21T Guerrero; #22 Greco; #42 Gordon; #44 Kinser; #50 Roe; #51 Cheever; #54 Vitolo; #90 St. James; #91T Lazier.

A total of 43 cars are now at the Speedway, 40 have passed technical inspection and none are in the process. 32 drivers have been on the track to date. There were five yellows for 50 minutes. At 11 a.m., the temperature was 52 degrees and winds were SW at nine miles per hour. At 6:27 p.m., the temperature was 61 degrees and winds were out of the west at 15 mph., gusting to 23 mph.

TOP NOT-YET QUALIFIED DRIVERS OF THE DAY

1	11	Billy Boat	A.J. Foyt Enterprises	D/A/G	214.133
2	22	Marco Greco	Side Play Int'l Scandia Alta Xcel	D/A/G	210.079
3	50	Billy Roe	Sega/Progressive Electronics/Eurointernational	D/A/F	209.888
4	54	Dennis Vitolo	SmithKline Beecham/Kroger/Beck Motorsports	D/I/F	196.002

DAY 12 -- WEDNESDAY, MAY 14

Buddy Lazier was fastest of the day with a lap at 216.570 miles an hour in the #91T Delta Faucet-Montana-Hemelgarn Racing. Billy Boat was the fastest of the day among not-yet qualified drivers with a lap at 215.151.

LYN ST. JAMES: (About practice today): "The runs today are great. My engine is so smooth (that) I could do my knitting down the backstretch...but I don't knit."

Over the last two days, speeds have increased for many competitors. In some cases, drivers have turned laps with race setups faster than they qualified last weekend. Here are what some had to say on the subject:

A.J. FOYT: "The biggest reason is he (Davey Hamilton) balloon-footed on the qualifying run. He ran (the) fastest lap first of the qualifying run. We haven't changed too much. We're just trying to catch up."

BUZZ CALKINS: "Blew up the engine in the morning (of Saturday qualifying). The first time we got out with the new engine was when we qualified. We threw in an old engine that was down on horsepower and did the best with what we had." (About running race setups): "We're trying to get more downforce. We're running with more fuel. We're just trying to get comfortable."

STEPHAN GREGOIRE: "I don't feel like we're going faster. We aren't trying to get the fastest lap. We're trying different things. We're trying to know the car. We(re) trying to concentrate on setup for the race. We know we can try bigger stagger, in which we could go faster. We have a push right now. We're trying to work with this push without changing stagger." (About running with traffic): "Usually I do that on Carb Day. We'll find that out on Carb Day. I know we need some more downforce for the race." (About race speeds): "I would say 210, 211. I'm going to use a sixth gear and take it easy. If they (other drivers) want to run fast(er), that's their problem. I want to be (there) at the end of the race."

BUDDY LAZIER: "We had to cram a month's worth of work into one qualifying morning. We had to put a lot of band-aids on the car for qualifying. Now we've had the time to go back and that's why we're going faster. We still have a lot of work to do. The guys are working hard and we're catching up." (If he qualified today): "I'd guarantee you we'd be in the 218s." (About running in traffic): "I think that's very smart (to do it now). These are very aerodynamic creatures. You need to have a car that will run with air displacement. Every time we run we get a whole catalog of new things to review. We're working on it all." (About the race): "We're five positions back from where you'd like to be. We're going to have to take our time and I'm going to have to use my head. Just when you think you're going to have to run 203, guys will run 216 and finish. Just when you think it's going to take 216, guys will run 203 and finish. It's a long race. Certainly we're feeling better and better about it."

STEVE KINSER: "We were not planning on qualifying last weekend, but we thought a 210 would make the race. Now I think we could run in the 214s. Today, we weren't going for speed. We've been running full loads of fuel and working on race setups. We're checking out different combinations for different weather conditions so we will know what to go with."

Stefan Johansson Motorsports Managing Director Vern Schuppan said today that the team's change to an Infiniti motor has taken place. It has taken four days to rework the car, assigned to veteran Scott Harrington. The team leased an Infiniti

Wednesday, May 14 (cont.):

from Hemelgarn Racing in order to plumb its race car and prepare it for competition, according to a team release. "We have worked so hard this month to make our program come together and we have funds tied up in a motor program that never came to fruition," Schuppan said. "The change has really put us behind and there have been a lot of obstacles we didn't think we'd have to deal with."

The 24th annual Art Pollard Memorial Picnic to benefit Larue Carter Hospital Youth Service is scheduled for 11 a.m.-1 p.m. in Tent #1 behind the Speedway's flag lot.

Winners in the 31st annual STP/American Auto Racing Writers and Broadcasters Association writing, photography and broadcasting competitions will be announced May 24 at the annual AARWBA breakfast before the running of the "500." The annual contest has been funded by STP since its inception in 1967. Competitions are held in 13 categories.

Steve Kinser would be the second from his family to make an Indianapolis 500 field. His cousin, the late Sheldon Kinser, made six "500" starts with a best finish of sixth in 1981.

Nine drivers are scheduled to appear on Thursday night's "Indy Live" radio show from the restaurant at Brickyard Crossing Golf Resort & Inn. Vincenzo Sospiri, Billy Boat and Arie Luyendyk, plus Indy Racing League Executive Director Leo Mehl and Galles team representative Jamie Galles, are set for 8-8:30 p.m. Scott Goodyear, Roberto Guerrero, Kenny Brack, Tony Stewart, Johnny O'Connell and Jim Guthrie are scheduled for 8:30-9 p.m. The show is produced by the IMS Radio Network.

The American Red Cross and Indy Racing League will announce a national charitable relationship at 10 a.m. Thursday at the start/finish line. Scheduled to be present are Speedway Chairman Mari Hulman George, Speedway President Tony George, IRL Executive Director Leo Mehl, American Red Cross Chief Operating Officer Matt Branam and 1996 Indianapolis 500 winner Buddy Lazier and the #91 Delta Faucet-Montana-Hemelgarn Racing entry.

The winner of the 1997 Louis Schwitzer Award, which is an annual honor for engineering and excellence in 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.

15 cars were on the track today, running 533 laps. Cars on track today: #2T Stewart; #3T Buhl; #4T Brack; #11 Boat; #12 Calkins; #14 Hamilton; #30 R. Groff; #40 Miller, #42 Gordon; #44 Kinser; #50 Roe; #51 Ward; #77 Gregoire; #90 St. James; #91T Lazier.

A total of 44 cars are now at the Speedway, 40 have passed technical inspection and four are in the process. 32 drivers have been on the track to date. There were eight yellows for one hour. At 1:39 p.m., the temperature was 67 degrees with winds variable at six miles per hour, gusting to 18 mph. At 5:50 p.m., the temperature was 65 degrees and winds were out of the west at 25 miles per hour gusting to 33 mph.

TOP NOT-YET QUALIFIED DRIVERS OF THE DAY

1	11	Billy Boat	A.J. Foyt Enterprises	D/A/G	215.151
2	50	Billy Roe	Sega/Progressive Electronics/Eurointernational	D/A/F	210.669

DAY 13 -- THURSDAY, MAY 15

Rookie Sam Schmidt, not-yet qualified for the "500", was fastest of the day with a lap at 211.989 miles per hour. Rookie Claude Bourbonnais was named to the #27T Blueprint Racing entry as a teammate to Schmidt and the car number was changed to #72. Bourbonnais completed the first phase of his driver's test at 1:54 p.m., the second phase at 4:46 p.m., the third phase at 5:03 p.m. and the fourth phase at 5:45 p.m.

SAM SCHMIDT: "I didn't think I would be (fastest today). I guess the wind bothered everyone else more. Every day I've run, it's been windy. I haven't had much time to run behind somebody. I ran behind Robby (Gordon) today and it was turbulent. If we still have something left (in the engine) Sunday, I would like to do that."

CLAUDE BOURBONNAIS: "I had to get used to the new car I'd never driven. The first time (out) was harder than the second time in the car. I came here three weeks ago and didn't have anything. I thought if I wasn't here, I wouldn't get anything. I've been walking the garage area every day talking to everyone. I wanted to get with Blueprint and I talked to them even before I got here."

Tyce Carlson and Mark Dismore took the track for the first time today in PDM Racing entries. Both got up to speeds of 209 miles per hour within three laps. Dismore's #28 Kelley Automotive Group machine was prepared in less than a week. Carlson's #18 Klipsch Tnemec Overhead Door Pyle V-Line Earl's entry was prepared in less than four days. The setups used by the team on the cars were race setups used by John Paul Jr. prior to his Friday accident. Carlson passed his 20-lap refresher test at 1:54 p.m.

TYCE CARLSON: (About the car's preparation): "It's all in being comfortable and trusting your crew. I was there every second they were putting the car together." (About how much work he did on it): "I bought breakfast yesterday. They said I'm a driver and I don't have to work on cars any more. Every bit of the setup goes back to John Paul Jr. He did all the testing." (About the wind): "It affected us quite a bit in the short chute between (Turns) 1 and 2."

MARK DISMORE: (About the car's preparation): "I was real comfortable with those guys. They took their time and if something wasn't right, they made it right." (About practice): "We found out what we needed to find out, got out of the cars and put 'em away."

Rookies Billy Boat, Kenny Brack, Affonso Giaffone, Robbie Groff, Billy Roe, Sam Schmidt and Vincenzo Sospiri attended the annual Bank One Rookie Breakfast today.

AFFONSO GIAFFONE: "I'm very happy to be here. This is a dream coming true for me. This is going to be my seventh oval race."

SAM SCHMIDT: "I took a different road to get here. I started running motocross at age five. My father was severely hurt when I was 10, so that put the brakes on my career. My mother made me go to school. I got my degree in finance (MBA in International Finance from Pepperdine). I started racing again in '92. We made the leap this year, a pretty big leap. I'm just ecstatic to be here. I really appreciate the IRL and the opportunity it's given guys like me."

Thursday, May 15 (cont.):

AL SMITH (president of Bank One and the "500" Festival): "This is my 50th race at Indianapolis. Fortunately for the fans and everyone else, I've never driven in a race. To the one we present the \$10,000 check to, I would be glad to give you a deposit slip from Bank One."

The American Red Cross and the Indy Racing League today unveiled a new national partnership designed to enable the two organizations to reach out to families with messages about personal and family safety, emergency response and preparedness in communities around the country. The arrangement was announced at the start/finish line prior to practice. The IRL's marketing initiative will provide \$500,000 in cash donations and promotional support to the American Red Cross this year. Of that amount, the majority will be used to fund a national effort to raise awareness of the importance of Red Cross key services through sponsorship of television advertising during racing events. The program will include grass roots activities between Red Cross chapters at IRL races and other sites around the country.

MATT BRANAM (chief operating officer, American Red Cross): "Red Cross volunteers and staff everywhere are excited about our association with the Indy Racing League. With Indy Racing League's generous support, we can reach millions of Americans with our lifesaving message of preparedness for personal emergencies and community disasters."

TONY GEORGE (president of the Speedway and founder of the IRL): "It is important for all of us to realize that we are part of a larger community. Motorsports is sports, entertainment and business. It is also an opportunity for us to be involved in helping others. This partnership will do that and we are pleased to be involved."

Ed Keating and Roger Allen of GM Motorsports were honored with the 31st annual Louis Schwitzer Award for their design of the Indy Aurora V8 engine. The award was presented by Steve Roby, the award committee chairman for the Indiana Section, Society of Automotive Engineers, in the Trackside Conference Room. The award recognizes excellence and innovation in race car design and development. The IRL engine program was approved Jan. 4, 1996, the first engine was run on Sept. 13, 1996, an engine was first tested in a new IRL car with Arie Luyendyk driving on Nov. 14, 1996 at Phoenix and engines were provided for 16 cars for the Indy 200 at Walt Disney World on Jan. 25, 1997.

STEVE ROBY: "The first tooling for this engine was done March 1 (1996). They really didn't have a lot of time. They had to supply a new product for a new series. And they had a commitment on what the series was based. The committee found that people like Ilmor and Cosworth do most of their work in-house. At GM, there's a core group, then there was a cadre of vendors. There are a lot of people involved."

ED KEATING: "This program represented several opportunities and challenges. First, we were working on the engine on a very strict cost target -- \$75,000. The amount of technology had to be thought out beforehand. There was that overriding consideration that the tendency to take risk was very low. The whole intent of this series was to be an open formula. Nothing controls cost like the marketplace. We're already seeing it. They (engine builders and vendors) are all going to come in and compete with lower cost or superior product. All of our cutoff dates were based on supplying half the field. We found ourselves in the very fortunate situation that we

Thursday, May 15 (cont.):

had more demand for our engine." (For the "500"): "We have had a significant number of engines that have gone significantly over 500 miles in the week-and-a-half of testing here. There are a lot of smart people out there. Our sense from the teams which have been here for many, many years is very positive."

ROGER ALLEN: "I started on the project the first of the year (1996). We put the overall architecture together in the first two months. March 1 (1996) was the date we made the drawings to pattern the parts. Because parts are all available, everyone knows what you have. All of our past experience -- with NASCAR, even our pro stock drag racing -- all of our years in those series went into these engines. What you find is the weight factor, size and horsepower...all three are significant reasons why competitors have chosen our engine."

17 cars were on the track today, running 668 laps. Cars on track today: #1 O'Connell; #2T Stewart; #3T Buhl; #4T Brack; #12 Calkins; #14T Hamilton; #16 Schmidt; #18 Carlson; #21T Guerrero; #28 Dismore; #30 R. Groff; #40 Miller; #42 Gordon; #44 Kinser; #54 Vitolo; #72 Bourbonnais; #91 Unser; #91 Lazier.

A total of 46 cars are now at the Speedway, 44 have passed technical inspection and one is in the process. 37 drivers have been on the track to date. There were 10 yellows for 42 minutes.

TOP NOT-YET QUALIFIED DRIVERS OF THE DAY

1	16	Sam Schmidt	HOPE Prepaid Fuel Card	D/A/F	211.989
2	18	Tyce Carlson	Klipsch Tnemec Overhead Door Pyle V-Line Earl's	D/A/G	210.590
3	28	Mark Dismore	Kelley Automotive Group	D/A/G	210.389
4	91	Johnny Unser	Delta Faucet-Montana-Hemelgarn Racing	D//F	208.497
5	1	Johnny O'Connell	Conseco A.J. Foyt Racing	G/A/G	207.054
6	72	Claude Bourbonnais	Blueprint Racing	D/A/F	203.841
7	54	Dennis Vitolo	SmithKline Beecham/Kroger/Beck Motorsports	D//F	200.615

DAY 14 -- FRIDAY, MAY 16

Tony Stewart was fastest of the day with a lap at 216.388 in the #2T Glidden Menards Special. Greg Ray was the fastest of the day among not-yet-qualified drivers with a lap at 215.069 in the #97 Tobacco Free Kids entry.

GREG RAY: (thoughts on last Sunday's attempt): "No, Sunday I ran out of fuel. It didn't bother me at all. I knew we had the (qualifying) time. I've been out of the car for five days and we ran the same speed as we did Sunday. The nice thing is, we've been running on full tanks. The fourth lap we did today was 215. Since I was out of the car for five days, they wanted to allow me to get comfortable in the car. We tried a little race setup but the focus is qualifying."

Qualifying Line for Saturday: #97 Ray; #11 Boat (both from being left in line last Sunday); #16 Schmidt; #50 Roe; #72 Bourbonnais; #33 Velez; #22 Greco; #18 Carlson; #54 Vitolo; #91 Unser; #28 Dismore; #36 Harrington.

Indy Racing League Executive Director Leo Mehl announced today that the League has finalized technical specifications and manufacturer participation guidelines for the future and has changed its qualifying procedure for the 1998 IRL season, including the Indianapolis 500. The latter announcement eliminated the so-called "25-8" qualifying incentive. Approved chassis and engine manufacturers will be required to make their products available to all IRL teams. The price for engines in 1998 moves to \$80,000 and the price for cars moves to \$275,000.

LEO MEHL: "It was impossible to finalize specifications without the cars being on the racetrack. Now, with this behind us, we feel these are the proper technical specs. They are written in a manner to insure the race cars will remain competitive for more than one season. Before the new model IRL car is approved, the manufacturers must provide an update kit for the current chassis to make them as competitive as possible with the new ones." (About eliminating the qualifying incentive): "This program was necessary to provide a strong incentive to participate in the IRL and compete in all the League races. In this regard, it has been very successful. Everybody understood it was a necessary thing to start off the League. There had to be some incentive for the teams. I met with the owners this morning and they understand it's time to move on from that." (About reaction from CART): "I'm not sure what their reaction will be. I think they wanted clarification and I think they'll certainly spend a lot of time discussing it. We want people to enter the Indianapolis 500, but we want them to enter the whole series more. So I can't predict their reaction to this, but I guess the only thing I'll tell you is that whether it's a CART person or an IMSA person or anybody else who comes here, they'll be treated fairly and the rules and specifications are clearly defined now."

At 12:36 p.m., Johnny O'Connell had an engine problem in the #1 Conseco A.J. Foyt Racing entry going into Turn 1, slid 660 feet with a three-quarter spin to hit the outside wall at the entrance to the south short chute, hit the wall again with the left rear 60 feet further down, came off the wall with a half-spin 750 feet to a stop at the entrance to Turn 2. The car sustained heavy left side and front damage. O'Connell was transported in stable condition to Methodist Hospital by ambulance with a dislocated arch in his left foot requiring surgery and minor facial cuts.

Claude Bourbonnais passed the final observation phase of his driver's test at 1:58 p.m. with veterans Joe Gosek, Paul Durant, Johnny Rutherford and Tero Palmroth serving as observers.

Friday, May 16 (cont.):

CLAUDE BOURBONNAIS: "I needed the rookie orientation to get back up to speed but I'm glad to have completed it. I would've done exactly the same thing if I wouldn't have had rookie orientation because I would've got up to speed at the same rate."

The engine in the #90 Lifetime TV/Cinergy/Hemelgarn Racing entry driven by Lyn St. James is the first Infiniti Indy engine to run over 500 miles in the same car on the same track. To date, St. James has run 207 laps with a fastest circuit of 212.776.

Mary Fendrich Hulman, chairman emeritus of the Speedway and the matriarch of the Hulman-George family, and two-time Indianapolis 500 winner Gordon Johncock will be inducted into the Speedway Hall of Fame as the 103rd and 104th members at Hall of Fame Membership and Oldtimers Tribute at 6:30 p.m. at the Adam's Mark Hotel. Past "500" Rookies of the Year will also be recognized. Mrs. Hulman is the widow of the late Tony Hulman, who purchased the Speedway in 1945. Since 1978, she has assumed his duty of giving the Race Day command of "Gentlemen, Start Your Engines" or "Lady and Gentlemen, Start Your Engines." Johncock started 24 Indianapolis 500s over four decades and won the race in 1973 and 1982, the latter by .16 of a second over Rick Mears, then the closest margin of victory in "500" history.

At 8:26 p.m. Thursday in Indianapolis, Scott and Leslie Goodyear celebrated the arrival of their third child, Hayley Alexandra Goodyear, who weighed seven pounds, 15 ounces.

21 cars were on the track today, running 762 laps. Cars on track today: #1 O'Connell; #2T Stewart; #3T Buhl; #4T Brack; #10T M. Groff; #11 Boat; #12 Calkins; #16 Schmidt; #18 Carlson; #22 Greco; #28 Dismore; #33 Velez; #36 Harrington; #40 Miller; #44 Kinser; #50 Roe; #51T Ward; #54 Vitolo; #72 Bourbonnais; #91T Lazier; #97 Ray.

A total of 47 cars are now at the Speedway, 44 have passed technical inspection and none are in the process. 38 drivers have been on the track to date. There were 13 yellows for one hour, 43 minutes. At 11:16 a.m., the temperature was 55 degrees with winds out of the west at 12 miles per hour, gusting to 18 mph. At 5:29 p.m., the temperature was 62 degrees with winds southwest at 20 miles per hour, gusting to 23 mph. Track temperatures from Goodyear tire engineers were 104 degrees at 11 a.m., 116 degrees at 2 p.m. and 95 degrees at 5:30 p.m.

TOP NOT-YET QUALIFIED DRIVERS OF THE DAY

1 97 Greg Ray	Tobacco Free Kids	D/A/F 215.069
2 28 Mark Dismore	Kelley Automotive Group	D/A/G 213.848
3 16 Sam Schmidt	HOPE Prepaid Fuel Card	D/A/F 213.564
4 11 Billy Boat	Conseco A.J. Foyt Enterprises	D/A/G 213.013
5 1 Johnny O'Connell	Conseco A.J. Foyt Racing	G/A/G 212.922
6 18 Tyce Carlson	Klipsch Tnemec Overhead Door Pyle V-Line Earl's	D/A/G 212.846
7 50 Billy Roe	Sega/Progressive Electronics/Eurointernational	D/A/F 212.409
8 22 Marco Greco	Side Play International Scandia Alta Xcel	D/A/G 211.775
9 33 Fermin Velez	Old Navy Scandia Alta Xcel	D/A/G 209.844
10 72 Claude Bourbonnais	Blueprint Racing	D/A/F 207.569
11 54 Dennis Vitolo	SmithKline Beecham/Kroger/Beck Motorsports	D/I/F 206.493
12 36 Scott Harrington	Johansson/Immke Motorsports	G/A/G 169.351

DAY 15 - SATURDAY, MAY 17 THIRD QUALIFYING DAY

Motorsports photographer Jesse Alexander has a career that has spanned four decades around the world. Despite the 68-year-old Californian's longtime reputation for his powerful black-and-white images of motor racing, he has not attended the Indianapolis 500. In celebration of its first appearance in the Indianapolis 500, Nissan and its Infiniti luxury division have commissioned Alexander to photograph the drivers, crew members and race cars that make up this year's Infiniti Indy project...all in black-and-white.

Championship Auto Racing Auxiliary (CARA) will hold its 16th annual "500" Fashion Show and Luncheon Friday, May 23 at the Westin Hotel. The luncheon is scheduled for noon and fashion show is at 1 p.m. Kai Binford, 1997 chairperson, said the theme for the show would be "Winning Spirit". Laura George is honorary chairperson and MCs will include Kristi Lee and Dave Calabro. Since its inception in 1981, CARA has donated more than \$650,000 to numerous racing and child-related causes and charities. Tickets are \$50 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.

Update on driver Johnny O'Connell from Dr. Henry Bock, Speedway medical director: O'Connell underwent surgery Friday by trauma orthopedist Dr. Dean Marr to repair his dislocated left foot. The surgery was successful and he will remain at Methodist Hospital for two or three days. After his release, his foot will remain in a cast for six to eight weeks. He remains in good condition.

Morning Practice Notes:

9:30 a.m. -- YELLOW, #91 Unser smoking, stopped on course.

9:32 a.m. -- The temperature was 62 degrees with southwest winds at 14 miles per hour.

10:02 a.m. -- #11 Boat turned a lap at 216.201 miles per hour, fastest of session.

10:08 a.m. -- #28 Dismore turned a lap at 217.360, fastest of session.

10:15 a.m. -- #97 Ray turned a lap at 215.260, third fastest of session. Mark Dismore, Billy Boat and Dennis Vitolo each turned their fastest lap of the month during the session.

Top Speeds: #28 Dismore 217.360; #11 Boat 216.201; #97 Ray 215.260; #50 Roe 212.394; #18 Carlson 211.531; #16 Schmidt 208.904; #54 Vitolo 208.522; #33 Velez 208.083; #91 Unser 204.834; #72 Bourbonnais 123.126.

At 11:00 a.m. the ambient temperature was 77 degrees and the track temperature 103 degrees, according to Goodyear tire engineers.

11:00 a.m. #97 Greg Ray pulled off the racetrack with engine trouble during qualification attempt warm up lap.

Saturday, May 17 (cont.):

11:35 a.m.	#11	BILLY BOAT/Phoenix, AZ Conseco A.J. Foyt Enterprises - D/A/G	
QA - 34		1 -- 41.961 -- 214.485 2 -- 41.609 -- 216.299 3 -- 41.722 -- 215.714 <u>4 -- 41.727 -- 215.688</u> T 2:47.019 -- 215.544	Q - 24
11:42 a.m.	#50	BILLY ROE/Gilbert, AZ Sega/Progressive Electronics/Eurointernational - D/A/F	
QA - 35		1 -- 42.412 -- 212.204 2 -- 42.200 -- 213.270 3 -- 42.421 -- 212.159 <u>4 -- 42.178 -- 213.381</u> T 2:49.211 -- 212.752	Q - 25
11:47 a.m.	#33	FERMIN VELEZ/Barcelon, Spain Old Navy Scandia Alta Xcel - D/A/G	
QA - 36		1 -- 43.040 -- 209.108 2 -- 43.350 -- 207.612 3 -- 43.917 -- 204.932 <u>4 -- 44.017 -- 204.466</u> T 2:54.324 -- 206.512	Q - 26 Locked In
11:54 a.m.	#18	TYCE CARLSON/Indianapolis, IN Klipsch Tnemec Overhead Door Pyle V-Line Earl's- D/A/G	
QA - 37		1 -- 42.400 -- 212.264 2 -- 42.517 -- 211.680 3 -- 42.689 -- 210.827 <u>4 -- 43.130 -- 208.671</u> T 2:50.736 -- 210.852	Q - 27 Locked In
11:59 a.m.	#54	DENNIS VITOLO/Golden Beach, FL SmithKline Beecham/Kroger/Beck Motorsports - D//F	
QA - 38		1 -- 43.376 -- 207.488 2 -- 43.367 -- 207.531 3 -- 43.340 -- 207.660 <u>4 -- 43.306 -- 207.823</u> T 2:53.389 -- 207.626	Q - 28 Locked In

At 12:00 p.m. the ambient temperature was 79 degrees and the track temperature 120 degrees, according to Firestone tire engineers.

Saturday, May 17 (cont.):

12:05 p.m.	#28	MARK DISMORE/Greenfield, IN Kelley Automotive Group - D/A/G	
	QA - 39	1 -- 41.881 -- 214.895 2 -- 42.104 -- 213.756 3 -- 42.477 -- 211.879 <u>4 -- 43.011 -- 209.249</u> T 2:49.473 -- 212.423	Q - 29 Locked In
12:12 p.m.	#16	SAM SCHMIDT/Las Vegas, NV HOPE Prepaid Fuel Card - D/A/F	
	QA - 40	1 -- 41.636 -- 216.159 2 -- 41.903 -- 214.782 3 -- 41.968 -- 214.449 <u>4 -- 41.825 -- 215.182</u> T 2:47.332 -- 215.141	Q - 30
12:19 p.m.	#22	MARCO GRECO/Sao Paulo, Brazil Side Play International Scandia Alta Xcel - D/A/G	
	QA - 41	1 -- 42.265 -- 212.942 2 -- 42.718 -- 210.684 3 -- 43.036 -- 209.127 <u>4 -- 43.147 -- 208.589</u> T 2:51.166 -- 210.322	Q - 31 Locked In

After Mark Dismore qualified, he took a stool out in front of the PDM/Kelley garage in Gasoline Alley, dragged out a Sharpie (pen) and started to sign autographs. Two and a half hours later, he was done, after signing everything from T-shirts to "hero" cards to a man's bald head. At one point, a team member brought him a new Sharpie when the first one had well run down its felt-tip point. "I think I flat-spotted that one," was Dismore's comment.

At 3 p.m., Linda Conti, a spokesperson for Thomas Knapp Motorsports, said that a piston failed on Greg Ray's #97 Tobacco Free Kids entry as he warmed up before bidding to make a qualifying attempt this morning. Conti added that the team was installing its race engine and was waiting on an inner cooler in order to make a qualifying attempt this afternoon.

Veteran Hideshi Matsuda passed the driver physical today, according to Dr. Henry Bock, Speedway medical director.

At 5:32 p.m., Claude Bourbonnais in the #72 Blueprint Racing entry went high in Turn 2 and brushed the wall with the right rear for approximately 20 feet, came off the wall 40 feet and brushed the wall again for 10 feet hit again with the right front, then came off the wall and drove to the pits on two wheels. The car sustained right rear suspension and rim damage, rear wing mount damage and minor right front damage. The car will be repaired, according to a team spokesman. Speedway Medical Director Dr. Henry Bock reported Bourbonnais was uninjured and cleared to drive.

Saturday, May 17 (cont.):

CLAUDE BOURBONNAIS: "I had a bit of a push. I came in and did some changes. I was going faster. It was better. I had a little push in turn 2. I touched the wall and did a little damage. I misjudged the changes and couldn't get into the apex. We just made some progress. We'll be back out tomorrow."

18 cars were on the track today, running 611 laps. Cars on track today: #4 Brack; #7 Salazar; #11 Boat; #12 Calkins; #16 Schmidt; #18 Carlson; #22 Greco; #28 Dismore; #33 Velez; #34 Zampedri; #36 Harrington; #50 Roe; #51T Cheever; #54 Vitolo; #72 Bourbonnais; #91 Unser; #91T Lazier; #97 Ray.

A total of 48 cars are now at the Speedway, 46 have passed technical inspection and 0 are in the process. 38 drivers have been on the track to date. There were 12 yellows for 1 hour, 59 minutes.

At 6:04 p.m., the temperature was 81 degrees and winds were out of the west at 10 miles per hour.

Post Qualifying Quotes – Day 15, Saturday, May 17

BILLY ROE (#50 Sega/Progressive Electronics/Eurointernational): "I'm elated. I'd like to thank the good Lord for a great day and making the opportunity available. We've tried to simulate a qualifying run (in practice) and kept spewing water. This morning I told the crew not to talk to me during qualifying unless I was under 212. I didn't hear from them so I knew it was good enough. I saw the speeds on the tower for the first 2 laps, a 212 and 213, and tried to duplicate them. A 213 is as quick as we ever went." (On car): "Billy Bignotti really knows how to set up a race car and George Bignotti has been helping out. Billy and George made it pretty easy for us." (Next on agenda): "We'll have to yank the engine out and send it out to Coldwater to Brayton Engineering and have it rebuilt today, we have to have it back for Carb Day. . . . We qualified with 650 miles on the track, and lost a block in Phoenix." (On growing up outside turn 3 until the age of 5): "It was all I wanted to do when I was growing up. I thought it was the only race in the world. . . . I was always trying to get my older brother to bring me to the track, but wasn't able to come unless my parents brought me. . . . In Arizona I met Clint Brawner. He thought drivers should know the mechanical side, so I worked on these cars 12 years." (Gaps in driving career): "I had huge gaps. I went 7 years without driving a race car. Someone asked me once why I only ran ovals. There were two reasons. I didn't have the money to run the road courses and I knew I wanted to run ovals."

FERMIN VELEZ (#33 Old Navy Scandia Royal Purple Alta Xcel): "We made the race. That's what we wanted to do. Today was not as good as last week. The heat just slows down the car a little bit. It's been a difficult month. On qualifying day last week I blew the engine after the first qualify lap. I'm relieved we've made it. We had no time to set the car up since we've blown the engine last weekend. We wanted to get the car in the show. We ran out of time to set it up. The car's not well balanced. We didn't want to take any chances. Now we work on getting a good car for the race. We had the speed before. We have to find it again. From now on we work on race setup. It's going to be a difficult race and a long race." (Last year's cars vs 1997): "Last year was difficult. First time here. It was more difficult. I had little practice in the car. This year I have done 2 races. They had downforce (last year). It was harder for me to know what the car was doing. I like the new cars. It allows me to feel what it's doing right away."

TYCE CARLSON (#18 Klipsch Tnemec Overhead Door Pyle V-Line Earl's): (Bumped in 1996): "Yeah, I've had 364 days to wait for this moment. When I got out of the car and saw my family and friends who have been behind me since I started racing, this is a dream come true." (Drop in qualifying speeds): "The car during the run developed a push and that's why it kept slowing down. I couldn't run as flat through (Turns) 1 and 2 as in 3 and 4." (About the Indianapolis 500 "validating" drivers): "I feel great. I've been running with USAC for eight years. All of the camaraderie the past two weeks, I feel great."

DENNIS VITOLO (#54 SmithKline Beecham/Kroger/Beck Motorsports): "The team did a great job in the short amount of time the team had to get dialed in. I told the team let's just get in and with the little time left, work on race setup. I'm locked in the race. That's the best part." (About qualifying): "I was a little concerned with the engine. It was losing RPMs and I was flat out. It needs to be freshened up. It lost a lot of horsepower today." (About Infinitis): "I think come Race Day, the Infinitis will be real reliable. The goal is to finish the race incident-free and then finish as high as we can." (About the car): "The car's brand-new. They just built it up this week. We just need to look at the engine program and see how many miles we can run this week."

SAM SCHMIDT (#16 HOPE Prepaid Fuel Card): "It's a big relief to be qualified. We haven't run close to 215 since last Saturday, had a big push this morning, struggled last week – it's been a roller coaster week. Last week we peaked at 217. We had to wait for an engine, since we only have one engine. We wanted to qualify last weekend but the water pump went. We've run the emotional spectrum this week." (Next on agenda): "Next we'll yank the engine out. It'll be a bit of a thrash. We'll do tomorrow what everyone else has done all week. The engine has 1200 miles on it. This morning the best we could do was 212. We pow wowed on the setup and it worked. The 216 was so good it scared me."

MARCO GRECO (#22 Side Play Int'l Scandia Alta Xcel): "We didn't expect high speeds. We didn't practice much. We didn't come here because we had a guaranteed spot. I am a professional driver. It's very tough, especially for myself, sitting in the garage and waiting. I came to do my very best. I'm fourth in the championship points. I always do my best. I always perform. We never did 6 laps in a row without something happening. I was the last car to have an engine. I have a used engine in the car. I did a few laps yesterday. It was very difficult to set up the car for today. We didn't run before qualifying. I just went out to qualify. The car started to understeer and I started to play with the bar."

MARK DISMORE (#28 Kelley Automotive Group): (About the run): "Last year, I came here with a team that Scott Brayton had really built. I really didn't have to do anything, I just drove the race car...This morning, we did a 217. I wish we could have qualified right then, but the track got hot. We lost the handle on the front end of the car." (About pulling together a crew quickly): "Tom (Kelley, car owner) and me really didn't know each other until two weeks ago...You would think these guys have been drinking beer and playing cards for six years...They really gelled. They came together and used a lot of common sense. The last time I was here, I was with the elite of the elite with John Menard. Tom has the same capability. He's a hell of a businessman. He knows how to get the right people and I'll tell ya, we got the right people. This is the first time I ever sat in a new race car, by the way. I just snuck up on it. We have no rocket scientists on this team. They just have a lot of common sense. Every change we made we stuck with. I think that was the key. We didn't panic. We said we had until 6:00 Sunday night to make it work. Everybody kept their cool, and I think that's what made the difference." (About his strategy for race day): "I'll just have to make the right decisions in traffic and hopefully, we won't have any bullets to dodge. We'll try to stay on the lead lap. I mean, this thing is three hours long. This is a long, grueling thing. I told Tom that his brand new race car is gonna look like hell when we're done with this race. Tom has never seen a car after a race like this. It's like you took a sandblaster to it. It's ugly." (About coming back after the injuries he has endured here): "If I was consciously thinking of it, I may not be doing this any more. I don't mind when people ask, because I know it was a hell of a photo opportunity. It broke my heart yesterday when Johnny O'Connell hit the wall. I almost cried. You can ask Tom, it really upset me. But, I hate it when something happens to someone through no fault of their own. I just hate it when people are doing things they really love to do and it bites them like that."

TOM KELLEY (Owner, #28 Kelley Automotive Group): (About bringing the crew together quickly): "We just looked like the Beverly Hillbillies out there. We had guys in plaid shirts and T-shirts, no uniforms. Sort of a hodgepodge of guys. We have good people. They make it work." (Are you going to get team shirts?): "Yeah, that's our next project."

BILLY BOAT (#11 Consec A.J. Foyt Enterprises): (About the qualifying run): "I always had confidence in my race car and my race team. You just have to come here and do a job. I just told myself it's just going to be another race, just another qualifying run and try not to remember that it's the biggest race in the world. That's what I did...The race car was wanting to go that fast. The harder I drove it, the better it felt. It heated up on us a little bit right in the middle of the day. The race car seemed to like the heat. We put a little bit of front wing in it to make sure it didn't push." (About representing open-wheel drivers in the Indy 500): "The opportunity that the IRL has provided to short-track drivers across America has just been tremendous. The other day, four of the top five on the speed chart were open-wheel guys. To see guys that I've been racing with get the opportunity like myself and like Tony, it's just fantastic. I think as this League grows, you're going to see more and more of it. There's a tremendous amount of talent out there. It's time that the people that come to see the Indianapolis 500 get to see it." (About race strategy): "It's a 500-mile race and a lot of things can happen. I definitely think the Consec car has the speed to win this race. There's no doubt in my mind about that. My focus is probably going to be on pit stops. Get A.J. to let me practice a few before the race. If we can not make any mistakes in the pits and be there at the end, we've got as good a shot as anybody."

A.J. FOYT (car owner #11): (About the month so far): "We've had so many freak things happen. Just like this morning, the guy blows an engine right before we go out. I felt we could've run a little faster. I told him after that, just go out and get four solid laps. And like I say, it's just been one of them months, regardless of what we did, it seemed like it was backwards." (About fielding a third car): "I don't know. You know, we do have the #1 car and we're gonna discuss that and just see where we are in the next two or three hours because the guys are tired..And it's according to how much testing we have to do. We still want to do some testing." (About yesterday's announcement regarding the elimination of the 25 guaranteed spots): "You wanna hear how I feel about it?...A lot of what I read about in the paper about Michael Andretti always bad mouthin' Tony George, I think he's full of shit. First of all, because it was not made for CART. We don't care if they come back over here or not. For them, don't realize you got a franchise of 24. If you want to go to Australia or somewhere with'em, you pay your own way or you don't get no points and you can't go. And if they don't have enough pits and there's 24 pits, the franchises go first...A lot of people don't understand the way it was. Sure, you're guaranteed spots here. But that was to get the league started like Leo (Mehl) explained to you all. But at the same time, a franchise is guaranteed spots. You see guys starting races (in CART) 20-25 mile-an-hour slower. That was all franchise members. But, you know, when they (were) talking about Tony made a mistake and changed his mind, it was not changed for CART. It was changed because in our own league...persons were trying to sell their guaranteed spots. And that ain't right and that wasn't going to happen over here, according to Tony and Leo Mehl. I'm proud of 'em for changing it for that...It was just some of the internal people started talking about, 'I'll pay you X amount of dollars to have your spot since you got two cars that can run fast.'" (Is it still too expensive for CART owners to start a team just to race here at Indianapolis?) "Yes, it's expensive for them to come here like it is for us to go there. But it stops all them from jumpin' on the IRL. Everything you read about, they tell the newspapers and you people print it, is the reason they're not here is they don't want to qualify." (About using the guaranteed spot): "We could've took the other car and I think the minimum speed, I don't know, 202 or 3. I know we can idle at 203 with one of those cars. But I elected and wanted him to earn the spot like I've always felt in racing that

Quotes – Saturday, May 17 (cont.):

I've had to earn my dues." (About the safety of the cars): "...If you'd seen some of the crashes including the one that we had the other day, the two that we wrecked. I tell you, I wish I had a footbox like (when I drove and) that I wouldn't be crippled today, would still be in shape and probably would still be racing. I was against them cars when CART came out with 'em and threwed a fit if you all remember. And I wound up crippled because of that...But you all have seen some pretty drastic hits head-on into a cement wall. Like Jim Rathmann told Fred Lorenzen when I was a rookie here. He asked him, 'Why don't you all hang it out a little further?' And Rathmann looked at Fred Lorenzen and said, 'Do you see that white canvas out there? It's stretched pretty damn tight and nobody's ever moved it yet.' So when you look at some of the crashes we've had, thank god they're not hurt any worse, because those are some violent crashes."

DAY 16 -- SUNDAY, MAY 18 FOURTH QUALIFYING DAY

Lyn St. James is featured in Lifetime television's first women's sports special "BREAKING THROUGH: Women Behind the Wheel", which airs at 6 p.m. (Indianapolis time) Thursday, 10 p.m. Friday, 10 a.m. Race Day and 1 p.m. on Monday, May 26. The one-hour program is hosted by Geena Davis and profiles St. James along with Shirley Muldowney, Tammy Jo Kirk, Shelly Anderson, Patty Moise, Janet Guthrie, Christina Martin, Vicki O'Connor and Danica Patrick.

Pat Abold won the Coca-Cola 100 USAC Silver Crown championship race Saturday night at Indianapolis Raceway Park. He was followed by Jimmy Kite and Jack Hewitt. Among "500" veterans, Davey Hamilton was sixth, Bentley Warren was 12th and Joe Gosek was 18th.

Tom O'Brien, team manager and co-owner of Blueprint Racing's #72 entry to be driven by rookie Claude Bourbonnais said this morning that the team had to make extensive repairs to the rear of the car after Bourbonnais' accident Saturday. O'Brien said the bell housing, back of the engine, transmission, right side suspension, underwing and rear wing is all new. "The team's been up all night," O'Brien said. "They've done a good job. The team hasn't gone to sleep yet. If we get the third car in, it'll be worth it."

Ken Dolak, a truck driver for Treadway Racing, was transported to Methodist Hospital this morning for examination of facial cuts and bruises and cuts on one hand suffered when a nitrogen tank malfunctioned on pit road this morning. Dolak was awake and alert, according to Dr. Henry Bock, Speedway medical director.

Apollo 11 astronaut Buzz Aldrin and space shuttle astronaut Charles Walker were guests of Fred Klipsch of Klipsch, Lanham Investments (KLI) and PDM Racing in Gasoline Alley this morning. The #18 Klipsch-sponsored car driven by rookie Tyce Carlson carries a decal of the National Space Society, for which Dr. Aldrin serves as chairman. Walker, who went on three shuttle missions, is the society's president. Evergreen Entertainment, a subsidiary of KLI, has, as its first project, the publicizing of the NSS' major objective to build a low-orbiting space station and then a mission to Mars. The NSS has 25,000 members in chapters in the U.S., Canada and Australia. Klipsch spent four years in the space program (1964-68).

BUZZ ALDRIN: "On behalf of the members of NSS, whose purpose is to bring public awareness the promises of space and let the public know what the space program has done and what it can do. Speed and guys like Tyce will get people's attention. My wife drives a red Porsche sports car and I drive a red Mercedes sports car. My license plate is 'Mars Guy' and hers is 'Moon Gal.' I was here after the Apollo moon landing as Tony Hulman's guest in the mid-'70s."

Morning Practice Notes:

10:15 a.m. -- #97 Ray turned a lap at 212.907 miles per hour, fastest of session.

10:16 a.m. -- YELLOW, two squirrels on track, south short chute.

10:28 a.m. -- #34T Zampedri turned a lap at 213.716, fastest of session.

#97 Ray turned a lap at 213.336, second fastest of session.

10:29 a.m. -- #72 Bourbonnais went through technical inspection after repairs from Saturday's accident.

10:32 a.m. -- The replacement #1 Consecro A.J. Foyt Racing entry, being tested by

Sunday, May 18 (cont.):

already-qualified Davey Hamilton, turned a lap at 212.059, third fastest of session.

11:12 a.m. -- YELLOW, the squirrels returned.

11:14 a.m. -- #72 Bourbonnais goes on the track for first time since Saturday accident.

Top speeds: #34T Zampedri 213.716; #97 Ray 213.685; #1 Hamilton 212.927; #7 Salazar 209.883; #51T Cheever 209.190; #9 Unser 207.235; #36 Harrington 205.526; #72 Bourbonnais 182.737; #42 Gordon 82.337 (warm-up).

At 12:00 p.m., the ambient temperature was 85 degrees and the track temperature was 114 degrees, according to Firestone tire engineers.

12:00 p.m. #9 JOHNNY UNSER/Sun Valley, ID
Lifetime-TV-Cinergy - D / I / F

QA - 42	1 -- 42.816 -- 210.202	Q - 32
	2 -- 42.909 -- 209.746	
	3 -- 43.296 -- 207.871	
	<u>4 -- 42.945 -- 209.570</u>	
	T 2:51.966 -- 209.344	

12:07 p.m. #97 GREG RAY/Plano, TX
Tobacco Free Kids - D/A/F

QA - 43	1 -- 42.068 -- 213.939	Q - 33
	2 -- 42.091 -- 213.822	(2nd attempt)
	3 -- 42.132 -- 213.614	
	<u>4 -- 42.122 -- 213.665</u>	
	T 2:48.413 -- 213.760	

1:00 p.m. #1 PAUL DURANT/Manteca, CA
Conseco A.J. Foyt Racing - G/A/G

QA - 44	1 -- 43.167 -- 208.493	Q - 34
	2 -- 42.969 -- 209.453	
	3 -- 42.895 -- 209.815	
	<u>4 -- 43.095 -- 208.841</u>	
	T 2:52.126 -- 209.149	

Bumps non-exempt #34 Alessandro Zampedri.

12:17 p.m. -- Paul Durant climbs in the #1 Conseco A.J. Foyt Racing entry to practice, Davey Hamilton standing by.

12:20 p.m. -- Crew fires car.

12:21 p.m. -- Durant rolls out for his first time on the track for the month.

12:29 p.m. -- Yellow, Durant comes to pits, Hamilton sits on front left tire to "coach."

12:33 p.m. -- Car fired again, Durant pulls out.

12:35 p.m. -- Durant turns lap at 210.025 miles per hour.

12:37 p.m. -- Durant to pits, A.J. Foyt and Hamilton talk to Durant, Johnny Rutherford also in pit.

12:39 p.m. -- Crew pulled off steering wheel, Durant climbs out of car. An errant tire

Sunday, May 18 (cont.):

rolled away from the pit, Durant goes over to retrieve it. At this point, Durant had 12 laps total.

12:43 p.m. -- Crew makes adjustments on front left corner.

"We got it up to 210 and it felt pretty good," Durant said. "We're going to make a few adjustments and then go out and qualify."

12:45 p.m. -- Car pushed to tech line.

12:50 p.m. -- Car into tech line.

"I just took the car out this morning and shook it down," said Davey Hamilton. "We got Paul in it. It's up to speed and they're just going to let him go."

12:59 p.m. -- Car into "box."

1:03 p.m. -- Engine fired.

1:04 p.m. -- Durant rolls away to qualify.

1:06 p.m. -- Durant takes green.

1:09 p.m. -- Durant qualifies.

1:10 p.m. -- Durant pulls car into photo area. Billy Boat walked to the photo line to join his teammate as Foyt pulled up in golf cart.

1:15 p.m. -- Billy Boat, when asked what he would do if he had Foyt and Hamilton advising him after a first practice, said, "I think I'd have to listen to A.J. He IS the boss, you know."

From the time Durant climbed into a car for the first time this month and the time he completed a qualification run was 52 minutes.

At 1:31 p.m., Sam Schmidt in the HOPE Prepaid Fuel Card/Blueprint Racing entry had an engine problem going into Turn 3, did a three-quarter spin covering 420 feet and stopped with the nose close to the outside wall with no contact. "It just went boom!" Schmidt said. "The best thing about it was it wasn't followed by a loud crash three seconds later. Unfortunately, we had a lot of miles on the motor and we were holding our breath. About 100 yards before Turn 3, it just broke."

2:08 p.m. #72 CLAUDE BOURBONNAIS/Ille Perrot, Quebec, Canada
Blueprint Racing - D/A/F

QA - 45

1 -- 43.063 -- 208.996

Q - 35

2 -- 42.599 -- 211.273

3 -- 42.815 -- 210.207

4 -- 42.526 -- 211.635

T 2:51.003 -- 210.523

Bumps non-exempt #9 Johnny Unser.

2:14 p.m. #34T ALESSANDRO ZAMPEDRI/Monte Carlo, Monaco
Mi-Jack Scandia - D / A / G

QA - 46

1 -- 42.236 -- 213.088

Q - 36

2 -- 42.384 -- 212.344

3 -- 42.515 -- 211.690

4 -- 42.871 -- 209.932

T 2:50.006 -- 211.757

Bumps non-exempt #90 Lyn St. James.

Sunday, May 18 (cont.):

decision, but it was decided that this was what had to happen. . . .You're looking at a situation where the fastest 33 cars weren't going to start. We just had to have the fastest 33 cars. These are tough calls to make." (On whether decision could have been made earlier): "How could anybody say what was going to happen? Who could say on Thursday or Friday how it was going to turn out? I certainly couldn't. . . . At 6 o'clock we tried to do the fairest thing we could do. . . . It's been discussed since the day I got here. My concern was where we would have the situation where the fastest 33 cars wouldn't start."

Leading into the 1997 qualifications, the starting field with the greatest number of former lap leaders was the 1987 field with 19. The 1996 field had 5. The total number of lap leaders in the 1997 field is 9.

Leading into the 1997 qualifications, the greatest number of previous laps led among the former lap leaders of a starting field was 3,658 in 1992. The former lap leaders in the 1996 field represented 157 previous laps led. The total number of previous laps led among the former lap leaders in the 1997 field is 282.

Leading into the 1997 qualifications, the greatest number of former winners in a starting field was 10 in 1992. The 1996 field had 1. The total number of former winners in the 1997 field is 2.

Leading into the 1997 qualifications, the greatest number of previous wins represented by the former winners in the starting field is 20 in 1992. The former winner in the 1996 field represented one previous win. The total number of previous wins among the former winners in the 1997 field is two.

Leading into the 1997 qualifications, the greatest number of rookies in a starting field was 19 in 1919, the fewest was one in 1939 & 1979. The 1996 field had 17. The total number of rookies in the 1997 field is 13.

Leading into the 1997 qualifications, the oldest driver to compete in the race was A.J. Foyt in 1992 at age 57. The oldest driver to compete in the 1996 race was Danny Ongais at age 54. The oldest driver in the 1997 field is Lyn St. James at age 50.

Leading into the 1997 qualifications, the youngest driver to compete in the race was Josele Garza in 1981 at 19 years and 70 days of age. The youngest driver in the 1996 field was Michel Jordain Jr. at 19 years and 265 days of age. The youngest driver in the 1997 field is Tony Stewart at 26 years and 5 days of age on RACEDAY.

The slowest qualifier in the 1996 field was Scott Harrington with an average speed of 222.185 mph. The slowest qualifier in the 1997 field is Fermin Velez with an average speed of 206.512 mph.

Leading into the 1997 qualifications, the greatest difference between the fastest and slowest qualified car in the field was 28.846 mph in 1928, the narrowest margin was 3.130 mph in 1953. The speed difference between the fastest and slowest qualified car in 1996 was 14.801 mph. The speed difference between the fastest and slowest qualified car in the 1997 field is 11.751 mph.

Leading into the 1997 qualifications, the oldest rookie to compete in the race was Lyn St. James at 45 years and 72 days of age in 1992. The oldest rookie in the 1996

Sunday, May 18 (cont.):

field was Brad Murphey at 40 years of age. The oldest rookie in the 1997 field is Steve Kinser at 41 years of age.

Leading into the 1997 qualifications, the youngest rookie to compete in the race was Josele Garza in 1981 at 19 years and 70 days of age. The youngest rookie in the 1996 field was Michel Jordain Jr. at 19 years and 265 days of age. The youngest rookie in the 1997 field is Tyce Carlson at 26 years of age.

Leading into the 1997 qualifications, the driver with the greatest total of previous "500" experience to ever qualify for a starting field was A.J. Foyt with 34 previous starts to his credit when he qualified for the 1992 field. The most experienced "500" driver to qualify for the 1996 race was Scott Brayton with 13 previous Indianapolis 500 starts. The most experienced driver(s) in the 1996 race day starting field however, were Roberto Guerrero, Arie Luyendyk and Johnny Parsons with 11 previous starts apiece. The most experienced driver(s) to qualify in the 1997 field are Arie Luyendyk and Roberto Guerrero, each of whom have recorded 12 previous Indianapolis 500 starts.

The fastest qualifier in 1996 was 20th place starter Arie Luyendyk with a track record speed of 236.986 mph. The fastest qualifier in the 1997 field is pole position qualifier Arie Luyendyk with a speed of 218.263 mph which represents the track record for normally-aspirated engines.

The fastest rookie qualifier in Indianapolis 500 history was Tony Stewart in 1996 with a speed of 233.100 mph. The fastest rookie qualifier in the 1997 field is Vincenzo Sospiri at 216.822 mph.

The overall qualification average for the 35-car field of 1997 is 15.521 mph slower than the 33-car field of 1996. This represents the biggest drop in overall qualification speed for consecutive years. The second biggest drop occurred when the 38-car field of 1930 was 11.965 mph slower than the 33-car field of 1929.

The 8th Row in the 1997 field is represented by rookie drivers Billy Boat, Sam Schmidt and Billy Roe. This is the first all rookie starting row since 1985 when Ed Pimm, Raul Boesel and John Paul Jr. started in the 8th Row.

Tony Stewart is starting the 1997 race from the 2nd position. The last driver to win from the middle of the first row was Mario Andretti in 1969.

The 1996 starting field consisted of 17 first year starters, the 1997 starting field consists of 13 first year starters, for a combined total of 30 first year starters. This is the most number of combined starters in consecutive years since 1930 and 1931. There were 19 first year starters in the 1930 field and 12 first year starters in the 1931 field.

Steve Kinser has the distinction of taking his first driver's test at the Speedway along with Bob Lazier in 1981 and competing in his first Indianapolis 500 this year along with Bob's son, defending winner Buddy Lazier.

Update on Scott Harrington at 7:30 p.m. from Dr. Henry Bock, Speedway medical director: He is undergoing scans at Methodist Hospital. He is awake and alert and has no complaints. Depending on the results of the scans, he may be kept overnight.

Post Qualifying Quotes - Sunday, May 18

GREG RAY (#97 Tobacco Free Kids): (On qualifying attempt during which car ran out of fuel) "It wasn't tough psychologically. We ran out of gas. I turned the motor off so we wouldn't blow the pump. I knew we had another week and I didn't get worried until yesterday, when we blew the engine. Some of the guys were so down after we ran out of fuel, I went into the garage and gave them a pep talk. 'Don't let this get you down. We'll get the experience and the money and then it will come our way.' (On attempt today): "I wanted to complain. The car wasn't fast enough but I kept my mouth shut and got the car safely in the show. The car is really good. We had it set up for hot conditions. We had too much downforce, but I wasn't going to complain. We've had our ups and downs. As long as you learn from the ups and downs -- we've had some growing pains, but we didn't have any speed problems. It's a good car right now. I love this place. I love the track and the people. Once you're in the car the visor comes down, and you're just one of the thirty-three drivers. I want to experience victory circle." (Extra fuel today?): "We were definitely running the car with a little extra methanol. We definitely had a conservative car. It was all the car had. Last night we put the race engine in, which we didn't want to do until Thursday." (On being at Indy): "I looked real hard into myself and Scott Brayton had a philosophy. Whether things are going good or bad, he always had a smile on his face. I watched a lot of videos of years past. Scott just seemed happy to be here. Last night lying in bed, I felt those same feelings to be here. If you have problems, you just enjoy being here. You have to have fun. I asked myself how would Scott Brayton handle this. He always seemed so calm. He was the epitome of the race. He was so full of life. He was just tickled pink to be in the race car. He drove the race car for all of the right reasons. I didn't know him personally. I, too, particularly enjoy this place. If you do it for the right reasons, it will all work out and the circle will come around. We enjoy winning. There's no way to explain my feelings. What I get out of life is very passionate, personal, and it's selfish. Scotty Brayton loved racing, and I think I love it in the same way." (Regarding his watch): "My watch was stolen out of my car in Dallas at the gym. It's ten years old. One day my son Winston asked me what time it was and I told him, 'You know Daddy got his watch stolen.' And he said, 'How's come you haven't gotten a new one?' I told him I hadn't found one to replace it. It was very special to me. My son thought for a few minutes and then left and came back 5 minutes later with his watch. He said, 'Daddy, this watch is special to me. You can wear it for good luck.' I don't drive with a watch because it's binding but I had to wear this one for good luck. It took three days to qualify, but the third time was a charm." (What does the watch say?): "It's time to win the Indianapolis 500."

JOHNNY UNSER (#9 Lifetime TV-Cinergy): (On time in car): "I haven't had much time in the car. Last Thursday, yesterday morning for a few laps. We lost the engine yesterday morning and I haven't had much time in the car since. We had a little bit of a problem in practice this morning -- handling and electrical -- so we didn't get a chance to test the setup. Qualifying was a bit of a gamble, but it was a gamble we had to take. I drove the car as hard as I could. Not running the car a lot is tough but on the other hand the Hemelgarn team's experience got me comfortable in the car. It was difficult to set up the car because we haven't had 2 days the same (weather)." (On qualifying run): "There was a voltage problem. The engine cut out, but only on the back straightaway, I don't know why. I was just hoping it would come back on right away and it did. I knew we had some electrical problems but I wasn't sure what. That (voltage problem) was combined with the fact I picked up a bit of a push." (On 1996 vs. 1997): "Last year was my first year here. For a rookie there so much pressure. Then we had bad luck. The gearbox broke at the beginning of the race."

The pressure here is incredible. You can never take it for granted. Qualifying is so difficult.” (On advice from Uncle Al): “I talked to Uncle Al and he gave me a good direction to go. He said, ‘Be calm.’ He told me to think about what the car is doing and that is what I did, and adjusted the bars accordingly.” (Any advice from Bobby?): “Stay out of the snow.”

PAUL DURANT (#1 Consec A.J. Foyt Racing): (About qualifying after climbing in the car for the first time today): “It really is exciting, considering that a little over an hour and a half ago, I thought I was going home...The last couple of hours seemed like a whirlwind...I think I had only about 12 laps on the car...Racing has the highest highs and the lowest lows, and in a matter of two hours, I’ve had both of them...I’ve been after A.J. for a number of years to give me a ride. I feel very fortunate that A.J. gave me the opportunity...I had trouble relaxing in the car, really, but I’ve raced against Davey (Hamilton, who shook down the car earlier in the day) for 15 years now, so when he told me the car was good, but it had a little push, I knew that would actually be the case.” (When did you know that you were getting in the car?): “About a half-hour before I got in it. I’ve been talking to A.J. a lot this month. I had some indication late last night, early this morning. Nothing was firmed up until this morning.” (About the run): “We never know what’s going to happen with the weather, so we decided to go and put it in the show...The car was good. I was pinching the car a lot more than I needed to try to get some space, and I scrubbed off more speed than I wanted. I would have liked to have gone faster, as A.J. would have, but we just didn’t know what the weather was going to do, and we didn’t want to keep trying things and then miss the chance to get it in. There’s a lot more in the car, but we ran very conservatively. We just wanted to get it safely in.” (About the possibility of Scott Sharp being cleared to drive for race day): “If Scott would actually be able to drive, that would be the best for the team. He has done so much for this team – it’s his ride. A.J. gave me the opportunity to show that I could put it in the show...Unfortunately for Scott, his mishap was my fortune. The ride is his. In many respects, I hope he has the opportunity to race on race day. It would be the best thing, really, for the team.” (About race strategy): “As the boss said, ‘Just put it in the show and make sure it’s rolling at the end.’”

A.J. FOYT JR. (Owner, #1 Consec A.J. Foyt Racing): “It’s been a long, hard month. If I could just keep ‘em (the crew) in the garage instead of out partying all night, we would’ve been okay. No, the crew has really worked their tails off. We’ve been up and down the ladder like a yo-yo this month, so it’s good to get him in...I just told Paul to get real comfortable in the car and don’t take no chances. When we’re done here, we’ll run him 40 or 50 more laps.” (Regarding what would happen if Scott Sharp is released to drive for race day): “If something would happen that Scott would be able to get back in the car, Paul is the type of race car driver and the type of gentleman that would understand. That’s why we have him in the car. He knows and I know that Scotty would do the same thing for him...He wouldn’t be one of those crybaby drivers if that happened, and that’s why he’s in the car...Knowing him (Durant) as I do, we had no understanding about it (when we made the agreement for him to try to qualify). I know he’s a gentleman. He knows that the ride was his now, to get it in the show.” (About when he decided to put Durant in the car): “We’ve been talking ever since Scotty got hurt. It’s good to have three race drivers that get along and don’t try to cut each others’ throats. You’ve seen before when I’ve had two drivers and, man, they cut each others’ throats, so it’s nice to have guys who try to help each other.” (Your plan for race day?): “To run first, second and third.” (About

the rumor that more spots would be added to the race day field): "I never heard anything like that. We wouldn't have worked like hell to make the show yesterday. I wish I'd have known that. I wouldn't have leaned on the guys as much. I don't know, I don't own the place."

RON HEMELGARN (Johnny Unser's car owner): (About special dispensation for the Infiniti engine): "I don't think we can do that. We could get into a real can of worms if we do that. I think we've got to have a formula and stick to that formula. Obviously the Infiniti engine...I've run it all year long...we've had a lot of cooperation with Infiniti. The engine's 40 pounds heavier. They've made great gains since we started with the program and we have a lot more gains to go. With Johnny and with Lyn, we decided to go with the Infiniti engine. With Buddy, we went with the Oldsmobile. Buddy really has a chance of winning this race again and being the defending champion, we went with the extra horsepower. I cleared that with Infiniti, made sure they understood. I think Infiniti's on the move. I think they're going to gain. But I think if we ever start making exceptions to the rule as far as the engines, how do you ever stop? Here's the rules, do the best you can with them." (About strategy of Unser qualifying): "I took the speed because that was Johnny's speed. We had the strategy going in here to go out there -- I knew the car was capable of going 214, we've seen it go 214. Johnny went out Thursday and ran 208.5 with 30 mile-per-hour winds and I knew that was very capable. He went out and his first lap was 210. Unfortunately, his third lap, the engine shut off on him on the back straightaway and that slowed us down three miles per hour. Then he brought it back up. I'm sure we'd have been over 210 with our qualifying run had that not happened. But again, I know that 209 miles per hour, it's faster than many cars in the show. That's what I'm going here for. There's no way you'd see me take a 203 going into this race, no matter what, if you have an exemption or non-exemption. This place still, you want to go as fast as you possibly can. You want to be in the race with a good race car. That's been our strategy all along. I haven't used exemptions...haven't even thought about it. That's not a buffer. Hopefully, it'll all work out." (About IRL announcement): "First of all, as far as expense, if somebody wants to be here, expense is not an issue. The reason I say that is you can't forget about 1994, when Penske came here and built an engine for this track and spent millions and millions and millions of dollars to win this race just for the special Mercedes engine. I've been around here for 20 years and we've bought special cars to run just the Speedway and the Speedway only. Yes, for some teams to buy a whole new operation would be hard but for some of the big-buck teams, if they want to be here, they can be here. As far as the 25 rule, I'm glad it's gone. I believe personally that we should go out there and the fastest time qualifies. We tried something there, it got the IRL started. I respect it 100 percent. I'm always game for anything new. If it's never been done, let's try it and if it's not right, then do away with it. But I don't think you can criticize something until you try it. As far as people coming here, this race has always been open. For a few years, this is the only race I ran. I put three cars in the show and this is the only race I ran. I put some big-name teams out of this race because I put three cars in this field. So, if you want to be here, you find a way to be here, if you want to be. If you do not want to be, that's okay, too. Nobody holds a gun to your head to be here. I, myself, my preference has always been the Indianapolis Speedway. If we run go-karts, I'm going to be here. If we run stock cars, I'm on a stock car at this race. To me, this is the greatest place there is at any racing venue. I'm always going to be here. If somebody doesn't want to, that's fine. I think it's neat this year especially. We've got the World of Outlaws represented here, we've got the midget series represented,

we've got the Atlantic series represented and the dirt cars represented and the Indy Lights represented and NASCAR represented here. Really, when you think about what we have, we have a wonderful group of drivers from all the series and champions from all the series. I guess that's what Indianapolis is supposed to be, where you can bring different series champions and winners from different series all into one arena and let'em compete and that's what we have here. Every series is represented at this racetrack...Formula One, you name it. When you think about it, how many other races do that. This is the only one I know of." (About Lazier's qualified car): "Buddy Lazier is driving the #91 car and the tub number would be #92, the USAC number. Johnny's USAC number is 91 and the car number he'll run in the race is #9. And Lyn is car number 90 and tub number 90. Whatever that means, because it doesn't mean anything to me. We went out there and did 100 percent effort. We're at 209 miles per hour plus and that's fast enough to make this race. Whatever happens, happens and I'm not going to worry about any of that." (About CART coming after Buddy Lazier): "I'll tell you what, I was very flattered about it. I think it shows that all this stuff we've heard about for a year about no-name drivers and whatever is just a bunch of smoke and mirrors. We've got wonderful drivers here. We've got great drivers. And they know that and that's why they did try to get Arie and Buddy and so on to drive (their) race car. A lot of times people say things they really don't mean. This past year, I think it's been very harmful to open-wheel racing, not so much of the formula we have at IRL and the formula CART has. It's the insults that are thrown out constantly through the media of all this fighting and feuding. What we have to do is start thinking about our series. We have a wonderful series, open-wheel racing, period. To see Carl Haas want Buddy or Arie to drive the race car says they're watching this series very, very closely. So, I wasn't mad because I also know the situation with Buddy and I and how close we work together and how closely he works with our crew. He's flattered by it also that he was being considered. He's now being recognized as a world-class driver. That sort of goes back to what's always been told to me is the Indianapolis Speedway makes names and it makes drivers and I think it proved again that it does. For myself, winning this race...it sure took me from just an ordinary team to the top of the heap. Now I can't hardly go to the bathroom without having to sign 15 autographs when I have to walk 100 feet. Anything you do from this point forward, you're recognized as champion. Buddy's recognized as a champion. I'm very respectful Buddy made his decision on what he wanted to do. It'd be crazy to run a race the day before the Indy 500 and risk the chance of getting hurt. I would never step in anybody's way as far as stopping their career. I'm also smart enough to know you can have 100 contracts, if somebody doesn't want to be in your race car, you can't force them. They can sit in it, but they're not going to win races for you. I'm not mad at Carl. I know A.J. got mad. CART definitely pays attention to what goes on in IRL."

CLAUDE BOURBONNAIS (#72 Blueprint Racing): "The wind picked up and we had a half-hour window. I haven't been racing in a year so I'm a little rusty. I got some sleep last night but the crew didn't. They put the car back together." (About comeback from yesterday's accident): "It was a question mark for sure. The crew assured me the car would be the same. Sometimes when you put the car back together it's not the same but it was. I was a bit nervous after my first lap when I saw it was a 208."

ALESSANDRO ZAMPEDRI (#34T Mi-Jack Scandia): (About mood after being bumped and qualifying backup car): "This has been a really tough month. It was a rough first week here. We did the best we could the first weekend but it seems A.J.

Quotes – Sunday, May 18 (cont.):

never runs out of cars. Yesterday and today the team worked to put the backup car together. I was very confident with the car and knew if I had to take it out we could make it. Even with the rain on my last qualifying run it came in." (Has this past year been a long one?): "The last two weeks have been the longest in my life, not the last year. When I was rehabbing I knew I was the only one who could do what needed to be done. . . . There are more positive things than negative things. It's very emotional -- hard for me to say." (On rain during attempt): "I saw the drops on my visor on the second lap and Dick Simon started talking to me to keep me from getting distracted by the rain on my visor. He said things like, 'Doing fine. Everything's great. Keep going. Keep going.' The rain disturbed me quite a bit and the fuel pickup problem on the last lap. On lap 4 I moved over to pick up fuel. Otherwise it would have been another 213 or 214 lap." (If yellow came out during attempt): "It would've been better if no officials were around when I got out of the car." (Experience in car): "We did 26 laps yesterday and 10 today. When you work with Dick Simon and this team you get the job done pretty quick. Everybody around the crew has been calm. We ran 213 and 214 yesterday so we knew the car could make it."

1997 INDIANAPOLIS 500 - Pit Lane Assignments

PIT	CAR	DRIVER	CAR NAME	C/E/T	Time	Speed
1	5	WF Arie Luyendyk	Wavephore/Sprint PCS/ Miller Lite/Provimi	G/A/F	2:44.939	218.263
2	6	F Scott Goodyear	Norte/Sprint PCS/ Quebecor Printing	G/A/F	2:46.813	215.811
3	27	F Jim Guthrie	Blueprint/Jacuzzi/ Armour Golf/ERTL	D/A/F	2:47.281	215.207
4	16	R Sam Schmidt	Blueprint/HOPE Prepaid Fuel Card	D/A/F	2:47.332	215.141
5	91	WF Buddy Lazier	Delta Faucet-Montana Hemelgarn Racing	D/A/F	2:48.000	214.286
6	3	F Robbie Buhl	Quaker State/Special	G/A/F	2:46.588	216.102
7	2	F Tony Stewart	Glidden/Menards/Special	G/A/F	2:45.122	218.021
----- Gasoline Alley -----						
8	8	R Vincenzo Sospiri	Old Navy Scandia Alta Xcel	D/A/G	2:46.035	216.822
9	7	F Eliseo Salazar	Cope/Cristal/Scandia	D/A/G	2:47.973	214.320
10	52	R Jeff Ward	FirstPlus Team Cheever	G/A/G	2:47.819	214.517
11	51	F Eddie Cheever Jr.	FirstPlus Team Cheever	G/A/G	2:48.167	214.073
12	77	F Stephan Gregoire	Chastain Motorsports- Estridge-Miller-Eads	G/A/G	2:48.914	213.126
14	17	RF Affonso Giaffone	General Motors Brazil Chitwood Dallara	D/A/G	2:49.035	212.974
15	----- ABC Sports ----- ----- USAC -----					
16	97	R Greg Ray	Tobacco Free Kids	D/A/F	2:48.413	213.760
17	14	F Davey Hamilton	A.J. Foyt Power Team Racing	G/A/G	2:47.845	214.484
18	11	R Billy Boat	Conseco A.J. Foyt Enterprises	D/A/G	2:47.019	215.544
19	1	F Paul Durant	Conseco A.J. Foyt Racing	G/A/G	2:52.126	209.149
20	28	F Mark Dismore	Kelley Automotive Group	D/A/G	2:49.473	212.423
21	18	RF Tyce Carlson	Klipsch Tnemec Overhead Door Pyle V-Line Earl's	D/A/G	2:50.736	210.852
22	4	RF Kenny Brack	Monsoon Galles Racing	G/A/G	2:50.438	211.221
23	72	R Claude Bourbonnais	Blueprint/Jacuzzi/ Armour Golf/ERTL	D/A/F	2:51.003	210.523
24	50	R Billy Roe	Sega/Progressive Elect./ KECO/U.J.T./Eurointernat'l	D/A/F	2:49.211	212.752
----- Pit Opening -----						
25	42	F Robby Gordon	Coors Light	G/A/G	2:48.847	213.211
26	12	F Buzz Calkins	Bradley Food Marts	G/A/G	2:51.785	209.564
27	33	F Fermin Velez	Old Navy Scandia Alta Xcel	D/A/G	2:54.324	206.512
28	34	F Alessandro Zampedri	Mi-Jack Scandia Alta Xcel	D/A/G	2:50.006	211.757
29	22	F Marco Greco	Side Play Int'l Sport Scandia Alta Xcel	D/A/G	2:51.166	210.322
30	44	R Steve Kinser	SRS/One Call/Menards/ Quaker State/St. Elmo's	D/A/G	2:50.784	210.793
31	40	RF Dr. Jack Miller	AMS/Crest Racing/ Trane/Spot-On	D/I/F	2:52.043	209.250
32	54	F Dennis Vitolo	SmithKline Beecham/Kroger/ Beck Motorsports	D/I/F	2:53.389	207.626
33	90	A Lyn St. James	Lifetime TV-Cinergy- Delta Faucet-Hemelgarn	D/I/F	2:51.310	210.145
34	30	RF Robbie Groff	Alfa-Laval/Team Losi/ McCormack Motorsports	G/A/G	2:53.250	207.792
35	9	A Johnny Unser	Delta Faucet-Montana- Cinergy-Hemelgarn	D/I/F	2:51.966	209.344
36	21	F Roberto Guerrero	Pennzoil-Pagan Racing Dallara Infiniti	D/I/G	2:53.602	207.371
37	10	F Mike Groff	Jonathan Byrd's Cafeteria/ VisionAire/Bryant	G/I/F	2:52.631	208.537

1997 35 Car Field Average: 212.286 1996 33 Car Field Average: 227.807 Difference: 15.521

LEGEND: R-Rookie; W-Former Winner; F-Officially In The Field; A-Added Starter
CHASSIS LEGEND: D-Dallara; G-G Force
ENGINE LEGEND: A-Oldsmobile Aurora; I-Nissan Infiniti Indy
TIRE LEGEND: F-Firestone; G-Goodyear.

1997 Qualification Attempts – Chronological Summary

Saturday, May 10, 1997 – Pole

QA	Time	Car Driver	Lap-1	Lap-2	Lap-3	Lap-4	Average	SP
1x	11:00	10 Mike Groff	208.068	208.720	208.420	208.943	208.537	18
2	11:06	52 Jeff Ward	215.631	214.813	213.980	213.655	214.517	7
3x	11:13	40 Dr. Jack Miller	208.773	209.302	209.429	209.497	209.250	17
4x	11:19	17 Afonso Gialfione	215.848	212.766	211.695	211.640	212.974	14
5	11:29	3 Robbie Buhl	215.476	214.982	214.551	waved off		
6	11:51	7 Eliseo Salazar	214.429	209.190	waved off,	hit bird in 3rd turn		
7	12:00	90 Lyn St. James	209.996	209.903	210.261	210.423	210.145	34
8	12:06	21 Roberto Guerrero	waved off					
9	12:13	30 Robbie Groff	208.208	brushed wall in south	short chute,	waved off		
10x	3:21	5 Arie Luyendyk	218.659	218.108	218.182	218.103	218.263	1
11x	3:41	4 Kenny Brack	211.506	212.389	211.984	209.035	211.221	15
12x	3:53	27 Jim Guthrie	214.367	215.455	215.162	215.848	215.207	6
13x	3:58	14 Davey Hamilton	216.242	215.218	212.982	213.523	214.484	8
14	4:06	33 Fermin Velez	210.723	engine trouble,	waved off			
15x	4:15	6 Scott Goodyear	215.203	217.103	216.149	214.802	215.811	5
16	4:23	8 Vincenzo Sospiri	216.737	217.056	216.659	216.836	216.822	3
17x	4:28	2 Tony Stewart	217.986	217.823	218.113	218.161	218.021	2
18	4:41	34 Alessandro Zampedri	206.759	203.957	waved off			
19x	4:45	7 Eliseo Salazar	214.777	214.736	214.219	213.554	214.320	9
20	4:49	3 Robbie Buhl	217.082	pulled in				
21	5:00	12 Buzz Calkins	209.648	209.614	208.391	waved off		
22x	5:06	77 Stephan Gregoire	214.475	213.543	212.615	211.889	213.126	13
23x	5:12	51 Eddie Cheever	214.459	214.818	213.767	213.255	214.073	11
24	5:30	42 Robby Gordon	213.574	213.220	213.215	212.836	213.211	12
25	5:35	34 Alessandro Zampedri	211.307	209.405	208.788	206.925	209.094	8
26x	5:45	12 Buzz Calkins	209.839	209.702	209.244	209.473	209.564	16
27x	5:50	3 Robbie Buhl	215.595	216.175	216.263	216.377	216.102	4
28x	5:55	91T Buddy Lazier	215.352	214.828	214.516	212.470	214.286	10
29x	6:00	21T Roberto Guerrero	208.454	208.280	207.455	205.325	207.371	19

Sunday, May 11, 1997

QA	Time	Car Driver	Lap-1	Lap-2	Lap-3	Lap-4	Average	SP
30	12:11	44 Steve Kinser	210.872	211.074	211.347	209.883	210.793	20
31	1:05	30 Robbie Groff	202.156	201.505	waved off			
32	5:47	97 Greg Ray	214.813	215.332	215.595	waved off,	ran out of fuel	
33x	5:50	30 Robbie Groff	208.938	207.431	207.459	207.349	207.792	21

Saturday, May 17, 1997

QA	Time	Car Driver	Lap-1	Lap-2	Lap-3	Lap-4	Average	SP
34	11:35	11 Billy Boat	214.485	216.299	215.714	215.688	215.544	22
35	11:42	50 Billy Roe	212.204	213.270	212.159	213.381	212.752	24
36x	11:47	33 Fermin Velez	209.108	207.612	204.932	204.466	206.512	29
37x	11:54	18 Tyce Carlson	212.264	211.680	210.827	208.671	210.852	26
38x	11:59	54 Dennis Vitolo	207.488	207.531	207.660	207.823	207.626	28
39x	12:05	28 Mark Dismore	214.895	213.756	211.879	209.249	212.423	25
40	12:12	16 Sam Schmidt	216.159	214.782	214.449	215.182	215.141	23
41x	12:19	22 Marco Greco	212.942	210.684	209.127	208.589	210.322	27

1997 Qualification Attempts – Chronological Summary

Sunday, May 18, 1997

QA	Time	Car	Driver	Lap-1	Lap-2	Lap-3	Lap-4	Average	SP
42	12:00	9	Johnny Unser	210.202	209.746	207.871	209.570	209.344	35
43	12:07	97	Greg Ray	213.939	213.822	213.614	213.665	213.760	30
44	1:00	1	Paul Durant	208.493	209.453	209.815	208.841	209.149	33
<i>Bumps non-exempt #34 Alessandro Zampedri.</i>									
45	2:08	72	Claude Bourbonnais	208.996	211.273	210.207	211.635	210.523	32
<i>Bumps non-exempt #9 Johnny Unser.</i>									
46	2:14	34T	Alessandro Zampedri	213.088	212.344	211.690	209.932	211.757	31
<i>Bumps non-exempt #90 Lyn St. James.</i>									
47	5:51	36	Scott Harrington	214.061	accident, turn 2				

LEGEND: QA - Qualification Attempt SP - Starting Position
 X - IRL Car Locked In B - Bumped

WEDNESDAY, MAY 21

The "500" Festival issued a statement this afternoon regarding their fire at Expo Design this morning that destroyed 10 floats for the Monsoon 500 Festival Parade scheduled at Noon Saturday downtown. The statement said that the parade will go on as scheduled with 90 of the 100 scheduled parade units remaining intact. These include 22 specialty units, 14 marching bands, eight giant helium balloons, Hollywood celebrities and four floats which were unharmed. The statement added that billboard-sized float renderings of those floats destroyed in the fire will be created and displayed along the parade route, complete with originally-planned music, celebrities and surprises. Tickets to the nation's largest interactive parade are still available at TicketMaster locations or by visiting the "500" Festival office.

Jimmy Ryser, with special guests Kathi George and Sue Medley, will perform on the FanFest stage 3:15-4:30 p.m. Thursday.

As accurately as records are available, the six Indiana-born drivers in the 1997 field is the fourth largest total in "500" history. The six are Tyce Carlson, born in Indianapolis, resides in Indianapolis; Mark Dismore, born in Greenfield, resides in Greenfield; Steve Kinser, born in Bloomington, resides in Bloomington; Dr. Jack Miller, born in Indianapolis, resides in Carmel; Billy Roe, born in Indianapolis, resides in Gilbert, Ariz.; and Tony Stewart, born in Rushville, resides in Indianapolis. The most Indiana-born drivers in a "500" field was eight in 1922. The 1932 and 1933 fields each contained seven Indiana-born drivers. In all, 47 total "500" drivers were born in Indiana and have started a total of 183 races.

Driver Ralph Liguori and the Lincoln Electric team of Dennis Klingman, Ted Pinnick, Steve Riva and J.B. Winkle won the 38th annual Race Drivers Golf Tournament Monday at Brickyard Crossing. The Spot-On Sportswear and Control Cables team of Wanda Devin, Dee Walters, Debbie Atkerson and Sheri Crandall won the second annual Women's Invitational Golf Tournament benefiting the USAC Benevolent Foundation, a nine-hole scramble event at Eagle Creek.

Doug Boles, director of governmental and corporate affairs for Indianapolis Mayor Stephen Goldsmith, spoke to members of the Indianapolis Public Relations Society today at the Pennzoil hospitality trailer about the economic impact of auto racing on the Indianapolis area. Boles said community efforts to draw racing-related businesses to Indianapolis have raised the total to 300, many small businesses forming a large industry that is centrally located in the U.S. The effort involved offering tax incentives to racing-related businesses. Boles said the "500" brings about \$150 million in revenue to the area through jobs, tourism, souvenirs and other avenues. Boles will be the spotter on Race Day for the #21 Pennzoil/Pagan Racing/Infiniti driven by Roberto Guerrero.

C2 Players/Toyota Atlantic champion Mike Shank was named as driver for the new Nienhouse Motorsports team and the wind tunnel model of the Riley & Scott chassis was unveiled this afternoon at the Nienhouse Motorsports hospitality tent. The team plans to debut at Las Vegas with a Riley & Scott car and Oldsmobile Aurora power. "It was difficult to choose between chassis manufacturers since they have all consistently demonstrated race worthiness," said Bob Nienhouse, owner of the team. "The IRL rules are well crafted to provide equality among the chassis manufacturers. However, our relationship with Riley & Scott, the confidence our team has in them, their sterling reputation and significant experience led us to begin our IRL racing with this new chassis."

Wednesday, May 21 (cont.):

Arie Luyendyk is honorary chairman of the Leukemia Society's "Racing for Life" program to be held at 6 p.m. at Average Joe's, Mineshaft and Rock Lobster in Broad Ripple. This year's event, held in memory of former Mineshaft employee Stacy McKay, features a celebrity pool tournament, live and silent auction, raffles, virtual reality racing against the drivers and autographs. MACH 5, a band composed of race drivers, will play 9-11 p.m. at Rock Lobster. Last year's donations totaled \$11,000.

Lyn St. James served as chief steward and Bob Jenkins as announcer today at the 16th annual Zoopolis 500 for Aldabra tortoises at the Indianapolis Zoo. "Lyn" defeated "A.J.", reversing the 1996 finish. During Community Day at the Speedway, the Lyn St. James Automotive Team conducted car care clinics sponsored by Dreyer Reinbold Infiniti. Three female drivers Trish Koger, Carolyn Wright and Alice Ridpath -- gave car care tips to the public. Koger is currently the only female legends driver in Florida and is employed full-time as a NASA engineer.

Longtime Speedway public-address announcer Tom Carnegie was presented with a bronze statue by Rick Galles and the Galles Racing team in the Trackside Conference Room today as an honor from the team. The statue is a bronco rider and is called "Monday Mornin'", by Curtis Fort. "When a team recognizes my love for racing, it makes me feel proud," Carnegie said. "The fact it was sculpted just for me is a thrill." At 9:29 p.m. Tuesday, Peter Joseph Hofmann was born at Methodist Hospital, the son of Tony and Ruth Ann Hofmann of the Speedway Trackside Report staff.

Trackside Conference Room/Press Room Quotes:

JEFF WARD: "We've had meetings with (Johnny) Rutherford and (Eddie) Cheever and they tell you horror stories to try to scare you, such as turbulence, breathing methanol in the back of the pack...things to be prepared for. In high school, when you're a freshman, you're always picked on. Here it's an honor to be a rookie and do well." (About continuing with Cheever): "Discussions are going on. They're happy so far."

GREG RAY: "In the past, the rookie meeting was brief. I know it's hard to tell a rookie what to do but yesterday Eddie (Cheever) described the feelings, smells, the speed and duration of the race with very valuable comments. I really appreciated it. It was a fun meeting." (About Carb Day): "Mostly working through traffic, scrubbing tires, simulate race times, do fuel calculations, make pit stops. It's all totally new to us. I'll try to prepare myself mentally and physically." (About Race Day strategy): "It's going to be about how fast you go and still have an engine together after the race."

DR. JACK MILLER: (About the race): "I'm not nervous. I'm more excited. It's hard to describe driving 200 miles per hour and Turn 1...it's something you have to experience. I've experienced speed. Now, I want to experience turbulence. This (track) is where I feel at home. Speed is relative. On a one-mile oval, you're always turning. Here, you have a little time to relax but you have to concentrate on the next corner. To me, it's easier here than Phoenix or Orlando."

CLAUDE BOURBONNAIS: (About longest race he's done previously): "I've done the 24 Hours of LeMans, which was quite an experience, but this is different too...you don't have a different driver. Before, (at leMans), you have eight hours with two hours of rest." (About Race Day): "I'd like to take it easy at the start and

Wednesday, May 21 (cont.):

maybe the first half of the race." (About media attention): "Indy is one of a kind. I think it's pretty addictive. That's why everybody wants to come back." (About ovals): "I have quite a lot of experience in oval racing, but not superspeedway. I've done Indy Lights, etc., so it's not totally new to me." (About response to his success in Canada): "Yes, especially Quebec and Montreal. The press has followed it closely. I'm only the third Quebec driver to race here."

STEVE KINSER: (Running another race Sunday after the 500): "If we win this race (500) we probably won't go anywhere. Right now we are looking toward tomorrow and getting back out on the racetrack. We've got the car back together and we'll see how the motor performs, shake everything down and make a few laps. And we'll be ready on Sunday. We've had big support, especially around Indiana and across the country from all the open-wheel midget and sprint people. It's been great. I don't think is any happier to be here or to have the opportunity to be here than myself. They had a big banner (last night at a sprint-car program at Lernerville Speedway, Sarver, Pa.) and had all the fans go by and sign it on both sides and gave it to me at the end of the race. Physically, I won't have any problems. Mentally, it's going to be hard."

Wednesday, May 21 (cont.):

The \$70,000 Coors Indy Pit Stop Challenge quarterfinals, semifinals and final are scheduled to begin at 1:30 p.m. on Carburetion Day, with eight teams competing for the \$40,000 top prize. The #77 Chastain Motorsports entry has been withdrawn from the field and has been replaced by the #44 Sinden Racing Services entry. The #14 A.J. Foyt Enterprises entry has been withdrawn and replaced by the #52 FirstPlus Team Cheever entry. Teams will change four tires and simulate a fuel-hose connection for five seconds in all remaining rounds. The matchups:

Heat 1

#22 Team Scandia

Driver: Marco Greco/Sao Paulo, Brazil
Chief Mechanic: Luke Wethington/Speedway, IN
Right Front: Dane Harte/Whakatane, New Zealand
Right Rear: Mike Hillman/Hollywood, CA
Left Front: Mike Anderson/Whakatane, New Zealand
Left Rear: Tim Coffey/Indianapolis, IN
Fueler: Larry Bishop/Eau Claire, WI
Vent Man: Luke Wethington/Speedway, IN

#44 Sinden Racing Service

Driver: Steve Kinser/Bloomington, IN
Chief Mechanic: Owen Snyder/Indianapolis, IN
Right Front: Owen Snyder/Indianapolis, IN
Right Rear: Ron Smith/Indianapolis, IN
Left Front: Joe Kennedy/Indianapolis, IN
Left Rear: Jeff Sinden/Indianapolis, IN
Fueler: A.J. Davis/Indianapolis, IN
Vent Man: Ken Brooks/Indianapolis, IN

Heat 2

#27 Blueprint Racing

Driver: Jim Guthrie/Albuquerque, NM
Chief Mechanic: Mike McGuire/Albuquerque, NM
Right Front: Mike McGuire/Albuquerque, NM
Right Rear: Trevor Teague/Deming, NM
Left Front: Kenny Mosher/Albuquerque, NM
Left Rear: Randy Ruyle/Colorado Springs, CO
Fueler: Eric Kadas/Albuquerque, NM
Vent Man: Kevin Weldon/Albuquerque, NM

#52 FirstPlus Team Cheever

Driver: Jeff Ward/San Juan Capistrano, CA
Chief Mechanic: Norm Johnson/Ann Arbor, MI
Right Front: Norm Johnson/Ann Arbor, MI
Right Rear: Shane Sievers/Indianapolis, IN
Left Front: A.J. Martin/Los Angeles, CA
Left Rear: Chris Messa/Morresville, IN
Fueler: Andy Cistrainio/Atlanta, GA
Vent Man: Jason Thompson/Indianapolis, IN

QUARTER-FINALS - 1:30 p.m. Carburation Day

Heat 3

#5 Treadway Racing, LLC

Driver: Arie Luyendyk/Scottsdale, AZ
Chief Mechanic: Skip Faul/Orange, CA
Right Front: Jamie Nanny/Indianapolis, IN
Right Rear: Skip Faul/Orange, CA
Left Front: Pat Chavez/Tucson, AZ
Left Rear: Rick Hurford/Fergus Fall, MN
Fueler: Ted Blitting/Des Moines, IA
Vent Man: Brian Hornick/Sydney, Australia

#51 FirstPlus Team Cheever

Driver: Eddie Cheever Jr./Tampa, FL
Chief Mechanic: Mitch Davis/Indianapolis, IN
Right Front: Mitch Davis/Indianapolis, IN
Right Rear: Robin Boling/Plainfield, IN
Left Front: Tom Johansen/Lansing, MI
Left Rear: Matt Demar/Albuquerque, NM
Fueler: Lloyd Killenbeck/New Castle, IN
Vent Man: Wayne Selman/Indianapolis, IN

Heat 4

#4 Galles Racing International

Driver: Kenny Brack/Karlstad, Sweden
Chief Mechanic: Gary Armentrout/Albuquerque, NM
Right Front: Gary Armentrout/Albuquerque, NM
Right Rear: Darren Russell/Albuquerque, NM
Left Front: Donnie Miller/Albuquerque, NM
Left Rear: Paul Hennessey/Albuquerque, NM
Fueler: Russ Marr/Albuquerque, NM
Vent Man: Tim McCree/Albuquerque, NM

#42 Team Sabco

Driver: Robby Gordon/Cornelius, NC
Chief Mechanic: Dave Forbes/Brea, CA
Right Front: Dave Forbes/Brea, CA
Right Rear: Kenny Koldsbaek/Huntington Beach, CA
Left Front: Tom Bryant/Ramona, CA
Left Rear: Tracey Dickson/Glenwood Springs, CO
Fueler: Derek Collins/Anaheim, CA
Vent Man: Ed Buffington/Anaheim, CA

DAY 17 -- THURSDAY, MAY 22
CARBURETION DAY

- 11 a.m. -- #27 Guthrie, #16 Schmidt, #50 Roe, #72 Bourbonnais, #12 Calkins, #22 Greco, #7 Salazar, #8 Sospiri, #2 Stewart, #3 Buhl, #1 Durant, #11 Boat, #4 Brack not on pit road.
- 11:03 a.m. -- #2 Stewart, #3 Buhl to pit road.
-- GREEN.
- 11:04 a.m. -- #21 Guerrero first to fire engine.
-- #9 Unser second to fire.
- 11:05 a.m. -- #21 Guerrero first away, first on track.
- 11:07 a.m. -- #22 Greco towed to pit road.
- 11:08 a.m. -- #21 Guerrero completes first lap.
- 11:09 a.m. -- #4 Brack, #11 Boat to pit road.
- 11:10 a.m. -- #10 Groff second away, #33 Velez third away.
- 11:12 a.m. -- #42 Gordon fourth away.
- 11:17 a.m. -- #12 Calkins to pit road.
- 11:21 a.m. -- #21 Guerrero turned lap of 202.950, fastest of session.
- 11:22 a.m. -- #50 Roe to pit road.
- 11:24 a.m. -- #7 Salazar to pit road.
- 11:26 a.m. -- #1 Durant to pit road.
- 11:29 a.m. -- #90 St. James turned lap at 209.795, fastest of session.
- 11:30 a.m. -- #3 Buhl turned a lap at 209.624, second fastest of session.
- 11:31 a.m. -- YELLOW, debris on backstretch, north short chute.
- 11:35 a.m. -- GREEN.
- 11:37 a.m. -- YELLOW, #42 Gordon smoking, to pits, on fire, extinguished, crew reports blown engine.
- 11:50 a.m. -- GREEN.
- 11:52 a.m. -- #1 Durant on track for first time.
- 11:52 a.m. -- #44 Kinser on track for first time.
-- #17 Giaffone turned lap at 209.922, fastest of session.
- 11:56 a.m. -- YELLOW, tow-in for #54 Vitolo.
- 12:05 p.m. -- YELLOW, debris.
- 12:12 p.m. -- GREEN.
- 12:14 p.m. -- #34 Zampedri turned a lap at 211.854, fastest of session.
- 12:15 p.m. -- #6 Goodyear turned a lap at 212.972, fastest of session.
- 12:16 p.m. -- YELLOW, #22 Greco tow-in, oil pressure problem.
- 12:23 p.m. -- YELLOW, #1 Durant tow-in from pit exit, water leak.
- 12:25 p.m. -- GREEN.
- 12:26 p.m. -- YELLOW, debris.
- 12:29 p.m. -- GREEN.
- 12:32 p.m. -- #4 Brack turned lap at 212.141, second fastest of session.
- 12:33 p.m. -- #2 Stewart turned lap at 212.359, third fastest of session.
- 12:40 p.m. -- #97 Ray turned lap at 214.807, fastest of session.
-- #2 Stewart turned lap at 215.502, fastest of session.
- 12:45 p.m. -- YELLOW, #51 slowed on backstretch.
- 12:49 p.m. -- GREEN.
- 1 p.m. -- END OF SESSION.

Post Final Practice Quotes – Thursday, May 22

BILLY ROE: "The advice I've gotten from most of the drivers is if you're going to win it, you've got to take care of the equipment." (Race strategy): "Antonio (Ferrari, team owner) is an endurance racer and we're going to go with his strategy. We're going to treat this like an endurance race and we're going to win it."

TONY STEWART: (About how speeds have changed since he changed helmets): "We changed a lot of things. We changed two or three things at a time, including the helmet and the padding around my head. We changed a lot of variables so we're not sure what made the difference. But I'll be using that helmet for Race Day, that's for sure. The car was pretty close, not exactly the way we want it, but it's close. I feel really good about Race Day."

KENNY BRACK: "We are happy. Time today did not really mean that much. We are confident. We have a good car. I am very lucky, I feel, with the Galles family. I think we will do well. I just hope I just hope I don't screw this up for the team."

ALESSANDRO ZAMPEDRI: "I'm very happy with my race car. It's a good solid race car. I'm gonna have a long day in front of me. I feel good. I ran (the car) in traffic a bit. I picked (up) a little bit of push. Of course, that's pretty normal. I'm quite happy with how the car handles in traffic."

SCOTT GOODYEAR: "I don't feel well and I'm very pleased. I think everyone is out for the same thing after the cars are rebuilt. We'll wait and see what Race Day conditions bring." (About strep throat): "My wife and the newborn are the only two (in the family) to avoid it."

MIKE GROFF: "Just truckin' around, just feeling the car out. The chassis feels good like it always does. It's a long race. Hopefully, we'll be there at the end."

VINCENZO SOSPIRI: "We had some set(s) of tires to break in. The car feels very good. I'm very comfortable. I haven't been in traffic yet, although I'm sure it will push. Today felt like one of my greatest days in the race car this month. Getting back in the car is like getting back to reality. There's one thing no one's noticed: The last time a rookie won this competition was back in 1966 and that was the year I was born."

BUDDY LAZIER: "The car is okay. We were able to isolate some problems today. I just wish I felt a little more comfortable. I am sick. I am really sick. I have some viral thing and the flu, they think. But, the practice went better than it could have. We learned some things, but we're saving the equipment for race day."

ARIE LUYENDYK: "We only did two laps at real speed. We just wanted to check the systems to make sure there were no leaks or anything. So, we didn't do as many fast laps as we really wanted."

GREG RAY: "We were breaking in some new sets of tires. We've had limited laps here. It's comfortable. Our goal wasn't to go fast but to get comfortable. Ran in some traffic...not as much as we wanted to. Today's my son's (Winston) birthday. He's four years old. We're ready to throw the dice and go racing Sunday and see where they land."

Thursday, May 22 (cont.):

Nissan Motorsports issued a table today showing that Infiniti Indy-powered machines ran 1,372 laps and 3,430 total miles during the month of May to date in nine cars. The leader was Dr. Jack Miller, who ran 219 laps of practice. Two Infiniti Indy engine failures were experienced during May practice and qualifying sessions.

At 11:05 a.m., the temperature was 59 degrees with winds out of the northeast at nine miles per hour. At 3:23 p.m., the temperature was 64 degrees with winds out of the northeast at seven miles an hour, gusting to 21 mph.

Galles Racing International captured the \$40,000 top prize today in the \$70,000 Coors Indy Pit Stop Challenge, posting a time of 14.284 seconds in the final. The victory marked the second straight for Galles, which has won the contest five times in the past nine years. In the final, the #4 Monsoon Galles Racing entry driven by Kenny Brack beat the #51 FirstPlus Team Cheever unit and driver Eddie Cheever Jr., which clocked in at 15.133 seconds. The winning Galles team was composed of Gary Armentrout (chief mechanic and right front), Darren Russell (right rear), Donnie Miller (left front), Paul Hennessey (left rear), Russ Marr (fueler) and Tim McCree (vent man). The FirstPlus Team Cheever crew got \$10,000 for second. Based on comparative times in the final bracket reached, the #22 Team Scandia entry was third and collected \$7,500; the #52 FirstPlus Team Cheever entry was fourth and received \$5,000; #42 Team Sabco was fifth and received \$2,500; #5 Treadway Racing was sixth and received \$2,000; #44 Sinden Racing Services was seventh and received \$1,500 and #27 Blueprint Racing also picked up \$1,500 for eighth. The results:

Quarter-final results:

#22 Team Scandia, 16.863 seconds plus five-second penalty for a man over the wall too soon def. #44 Sinden Racing Services, which didn't start engine.

#51 FirstPlus Team Cheever, 15.247 seconds def. #5 Treadway Racing, 17.521 seconds.

#4 Galles Racing, 13.330 seconds def. #42 Team Sabco, 14.274 seconds.

#52 FirstPlus Team Cheever advanced to semifinals over #27 Blueprint Racing, which didn't field a car because it didn't have an engine.

Semifinals:

#4 Galles Racing, 17.096 seconds def. #22 Team Scandia, 20.833 seconds.

#51 First Plus Team Cheever, 17.305 seconds def. #52 FirstPlus Team Cheever, disqualified, didn't leave box.

Final:

#4 Galles Racing, 14.284 seconds def. #51 FirstPlus Team Cheever, 15.133 seconds.

QUOTES:

GARY ARMENTROUT: "We practice a lot (outside the shop in Albuquerque). Sometimes we draw a crowd. It's become a tradition. We expect to win. Mitch Davis, the crew chief on Cheever, won it for Galles last year. I was with Galles running the team in Michigan. We practice stops for the contest just carrying tires over the wall." (About concentrating on the contest): "When we got here, the backup car wasn't complete, so we concentrated on preparing that. We started concentrating for the pit contest on Monday morning. We set this as one of our goals. We've accomplished this. We set other goals to run good during the 500 miles. We want to be in the hunt at the end to go for the win."

MITCH DAVIS (crew chief, #51 FirstPlus Team Cheever): "It came down to lane choice. The outside lane had more grip but they won the toss. It was THAT close. We're happy. It was good for us and we're that much more prepared for the race." (About being a new team): "Three of us worked at Galles (himself, Wayne Selman, Matt Demar). I won it before. I have won the pit stop competition with Patrick Racing in 1991 with Danny Sullivan, with Al (Unser) Jr. in '93 and (as crew chief) with Davy (Jones) in 1996. We're going to win this thing (the race)."

EDDIE CHEEVER JR.: "It was real close. The crew did a great job but we got beaten a little bit by a team that's won a lot of times. That's okay. It was a good time."

LUKE WETHINGTON (Manager, Team Scandia): "It was my fault because the right rear wheel nut wasn't tight and I didn't want to drop the car. As it turned out, the wheel was on. I blew it."

MARCO GRECO: "I wish I could win. It was good. It was great to have different opportunities to make more money and to entertain the fans. It was fun. Unfortunately, so nothing happened with the wheel and the team manager didn't drop the car. That's all."

JEFF WARD: (After semifinal): "I don't know what happened. We couldn't get the right rear on. It was my race car and race engine. I didn't want to drop the clutch when I saw Cheever was winning. He's in his backup car. It just wasn't worth the risk."

Notes, Quotes from Trackside Conference Room:

ALESSANDRO ZAMPEDRI: (About recovering from last year's accident): "As far as normal life, I'm 75 percent, 70 percent. As far as driving, I'm very close, 99.9 percent, because you're never 100 percent. The ankle doesn't hurt. The joint movements are fine for driving. Driving's probably the easiest thing for me." (Have you talked to Roberto Guerrero since the incident?): "Yes, it happened the other night on the radio live, for the first time. He tried to call me in the hospital a number of times and I was not able to talk to anyone at that time. He apologized. I really appreciate that. He admitted he made a mistake. He said he didn't know that he was one or two laps down. He didn't have the radio with his crew. For sure, if that is true, he was in a tough position. He apologized. We shook hands. And we try to move over. You can't rewind it and try to change it." (How did you feel when you drove through that turn again for the first time since the accident?): "I would be lying to say I completely forgot about it. As soon as you get up to speed, everything goes away. You have to be tough. The more laps you go, the more you forget about it." (About the surgeries performed to repair his injuries): "I had nine surgeries. The first surgeries were to put everything back. Then I had bone grafts and then a skin graft...one blood vessel got damaged and wasn't producing enough blood to my foot. They took a vessel from my arm and put it into my leg and then it was able to produce enough blood. That fixed it. They did a wonderful job." (How much of this race is mental and how much is physical?): "80 percent is mental and 20 percent is physical. This place is unbelievable. This place can bite you. That's why it's very important to stay very focused 'til the checkered flag. It's a lot of mental stress."

LYN ST. JAMES: (On race strategy): "The thing about this race, the strategy, is to stay clear. You can lose this race on the first lap. It's paramount to have a clean

start. The key to me is to be clean and safe." (On field being expanded): "It's a tremendous amount of relief for my sponsor, my team, my crew. Even if I hadn't been involved in the stress of the decision, I would have concurred for the integrity of the race."

BUDDY LAZIER: (What changes since winning Indy?): "Now that I've won the Indy 500 my fiancée is going to marry me. No, really, it justified a year of mad passion of racing It hasn't changed my outlook on life. . . but there is a backlash to things. You're viewed differently by the racing community." (Feelings as returning champion): "When you come back you feel like you know what you need to have to win. It toys with you. But you have to take the pressure off yourself." (On the start of the race): "My biggest concern of the start is the greater air displacement. Catching the slipstream will be more important. Getting within the broken down air is going to help you a lot." (What will race be like?): "Either it'll go to the luckiest one or the smartest one. There's going to be a lot of oil on the track, it'll get slippery. There will be not as much attrition as expected. . . . Since the track was narrowed a few years ago it's difficult to pass. Slipstreaming will be crucial."

JOHNNY UNSER: (Top on your mind for race): "I'm going to be watching the oil pressure gauge. You have to take care of things and be there at the end."

RON HEMELGARN: (car owner for Lazier, St. James, and Johnny Unser) (Engine reliability a major concern?): "Both engine manufacturers have made great strides in reliability. There have been few engine blowups. . . . We've lost one engine all month and put on a lot of miles."

MARK DISMORE: (This May different for you?): "We got a late start. I've never worked with a team that so jelled so good. I've never been with anybody where everyone got along so well. It's really neat." (Accident in 1991) "I'll never forget it but I don't dwell on it. It's part of my life. It looked like a plane crash on wheels. It shows the safety gains in racing now. If it was ten years before, I wouldn't be here now." (Success since then): "The Atlantic (series) is very competitive and my win record there is second to no one. I won 4 out of 5 there after the accident and won midget races. I had a good year after the accident. I won Laguna Seca and had success at Long Beach." (Comfort level since accident): "It's not better, but I'm not in the dark. I ask more questions. For example, turn 1 is like being in a hurricane. You're wrestling for control of the car. I hope the rookies, everyone that hasn't been through it (on a start) goes with a certain amount of caution." (What is first turn like to a rookie?): "I think a certain arrogance goes along with being a rookie. You think you have the answers but you don't. I got crossed up there last year. This place demands respect." (On his team): "Tom Kelley and I seem to have something special. Tom has tough business experience. I believe we can win the thing. I don't want to just run the Indianapolis 500, I want to win the thing." (On race schedule): "We don't have spare equipment. We need to come out unscathed and finish. I want to do a good job for sponsors. If everyone happens like I want it to, Texas won't be a big deal." (Other plans): "No, just focusing on this. I may get to do some testing for John Paul Jr if the car's ready before he is. I can use the seat time. I'm looking forward to doing testing. Right now, me and the car need to be one, and I hope to be there by Sunday."

TYCE CARLSON: (On driving Silver Crown after 500): "I'm concentrating on IRL right now. That's what's important." (On race schedule): "I'm used to doing 90 races a year. I usually get back from the track, see if the car needs work, and get ready for the next ride."

STEPHAN GREGOIRE: (About advice for rookies on turbulence at the start): "The IRL is doing a lot of meetings for drivers who haven't raced here before. Drivers like Johnny Rutherford and Al Unser are here to explain to those drivers who have never been here how to anticipate this problem. Everybody is asking me, 'Do you think it is a problem to have so many rookies?' and I say, 'No, it's not a problem because I think the rookies are very cautious.' I remember last year everyone was very careful. When I was a rookie in 1993, I was very, very careful. You didn't want to do any mistake because everybody was telling that it was very dangerous to do the start, which is true." (About getting his ride): "Last year, Tom (Chastain) was sponsoring a team which was called ABF and someone was working for this team, a mechanic. His name was Yves (Chappaz). I met Yves last year in Phoenix and he wanted me to meet them. He said, 'I would like to introduce you to Chastain because Tom would like to do something in racing next year with the Indy Racing League.' But I didn't know exactly if Tom wanted to be a sponsor or if Tom wanted to have a team. So then I went to Tom's house with this French mechanic and we met for the first time. And Tom thought I was Michel Jourdain and I said, 'Nope, I'm Stephan Gregoire.' He thought that I was someone else. So then he said, 'Oh, yes, I remember.' We got along very well and I like Tom because Tom is a very honest person and I think that is very important for me especially because I want to be with good people."

TOM CHASTAIN (owner, Chastain Motorsports, about becoming an owner): "The whole involvement started last year. I liked the fact that we were putting the cars back in the hands of the mechanics, where they can really work on the cars. I liked the fact that the cost of racing had been lowered to the point where somebody could enter into the program that is not wealthy. I called the IRL office and I said, 'I'd like to sponsor a car.' They gave me a selection of four cars and I chose a team and from that, I helped sponsor them at Indy and a couple of other places. That really kindled back a desire that I had as a youth when I was here in Indianapolis. I think the first race I saw was 1957. I remember the old garage where the mechanics were working on the cars and actually rebuilding the engines in the garage area. Because the garage area was so small, they were outside. People used to line the fence and just watch them work. It brought it back to a point where I thought that if it was ever gonna be possible for me to be involved, it had to be this year."

ARIE LUYENDYK: (Confident as polesitter?): "To a degree, because the team does a good job, the car is handling well all month, and Tim Wardrop and I are in our third year together, so we have a pretty good handle on what it takes to make a car fast here." (On race strategy): "When I won the race in 1990 I ran hard all day. Last year, the approach was to go easy on the engine and then go hard at the end. You might as well take it easy on the equipment and stay in the hunt. . . . If you're leading and you can go as slow as possible, that's probably the way to go. I think you're going to see a lot of good, competitive racing because the speeds are pretty level." (On start): "I'd rather see a fast start. I think it's safer than a slow one. I think we're going to see something in the middle. You can usually expect 180, maybe 170, at the start/finish line. I've been asked to bring the field down relatively slow. I'm in the pole position so I guess I'm in charge, and try to take charge in a positive way."

SATURDAY, MAY 24
FIVE CARS MAKE SYSTEMS CHECK RUNS
IN PREPARATION FOR "500"

Five cars made systems check runs Saturday afternoon in final preparation for the 81st running of the Indianapolis 500 on Sunday.

The sequence:

4:24 p.m. -- Engine fires on #72 Claude Bourbonnais.

4:35 p.m. -- #27 Jim Guthrie first on track when it went green, followed by #16 Sam Schmidt, #42 Robby Gordon, #1 Paul Durant, #72 Bourbonnais.

4:38 p.m. -- #42 Gordon first to complete a lap.

4:48 p.m. -- Track closed after 13 minutes of systems check time.

Lap Totals: #16 Schmidt and #42 Gordon, 4 each; #27 Guthrie and #72 Bourbonnais, 3 each; #1 Durant, one lap.

Unofficial top lap speeds from the teams: #27 Guthrie, 194 miles per hour; #42 Gordon, 189 miles per hour; #72 Bourbonnais, 185 miles per hour; #16 Schmidt, 180 miles per hour.

QUOTES:

CLAUDE BOURBONNAIS: "I think 180 (miles per hour). We just wanted to make sure everything was running fine. There were two or three things I wanted to do -- adjust the mirrors, tighten the belts...those sorts of things. It seems okay."

ROBBY GORDON: "The guys worked through the night. I guess we pushed it to the last hour. We'll cross our fingers on Race Day and hope she lasts all day long. I'd say five cars on the lead lap."

KENNY ANDERSON (engineer, #42): "We were very appreciative of the Speedway for letting us get a chance to run today. (The reason we needed to was that) we sold two of our motors so two other cars could get in the race."

JIM GUTHRIE: "They didn't really let us get up to speed but it was nice to have the opportunity to shake things down and make sure everything was all right. Because we were waiting for engine parts, the car hasn't been out on the track since the first day of qualifying, so a few laps helps regain my confidence in the car. We're all set and ready to race."

Month of May Performance History – By Car Number

Car	Driver	C/E/T	Laps	Time	Speed	Date Best
1	Durant, Paul	G/A/G (Q)	66	42.651	211.015	5/18/97
1	Sharp, Scott	G/A/G (Q)	38	41.398	217.402	5/07/97
1	Hamilton, Davey	G/A/G (Q)	11	42.268	212.927	5/18/97
1	O'Connell, Johnny	G/A/G (Q)	32	42.269	212.922	5/16/97
1T	Sharp, Scott	G/A/G	23	42.027	214.148	5/09/97
1T	Boat, Billy	G/A/G	19	44.112	204.026	5/11/97
2	Stewart, Tony	G/A/F (Q)	193	41.080	219.085	5/10/97
2T	Stewart, Tony	G/A/F	286	41.577	216.466	5/14/97
3	Buhl, Robbie	G/A/F (Q)	249	41.459	217.082	5/10/97
3T	Buhl, Robbie	G/A/F	313	41.723	215.708	5/08/97
4	Brack, Kenny	G/A/G (Q)	271	42.284	212.846	5/10/97
4T	Brack, Kenny	G/A/G	402	41.846	215.074	5/16/97
5	Luyendyk, Arie	G/A/F (Q)	414	40.854	220.297	5/07/97
6	Goodyear, Scott	G/A/F (Q)	404	41.438	217.192	5/10/97
7	Salazar, Eliseo	D/A/G (Q)	194	41.904	214.777	5/10/97
8	Sospiri, Vincenzo	D/A/G (Q)	231	41.464	217.056	5/10/97
8	Greco, Marco	D/A/G (Q)	3	81.786	110.043	5/08/97
9	Unser, Johnny	D/I/F (Q)	59	42.700	210.773	5/22/97
10	Groff, Mike	G/I/F (Q)	183	42.942	209.585	5/08/97
10T	Groff, Mike	G/I/F	209	42.627	211.134	5/16/97
11	Boat, Billy	D/A/G (Q)	149	41.609	216.299	5/17/97
12	Calkins, Buzz	G/A/G (Q)	505	42.097	213.792	5/07/97
14	Hamilton, Davey	G/A/G (Q)	106	41.588	216.409	5/10/97
14T	Hamilton, Davey	D/A/G	11	42.562	211.456	5/15/97
16	Schmidt, Sam	D/A/F (Q)	275	41.483	216.956	5/10/97
17	Giaffone, Affonso	D/A/G (Q)	336	41.696	215.848	5/10/97
18	Carlson, Tyce	D/A/G (Q)	155	42.095	213.802	5/17/97
18	Paul Jr., John	D/A/G (Q)	163	42.342	212.555	5/06/97
21	Guerrero, Roberto	D/I/G (Q)	25	43.262	208.035	5/22/97
21T	Guerrero, Roberto	D/I/G	73	42.721	210.669	5/13/97
22	Greco, Marco	D/A/G (Q)	96	42.265	212.942	5/17/97
27	Guthrie, Jim	D/A/F (Q)	159	41.652	216.076	5/07/97
28	Dismore, Mark	D/A/G (Q)	126	41.406	217.360	5/17/97
30	Groff, Robbie	G/A/G (Q)	377	42.719	210.679	5/09/97
33	Velez, Fermin	D/A/G (Q)	213	41.713	215.760	5/09/97

Month of May Performance History – By Car Number

Car	Driver	C/E/T	Laps	Time	Speed	Date Best
34T	Zampedri, Alessandro	D/A/G (B)	18	42.482	211.854	5/22/97
34	Zampedri, Alessandro	D/A/G (Q)	62	41.979	214.393	5/17/97
36	Harrington, Scott	D/A/F	28	42.044	214.061	5/18/97
36	Harrington, Scott	D/A/F	95	43.790	205.526	5/18/97
40	Miller, Jack	D/I/F (Q)	219	42.960	209.497	5/10/97
42	Gordon, Robby	G/A/G (Q)	375	41.668	215.993	5/07/97
44	Kinser, Steve	D/A/G (Q)	429	41.922	214.684	5/16/97
50	Roe, Billy	D/A/F (Q)	291	42.178	213.381	5/17/97
51	Cheever Jr., Eddie	G/A/G (Q)	210	41.492	216.909	5/13/97
51T	Cheever Jr., Eddie	G/A/G	101	42.239	213.073	5/17/97
51T	Ward, Jeff	G/A/G	108	42.245	213.043	5/16/97
52	Ward, Jeff	G/A/G (Q)	115	41.738	215.631	5/10/97
54	Vitolo, Dennis	D/I/F (Q)	190	43.161	208.522	5/17/97
72	Bourbonnais, Claude	D/A/F (Q)	242	42.526	211.635	5/18/97
77	Gregoire, Stephan	G/A/G (Q)	272	41.963	214.475	5/10/97
90	St James, Lyn	D/I/F (Q)	216	42.298	212.776	5/13/97
91	Lazier, Buddy	D/A/F (Q)	24	42.567	211.431	5/22/97
91	Lazier, Buddy	D/I/F	44	42.031	214.128	5/06/97
91	Unser, Johnny	D/I/F	53	43.166	208.497	5/15/97
91T	Lazier, Buddy	D/A/F (Q)	236	41.467	217.040	5/13/97
97	Ray, Greg	D/A/F (Q)	255	41.745	215.595	5/11/97
Total			9,952			

Chassis: D=Dallara, G=G Force

Engine: A=Aurora by Oldsmobile, I=Infiniti Indy V8

Legend: SR=Speed Rank, C=Chassis, E=Engine, T=Tire, (Q)=Qualified CAR

Tire: F=Firestone, G=Goodyear

Month of May Performance History – By Best Speed

SR	Car	Driver	C/E/T	Laps	Time	Speed	Date Best
1	5	Luyendyk, Arie	G/A/F (Q)	414	40.854	220.297	5/07/97
2	2	Stewart, Tony	G/A/F (Q)	193	41.080	219.085	5/10/97
3	1	Sharp, Scott	G/A/G (Q)	38	41.398	217.402	5/07/97
4	28	Dismore, Mark	D/A/G (Q)	126	41.406	217.360	5/17/97
5	6	Goodyear, Scott	G/A/F (Q)	404	41.438	217.192	5/10/97
6	3	Buhl, Robbie	G/A/F (Q)	249	41.459	217.082	5/10/97
7	8	Sospiri, Vincenzo	D/A/G (Q)	231	41.464	217.056	5/10/97
8	91T	Lazier, Buddy	D/A/F (Q)	236	41.467	217.040	5/13/97
9	16	Schmidt, Sam	D/A/F (Q)	275	41.483	216.956	5/10/97
10	51	Cheever Jr., Eddie	G/A/G (Q)	210	41.492	216.909	5/13/97
11	2T	Stewart, Tony	G/A/F	286	41.577	216.466	5/14/97
12	14	Hamilton, Davey	G/A/G (Q)	106	41.588	216.409	5/10/97
13	11	Boat, Billy	D/A/G (Q)	149	41.609	216.299	5/17/97
14	27	Guthrie, Jim	D/A/F (Q)	159	41.652	216.076	5/07/97
15	42	Gordon, Robby	G/A/G (Q)	375	41.668	215.993	5/07/97
16	17	Giaffone, Affonso	D/A/G (Q)	336	41.696	215.848	5/10/97
17	33	Velez, Fermin	D/A/G (Q)	213	41.713	215.760	5/09/97
18	3T	Buhl, Robbie	G/A/F	313	41.723	215.708	5/08/97
19	52	Ward, Jeff	G/A/G (Q)	115	41.738	215.631	5/10/97
20	97	Ray, Greg	D/A/F (Q)	255	41.745	215.595	5/11/97
21	4T	Brack, Kenny	G/A/G	402	41.846	215.074	5/16/97
22	7	Salazar, Eliseo	D/A/G (Q)	194	41.904	214.777	5/10/97
23	44	Kinser, Steve	D/A/G (Q)	429	41.922	214.684	5/16/97
24	77	Gregoire, Stephan	G/A/G (Q)	272	41.963	214.475	5/10/97
25	34T	Zampedri, Alessandro	D/A/G (Q)	62	41.979	214.393	5/17/97
26	1T	Sharp, Scott	G/A/G	23	42.027	214.148	5/09/97
27	91	Lazier, Buddy	D/I/F	44	42.031	214.128	5/06/97
28	36	Harrington, Scott	D/A/F	28	42.044	214.061	5/18/97
29	18	Carlson, Tyce	D/A/G (Q)	155	42.095	213.802	5/17/97
30	12	Calkins, Buzz	G/A/G (Q)	505	42.097	213.792	5/07/97
31	50	Roe, Billy	D/A/F (Q)	291	42.178	213.381	5/17/97
32	51T	Cheever Jr., Eddie	G/A/G	101	42.239	213.073	5/17/97
33	51T	Ward, Jeff	G/A/G	108	42.245	213.043	5/16/97
34	22	Greco, Marco	D/A/G (Q)	96	42.265	212.942	5/17/97
35	1	Hamilton, Davey	G/A/G (Q)	11	42.268	212.927	5/18/97
36	1	O'Connell, Johnny	G/A/G (Q)	32	42.269	212.922	5/16/97

Month of May Performance History – By Best Speed

SR	Car	Driver	C/E/T	Laps	Time	Speed	Date Best
37	4	Brack, Kenny	G/A/G (Q)	271	42.284	212.846	5/10/97
38	90	St. James, Lyn	D/I/F (Q)	216	42.298	212.776	5/13/97
39	18	Paul Jr., John	D/A/G (Q)	163	42.342	212.555	5/06/97
40	34T	Zampedri, Alessandro	D/A/G (B)	18	42.482	211.854	5/22/97
41	72	Bourbonnais, Claude	D/A/F (Q)	242	42.526	211.635	5/18/97
42	14T	Hamilton, Davey	D/A/G	11	42.562	211.456	5/15/97
43	91	Lazier, Buddy	D/A/F (Q)	24	42.567	211.431	5/22/97
44	10T	Groff, Mike	G/I/F	209	42.627	211.134	5/16/97
45	1	Durant, Paul	G/A/G (Q)	66	42.651	211.015	5/18/97
46	9	Unser, Johnny	D/I/F (Q)	59	42.700	210.773	5/22/97
47	30	Groff, Robbie	G/A/G (Q)	377	42.719	210.679	5/09/97
48	21T	Guerrero, Roberto	D/I/G	73	42.721	210.669	5/13/97
49	10	Groff, Mike	G/I/F (Q)	183	42.942	209.585	5/08/97
50	40	Miller, Jack	D/I/F (Q)	219	42.960	209.497	5/10/97
51	54	Vitoio, Dennis	D/I/F (Q)	190	43.161	208.522	5/17/97
52	91	Unser, Johnny	D/I/F	53	43.166	208.497	5/15/97
52	21	Guerrero, Roberto	D/I/G (Q)	25	43.262	208.035	5/22/97
53	36	Harrington, Scott	D/A/F	95	43.790	205.526	5/18/97
54	1T	Boat, Billy	G/A/G	19	44.112	204.026	5/11/97
55	8	Greco, Marco	D/A/G (Q)	3	81.786	110.043	5/06/97

Total

9,952

Legend: SR=Speed Rank, C=Chassis, E=Engine, T=Tire, (Q)=Qualified CAR

Chassis: D=Dallara, G=G Force

Engine: A=Aurora by Oldsmobile, I=Infiniti Indy V8

Tire: F=Firestone, G=Goodyear

Daily Performance History

Sunday, May 4, 1997

Car	Driver	C/E/T	Laps	Time	Speed
8	Sospiri, Vincenzo	D/A/G	21	42.460	211.964
51T	Ward, Jeff	G/A/G	16	43.736	205.780
4	Brack, Kenny	G/A/G	54	43.903	204.997
16	Schmidt, Sam	D/A/F	7	49.893	180.386
Total Laps:			98		

Monday, May 5, 1997

Car	Driver	C/E/T	Laps	Time	Speed
4	Brack, Kenny	G/A/G	23	43.775	205.597
16	Schmidt, Sam	D/A/F	43	45.380	198.325
97	Ray, Greg	D/A/F	12	48.519	185.494
52	Ward, Jeff	G/A/G	2	90.329	99.635
Total Laps:			80		

Session ended early at 4:30 p.m. Eastern Standard Time because of rain.

Tuesday, May 6, 1997

Car	Driver	C/E/T	Laps	Time	Speed
5	Luyendyk, Arie	G/A/F	64	41.151	218.707
42	Gordon, Robby	G/A/G	37	41.750	215.569
2	Stewart, Tony	G/A/G	33	41.990	214.337
91	Lazier, Buddy	D//F	21	42.031	214.128
1	Sharp, Scott	G/A/G	21	42.048	214.041
3	Buhl, Robbie	G/A/F	44	42.087	213.843
2T	Stewart, Tony	G/A/G	13	42.172	213.412
18	Paul Jr., John	D/A/G	53	42.342	212.555
12	Calkins, Buzz	G/A/G	27	42.385	212.339
6	Goodyear, Scott	G/A/F	35	42.597	211.282
33	Velez, Fermin	D/A/G	47	42.800	210.280
4	Brack, Kenny	G/A/G	41	42.973	209.434
7	Salazar, Eliseo	D/A/G	31	42.987	209.366
8	Sospiri, Vincenzo	D/A/G	22	43.007	209.268
17	Giaffone, Affonso	D/A/G	89	43.042	209.098
14	Hamilton, Davey	G/A/G	14	43.163	208.512
90	St. James, Lyn	D//G	34	43.443	207.168
30	Groff, Robbie	G/A/G	78	43.471	207.035
10	Groff, Mike	G//F	36	43.665	206.115
52	Ward, Jeff	G/A/G	16	43.835	205.315
97	Ray, Greg	D/A/F	84	43.848	205.255
16	Schmidt, Sam	D/A/F	26	43.970	204.685
21	Guerrero, Roberto	D//G	39	44.044	204.341
34	Zampedri, Alessandro	D/A/G	15	44.761	201.068
27	Guthrie, Jim	D/A/F	6	47.583	189.143
22	Greco, Marco	D/A/G	3	81.786	110.043
Total Laps:			929		

Daily Performance History (cont.)

Wednesday, May 7, 1997

Car	Driver	C/E/T	Laps	Time	Speed
5	Luyendyk, Arie	G/A/F	47	40.854	220.297
1	Sharp, Scott	G/A/G	17	41.398	217.402
27	Guthrie, Jim	D/A/F	45	41.652	216.076
42	Gordon, Robby	G/A/G	25	41.668	215.993
2	Stewart, Tony	G/A/G	38	41.715	215.750
33	Velez, Fermin	D/A/G	28	42.022	214.174
6	Goodyear, Scott	G/A/F	24	42.032	214.123
12	Calkins, Buzz	G/A/G	53	42.097	213.792
4	Brack, Kenny	G/A/G	47	42.289	212.821
7	Salazar, Eliseo	D/A/G	21	42.360	212.465
18	Paul Jr., John	D/A/G	57	42.437	212.079
3	Buhl, Robbie	G/A/F	26	42.512	211.705
17	Giaffone, Affonso	D/A/G	37	42.533	211.600
8	Sospirl, Vincenzo	D/A/G	12	42.587	211.332
90	St. James, Lyn	D//F	33	42.592	211.307
14	Hamilton, Davey	G/A/G	7	42.666	210.941
10	Groff, Mike	G//F	27	43.078	208.923
30	Groff, Robbie	G/A/G	40	43.138	208.633
21T	Guerrero, Roberto	D//G	20	43.336	207.680
16	Schmidt, Sam	D/A/F	7	44.381	202.789
	Total		611		

Thursday, May 8, 1997

Car	Driver	C/E/T	Laps	Time	Speed
5	Luyendyk, Arie	G/A/F	26	41.414	217.318
2T	Stewart, Tony	G/A/F	41	41.701	215.822
3T	Buhl, Robbie	G/A/F	9	41.723	215.708
3	Buhl, Robbie	G/A/F	44	41.880	214.900
90	St. James, Lyn	D//F	27	42.340	212.565
2	Stewart, Tony	G/A/F	9	42.373	212.399
42	Gordon, Robby	G/A/G	18	42.407	212.229
18	Paul Jr., John	D/A/G	44	42.525	211.640
12	Calkins, Buzz	G/A/G	31	42.604	211.248
21T	Guerrero, Roberto	D//G	34	42.722	210.664
6	Goodyear, Scott	G/A/F	23	42.864	209.966
16	Schmidt, Sam	D/A/F	23	42.885	209.864
10	Groff, Mike	G//F	38	42.942	209.585
91	Lazier, Buddy	D//F	8	42.995	209.327
77	Gregoire, Stephan	G/A/G	30	43.189	208.386
17	Giaffone, Affonso	D/A/G	7	44.954	200.205
30	Groff, Robby	G/A/G	4	46.974	191.595
44	Kinser, Steve	D/A/F	44	47.306	190.251
27	Guthrie, Jim	D/A/F	5	49.134	183.173
22	Greco, Marco	D/A/G	10	49.171	183.035
34	Zampedri, Alessandro	D/A/G	4	50.189	179.322
40	Miller, Jack	D//F	10	50.372	178.671
	Total		489		

Daily Performance History (cont.)

Friday, May 9, 1997

Car	Driver	C/E/T	Laps	Time	Speed
5	Luyendyk, Arie	G/A/F	62	41.223	218.325
2	Stewart, Tony	G/A/F	54	41.407	217.355
3	Buhl, Robbie	G/A/F	75	41.494	216.899
14	Hamilton, Davey	G/A/G	12	41.695	215.853
33	Velez, Fermin	D/A/G	30	41.713	215.760
42	Gordon, Robby	G/A/G	13	41.797	215.326
17	Giaffone, Affonso	D/A/G	35	41.829	215.162
7	Salazar, Eliseo	D/A/G	48	41.921	214.690
3T	Buhl, Robbie	G/A/F	11	41.987	214.352
1T	Sharp, Scott	D/A/G	23	42.027	214.148
8	Sospiri, Vincenzo	D/A/G	55	42.155	213.498
77	Gregoire, Stephan	G/A/G	35	42.189	213.326
51	Cheever Jr., Eddie	G/A/G	67	42.320	212.665
6	Goodyear, Scott	G/A/F	49	42.368	212.424
27	Guthrie, Jim	D/A/F	49	42.554	211.496
4T	Brack, Kenny	G/A/G	52	42.560	211.466
34	Zampedri, Alessandro	D/A/G	31	42.580	211.367
16	Schmidt, Sam	D/A/F	66	42.628	211.129
30	Groff, Robbie	G/A/G	38	42.719	210.679
91T	Lazier, Buddy	D//F	16	42.945	209.570
18	Paul Jr., John	D/A/G	9	42.952	209.536
52	Ward, Jeff	G/A/G	43	42.979	209.404
22	Greco, Marco	D/A/G	24	43.002	209.293
21T	Guerrero, Roberto	D//G	19	43.010	209.254
10	Groff, Mike	G//F	30	43.199	208.338
40	Miller, Jack	D//F	76	43.234	208.169
12	Calkins, Buzz	G/A/G	23	43.304	207.833
44	Kinser, Steve	D/A/F	98	43.576	206.536
91	Lazier, Buddy	D//F	10	43.780	205.573
10T	Groff, Mike	G//F	22	43.970	204.685
50	Roe, Billy	D/A/F	18	50.493	178.243
	Total		1193		

Daily Performance History (cont.)

Saturday, May 10, 1997

Car	Driver	C/E/T	Laps	Time	Speed
5	Luyendyk, Arie	G/A/F	73	40.986	219.587
2	Stewart, Tony	G/A/F	28	41.080	219.085
6	Goodyear, Scott	G/A/F	84	41.438	217.192
3	Buhl, Robbie	G/A/F	46	41.459	217.082
8	Sospiri, Vincenzo	D/A/G	22	41.464	217.056
16	Schmidt, Sam	D/A/F	21	41.483	216.956
14	Hamilton, Davey	G/A/G	24	41.588	216.409
27	Guthrie, Jim	D/A/F	54	41.696	215.848
17	Giaffone, Affonso	D/A/G	36	41.696	215.848
51	Cheever Jr., Eddie	G/A/G	56	41.738	215.631
52	Ward, Jeff	G/A/G	27	41.738	215.631
91T	Lazier, Buddy	D/A/F	42	41.792	215.352
7	Salazar, Eliseo	D/A/G	28	41.904	214.777
77	Gregoire, Stephan	G/A/G	49	41.963	214.475
42	Gordon, Robby	G/A/G	25	42.140	213.574
2T	Stewart, Tony	G/A/F	21	42.209	213.225
4	Brack, Kenny	G/A/G	67	42.284	212.846
34	Zampedri, Alesandro	D/A/G	35	42.562	211.456
90	St James, Lyn	D//F	23	42.614	211.198
33	Velez, Fermin	D/A/G	25	42.710	210.723
12	Calkins, Buzz	G/A/G	43	42.890	209.839
97	Ray, Greg	D/A/F	34	42.905	209.766
40	Miller, Jack	D//F	32	42.960	209.497
21T	Guerrero, Roberto	D//G	33	43.038	209.118
10	Groff, Mike	G//F	25	43.074	208.943
30	Groff, Robbie	G/A/G	31	43.226	208.208
44	Kinser, Steve	D/A/F	24	43.488	206.954
3T	Buhl, Robbie	G/A/F	9	71.671	125.574
	Total		1017		

Sunday, May 11, 1997

Car	Driver	C/E/T	Laps	Time	Speed
97	Ray, Greg	D/A/F	43	41.745	215.595
44	Kinser, Steve	D/A/F	44	42.482	211.854
77	Gregoire, Stephan	G/A/G	38	42.565	211.441
34	Zampedri, Alesandro	D/A/G	43	42.690	210.822
30	Groff, Robbie	G/A/G	71	43.053	209.045
16	Schmidt, Sam	D/A/F	11	43.540	206.706
1T	Boat, Billy	D/A/G	19	44.112	204.026
11	Boat, Billy	G/A/G	4	45.005	199.978
50	Roe, Billy	D/A/F	2	88.707	101.458
	Total		275		

Daily Performance History (cont.)

Monday, May 12, 1997

Car	Driver	C/E/T	Laps	Time	Speed
5	Luyendyk, Arie	G/A/F	64	41.455	217.103
6	Goodyear, Scott	G/A/F	55	41.649	216.092
51	Cheever Jr., Eddie	G/A/G	34	41.744	215.600
3T	Buhl, Robbie	G/A/F	89	41.927	214.659
91T	Lazier, Buddy	D/A/F	9	41.978	214.398
17	Giaffone, Affonso	D/A/G	61	41.984	214.367
14	Hamilton, Davey	G/A/G	16	42.214	213.199
4T	Brack, Kenny	G/A/G	73	42.319	212.670
42	Gordon, Robby	G/A/G	66	42.340	212.565
11	Boat, Billy	G/A/G	36	42.386	212.334
2T	Stewart, Tony	G/A/F	40	42.445	212.039
77	Gregoire, Stephan	G/A/G	46	42.462	211.954
12	Calkins, Buzz	G/A/G	22	42.759	210.482
10T	Groff, Mike	G//F	24	43.471	207.035
50	Roe, Billy	D/A/F	89	43.669	206.096
40	Miller, Jack	D//F	12	44.706	201.315
54	Vitolo, Dennis	D//F	1	270.272	33.300
	Total		737		

Tuesday, May 13, 1997

Car	Driver	C/E/T	Laps	Time	Speed
91T	Lazier, Buddy	D/A/F	35	41.467	217.040
51	Cheever Jr., Eddie	G/A/G	22	41.492	216.909
6	Goodyear, Scott	G/A/F	101	41.568	216.513
42	Gordon, Robby	G/A/G	58	41.749	215.574
3T	Buhl, Robbie	G/A/F	97	41.883	214.884
44	Kinser, Steve	D/A/G	48	41.969	214.444
2T	Stewart, Tony	G/A/F	61	41.970	214.439
11	Boat, Billy	G/A/G	21	42.030	214.133
17	Giaffone, Affonso	D/A/G	42	42.123	213.660
12	Calkins, Buzz	G/A/G	53	42.185	213.346
90	St. James, Lyn	D//F	53	42.298	212.776
4T	Brack, Kenny	G/A/G	52	42.540	211.566
21T	Guerrero, Roberto	D//G	46	42.721	210.669
22	Greco, Marco	D/A/G	14	42.841	210.079
10T	Groff, Mike	G//F	60	42.876	209.908
50	Roe, Billy	D/A/F	67	42.880	209.888
54	Vitolo, Dennis	D//F	19	45.918	196.002
	Total		849		

Daily Performance History (cont.)

Wednesday, May 14, 1997

Car	Driver	C/E/T	Laps	Time	Speed
91T	Lazier, Buddy	D/A/F	26	41.557	216.570
2T	Stewart, Tony	G/A/F	56	41.577	216.466
14	Hamilton, Davey	G/A/G	21	41.672	215.972
11	Boat, Billy	D/A/G	17	41.831	215.151
44	Kinser, Steve	D/A/G	81	42.002	214.276
42	Gordon, Robby	G/A/G	29	42.088	213.838
77	Gregoire, Stephan	G/A/G	29	42.149	213.528
4T	Brack, Kenny	G/A/G	63	42.348	212.525
12	Calkins, Buzz	G/A/G	41	42.391	212.309
51T	Ward, Jeff	G/A/G	37	42.394	212.294
50	Roe, Billy	D/A/F	43	42.721	210.669
90	St James, Lyn	D//F	37	42.918	209.702
30	Groff, Robbie	G/A/G	28	43.577	206.531
40	Miller, Jack	D//F	14	45.778	196.601
3T	Buhl, Robbie	G/A/F	11	52.794	170.474
	Total		533		

Daily Performance History (cont.)

Thursday, May 15, 1997

Car	Driver	C/E/T	Laps	Time	Speed
16	Schmidt, Sam	D/A/F	17	42.455	211.989
14T	Hamilton, Davey	D/A/G	11	42.562	211.456
42	Gordon, Robby	G/A/G	76	42.621	211.164
44	Kinser, Steve	D/A/G	39	42.667	210.936
18	Carlson, Tyce	D/A/G	39	42.737	210.590
28	Dismore, Mark	D/A/G	24	42.778	210.389
12	Calkins, Buzz	G/A/G	69	42.792	210.320
91	Unser, Johnny	D//F	43	43.166	208.497
21T	Guerrero, Roberto	D//G	27	43.433	207.216
1	O'Connell, Johnny	G/A/G	18	43.467	207.054
91	Lazier, Buddy	D//F	5	43.576	206.536
72	Bourbonnais, Claude	D/A/F	92	44.152	203.841
2T	Stewart, Tony	G/A/F	27	44.573	201.916
54	Vitolo, Dennis	D//F	64	44.862	200.615
4T	Brack, Kenny	G/A/G	62	44.870	200.579
3T	Buhl, Robbie	G/A/F	29	45.547	197.598
30	Groff, Robbie	G/A/G	22	47.830	188.166
40	Miller, Jack	D//F	4	81.685	110.179
	Total		668		

Daily Performance History (cont.)

Friday, May 16, 1997

Car	Driver	C/E/T	Laps	Time	Speed
2T	Stewart, Tony	G/A/F	27	41.592	216.388
4T	Brack, Kenny	G/A/G	100	41.846	215.074
97	Ray, Greg	D/A/F	10	41.847	215.069
91T	Lazier, Buddy	D/A/F	71	41.855	215.028
44	Kinser, Steve	D/A/G	30	41.922	214.684
3T	Buhl, Robbie	G/A/F	58	41.980	214.388
28	Dismore, Mark	D/A/G	13	42.086	213.848
16	Schmidt, Sam	D/A/F	32	42.142	213.564
51T	Ward, Jeff	G/A/G	26	42.245	213.043
11	Boat, Billy	G/A/G	37	42.251	213.013
1	O'Connell, Johnny	G/A/G	14	42.269	212.922
18	Carlson, Tyce	D/A/G	9	42.284	212.846
50	Roe, Billy	D/A/F	28	42.371	212.409
22	Greco, Marco	D/A/G	18	42.498	211.775
10T	Groff, Mike	G/I/F	103	42.627	211.134
12	Calkins, Buzz	G/A/G	44	42.684	210.852
33	Velez, Fermin	D/A/G	15	42.889	209.844
40	Miller, Jack	D/I/F	31	43.267	208.011
72	Bourbonnais, Claude	D/A/F	36	43.359	207.569
54	Vitolo, Dennis	D/I/F	43	43.585	206.493
36	Harrington, Scott	G/A/G	17	53.144	169.351
	Total		762		

Saturday, May 17, 1997

Car	Driver	C/E/T	Laps	Time	Speed
28	Dismore, Mark	D/A/G	69	41.406	217.360
11	Boat, Billy	D/A/G	15	41.609	216.299
16	Schmidt, Sam	D/A/F	15	41.636	216.159
91T	Lazier, Buddy	D/A/F	36	41.777	215.430
97	Ray, Greg	D/A/F	20	41.810	215.260
34T	Zampedri, Alessandro	D/A/G	31	41.979	214.393
18	Carlson, Tyce	D/A/G	68	42.095	213.802
50	Roe, Billy	D/A/F	15	42.178	213.381
51T	Cheever Jr., Eddie	G/A/G	57	42.239	213.073
22	Greco, Marco	D/A/G	12	42.265	212.942
12	Calkins, Buzz	G/A/G	73	42.600	211.268
72	Bourbonnais, Claude	D/A/F	68	42.780	210.379
33	Velez, Fermin	D/A/G	22	43.040	209.108
54	Vitolo, Dennis	D/I/F	45	43.161	208.522
7	Salazar, Eliseo	D/A/G	5	43.458	207.097
91	Unser, Johnny	D/I/F	10	43.938	204.834
36	Harrington, Scot	G/A/G	48	44.929	200.316
4	Brack, Kenny	G/A/G	2	75.503	119.201
	Total		611		

Daily Performance History (cont.)

Sunday, May 18, 1997

Car	Driver	C/E/T	Laps	Time	Speed
5	Luyendyk, Arie	G/A/F	61	41.629	216.195
36	Harrington, Scott	D/A/F	28	42.044	214.061
97	Ray, Greg	D/A/F	28	42.068	213.939
34T	Zampedri, Alessandro	D/A/G	31	42.112	213.716
2	Stewart, Tony	G/A/F	11	42.173	213.407
3	Buhl, Robbie	G/A/F	9	42.209	213.225
1	Hamilton, Davey	G/A/G	11	42.268	212.927
42	Gordon, Robby	G/A/G	22	42.485	211.839
72	Bourbonnais, Claude	D/A/F	46	42.526	211.635
77	Gregoire, Stephan	G/A/G	32	42.568	211.426
1	Durant, Paul	G/A/G	56	42.651	211.015
7	Salazar, Eliseo	D/A/G	40	42.713	210.709
9	Unser, Johnny	D/I/F	27	42.816	210.202
18	Carlson, Tyce	D/A/G	14	42.890	209.839
51T	Ward, Jeff	G/A/G	29	43.019	209.210
51T	Cheever Jr., Eddie	G/A/G	44	43.023	209.190
12	Calkins, Buzz	G/A/G	10	43.513	206.835
36	Harrington, Scott	D/A/F	30	43.790	205.526
11	Boat, Billy	D/A/G	7	43.923	204.904
33	Velez, Fermin	D/A/G	12	44.046	204.332
8	Sospiri, Vincenzo	D/A/G	12	46.284	194.452
6	Goodyear, Scott	G/A/F	17	63.673	141.347
16	Schmidt, Sam	D/A/F	7	66.051	136.258
	Total		584		

Daily Performance History (cont.)

Thursday, May 22, 1997

Car	Driver	C/E/T	Laps	Time	Speed
2	Stewart, Tony	G/A/F	20	41.763	215.502
97	Ray, Greg	D/A/F	24	41.898	214.807
6	Goodyear, Scott	G/A/F	16	42.259	212.972
4	Brack, Kenny	G/A/G	24	42.305	212.741
5	Luyendyk, Arie	G/A/F	16	42.442	212.054
34	Zampedri, Alessandro	D/A/G	18	42.482	211.854
91	Lazier, Buddy	D/A/F	24	42.567	211.431
3	Buhl, Robbie	G/A/F	21	42.611	211.213
9	Unser, Johnny	D//F	32	42.700	210.773
44	Kinser, Steve	D/A/G	21	42.778	210.389
51	Cheever Jr., Eddie	G/A/G	30	42.864	209.966
17	Giaffone, Afonso	D/A/G	29	42.873	209.922
7	Salazar, Eliseo	D/A/G	21	42.879	209.893
90	St James, Lyn	D//F	9	42.899	209.795
52	Ward, Jeff	G/A/G	27	43.063	208.996
50	Roe, Billy	D/A/F	29	43.082	208.904
21	Guerrero, Roberto	D//G	25	43.262	208.035
12	Calkins, Buzz	G/A/G	16	43.277	207.963
30	Groff, Robbie	G/A/G	9	43.307	207.819
1	Durant, Paul	G/A/G	10	43.380	207.469
28	Dismore, Mark	D/A/G	20	43.519	206.806
11	Boat, Billy	D/A/G	12	43.893	205.044
33	Velez, Fermin	D/A/G	34	43.893	205.044
77	Gregoire, Stephan	G/A/G	13	43.896	205.030
14	Hamilton, Davey	G/A/G	12	43.936	204.843
10	Groff, Mike	G//F	27	43.993	204.578
8	Sospiri, Vincenzo	D/A/G	30	44.348	202.940
22	Greco, Marco	D/A/G	18	44.508	202.211
18	Carlson, Tyce	D/A/G	25	44.629	201.663
54	Vitolo, Dennis	D//F	18	45.602	197.360
40	Miller, Jack	D//F	8	47.478	189.561
42	Gordon, Robby	G/A/G	6	66.583	135.170
	Total		644		

1997 ACCIDENT REPORT

1. CAR #52 DATE: Tuesday, May 6 TIME: 9:47 a.m.
DRIVER: Jeff Ward
CAR NAME: FirstPlus Team Cheever
CAR CONDITION: Right rear suspension
DESCRIPTION: Engine problem going into Turn 3, did one complete spin over 555 feet to hit the wall with the right rear, then came off the wall 150 feet and stopped in the north chute warm-up lane.
DRIVER'S CONDITION: Examined, released and cleared to drive.
2. CAR #1 DATE: Wednesday, May 7 TIME: 4:12 p.m.
DRIVER: Scott Sharp
CAR NAME: Conesco A.J. Foyt Racing
CAR CONDITION: Heavy left side damage
DESCRIPTION: Did a three-quarter spin 570 feet in Turn 4 to hit the wall with the left front, slid along the wall backward 410 feet, then came off the wall 120 feet to a stop on the front straightaway.
DRIVER'S CONDITION: Suffered a bruised right knee and was released and cleared to drive.
3. CAR #5 DATE: Thursday, May 8 TIME: 3:17 p.m.
DRIVER: Arie Luyendyk
CAR NAME: Treadway Racing WavePhore Miller Lite
CAR CONDITION: Minor nose cone damage
DESCRIPTION: Got loose in the south short chute, did two complete spins over 580 feet to hit the wall with the front in the middle of Turn 2, then came off the wall 60 feet to a stop.
DRIVER'S CONDITION: Examined, released and cleared to drive.
4. CAR #77 DATE: Thursday, May 8 TIME: 3:49 p.m.
DRIVER: Stephan Gregoire
CAR NAME: Chastain Motorsports-Estridge-Miller-Eads
CAR CONDITION: Minor nose damage.
DESCRIPTION: One complete spin in Turn 2 warm-up lane. Light contact with nose of car with inside guardrail.
DRIVER'S CONDITION: No report.
5. CAR #16 DATE: Thursday, May 8 TIME: 4:47 p.m.
DRIVER: Sam Schmidt
CAR NAME: Blueprint/HOPE Prepaid Fuel Card
CAR CONDITION: Minor nose cone damage
DESCRIPTION: Coming off of warm-up lane in Turn 2, made one complete spin, made contact with inside wall. Damage to nose of car.
DRIVER'S CONDITION: No report.
6. CAR #18 DATE: Friday, May 9 TIME: 12:42 p.m.
DRIVER: John Paul Jr.
CAR NAME: Klipsch Tnemec Overhead Door Pyle V-Line Earl's
CAR CONDITION: Heavy front and left-side damage
DESCRIPTION: Car did a complete spin in Turn 4 690 feet to the wall with the front, came back 60 feet to hit with the rear, and then slid down the frontstretch 460 feet with a half-spin to a stop.
DRIVER'S CONDITION: Paul Jr., was awake and alert and was transported by ambulance to Methodist Hospital Trauma Center complaining of pain in both legs. At 3 p.m., it was announced that Paul Jr., was admitted in good condition with multiple fractures to the lower right leg and left heel. 5/10 Remains at Methodist Hospital in good condition, will be re-evaluated this afternoon and his release time will be based on the evaluation. 5/11 Released from Methodist Hospital. He has casts on both legs and will be wheelchair-bound for about six to eight weeks.

Accident Report (cont.):

7. CAR #1 DATE: Friday, May 9 TIME: 5:17 p.m.
DRIVER: Scott Sharp
CAR NAME: Conseco A.J. Foyt Racing
CAR CONDITION: Car sustained extensive right-side damage.
DESCRIPTION: Sharp did one complete spin covering 635 feet to hit the Turn 4 wall, slid 160 feet along the wall and came off the wall 2,690 feet to a stop near the end of the main straightaway.
DRIVER'S CONDITION: Sharp was reported awake and had signs of a concussion. 5/10 Remains at Methodist Hospital in good condition and will undergo a routine repeat CT Scan this morning. 5/11 Has a small brain hemorrhage. His condition remains good and his status for driving is yet to be determined. He is no longer hospitalized. 5/12 A.J. Foyt announced that Sharp would not attempt to run the "500" while he is recovering.
8. CAR #16 DATE: Saturday, May 10 TIME: 5:20 p.m.
DRIVER: Sam Schmidt
CAR NAME: HOPE / Blueprint Racing
CAR CONDITION: Nose damage
DESCRIPTION: Half spin, 180 feet, hit inside wall with left side nose. Then continued 100 feet along the wall.
DRIVER'S CONDITION: Examined, released and cleared to drive.
9. CAR #1 DATE: Friday, May 16 TIME: 12:36 p.m.
DRIVER: Johnny O'Connell
CAR NAME: Conseco A.J. Foyt Racing
CAR CONDITION: Extensive front and left-side damage.
DESCRIPTION: Had an engine problem going into Turn 1, slid 660 feet with a three-quarter spin to hit the wall with the front, came around 60 feet to hit again with the left rear, then slid 750 feet with a half-spin to stop at the entrance to Turn 2.
DRIVER'S CONDITION: O'Connell was reported awake and alert. He was transported in stable condition by ambulance to Methodist Hospital Trauma Center complaining of pain in his left foot and ankle and minor facial cuts. At Methodist, he was scheduled for surgery to repair a dislocated arch in his left foot. 5/18 In good condition following surgery on his left foot Friday. He is able to get around on crutches.
10. CAR #36 DATE: Sunday, May 18 TIME: 5:55 p.m.
DRIVER: Scott Harrington
CAR NAME: Johansson Immke Motorsports
CAR CONDITION: Extensive left side and front damage
DESCRIPTION: Lost control (low) at the entrance to Turn 2, slid 600 feet with a half spin to hit the outside wall with the left side, slid along the wall 270 feet, then slid off the wall backward 540 feet to a stop in the middle of the back straightaway.
DRIVER'S CONDITION: Harrington was awake and alert and was transported by ambulance to Methodist Hospital. Examinations were performed, including routine CT scan, all tests ok and no injuries. Released and sent home.

1997 "500" Statistics

There were 64 cars entered for this years race, 53 fewer than the record number of 117 in 1984; 48 cars passed initial USAC technical inspection and 48 received final USAC certification. 56 car/driver combinations made practice runs. There were 47 attempted qualifications, 36 completed qualification runs, three were bumped and two bumped cars were restored to the field. 49 drivers passed their required medical examinations and 40 actually drove on the race course. Of those, 13 were rookies. At the conclusion of qualifications, 13 rookies and 22 veterans made the starting lineup.

LAP LEADERS GOING INTO THIS YEAR'S RACE

(Active drivers in field)

<u>DRIVER</u>	<u>LAPS LED</u>
Arie Luyendyk	59
Roberto Guerrero	56
Scott Goodyear	47
Tony Stewart	44
Buddy Lazier	43
Alessandro Zampedri	20
Eddie Cheever Jr.	9
Robby Gordon	3
Stephan Gregoire	1

RACE DAY PIT CREWS

Car	Driver	Gar	Pit Team Manager	Chief Mechanic	Right Front	Right Rear
1	P. Durant	A-1	19 Tommy LaMance Houston, TX	Craig Baranouski Houston, TX	Steve Melson Indianapolis, IN	Frank Bynum Indianapolis, IN
2	T. Stewart	C-14	7 Larry Curry Indianapolis, IN	Bill Martin Danville, IN	Loren Kuck Danville, IN	Scott Marks Indianapolis, IN
3	R. Buhl	C-12	6 Larry Curry Indianapolis, IN	John O'Gara Indianapolis, IN	John O'Gara Indianapolis, IN	Rodney Garnet Indianapolis, IN
4	K. Brack	A-14	22 Jamie Galles Albuquerque, NM	Gary Armentrout Colorado Springs, CO	Gary Armentrout Colorado Springs, CO	Paul Hennessey Albuquerque, NM
5	A. Luyendyk	B-10	1 Buddy Lindblom Indianapolis, IN	Skip Faul Orange, CA	Jamie Nanny Indianapolis, IN	Skip Faul Orange, CA
6	S. Goodyear	B-12	2 Buddy Lindblom Indianapolis, IN	Kevin Blanch Yorktown, IN	Kevin Blanch Yorktown, IN	Clark Drake Torrace, CA
7	E. Salazar	C-25	9 Luke Wethington Indianapolis, IN	Dane Harte Whakatane, N. Zealand	Dane Harte Whakatane, N. Zealand	Mike Hillman Hollywood, CA
8	V. Sospiri	C-23	8 Luke Wethington Indianapolis, IN	Mark Weida San Clemente, CA	Mark Weida San Clemente, CA	Rob Stark Cucamonga, CA
9	J. Unser	C-22	35 Lea Kunzman Indianapolis, IN	Mike Culliver Indianapolis, IN	Jerry Cook Los Angeles, CA	Alvin Brantley Tulsa, OK
10	M. Groff	B-19	37 Clayton Cunningham El Segundo, CA	Mark Olson Melbourne, FL	Mark Olson Melbourne, FL	Andy Bondio El Segundo, CA
11	B. Boat	A-6	18 Tommy LaMance Houston, TX	Craig Baranouski Houston, TX	Craig Baranouski Houston, TX	Case Leeuwenberg Charlotte, NC
12	B. Calkins	B-31	26 Peter Jacobs Commerce City, CO	Steve Ritenour Denver, CO	Steve Ritenour Denver, CO	Adam Writer Denver, CO
14	D. Hamilton	A-3	17 Tommy LaMance Houston, TX	John King Houston, TX	John King Houston, TX	Lew Parks Philadelphia, PA
16	S. Schmidt	C-6	4 Don Becker Suwanee, GA	Tommy O'Brien Dallas, TX	Clint Cary Phoenix, AZ	Matt Bradford Chicago, IL
17	A. Giuffone	B-21	14 Andre Carollo Tampa, FL	Mark Stainbrook Tampa, FL	Mark Stainbrook Tampa, FL	Mike Hopkins Indianapolis, IN
18	T. Carlson	A-32	21 Chuck Buckman Indianapolis, IN	John Pearson Greeley, CO	Jim Drinan Phoenix, AZ	Buddy Urbanski Chicago, IL
21	R. Guerrero	A-17	36 John Barnes West Newton, IN	John Barnes West Newton, IN	Doug Barnes Indianapolis, IN	Kevin Conley Richmond, IN
22	M. Greco	C-16	11 Luke Wethington Indianapolis, IN	Gilbert Lage Paris, France	Gilbert Lage Paris, France	Greg Martin Seattle, WA
27	J. Guthrie	B-7	3 Mike McGuire Albuquerque, NM	Mike McGuire Albuquerque, NM	Mike McGuire Albuquerque, NM	Trevor Teague Deming, NM
28	M. Dismore	A-30	20 Chuck Buckman Indianapolis, IN	Paul Murphy Indianapolis, IN	Paul Murphy Indianapolis, IN	Keith Holsapple Eldorado, OH

RACE DAY PIT CREWS

Left Front	Left Rear	Fueler	Vent/Air/Jack	Driver
Steve Schiewer Indianapolis, IN	Brian Horiza Indianapolis, IN	Wayne Gape Indianapolis, IN	Derick Branch Indianapolis, IN	P. Durant
Chris Harmon Indianapolis, IN	Donnie Skinner Indianapolis, IN	Dennis Weaks Indianapolis, IN	John Sumner Indianapolis, IN	T. Stewart
John Worth Indianapolis, IN	Steve Philips Phoenix, AZ	Dave Taylor Indianapolis, IN	Dave Reynolds Indianapolis, IN	R. Buhl
Donnie Miller Albuquerque, NM	Darren Russell Oxford, UK	Russ Marr Albuquerque, NM	Tim McCree Albuquerque, NM	K. Brack
Pat Chavez Tucson, AZ	Rick Hurford Pittsboro, IN	Ted Bitting Des Moines, AZ	Mike Battersby Sydney, Australia	A. Luyendyk
Ken Dolack Valparaiso, IN	Adem Erwin Mechanicsburg, PA	Steve Turner Speedway, IN	Brian Hornick Danville, IN	S. Goodyear
Mike Anderson Whakatane, N. Zealand	Tim Coffe Indianapolis, IN	Larry Bishop Indianapolis, IN	Luke Wethington Indianapolis, IN	E. Salazar
Justin McLean San Clemente, CA	Tim Guerin Albi, France	Robbie Fast Indianapolis, IN	Ronnie DeHays Dayton, OH	V. Sospiri
Rick Dawes Indianapolis, IN	Jeff Howerton Indianapolis, IN	Eamon Fullatov Ireland	Jerry Armstrong Indianapolis, IN	J. Unser
Clayton Cunningham Edmonton, Canda	Terry Gasporovic Los Angeles, CA	Scott Barber El Segudno, CA	Brett Barnhart Franklin, IN	M. Groff
Bill Spencer Houston, TX	David Milby Houston, TX	Wayne Gape Indianapolis, IN	Rob Grossman Houston, TX	B. Boat
Dan Johnson Denver, CO	Ken Johnson Denver, CO	Homer Johnson Denver, CO	Mike Conn Denver, CO	B. Calkins
Jim Bailie Orlando, FL	Roland Bal Houston, TX	George Snider Bakersfield, CA	Tommy LaMance Houston, TX	D. Hamilton
Gill Kaszuba Ft. Worth, TX	Brian Thompson Dallas, TX	Ed Rachanski Jr. Chicago, IL	Mike Van Pammel Dallas, TX	S. Schmidt
Gary Rust Tampa, FL	Jeff Courtice Tampa, FL	Steve Sharp Indianapolis, IN	Mike Corrivieu Lakeland, FL	A. Giaffone
John Pearson Greeley, CO	Mike Fink Indianapolis, IN	Mitch Fink Indianapolis, IN	Mike Ferguson Phoenix, AZ	T. Carlson
Bob Grubbs Indianapolis, IN	Greg Eliff San Jose, CA	Steve Dunlap Indianapolis, IN	Mike Barnes Indianapolis, IN	R. Guerrero
Tony Reed Indianapolis, IN	Cory Hoothout Ann Arbor, MI	Tim Kelly Tucson, AZ	Tim Wilson Indianapolis, IN	M. Greco
Kenny Mosher Albuquerque, NM	Randy Ruyle Colorado Springs, CO	Eric Nadas Albuquerque, NM	Kevin Weldon Albuquerque, NM	J. Guthrie
Dwight Ash Middletown, OH	Randy Skinner Eldorado, OH	Jerry Cook Indianapolis, IN	Steve Farkeley Indianapolis, IN	M. Dismore

RACE DAY PIT CREWS

Car	Driver	Gar	Pit	Team Manager	Chief Mechanic	Right Front	Right Rear
30	R. Groff	A-23	34	Dennis McCormack Avon, IN	Phil McRobert Zionsville, IN	Phil McRobert Zionsville, IN	Mark Hariyn Indianapolis, IN
33	F. Velez	C-23	27	Luke Wethington Indianapolis, IN	Brad McCanless Park Ridge, IL	Brad McCanless Park Ridge, IL	Bob Kernodle Clermont, IN
34	A. Zampedri	C-27	28	Luke Wethington Indianapolis, IN	Jack Pegues Hollywood, CA	Jack Pegues Hollywood, CA	Tim Whiting Beech Grove, IN
40	J. Miller	A-25	31	Jeff Sinden Tucson, AZ	Joe Kennedy Indianapolis, IN	Jeff Sinden Tucson, AZ	Rod Bahlke Eau Claire, WI
42	R. Gordon	A-10	25	Dave Forbes Brea, CA	Dave Forbes Brea, CA	Dave Forbes Brea, CA	Ed Bluffington Anaheim, CA
44	S. Kinser	A-28	30	Lisa Habercamp Indianapolis, IN	Owen Snyder Janesville, WI	Owen Snyder Janesville, WI	Ron Smith Indianapolis, IN
50	B. Roe	B-15	24	Antonio Ferrari Indianapolis, IN	Billy Bignotti Indianapolis, IN	Billy Bignotti Indianapolis, IN	Mike Koss Coldwater, MI
51	E. Cheever Jr.	B-1	11	Dick Caron Indianapolis, IN	Mitch Davis Indianapolis, IN	Mitch Davis Indianapolis, IN	Robin Boling Plainfield, IN
52	J. Ward	B-3	10	Dick Caron Indianapolis, IN	Norm Johnson Ann Arbor, MI	Norm Johnson Ann Arbor, MI	Shane Sievers Indianapolis, IN
54	D. Vitolo	B-27	32	Greg Beck Brownsburg, IN	Greg Beck Brownsburg, IN	Chris Beck Indianapolis, IN	Mark Lamb Indianapolis, IN
72	C. Bourbonnais	B-8	23	Mike McGuire Albuquerque, NM	Dale Wise Columbus, OH	Mike Shank Columbus, OH	Mylon Stockton Indianapolis, IN
77	S. Gregoire	B-25	12	Thomas Chastain Noblesville, IN	Darrell Soppe Phoenix, AZ	Bill Bowie Indianapolis, IN	Jeff Gordon Indianapolis, IN
90	L. St. James	C-22	33	Lee Kunzman Indianapolis, IN	Walter Gerber Seattle, WA	Alan Grant Los Angeles, CA	Jef Rayjance New Zealand
91	B. Lazier	C-20	5	Lee Kunzman Indianapolis, IN	Dennis LaCava Indianapolis, IN	Dennis LaCava Indianapolis, IN	Gary Miller Peoria, IL
97	G. Ray	B-6	16	Thomas Knapp E. Lansing, MI	Troy Stevens Portland, OR	Troy Stevens Portland, OR	Jacques Anires Oakland, CA

RACE DAY PIT CREWS

Left Front	Left Rear	Fueler	Vent/Air/Jack	Driver
Dave Thomas Indianapolis, IN	Russ Glasion Indianapolis, IN	Scott Knabe Cincinnati, OH	Mark Sampson Indianapolis, IN	R. Groff
Jimmie Garner Toledo, OH	Brandon Andrus Salt Lake City, UT	Shane Davis Auckland, N. Zeal.	Steve Namisnak Somerville, NJ	F. Velez
Kelley Hart Whakatane, N. Zealand	David Bishop Eclair, MI	Tim Wilson Indianapolis, IN	Glen McDonald Indianapolis, IN	A. Zampedri
Malcolm Hall Phoenix, AZ	Don Jones Indianapolis, IN	Rick Howerton Indianapolis, IN	Chuck Buckman Phoenix, AZ	J. Miller
Tom Bryant Ramona, CA	Tracey Dickson Glenwood Springs, CO	Derek Collins Anaheim, CA	Kenny Koldsbaek Huntington Bh, CA	R. Gordon
Rick Schuppan Danville, IN	Don Texton San Clemente, CA	Rex Farrinacci Columbus, IN	Bill White Indianapolis, IN	S. Kinser
Dave Hoffpaur Colorado Springs, CO	Matt Hammond Indianapolis, IN	Charlie Shotts Indianapolis, IN	Bud Hoffpaur Colorado Springs, CO	B. Roe
Tom Johnasen Lansing, MI	Matt Demar Albuquerque, NM	Lloyd Killenbeck New Castle, IN	Wayne Selman Indianapolis, IN	E. Cheever Jr.
A.J. Martin Los Angeles, CA	Chris Messa Mooresville, IN	Andy Cistraninino Atlanta, GA	Jason Thompson Indianapolis, IN	J. Ward
Mike Smith Indianapolis, IN	Tom Howat Indianapolis, IN		Doug Hardwick Indianapolis, IN	D. Vitolo
Jay Tatino Indianapolis, IN	Stephen Bynum Houston, TX	John Myers Chicago, IL	Don Hutchings Columbus, OH	C. Bourbonnais
Yves Chappaz Annecy, France	Rusty Hurford Martinsville, IN	Donny Lemon Indianapolis, IN	Louie Gennuso Clovis, CA	S. Gregoire
Lindsey Holland New Zealand	Phil Reilly Corte Madera, CA	Phil Calliva Hermosa Beach, CA	Mike Kyrlo Indianapolis, IN	L. St. James
John Connel Indianapolis, IN	Mike Colliver Cincinnati, OH	Dave Morgan Indianapolis, IN	Paul Ross Indianapolis, IN	B. Lazier
Jeff Mowins Indianapolis, IN	Gary Penission Jr. Haslett, MI	Gary Penission Sr. Haslett, MI	Ed Nelson Oakland, CA	G. Ray

1997 INDIANAPOLIS 500
NUMERICAL STARTING LINEUP
Sunday, May 18 1997

Car	SP	Driver	P.R. Representative	C / E / T	Time	Speed
1	33	F Paul Durant	Robbin Herring	G / A / G	2:52.126	209.149
2	2	F Tony Stewart	Becky Brayton	G / A / F	2:45.122	218.021
3	4	F Robbie Buhl	Becky Brayton	G / A / F	2:46.588	216.102
4	15	RF Kenny Brack	Matt McCartin	G / A / G	2:50.438	211.221
5	1	WF Arie Luyendyk	Ruthie Culbertson	G / A / F	2:44.939	218.263
6	5	F Scott Goodyear	Ruthie Culbertson	G / A / F	2:46.813	215.811
7	9	F Eliseo Salazar	Tom Leix	D / A / G	2:47.973	214.320
8	3	R Vincenzo Sospiri	Tom Leix	D / A / G	2:46.035	216.822
9	35	A Johnny Unser	Shauna Unser	D / / / F	2:51.966	209.344
10	18	F Mike Groff	Toni Honsowetz	G / / / F	2:52.631	208.537
11	22	R Billy Boat	Robbin Herring	D / A / G	2:47.019	215.544
12	16	F Buzz Calkins	Steve Carr	G / A / G	2:51.785	209.564
14	8	F Davey Hamilton	David Greer	G / A / G	2:47.845	214.484
16	23	R Sam Schmidt	Jonathan Jensen	D / A / F	2:47.332	215.141
17	14	RF Affonso Giaffone	Kimber Hurd	D / A / G	2:49.035	212.974
18	26	RF Tyce Carlson	Lynda Havens	D / A / G	2:50.736	210.852
21	19	F Roberto Guerrero	Al Larsen	D / / / G	2:53.602	207.371
22	27	F Marco Greco	Tom Leix	D / A / G	2:51.166	210.322
27	6	F Jim Guthrie	Jonathan Jensen	D / A / F	2:47.281	215.207
28	25	F Mark Dismore	Lynda Havens	D / A / G	2:49.473	212.423
30	21	RF Robbie Groff	Stuart Chase	G / A / G	2:53.250	207.792
33	29	F Fermin Velez	Tom Leix	D / A / G	2:54.324	206.512
34	31	F Alessandro Zampedri	Jim Dinsmore/TomLeix	D / A / G	2:50.006	211.757
40	17	RF Dr. Jack Miller	Tony Quattrocci	D / / / F	2:52.043	209.250
42	12	F Robby Gordon	Jon Sands	G / A / G	2:48.847	213.211
44	20	R Steve Kinser	Beth Elkin	D / A / G	2:50.784	210.793
50	24	R Billy Roe	Antonio Ferrari	D / A / F	2:49.211	212.752
51	11	F Eddie Cheever Jr.	Wade Gates	G / A / G	2:48.167	214.073
52	7	R Jeff Ward	Wade Gates	G / A / G	2:47.819	214.517
54	28	F Dennis Vitolo	Corrine Vitolo	D / / / F	2:53.389	207.626
72	32	R Claude Bourbonnais	Jonathan Jensen	D / A / F	2:51.003	210.523
77	13	F Stephan Gregoire	Thomas Chastain	G / A / G	2:48.914	213.126
90	34	A Lyn St. James	Deb Turner	D / / / F	2:51.310	210.145
91	10	WF Buddy Lazier	Mark Robinson	D / A / F	2:48.000	214.286
97	30	R Greg Ray	Tim Riestler	D / A / F	2:48.413	213.760

1997 35 Car Field Average: 212.286; 1996 33 Car Field Average: 227.807; Difference: -15.521

LEGEND: R-Rookie; W-Former Winner; F-Officially In The Field; A-Added Starter
CHASSIS LEGEND: D-Dallara; G-G Force
ENGINE LEGEND: A-Oldsmobile Aurora; I-Nissan Infiniti Indy
TIRE LEGEND: F-Firestone; G-Goodyear

OFFICIAL STARTING LINEUP
81st Indianapolis 500-Mile Race
Sunday, May 18 1997

SP	CAR	DRIVER	CAR NAME	C / E / T	Time	Speed
Row 1						
1	5	Arie Luyendyk	Wavephore/Sprint PCS/Miller Lite/Provimi	G / A / F	2:44.939	218.263
2	2	Tony Stewart	Glidden/Menards/Special	G / A / F	2:45.122	218.021
3	8	Vincenzo Sospiri (R)	Old Navy Scandia Alta Xcel	D / A / G	2:46.035	216.822
Row 2						
4	3	Robbie Buhl	Quaker State/Special	G / A / F	2:46.588	216.102
5	6	Scott Goodyear	Nortel/Sprint PCS/Quebecor Printing	G / A / F	2:46.813	215.811
6	27	Jim Guthrie	Blueprint/Jacuzzi/Armour Golf/ERTL	D / A / F	2:47.281	215.207
Row 3						
7	52	Jeff Ward (R)	FirstPlus Team Cheever	G / A / G	2:47.819	214.517
8	14	Davey Hamilton	A.J. Foyt Power Team Racing	G / A / G	2:47.845	214.484
9	7	Eliseo Salazar	Copeck/Cristal/Scandia	D / A / G	2:47.973	214.320
Row 4						
10	91	Buddy Lazier	Delta Faucet-Montana-Hemelgarn Racing	D / A / F	2:48.000	214.286
11	51	Eddie Cheever Jr.	FirstPlus Team Cheever	G / A / G	2:48.167	214.073
12	42	Robby Gordon	Coors Light	G / A / G	2:48.847	213.211
Row 5						
13	77	Stephan Gregoire	Chastain Motorsports-Estridge-Miller-Eads	G / A / G	2:48.914	213.126
14	17	Affonso Giaffone (R)	General Motors Brazil Chitwood Dallara	D / A / G	2:49.035	212.974
15	4	Kenny Brack (R)	Monsoon Gallies Racing	G / A / G	2:50.438	211.221
Row 6						
16	12	Buzz Calkins	Bradley Food Marts	G / A / G	2:51.785	209.564
17	40	Dr. Jack Miller (R)	AMS/Crest Racing/Trane/Spot-On	D / I / F	2:52.043	209.250
18	10	Mike Groff	Jonathan Byrd's Cafeteria/Visionaire/Bryant	G / I / F	2:52.631	208.537
Row 7						
19	21	Roberto Guerrero	Pennzoil-Pagan Racing Dallara Infiniti	D / I / G	2:53.602	207.371
20	44	Steve Kinser (R)	SRS/One Call/Menards/Quaker State/St. Elmo's	D / A / G	2:50.784	210.793
21	30	Robbie Groff (R)	Alfa-Laval/Team Losi/McCormack Motorsports	G / A / G	2:53.250	207.792
Row 8						
22	11	Billy Boat (R)	Conseco A.J. Foyt Racing	D / A / G	2:47.019	215.544
23	16	Sam Schmidt (R)	Blueprint/HOPE Prepaid Fuel Card	D / A / F	2:47.332	215.141
24	50	Billy Roe (R)	Sega/Progressive Elect./KECO/U.J.T./Eurointernational	D / A / F	2:49.211	212.752
Row 9						
25	28	Mark Dismore	Kelley Automotive Group	D / A / G	2:49.473	212.423
26	18	Tyce Carlson (R)	Klipsch Tnemec Overhead Door Pyle V-Line Earl's	D / A / G	2:50.736	210.852
27	22	Marco Greco	Side Play Int'l Sport Scandia Alta Xcel	D / A / G	2:51.166	210.322
Row 10						
28	54	Dennis Vitolo	SmithKline Beecham/Kroger/Beck Motorsports	D / I / F	2:53.389	207.626
29	33	Ferrin Velez	Old Navy Scandia Alta Xcel	D / A / G	2:54.324	206.512
30	97	Greg Ray (R)	Tobacco Free Kids	D / A / F	2:48.413	213.760
Row 11						
31	34	Alessandro Zampedri	Mi-Jack Scandia Alta Xcel	D / A / G	2:50.006	211.757
32	72	Claude Bourbonnais (R)	Blueprint/Jacuzzi/Armour Golf/ERTL	D / A / F	2:51.003	210.523
33	1	Paul Durant	Conseco A.J. Foyt Racing	G / A / G	2:52.126	209.149
Row 12						
34	90	Lyn St. James	LifetimeTV-Cinergy-Delta Faucet-Hemelgarn	D / I / F	2:51.310	210.145
35	9	Johnny Unser	Delta Faucet-Montana-Cinergy-Hemelgarn	D / I / F	2:51.966	209.344

1997 35 Car Field Average: 212.286 1996 33 Car Field Average: 227.807 Difference: -15.521

LEGEND: SP-Start Position; R-Rookie.
CHASSIS LEGEND: D-Dallara; G-G Force
ENGINE LEGEND: A-Oldsmobile Aurora; I-Nissan Infiniti Indy
TIRE LEGEND: F-Firestone; G-Goodyear.

**81st INDIANAPOLIS 500 RACE RUNNING:
Sunday, May 25, 1997**

11:43 a.m. -- Call to the grid after wet condition delay.
11:57 a.m. -- Moderate rain on front straightaway.
11:59 a.m. -- Heavy rain on the Speedway, preparations to start suspended.
Noon -- Cars ordered back to pits.

RAIN POSTPONEMENTS, INDIANAPOLIS 500
(researched by historian Bob Watson)

Complete Postponements

1915 -- The 1915 race which was scheduled to run on Saturday, May 29, because Memorial Day fell on a Sunday that year, was postponed the day before the race and rescheduled for the following Monday in order to give the racing facility more time to dry out from the torrential rains that had hit the area during the week.

1986 -- The 1986 race was scheduled for Sunday, May 25, but rain forced postponement of the event until the following day, which was also washed out. The race was then rescheduled for, and successfully run, on Saturday, May 31.

Partial Postponements

1967 -- The race was rained out after 18 laps and finished the following day.

1973 -- The race was started on Monday, May 28, but the first-lap accident involving Salt Walther forced the red flag and the race was rained out before it could be restarted. It was postponed again on Tuesday, May 29, after rain began falling during the second parade lap. The race finally got under way on Wednesday, May 30, but rain again caused the race to be stopped and ruled complete after finishing 332.5 miles.

Additional Rain Notes

The 1926 "500" is the only race to have been stopped by rain twice in the same day. The race was temporarily halted because of rain on Lap 71 and was declared officially over when rain once again stopped the proceedings at the 400-mile mark.

In 1940, the final 50 laps were run under the caution light because of rain.

Rain-Shortened "500s"

1926 -- 160 laps (400 miles)
1950 -- 138 laps (345 miles)
1973 -- 133 laps (332.5 miles)
1975 -- 174 laps (435 miles)
1976 -- 102 laps (255 miles)

Sunday, May 25 (cont.):

USAC Chief Steward Keith Ward announced over the public-address system at 1:30 p.m. that rain and continuing wet conditions have closed the track for the day. Ward said the 81st Indianapolis 500 was rescheduled to start at 11 a.m., Indianapolis time, Monday.

At 1:45 p.m., Robby Gordon, scheduled to compete in a stock-car race at Charlotte, had left the grounds.

STEVE KINSER: "We have no more races coming up. Hagerstown (Md.) has already been canceled. I'm going to get some rest and take it easy for tomorrow."

JEFF WARD: "I hope we get it off tomorrow. We were ready to go. We kinda knew once we got in the car, it was still going to rain. It's just a different feeling than if it's a bright sunny day. I feel bad for the spectators mostly and the TV and things." (On running at Texas race) "It probably doesn't help my chances if it's (the 500) run the following week. I think that's why they're going to run on Tuesday. There's no time for those guys (other teams) to rebuild their engine. Those other guys don't have the crew or car to do it."

TYCE CARLSON: "Sleep's no problem for me. We pretty much knew it was gonna rain. I've been living here in Indianapolis all of my life. It's still going to be the Indianapolis 500 no matter when it's run."

DR. JACK MILLER: "I'm not going to let that get in my mind. I'm just going to go out and give it my best shot and whatever happens, happens."

JOHN MENARD (Car owner): "We're kind of glad. Tomorrow will be another day and we'll be able to run 500 miles. We were a little bit afraid we'd get started and have to stop halfway through. I don't think it (the rain) will affect our strategy too much."

LARRY CURRY: (Team Menard director of racing): (On equipment): "These cars have a lot of electronics on them. We've got to check everything out. All of our radios and computers were out in the pits. The things (car) we were starting the race with were all secured down and covered. The pits were wiped out. Spare ignition box and other spares had a cover on them, but it wasn't waterproof -- it all got saturated. To dry the parts we use -- if you believe it -- a hair dryer or brake cleaner."

DAVE FORBES: (chief mechanic for #42 Robby Gordon): "He has already left for Charlotte. I don't know their schedule there, but I hear it is possible it'll rain. This race comes first, so Robby will be here tomorrow, no matter what. It's been a long month, and we'll all go home and get some rest tonight. We won't be doing anything to the car tonight. We'll just bring it out, like today. This was kind of like a test run. There's only two members on the crew that have been here before, so this is like a pre-race test, to shake out our jitters."

SAM SCHMIDT: "I wish it was nice so we could go (ahead and race). I don't like waiting. It's kind of disappointing, because we have forty plus HOPE people here, and I'm not sure what their plans are. We'll just look ahead and start to prepare for tomorrow. I'll do the same thing I did today."

Sunday, May 25 (cont.):

PAUL DURANT: "You don't know where my wife is. Everything's just been pushed back 24 hours. Hopefully, the weather will be a breakthrough tomorrow."

STEPHAN GREGOIRE: "I don't think it is good for the teams, the sponsors, and the fans and everybody here. It is the biggest race ever and is the biggest thing for the Speedway. It's not a terrible thing, just a shame."

BUDDY LAZIER: "This is the eighth or ninth time I've tried to make the race and never expected this. It's a real discomfort for the fans. Believe it or not, a lot of them still had smiles. It's unfortunate for them." (On running a shortened race): "I'd like to run 500 miles. If you're leading (a shortened race) it's perfect, but everybody wants to run to the end. If we're going to run a short race, we'll set up different for a sprint. But we're set up for endurance." (Rain's effect on cars): "We've got more time to think. We won't make any changes, but no it doesn't hurt. The more time we have to think the better we'll be." (Mindset after postponement): "It's not any different. It's hard for a rookie, but for a long-time race you're used to it. If you love what you're doing, it can be fun." (Does back hurt in the rain?): "I could feel the rain coming, but I really thought we'd get it in. This is just amazing." (If tomorrow also rains out): "I feel bad for the fans and the airlines with the change in plans. The drivers won't have any problems. It's added a lot of work to the teams. They need at least a week to prepare for the next race."

TONY STEWART: "There's no worries about tomorrow. It doesn't matter. I'll sit back and relax and do it tomorrow. I don't care, I just want to get 500 miles in. At least hopefully tomorrow we won't have to worry about the weather." (Rain's effect on cars): "Not really making any changes but we're checking the electronics." (Mindset after postponement): "I won't really have any problems sleeping."

ARIE LUYENDYK: "There's no point in getting all upset about it. It's just a rainy day. I do feel sorry for the fans, people who can't come back. I know people from Holland who must fly back tomorrow and will not see the race. Those are the people I feel bad for." (Effect of possibility of rain on race pace): "If it looks like it's going to rain, you can prepare yourself for a 101-lap race but I'm not going to do that because you can't predict the weather and you must prepare yourself for a 500-mile race."

EDDIE CHEEVER JR.: (Since a rainstorm assisted in your last win, should we just declare you the winner?): "Yes, you can all go home now." (How does the rain delay affect you?): "I think it's real hard for everybody. It's a big drain for everyone. I feel sorry for the fans. It's such a pleasure to come out in the morning and there are hundreds of thousands of fans in the stands -- even in the rain. For the first hour, there were people in the stands that didn't move. We were able to go back to a dry garage, but they stayed in the rain. I think pushing it off a day will be all right, but we're running into trouble if we go later because of Dallas. We started preparing for Dallas a month ago. But, first thing's first." (About race strategy): "If you've gone through half-way of the race and it starts to rain, from experience, I would say it's a good time to take the lead. Stay away from the rookies and take the lead."

VINCENZO SOSPIRI: "I'm used to this kind of condition. I have raced in the wet before. I just do the same thing tomorrow. I said, 'Why don't we just start in the wet with slick tires?' And Arie said, 'I'm going to sit in the grandstands and watch you damage your car.'" (About a shortened race): "If I can, I will do the 500 miles flat-out

Sunday, May 25 (cont.):

from the first lap to the last lap." (About changes to car): "No. We have a very good setup in the car and we have a very strong engine. I don't think we'll have a problem." (About any trouble sleeping): "During the last week, I have slept for four or five hours, then I wake up, then I sleep, then I wake up, then I sleep. Last night was the first night I slept for six hours consecutively." (As a rookie doing pit stops): "I think the worst thing for me to learn here is the pit stops. But we have very nice pit guys and I think I have a good idea now." (Pressure?): "Yes. I have not raced in 19 months now. There's a lot of pressure on me but you have to get used to pressure."

LYN ST. JAMES: "I've been running around the garage with all this energy." (About tomorrow): "We were ready today. Now, we'll just go out and do the same thing tomorrow...again." (About preparation the night before): "I usually invite a few people over to my apartment for a quiet dinner. I get a massage and go to bed early. You don't want to waste too much energy. I like to store as much up as possible." (About tonight): "I feel pretty relaxed. I'll just go home and take a bath and go to bed." (About the rookies): "Indy takes a lot out of you and some of these rookies aren't rookies because they come from all other forms of racing. This is 500 miles and we are going to run 500 miles. It would be a shame if they would cut it short because we are prepared for the 500." (Strategy): "We don't want to change anything. You just want to stay in control. If you don't have to push it, then you don't want to. Everybody seems to be asking this question and every driver has about 10 strategies in their own mind but you only pull one out at a time and adjust to the situation."

JIM GUTHRIE: "The crew is going to have to service all of the air guns and all of the sockets to make sure they don't rust overnight, but other than that, it is not going to change things a whole lot. It was a relief that they called it. You don't want to drive in a wet driver's suit. My feet would probably slip off the pedals." (About tomorrow): "I'll probably take another nap and get a little more sleep tonight. I'm not going to do anything different today. But I feel sorry for the fans. Their preparation is just as difficult as ours. They're going to have to make a lot of changes and fight the traffic another day. For us, that's no big deal, but for them, it's a huge thing. I hope everyone will stick around and come back tomorrow."

CLAUDE BOURBONNAIS: "You can't control the weather. I learned that a long time ago so I'm not going to worry about it. I don't have any secret preparations on Race Day. I like to relax and stay on an even keel, so I won't get too worked up about it. We weren't able to race at The Brickyard today, but I think I'm going to go over to Stefan's (Johansson) and go karting with my wife."

SECOND RACE DAY
MONDAY, MAY 26, 1997

Due to the change in the Indianapolis 500 race schedule, the Victory Banquet scheduled for tonight will be "come as you are" right from the track. Tickets that have not already been picked up will be held at the door of the Sagamore Ballroom at the Indiana Convention Center. The Bank One Rookie of the Year reception is still scheduled for 5:15 p.m., with the Victory Dinner following at 6:15 p.m. The rookie reception is in the Serpentine Lobby on the second floor.

Chris Economaki of National Speed Sport News is witnessing his 50th Indianapolis 500. He got permission to delay final exams as a senior in high school in Ridgewood, N.J., in 1938 to come to the "500." He returned again for the 1948 race, again in 1950 and every year since. He covered the race for the paper for the first time in 1948, did the first theater closed-circuit telecast and for ABC Sports in its first "500" telecast.

Revised Order of the Day:

- 9:45 a.m. -- Cars pushed to the track
- 10:10 a.m. -- Engine warm-up
- 10:28 a.m. -- "America the Beautiful"
- 10:30 a.m. -- "Stars and Stripes Forever"
- 10:32 a.m. -- Final inspection of the course by USAC Chief Steward Keith Ward
- 10:42 a.m. -- National Anthem, sung by Florence Henderson
- 10:45 a.m. -- Invocation, Very Reverend Joseph F. Schaedel, Vicar General of the Indianapolis Catholic Archdiocese
- 10:47 a.m. -- Taps
- 10:49 a.m. -- "Back Home Again in Indiana", balloon spectacle
- 10:51 a.m. -- Starting command
- 11:00 a.m. -- Start of 81st Indianapolis 500

Weather from WXIN-59 at 8:47 a.m.: Temperature is 52 degrees with northeast winds at 16 miles per hour. Forecast is cloudy and cool, chance of sprinkles this morning, 40 percent chance of rain this afternoon.

Robby Gordon finished 41st, out after 186 laps because of an accident, in the Coca-Cola 600 at Charlotte Sunday night. The race was won by Jeff Gordon.

The winner's photo session has been rescheduled for 9 a.m. Friday at the start/finish line.

- 10:02 a.m. -- Engine warm-up
- 10:35 a.m. -- Call for drivers to get in cars.
- 10:40 a.m. -- Track temperature from Firestone tire engineers was 82 degrees.
- 10:46 a.m. -- Temperature was 58 degrees with winds out of the east at 16 miles per hour, gusting to 20 mph.
- 10:51 a.m. -- Mari Hulman George gave starting command, "Lady and Gentlemen, Start Your Engines."
- 11:00 a.m. -- Temperature was 65 degrees and track temperature 85 degrees, according to Firestone tire engineers.

Monday, May 26 (cont.):

RACE RUNNING:

The three pace cars at the head of the field were driven by John Gatt, product manager for Aurora, yellow-light pace car driver Don Bailey and three-time Indianapolis 500 winner Johnny Rutherford. The cars driven by Gatt and Bailey pulled off the course after the first parade lap, leaving Rutherford to pace the field for the start.

First Parade Lap -- #40 Miller sideways and continued, Turn 4.

Second Parade Lap -- #54 Vitolo engine sour on front straightaway.

Pace Lap -- **YELLOW**, #17 Giaffone, #4 Brack, #77 Gregoire tangle in fourth turn before the start. All three drivers uninjured, examined and released from Hanna Medical Center. #54 Vitolo to pits, engine off.

First Caution Lap, Second Caution Lap prior to green - field aligned behind pace car.

Third Caution Lap -- #22 Greco to pits for tire change, #33 Velez to pits.

Fourth Caution Lap -- #30 R. Groff stopped on backstretch, no power.
#54 Vitolo returned to track.
#91 Lazier pitted quickly to top off on fuel, returned to track.
#16 Schmidt smoking in Turn 1, continued.
#1 Durant pitted, returned to track.

Fifth Caution Lap -- #8 Sospiri to pits, topping off on fuel.
#16 Schmidt to pits, out, engine.
Pits closed.
#30 R. Groff restarted from pits.

Lap 1: **GREEN**. #2 Stewart leads into Turn 1.

GIAFFONE: "I really don't now what happened...just ran out of space. I think Kenny (Brack) got off his line. It's a real disappointment to the team."

GREGOIRE: "I was on the bottom, I was running my line. Giaffone touched me and then I went right into the wall. All of us do not know what happened."

Lap 3: Leaders -- #2 Stewart, #5 Luyendyk, #3 Buhl, #42 Gordon, #27 Guthrie.

Lap 4: #34 Zampedri to pits, driver out of car.

Tony Stewart became the first driver to lead the opening lap of the race in back-to-back years starting with his rookie year.

The year 1997 marks the third straight year that the field took the green without a full compliment of cars.

The last time an accident occurred before the start was in 1992, when pole sitter Roberto Guerrero spun and crashed exiting Turn 2 while warming up his tires on the parade lap and Phillippe Gache spun in Turn 4.

Lap 7: #27 Guthrie to pits.

Monday, May 26 (cont.):

Lap 10: **SECOND YELLOW**, #72 Bourbonnais smoking down front straight.
Average speed: 199.904 miles per hour.

Lap 12 : Moisture reported at south end.
Leaders -- #2 Stewart, #5 Luyendyk, #3 Buhl, #42 Gordon, #8 Sospiri.
BOURBONNAIS: "The engine just blew. We were at the corner of (Turn) 4."
ZAMPEDRI: "Timing chain broke."

Lap 13: #27 Guthrie crew reports baffle pulled loose and caused engine problem, crew trying to repair.
Moisture reported around course, **YELLOW** continued for moisture.
SCHMIDT: "It was something in the motor. I don't know what but it was blowing water out of the left bank. It was fine the first few laps. The pressures looked okay." (Disappointment?): "We had a good chance at finishing the race and a good shot at Rookie of the Year."

Lap 15: **RED FLAG**, rain intensifies at south end. Cars to pit road in single-file order. (11:33 a.m.). Average speed: 131.813 miles per hour.

Official reasons out: #16 Schmidt, engine; #34 Zampedri, oil leak; #4 Brack, accident; #17 Giuffone, accident; #77 Gregoire, accident.

11:34 a.m. -- Cars released to pits, crews may perform work on them.
11:45 a.m. -- #27 Guthrie engine started in pits.

DRIVER QUOTES DURING RED FLAG:

TYCE CARLSON: "Everything's going well for us. I'm a veteran now."

KENNY BRACK: "I really don't know what happened. I got knocked out from behind. I was keeping a level pace with the cars in front. I would like to see a replay and hope with the team working hard, we'd like to get back in this race."

The last driver prior to Tony Stewart (1996-97) to lead the opening lap in back-to-back years was Emerson Fittipaldi in 1989-90.

This is the third straight Indy Racing League event that Tony Stewart has led the opening lap.

The last time a red flag was displayed because of rain was in 1976 on Lap 103. Johnny Rutherford was declared the winner with the lap count reverting back to 102 laps completed.

At this point, #97 Ray has made most advancement in field, from 30th starting spot to 17th after 15 laps.

Tony Stewart led 44 of the 82 laps he completed in 1996 before dropping out with engine problems. Stewart has led all 15 laps completed so far today. The second-year driver has led a combined total of 59 out of the 97 laps he has completed to date in the last two years.

12:35 p.m. -- Cars released from pit road to garage area.

Red Flag/Race Quotes - Monday, May 26

GREG RAY (#97 Tobacco Free Kids): "Wet. We're doing fine. We're not going to qualify so far back next year. It's like Desert Storm. I have tons of sand inside the car."

PAUL DURANT (#1 Conseco A.J. Foyt Racing): "The car feels pretty good. It's a little tight, like we expected it to be. We should be able to get it the way we want it to be."

MARK DISMORE (#28 Kelley Automotive Mechanics Laundry Bombardier Grainger): "The car is very good. We're real happy. We're going to keep creeping forward at a decent pace and move up."

DAVEY HAMILTON (#14 A.J. Foyt Power Team Racing): "We're all right. Once we got off, it was ok. The car was pretty good. Started eighth and stuck in there. It's comfortable and we're going to be there at the end. I like these cars better than the other ones. I enjoy racing in traffic. We've made a few changes with this red flag."

JIM GUTHRIE (#27 Blueprint/Jacuzzi/Armour Golf/ERTL): "The car overheated and the oil temperature went up. We just wanted to get some water in it and try it again. We were ready to go back out when the rain came. We'll be ready to go again when it stops raining. I have a question: Has anyone ever won the race from seven laps down?"

TONY STEWART (#2 Glidden/Menards/Special): "There's no use in getting psyched about it. We just need to sit back and wait like everybody else."

BUZZ CALKINS (#12 Bradley Food Marts): "We're gonna make a couple of changes right now. I'm not going to force or push anything. I'm just gonna go with the flow."

ROBBY GORDON (#42 Coors Light): "Hopefully, this rain will go away and we'll be able to put on a show for the fans. My car was really hooked up. The car is really, really good in traffic. As soon as I knew we could run at their (Tony and Arie) speed, we started cruising."

ARIE LUYENDYK (#5 Wavephore/Sprint PCS/Miller Lite/Provimi): "It's too bad we didn't get a good start, because it cost us a lot of laps. The car's working real well. The car's just like it was for qualifying. It's just where we want it to be."

STEVE KINSER (#44 SRS/One Call/Menards/Quaker State/St. Elmo's): (About comparisons between Indy 500 and World of Outlaws): "After 15 laps, we'd be half way through the race now." (About the accident on the Pace Lap): "I just saw the cars get tangled up."

BILLY BOAT (#11 Conseco A.J. Foyt Racing): "The car is real good. Just taking it easy right now. The car is well-balanced." (About the difference between the Indianapolis 500 and 16th Street Speedway): "Even though it's (16th Street Speedway) only four blocks away, it's (Indy 500) a long way from 16th Street."

FERMIN VELEZ (#33 Old Navy Scandia Royal Purple Alta Xcel): (about the accident on the Pace Lap): "I got hit by a tire in the first crash in the right front. No big deal. We're going to re-adjust the right front suspension. I saw it, but just when they were hitting the wall. We're doing fine. I hope the rain goes away."

Monday, May 26 (cont.):

USAC Chief Steward Keith Ward made the announcement at 2:15 p.m. over the public-address system that the race was rained out until 11 a.m. Tuesday and will continue on a "next raceable day" basis. Gates open at 7 a.m. Tuesday. ABC Sports will televise the race live. Six cars have been eliminated from the race: #77 Gregoire, #4 Brack and #17 Giaffone, accident; #72 Bourbonnais, engine; #34 Zampedri, oil leak; #16 Schmidt, engine. The 29 remaining cars will start single file with a minimum of two yellow laps (that count) prior to the green.

KEITH WARD: "There was absolutely no way we can get this track in shape to run the race. It will be 11 o'clock tomorrow with the same schedule as today. That's our plan right now. If we can't get it in tomorrow, it'll be the next day, or the next day after that until we get it done. I'm a little frustrated like everyone else. I know it's hard when all you guys get pumped up and ready to go, then when things don't go right, it deflates everything a little bit. I hope we can put a good show on tomorrow." (About work that can be performed on cars): "They can do anything they want to but they can't change major components like an engine or add oil."

End-of-Day Notes, Quotes – Monday, May 26, 1998

PAUL DURANT (#1 Conseco A.J. Foyt Racing): (About the accident in Turn 4): "I have no idea." (About running the race): "It would depend on when there is nice day. I want to run when you don't have to fight the elements." (About running it next Saturday): "It is not my call. It could cause a lot of juggling for a lot of the teams." (About your frustration): "It is frustrating once the race gets started not to finish. We are all in the same boat and we all have to deal with it. What can you do ... just wait it out." (About the car): "Surprised the car still is a little tight, but things are feeling good. We are still running a conservative race and we will still continue that when we run it again."

MIKE GROFF (#10 Jonathan Byrd's Cafeteria/VisionAire/Bryant): (About the start): "I'm very pleased with the red. The car was misfiring with the engine. When the accident took place in Turn 4, I was in the warm-up lane running just a little over 50-60 mph. It was just enough to stay out of all the debris. It has given us time to work on the car." (About the pace-lap accident): "It looked to me that everyone was very tight and low. Whoever it was wasn't using the full track. I don't know who caused it. I was coming in to the pits. I didn't get close to the parts flying. I was just staying out of the mess." (About rescheduling): "We just want to get it in. It's up to the IRL." (About the start): "Misfired...we had a major problem. I didn't know we were smoking. I could hardly stay up to the pace of the pace car." (About temperatures): "I believe the track temperature was 82 degrees, which is pretty low. We haven't run that much with those temperatures. I noticed a lot of loose cars out there. Actually, there was an accident with Dr. Jack Miller. He lit up his tires and almost hit the inside wall. He was about a foot away, but he didn't hit it." (About the rain): "You could tell before the race started. I've never been on this track in this situation." (About his brother): "He was still behind me. He had an ECU (electronic control unit) problem, which is a black box that can cause so many problems. He got back and it doesn't look like he was misfiring."

ROBBIE BUHL (#3 Quaker State/Special): (About an incident with Robby Gordon): "There's not too much of an incident. It's a long race or we're hoping it will be if we can get going." (About rain): "We wanted to get on with the race. We've been prepared all month. The rain is here but can I wait till it gets better? Yes."

STEVE KINSER (#44 SRS/One Call/Menards/Quaker State/St. Elmo's): "I'd just soon run as soon as I can myself.... I guess a few more days isn't going to bother me." (On running World of Outlaws also): "This comes first as of right now. We're supposed to be out back East. We're going to be here when they throw the green flag again." (On moving up in field): "The one row took themselves out. We passed a few cars, just sort of feeling the car out." (On start): "Well, back where I was at, it looked like everyone was being conservative. Once everyone got past the green, everyone seemed to be real careful." (On family connection on team): "Owen Snyder (the crew chief) is my brother-in-law. Randy (Kinser) is-on it – he's doing the tires and things."

CLAUDE BOURBONNAIS (#72 Blueprint/Jacuzzi/Armour Golf/ERTL): (About the start): "Zampedri dropped out before the start and I moved up to the hole there. I went to gas it and they waved the green. I didn't do a banzai run. I wanted to go to the first pit stop and get the beat of the race but I didn't get a chance to get there." (About the engine): "I ran four days on the engine and I qualified with it. This was rebuilt, supposed to be better, then 15 laps and boom!" (About his first "500"): "It was fun but the engine kind of put a damper on it."

Monday, May 26 (cont.):

JIM GUTHRIE (#27 Blueprint/Jacuzzi/Armour Golf/ERTL): "We had an overheating problem around the seventh lap. We added some water. We got back up to speed, and the red came out. We are lucky that we are only seven laps down, we were working on it during the caution. The car is fine now. Does anybody know when the last time was that somebody won from 7 laps down?" (A member of the media volunteered the year 1912, unconfirmed.) (On the team's cars): "We each had a different problem. Sam had a gasket go and Claude, a (engine) block problem and I simply had an overheating problem. My goal is to finish in the top ten and I would really like to finish in the top five. The engine is running sweet. We didn't run it enough to find out about the heating problem." (Race strategy): "Because of where we are, you simply find the sweet spot in your car and run there. So you run there, don't make a mistake, and make it to the front. We are still in it for the points. I still know that we have a car that can win." (On frustration): "It's hard. You can get on a 500-mile game face, and then you have a letdown. This is just racing. You have your ups and you have your downs. So this is just part of it. You just have your up and now you wait." (On team): "The guys are pretty happy about the 5:00 garage opening. They've been getting up at 3:00. They're a bit worn out."

JEFF WARD (#52 FirstPlus Team Cheever): "This holding pattern is frustrating but at last the anticipation of the start is over. I'm ready to race now. Most of all, I need to be consistent. It's a long race." (About the pace-lap incident): "I don't know. It (the pace lap) looked conservative to me. We talked about trying to take care of one another. I don't know what happened. My row looked pretty even. Everybody coming into the pits under yellow was my biggest problem."

DR. JACK MILLER (#40 AMS/Crest Racing/Trane/Spot-On): "To begin with, I started off by making a mistake. I shouldn't have had the wheelspin. After I got the car going straight and myself under control, I did exactly what we had planned. I held my line. I knew Boat and Ray would come up on me very quickly and I just wanted to maintain my position for the first 50 laps." (About the pace-lap incident): "I came around the start and saw the inside and outside car touch (meaning middle and outside cars). I knew it was trouble. I'm not sure if it was three cars or not but there was definitely enough room."

ROBBIE GROFF (#30 Alfa-Laval/Team Losi/McCormack Motorsports): "I was surprised how quick I caught up to everybody." (On rescheduling race to Tuesday): "It's good for me that everybody's packed up again." (On problems with car during first 15 laps): "We're really fortunate to get the car restarted because it totally lost power on the last pace lap. We changed all the electronics and it ran fine." (On being 1 lap down for restart): "We're going to work as hard to make up the lap as we can."

TYCE CARLSON (#18 Klipsch Trneme Overhead Door Pyle V-Line Earl's): (On running tomorrow): "We're happy with the decision. We're kind of in a momentum, even with a two day delay. Waiting even longer might break that momentum." (On first 15 laps) "The car felt really great. We're just taking an easy but racy pace. We want to be there for the last 200 miles to show everyone what we've got." NOTE: - John Paul Jr., PDM's primary driver, who was injured in a May 9 accident, called the PDM garage from his home in West Palm, Florida, and was not aware of the rain delay and subsequent rescheduling of the race. A PDM crew member told Paul Jr. if the race continued to be delayed any longer, he might be cleared to drive. Tyce Carlson remarked, with a grin, "Like hell!"

Monday, May 26 (cont.):

MARK DISMORE (#28 Kelley Automotive Mechanics Laundry Bombardier Grainger): (On running Tuesday): "Yeah, I think they made the right decision. We all want to get this race going. I feel badly for the spectators, though. A lot of these fans won't be able to come back tomorrow, or Saturday, had the race been run then." (On first 15 laps) "The car felt so good it's scary, it's almost a perfect race car. It's real predictable for the circumstances (weather). After 50 - 60 laps, when we get rubber laid down, hopefully we can adjust the car to get it even closer to perfect."

ROBERTO GUERRERO (#21 Pennzoil-Pagan Racing Dallara Infiniti): "I've been here many times. In '86 when it rained out Sunday and Monday ... I've never actually been in the race when it rained. It's a real shame for the fans, really. For the fans and the people who come from out of town it's really tough." (On pace lap accident): "I've been in that position. It happens and it's very unfortunate. But you know it happens and yeah I'm happy (that I wasn't involved)." (Do you remember the 1986 rainout) "It's quite amazing how quick you forget. I remember it happened.... Afterward the race goes down in the records and you forget." (Emotions on restart): "Absolutely it's tough. Today, obviously the race started going. You have to build yourself up. It's tough. The restart will-be much easier because we'll be single file instead of three abreast."

LYN ST. JAMES (#90 Lifetime-TV-Cinergy-Delta Faucet-Hemelgarn): (About the race so far): "I saw the incident on Turn 4. I was at (Turn) 3. I called it in on the radio but I don't know what happened. It reminded me of '92. We all knew tires had to be up to temperature. It's unfortunate if they weren't. If you're on the throttle, it has reasonable torque and RPM. I was hoping that wouldn't happen but it's too late." (About when the red flag was thrown): "We weren't sliding but I had water on the visor. In the past, they would have thrown the yellow sooner but there was no standing water on the track. We were hoping the water wouldn't settle but no, it wasn't too late."

FERMIN VELEZ (#33 Old Navy Scandia Royal Purple Alta Xcel): "When they had the crash one of the tires came up and hit me in the right front tire.... I'm glad we're going to run tomorrow. I have another race next weekend - Watkins Glen and I already missed another race today in Connecticut."

TONY STEWART (#2 Glidden/Menards/Special): (About the rain delay): "It doesn't bother me. It's just like yesterday and the day before. That first 15 laps, more than anything, we got to treat like a practice session...With the exception of Arie trying to squeeze Vincenzo and me to the right, it was pretty uneventful." (About Sospiri following Stewart on the first 15 laps): "Arie didn't really leave him a lot of room...It was definitely a psyche job." (About the reliability of the engines): "We have had pretty good reliability this month. We have over 500 miles on three motors. We have not had one problem, knock on wood, the whole month of May." (Is it any different leaving the track knowing that you're going to start tomorrow in 1st place?): "No different than I would if I was 33rd. I won't do anything different than I did last night...It's kind of like reading a book, really. You read until Page 15, stop, eat dinner or something and pick it up on Page 16...If anything, I feel better now that we've had a practice." (About taking the lead from pole sitter Arie Luyendyk): "He's trying to play hardball with someone who plays hardball 106 times a year instead of five times. It's like trying to B.S. a B.S.er." (How did you pass Luyendyk?): "Pretty easy

Monday, May 26 (cont.):

and very quickly...I hadn't planned on leading early, really, but it kinda made me mad, so I wanted to make him pay." (Will Arie's psyche job be a factor in tomorrow's race?): "No, it's a dead issue, it's gone. No harm, no foul."

ARIE LUYENDYK (#5 Wavephore/Sprint PCS/Miller Lite/Provimi): (About the start): "The only reason he (Stewart) passed me was my spotter told me there was a blown engine in Turn 4. I got out of the throttle actually pretty good, quite a bit. That's why he got a good run at me. It was not a big deal to me to lead the first lap. I don't know what he's reacting to. He (Stewart) feels he's right in what he's saying and obviously I don't agree. I was on the pole here before and I was pinched in Turn 4, almost down to the grass and I wasn't going to let that happen again. At the same time, I didn't put them (Stewart and Sospiri) in a bad position."

THIRD RACE DAY -- May 27, 1997

A.J. Watson, the Speedway Hall of Fame car builder, team manager and chief mechanic of the 1960s, is on pit road for his 50th time at the Speedway this month. He'll be in the pits with PDM Racing and drivers Tyce Carlson and Mark Dismore. PDM has acquired use of Watson's shop on Crawfordsville Road near Clermont. Watson's cars won the "500" in 1959 and 1962 with Rodger Ward. He's been with Leader Card for 35 of his 50 years at the Speedway. He also won in 1955 with Bob Sweikert and 1956 from the pole with Pat Flaherty. He also built "500"-winning cars driven by Parnelli Jones (1963), A.J. Foyt (1961 and 1964) and Jim Rathmann (1960).

The "500" Victory Dinner has been rescheduled for tonight at the Indiana Convention Center and will be a "come as you are" affair right from the track. Tickets that have not been picked up will be held at the door of the Sagamore Ballroom. The Bank One Rookie of the Year reception is scheduled for 5 p.m. with the Victory Dinner at 6:15 p.m. The "Day After" photo shoot with the winner has been rescheduled for 7:30-10 a.m. Wednesday, weather-permitting.

A.C. Nielsen overnight ratings: Sunday pre-race 11 a.m.-Noon, 3.6; Sunday Noon-3:30 p.m., 4.3; Monday pre-race, 11 a.m.-Noon, 5.1; Monday race, Noon-1:45 p.m., 7.3. "We're very pleased to see audience levels returning to our typical Indy 500 standard," said Bill Donaldson, IMS Executive Vice President. "That shows how strongly our audience feels about this event even with only 15 laps of race action over seven hours and 15 minutes of air time."

This is Roberto Guerrero's 13th Indianapolis 500 and it will mark the first that his wife, Katie, won't be in the pits on Race Day. Katie flew to the couple's San Juan Capistrano, Calif., home last night.

Tony Stewart's 15 leading laps Monday tie him with Arie Luyendyk, each with a total of 59 career leading laps at Indianapolis, the most of any driver in the field.

Restart lineup: #2 Stewart, #5 Luyendyk, #3 Buhl, #42 Gordon, #8 Sospiri, #6 Goodyear, #52 Ward, #14 Hamilton, #7 Salazar, #91 Lazier, #12 Calkins, #44 Kinser, #50 Roe, #28 Dismore, #21 Guerrero, #11 Boat, #97 Ray, #40 Miller, #18 Carlson, #33 Velez, #1 Durant, #22 Greco, #10 M. Groff, #30 R. Groff (one lap down), #54 Vitolo, #9 Unser, #90 St. James, #51 Cheever, #27 Guthrie (seven laps down).

Services are at 11 a.m. today at the Billings Funeral Home in Mooreland, Okla., for Troy Ruttman, the 1952 Indianapolis 500 winner who died May 19 at the age of 67.

Weather from WXIN-59 at 9:50 a.m.: The temperature was 56 degrees and winds were out of the east at 22 miles per hour. Forecast: Mostly cloudy with high of 65-70. Cloudy tonight with 30 percent chance of showers.

Tony Stewart collects \$7,500 from Ameritech for being the youngest starting driver in the field.

At 10:30 a.m., the cars were pushed from their pits to their positions in the restart line on pit road. All cars were gridded south of the start/finish line.

Tuesday, May 27 (cont.):

Jeff Ward's wife, Candace, expecting twins, is on Ward's scoring stand on pit road.

11 a.m. -- Mari Hulman George, chairman of the Speedway, gave the command, "Lady and Gentlemen, Restart Your Engines."

Track temperature was 83 degrees at 11 a.m., according to Firestone tire engineers.

Lap 16: (under caution continuing from Monday): #2 Stewart led all 15 laps Monday and Lap 16 today to become the second driver ever to lead the same race on two different dates. In 1967, sixth-place finisher Parnelli Jones led all 18 laps on the first day (May 30) and 153 laps on the second day (May 31) of the two-day rain-interrupted event.

Lap 17: (under caution).

Lap 18: **GREEN.**

#42 Gordon to second past #5 Luyendyk on backstretch, pulled into Turn 3 warm-up lane, car on fire, driver exited car and rolled in grass, directed firefighters to put out car fire, returned to cockpit, requested tow.

Lap 19: **YELLOW**, #42 Gordon incident.

Lap 22: #42 Gordon being towed to pits, driver out of car.

GORDON (on P.A.): "I have no idea. I was coming by Luyendyk on the backstretch. I felt all this heat. I realized I was on fire. We were just cruisin' yesterday. We were going by Luyendyk pretty easy. Our car was so good."

Lap 23: **CONTINUED YELLOW**, #44 Kinser, #7 Salazar, #28 Dismore, #21 Guerrero tangle in Turn 4 coming to possible green. #28 Dismore to pits, wing damage, crew replacing rear wing, left sidepod off. #21 Guerrero has nose, right front suspension damage. #44 Kinser crew changed nose cone, returned to track. #7 Salazar to pits, left rear damage, sidepod, engine cowl off, crew removed rear wing
GORDON (after running from pit to garage): "I'm just going to change into a clean uniform and get back into the race."

Lap 28: **GREEN.**

Lap 30: #2 Stewart leads #3 Buhl by 2.6 seconds.

Lap 31: #2 Stewart leads #3 Buhl by 3 seconds.

Lap 32: #2 Stewart leads #3 Buhl by 3.4 seconds.

Lap 37: #2 Stewart leads #3 Buhl by 5.4 seconds.

Lap 39: Gordon returns to #42 pit.

Lap 40: #2 Stewart leads #3 Buhl by 6.3 seconds, #5 Luyendyk third, followed by #91 Lazier, #52 Ward.
#8 Sospiri to pits.

Tuesday, May 27 (cont.):

Lap 41: 21 cars on lead lap.

Lap 44: #5 Luyendyk passes #3 Buhl for second.
#27 Guthrie slowed to Turn 3 warm-up lane.

Lap 45: #2 Stewart leads #5 Luyendyk by 2.4 seconds.

Lap 46: #7 Salazar returns to track, pit stop of 20 minutes, 4 seconds.

Lap 48: #27 Guthrie to pits, engine off, restarted, stalled again, crew reports fuel pressure problem, 3 minutes, 10 seconds.
#3 Buhl, in third, to pits, four tires, fuel, 16 seconds.
#97 Ray to pits, driver out of car.

Lap 49: #2 Stewart leads #91 Lazier by 11.3 seconds.

Lap 50: #2 Stewart, leader, to pits, 15 seconds, four tires and fuel.
#91 Lazier to pits, four tires, fuel, 17 seconds.

Lap 51: #11 Boat, new leader, became 45th driver to lead the "500" in his first start.
#28 Dismore officially out, accident.

Lap 52: #6 Goodyear reported smoking.
#11 Boat, leader, to pits, four tires, fuel, 18 seconds.

Lap 53: #2 Stewart leads #5 Luyendyk by 4.1 seconds.

Lap 59: **YELLOW**, #27 Guthrie engine failure down front straightaway.

Lap 60: #8 Sospiri to pits, four tires, fuel, 15 seconds.

Lap 62: **GREEN**.
#5 Luyendyk past #2 Stewart for lead in Turn 1.

Lap 64: Leaders -- #5 Luyendyk, #2 Stewart, #3 Buhl, #91 Lazier, #52 Ward.
#42 Gordon out, fire. Update on Gordon from Dr. Henry Bock, Speedway Medical Director: He has first and second degree burns on his right hand and wrist, left wrist and right thigh and was released to consult his own physician.

Lap 65: #5 Luyendyk leads #2 Stewart by 2.2 seconds, ran lap at 213.134 miles per hour.
#97 Ray pushed to garage.

Lap 66: #5 Luyendyk leads #2 Stewart by 3.1 seconds, ran lap at 213.432.
RAY: "I was looking forward to my rookie experience. We had a good car. Now it's all over..water pump problem."

Lap 74: #5 Luyendyk leads #2 Stewart by 4.9 seconds, #3 Buhl by 10.1 seconds.

Tuesday, May 27 (cont.):

Lap 77: #5 Luyendyk leads #2 Stewart by 5.3 seconds.
#3 Buhl to pits, four tires, fuel, 22 seconds.

Lap 79: #5 Luyendyk to pits, four tires, fuel, 19 seconds.
#2 Stewart to lead, four tires, fuel, 15 seconds.

Lap 80: #91 Lazier to lead.

12:09 p.m. -- According to Firestone tire engineers, the temperature is 72 degrees a and the track temperature is 82 degrees.

Lap 81: #91 Lazier to pits, four tires, fuel, 18 seconds
GUERRERO: "The car in front of me reacted to Salazar spinning. He braked and I didn't have enough time to stop. The crew is working on the right front suspension. We're hoping to get back out."
#14 Hamilton to pits, four tires, fuel, 20 seconds.

Lap 84: #11 Boat to pits, four tires, fuel, 18 seconds.

Lap 87: #5 Luyendyk leads #2 Stewart by 2.2 seconds.
#51 Cheever in pits, extended stop, crew reports electrical problem.

Lap 89: Leaders -- #5 Luyendyk, #2 Stewart, #91 Lazier, #6 Goodyear, #3 Buhl.

Lap 92: #5 Luyendyk leads #2 Stewart by 2.3 seconds.

Lap 94: **YELLOW**, #7 Salazar stopped in Turn 2.
SALAZAR: "Kinser hit me on the restart and the right suspension broke. The brake caliper seized and that's the reason for the car to stop. We'll see if we can fix it and perhaps go out again."

Lap 95: #8 Sospiri to pits, four tires, fuel, 16 seconds.
#52 Ward to pits, four tires, fuel, killed engine, 29 seconds.

Lap 96: 7 cars on lead lap -- #5 Luyendyk, #2 Stewart, #91 Lazier, #6 Goodyear, #3 Buhl, #8 Sospiri, #52 Ward.
#3 Buhl to pits, four tires, fuel, 21 seconds.

Lap 97: #51 Cheever pushed to garage, out, timing chain.
#97 Ray out, water pump.

Lap 99: #8 Sospiri pits for black-flag for passing under caution.
GREEN.

Lap 100: #8 Sospiri black-flagged for passing under caution.
#54 Vitolo to pits, engine off.
CHEEVER: "We think the timing chain broke. It's a real shame because I was going through traffic very easily. This is the greatest race in the world so it's a severe disappointment. The cookie crumbled. However, we have another car still in the race and Jeff has moved up quite a bit so it's very possible that we'll still see one of our cars in first place."

Tuesday, May 27 (cont.):

- Lap 104: #8 Sospiri to pits, leaking fluid, 1 minute, 20 seconds, cowlings off, electrical problem, returned to track.
ALAN PAGAN (owner, #21 Guerrero): "It did something to the steering box. He couldn't steer the car."
- Lap 111: #5 Luyendyk to pits, four tires, fuel, 19 seconds.
#2 Stewart to pits, four tires, fuel, 15 seconds.
GUERRERO: "We changed the right front suspension and we were going to check it out but we couldn't even keep the car straight on the straightaway so we decided to park it for now."
- Lap 112: #91 Lazier leads, ran lap at 205.386.
- Lap 114: **YELLOW**, #50 Roe, #1 Durant side-by-side in Turn 3, collided, hit wall, both out, accident.
BILLY BIGNOTTI (chief mechanic, #50 Roe): "All we know is the two cars came together. He (Roe) was doing a fine job. Our fuel mileage was great. Billy is out of the car and fine."
- Lap 116: #91 Lazier to pits, four tires, fuel, 43 seconds.
#52 Ward to pits, four tires, fuel, 15 seconds.
GREG BECK (chief mechanic, #54 Vitolo): "Every time he gets on a yellow, the battery goes bad. When he's running at high revs, everything seems to be fine."
- Lap 120: #7 Salazar returns from garage toward pit road.
#21 Guerrero out, broken steering gear.
- Lap 121: Leaders -- #3 Buhl, #2 Stewart, #52 Ward, #5 Luyendyk, #6 Goodyear, #91 Lazier. 6 cars on lead lap.
Crew, #9 Unser, reports battery problem.
- Lap 123: **GREEN**.
#9 Unser returns to pit, checking right rear tire.
Medical Report from Dr. Henry Bock, Speedway medical director: Paul Durant is awake and alert, complaining of right hip pain and has been transferred to Methodist Hospital for further evaluation. Billy Roe is awake, alert, uninjured and has been released from Hanna Medical Center.
- Lap 131: #3 Buhl leads #5 Luyendyk by .9 of a second.
- Lap 132: #5 Luyendyk takes lead.
#3 Buhl to pits, four tires, fuel, 16 seconds, goes one lap down.
SALAZAR (about going back out): "The officials said no. We're trying to run for the championship. This is an important race to us."
- Lap 136: #5 Luyendyk leads #2 Stewart by 3.1 seconds.
- Lap 137: **YELLOW**, #40 Miller into wall in south short chute, #10 M. Groff spun to warm-up lane to avoid. #40 Miller out, accident. #10 M. Groff to pits.

Tuesday, May 27 (cont.):

Lap 138: Leaders -- #5 Luyendyk, #2 Stewart, #6 Goodyear, #52 Ward, #91 Lazier. 5 cars on lead lap.

#52 Ward to pits, four tires, fuel, 14 seconds.

JOE KENNEDY (chief mechanic, #40 Miller): "He doesn't know what happened. He lost it in the center of the corner. I don't know if something locked up or what. All at once, he spun. We talked to Jack. He's okay."

Lap 139: #91 Lazier, four tires, fuel, 18 seconds.

Lap 140: #5 Luyendyk to pits, four tires, fuel, 15 seconds.

#2 Stewart to pits, four tires, fuel, 15 seconds.

BILLY ROE: "They were racing real tight. I just hope Paul is okay."

JONATHAN BYRD (owner, #10 M. Groff): "So far, all we can find is damage to all four tires. They're cut."

Lap 140: #90 St. James to 10th, highest-placed car with Infiniti power.

Lap 141: #6 Goodyear to pits, four tires, fuel, 20 seconds.

Lap 142: #10 M. Groff returned to track.

Lap 142: **GREEN.**

Medical Report from Dr. Henry Bock, Speedway medical director: Dr. Jack Miller has a bruised left ankle. He was released from Hanna Medical Center.

Lap 146: #52 Ward leads by 2.5 seconds over #2 Stewart.

Lap 148: #52 Ward leads #2 Stewart by 4.3 seconds.

Lap 150: #52 Ward leads #2 Stewart by 4.4 seconds, ran lap at 208.020.
#7 Salazar ruled out, accident.

Lap 153: #52 Ward leads #2 Stewart by 4.1 seconds, #5 Luyendyk by 4.8 seconds.

Lap 154: #52 Ward leads #2 Stewart by 3.2 seconds, #5 Luyendyk by 3.5 seconds.

DR. JACK MILLER: "I was running by myself in Turn 3 and the back end locked up and put me into the fence." (About Mike Groff's reaction): "I don't understand why he's so upset with me. He was very unprofessional. I can only speak for myself and I felt like I was doing a good job. I can't help it if something broke."

Lap 159: #5 Luyendyk passes #2 Stewart for second, trails leader #52 Ward by .5 of a second.

Jeff Ward took the lead on Lap 142 and became the second rookie and third driver to lead his first Indianapolis 500. The others were rookie Billy Boat and second-time starter Robbie Buhl.

Lap 161: #52 Ward leads #5 Luyendyk by 2.9 seconds, #2 Stewart by 3.5 seconds.

Tuesday, May 27 (cont.):

- Lap 164: #3 Buhl to pits, four tires, fuel, 28 seconds.
YELLOW, #18 Carlson spun in Turn 2, light contact with inside wall, out, accident.
#9 Unser, engine problem, stopped in grass, Turn 2.
- Lap 166: #52 Ward, leader, to pits, four tires, fuel, 16 seconds.
#91 Lazier to pits, four tires, fuel, 16 seconds.
- Lap 169: #2 Stewart to pits, four tires, fuel, killed engine, restarted, 21 seconds.
#5 Luyendyk to pits, four tires, fuel, 15 seconds.
#6 Goodyear to pits, four tires, fuel, 13 seconds.
- Lap 170: **GREEN**.
- Lap 171: #52 Ward leads #91 Lazier by 5.6 seconds.
- Lap 174: #52 Ward leads #91 Lazier by 8.9 seconds, #6 Goodyear by 8.9 seconds, #2 Stewart by 9.3 seconds, #5 Luyendyk by 9.8 seconds. 5 cars on lead lap.
- Lap 175: #6 Goodyear to second.
Tyce Carlson was released uninjured from Hanna Medical Center.
CARLSON: "The car has been really loose. We were just trying to stay out there and bide our time. I just got loose in the turn and lost it. I feel so sorry for those guys (the crew). I have to go back and apologize."
UNSER: "My engine blew. It just let go. Tyce was in front of me and he spun. We didn't have any contact at all. It's great to see how many cars are still running out there right now. There's some great racing going on."
- Lap 180: Three rookies in top 10 -- #52 Ward first, #11 Boat seventh, #44 Kinser 10th.
- Lap 181: #52 Ward leads #2 Stewart by 12.1 seconds, #6 Goodyear by 12.5 seconds.
- Lap 183: #52 Ward leads #2 Stewart by 13 seconds.
#54 Vitolo returns to track after changing fifth battery.
- Lap 186: #52 Ward leads #6 Goodyear by 12.5 seconds.
- Lap 187: #52 Ward leads #6 Goodyear by 12.6 seconds, ran lap at 206.550.
#9 Unser out, oil pressure.
- Lap 189: **YELLOW**, #44 Kinser hit wall in Turn 4, #90 St. James hit wall off Turn 4 past #44 Kinser, slid along wall to a stop in Turn 1. Both out, accident.
WALTER GERBER (crew chief, #90 St. James): "We needed the yellow but not with her in it."
- Lap 190: #91 Lazier to pits, fuel, 12 seconds.

Tuesday, May 27 (cont.):

Lap 191: Leaders -- #52 Ward, #6 Goodyear, #2 Stewart, #5 Luyendyk, #91 Lazier.
5 cars on lead lap.

Lap 193: #2 Stewart to pits, fuel, seven seconds.
#52 Ward to pits, fuel, seven seconds
#22 Greco out, gearbox.
GREEN.
#6 Goodyear leads #5 Luyendyk by .5 second on restart.

Lap 194: #5 Luyendyk leads #6 Goodyear by .6 of a second.
JEFF SINDEN (owner, #44 Kinser): "Looked like Kinser and Calkins touched. That's all I can tell from the TV right now."

Lap 195: **YELLOW**, debris.

Lap 198: **GREEN.**
#5 Luyendyk leads #6 Goodyear by .5 of a second.

Lap 199: **YELLOW**, #2 Stewart brushed wall in Turn 4, continued.
GREEN-WHITE

Lap 200: #5 Arie Luyendyk wins his second Indianapolis 500, beating Treadway Racing teammate #6 Scott Goodyear by .5 of a second, #52 Jeff Ward third 4.0 seconds back, #91 Buddy Lazier fourth 10.3 seconds back, #2 Tony Stewart fifth 28.6 seconds back.

Tuesday, May 27 (cont.):

Facts, Figures (from historian Bob Watson):

- The average number of cars to complete the full 500-mile distance over the last 21 Indianapolis 500s (1977-97) is 3.1. Five cars completed the full distance today.
- The average number of cars running at the finish in the last 21 Indianapolis 500s (1977-97) is 13.6. There were 13 cars running at the finish today.
- The last time teammates finished in the first two positions in the Indianapolis 500 was 1962, when Rodger Ward and Len Sutton finished 1-2 for Leader Card Racers.
- The margin of victory of .57 of a second is the third closest in "500" history. It follows only the 1992 and 1982 finishes in "500" history. The 1996 finish by .695 of a second for Buddy Lazier over Davy Jones, previously third, is now the fourth closest in Speedway history.
- Scott Goodyear's two second-place finishes (by .043 of a second to Al Unser Jr. in 1992 and by .57 of a second to Arie Luyendyk today) have missed victory at Indianapolis twice by a total of .613 of a second.
- The most laps led by a rookie is 143 by second-place finisher Bill Holland in 1947. Jeff Ward led 49 today.
- Arie Luyendyk joins Emerson Fittipaldi as the only foreign driver to win the Indianapolis 500 twice.
- Lyn St. James improved the most positions from start to finish with 21 (34th to 13th).
- Tony Stewart led the most laps today with 64. This is the eighth consecutive year that the top lap leader did not win the "500."

POSITION BY CAR NUMBER AT 10-LAP INTERVALS

Pos	Driver	SP	1	10	20	30	40	50	60	70	80	90	100
1	Arie Luyendyk	5	2	2	2	2	2	2	2	5	91	5	5
2	Tony Stewart	2	5	5	5	3	3	91	5	2	2	2	2
3	Vicenzo Sospiri	8	8	3	3	5	5	14	3	3	6	91	91
4	Robbie Buhl	3	3	42	52	91	91	6	91	91	8	6	6
5	Scott Goodyear	6	27	8	91	52	52	11	8	52	14	3	3
6	Jim Guthrie	27	42	6	8	6	6	5	52	6	5	52	52
7	Jeff Ward	52	6	52	6	8	8	9	6	51	12	8	8
8	Davey Hamilton	14	52	14	14	12	12	3	12	14	11	14	22
9	Eliseo Salazar	7	7	7	7	14	14	44	51	8	3	1	11
10	Buddy Lazier	91	14	91	44	33	11	40	14	12	52	11	14
11	Eddie Cheever Jr.	51	91	12	12	50	50	10	11	11	51	22	1
12	Robby Gordon	42	51	44	50	22	97	52	18	22	9	12	44
13	Stephan Gregoire	77	12	50	28	18	33	8	90	50	44	90	9
14	Affonso Giaffone	17	21	28	21	11	18	12	33	90	50	9	33
15	Kenny Brack	4	44	21	11	97	1	1	50	1	10	44	90
16	Buzz Calkins	12	40	51	97	90	22	18	22	18	1	50	12
17	Dr. Jack Miller	40	50	11	33	1	51	51	1	44	30	33	50
18	Mike Groff	10	10	97	22	54	90	30	9	9	22	10	18
19	Roberto Guerrero	21	11	40	40	51	54	22	10	33	90	18	30
20	Steve Kinser	44	28	18	18	44	44	33	44	10	33	30	40
21	Robbie Groff	30	22	33	1	40	9	54	40	30	40	40	10
22	Billy Boat	11	33	1	10	9	40	90	30	40	18	51	54
23	Sam Schmidt	16	18	22	54	10	10	50	54	54	54	54	51
24	Billy Roe	50	97	10	51	30	30	97	97	7	7	7	7
25	Mark Dismore	28	54	54	90	7	27	27	27	97	97	97	97
26	Tyce Carlson	18	72	9	9	21	7	7	7	27	27	27	27
27	Marco Greco	22	1	90	30	28	21	28	28	28	28	28	28
28	Dennis Vitolo	54	90	72	42	27	28	21	21	21	21	21	21
29	Fermin Velez	33	9	30	27	42	42	42	42	42	42	42	42
30	Greg Ray	97	77	27	72	72	72	72	72	72	72	72	72
31	Alessandro Zampedri	34	17	77	77	77	77	77	77	77	77	77	77
32	Claude Bourbonnais	72	4	17	17	17	17	17	17	17	17	17	17
33	Paul Durant	1	30	4	4	4	4	4	4	4	4	4	4
34	Lyn St. James	90	16	16	16	16	16	16	16	16	16	16	16
35	Johnny Unser	9	34	34	34	34	34	34	34	34	34	34	34
Race Average Speed		184.820	120.587	144.077	142.342	145.471	145.827						
			116.054	135.363	144.133	141.811	146.578						

POSITION BY CAR NUMBER AT 10-LAP INTERVALS

110	120	130	140	150	160	170	180	190	200	DRIVER
2	3	3	5	52	52	52	52	52	5	Arie Luyendyk
5	2	5	6	2	5	91	6	6	6	Scott Goodyear
91	52	2	2	5	2	6	2	2	52	Jeff Ward
6	5	6	52	6	6	5	5	5	91	Buddy Lazier
3	6	52	91	91	91	2	91	91	2	Tony Stewart
52	91	91	3	3	3	3	3	3	14	Davey Hamilton
11	22	14	11	14	14	14	11	14	11	Billy Boat
1	14	22	14	11	11	11	14	11	3	Robbie Buhl
22	11	11	22	22	22	90	90	30	30	Robbie Groff
14	12	4	90	44	44	44	44	90	33	Fermin Velez
44	44	90	12	12	90	12	12	12	12	Buzz Calkins
9	18	18	44	90	30	30	30	44	10	Mike Groff
50	90	12	30	30	12	22	33	33	90	Lyn St. James
33	33	33	33	33	33	33	10	10	44	Steve Kinser
90	30	30	18	9	9	9	22	22	54	Dennis Vitolo
12	9	9	9	18	18	10	9	54	22	Marco Greco
50	18	40	40	10	10	18	18	9	8	Vicenzo Sospiri
30	8	10	10	40	54	54	54	18	9	Johnny Unser
8	10	8	8	54	40	8	8	8	18	Tyce Carlson
40	1	1	54	8	8	40	40	40	40	Dr. Jack Miller
10	50	54	1	1	1	1	1	1	1	Paul Durant
54	54	5	50	50	50	50	50	50	50	Billy Roe
51	51	51	51	51	51	51	51	51	51	Eddie Cheever Jr.
7	7	7	7	7	7	7	7	7	7	Eliseo Salazar
97	97	97	97	97	97	97	97	7	97	Greg Ray
27	27	27	27	27	27	27	27	27	27	Jim Guthrie
21	21	21	21	21	21	21	21	21	21	Roberto Guerrero
28	28	28	28	28	28	28	28	28	28	Mark Dismore
42	42	42	42	42	42	42	42	42	42	Robby Gordon
72	72	72	72	72	72	72	72	72	72	Claude Bourbonnais
77	77	77	77	77	77	77	77	77	77	Stephan Gregoire
17	17	17	17	17	17	17	17	17	17	Affonso Giaffone
4	4	4	4	4	4	4	4	4	4	Kenny Brack
16	16	16	16	16	16	16	16	16	16	Sam Schmidt
34	34	34	34	34	34	34	34	34	34	Alessandro Zampedri
199.904	131.140	148.197	142.260	144.077						
105.565	138.351	148.513	142.654	147.518						

Post Race Notes/Quotes - Tuesday, May 27

Medical Update from Dr. Henry Bock, Speedway medical director: Paul Durant has a fractured pelvis and a concussion, is awake and alert and is in good condition and has been admitted to Methodist Hospital.

JIM GUTHRIE (#27 Blueprint/Jacuzzi/Armour Golf/ERTL): "Lady Luck wasn't with us. We tried some new things and it didn't work. The car was feeling great and I was just starting to pass some cars on the track. The car was fast. I feel sorry for the team, they have worked hard all month. We will pack up and get them at Dallas." (About the engine and running out of gas): "We don't know what went wrong. We will have to get the car back into the garage and tear it apart. Things just weren't going our way. When we were racing, we were racing. We had some telemetry problems. The gauge was reading 11 gallons. I radioed into the guys and they said stay out there. That is when I started slowing down. We got into the pits, changed tires and filled it with gas. Then the starter broke. Goodyear pitted and then they let us borrow theirs."

LYN ST. JAMES (#90 Lifetime-TV-Cinergy-Delta Faucet-Hemelgarn): "It's really a disappointment. The car was running really good. Kinser touched with the red car and I had nowhere to go. I drove harder today than I ever have. The fates are whatever. I guess that means I gotta come back next year."

MARK DISMORE (#28 Kelley Automotive Mechanics Laundry Bombardier Grainger): (About the accident on the track): "Everybody tries to win the race on the restart, it doesn't matter what series it is. I'm really sick about it right now. I avoided the accident in front of me and then he drilled me from the rear. It broke my half-shaft and a lot of other parts on the car. We had a hell of a race car and a great shot at this deal. The whole thing started because Steve Kinser hit Salazar. Salazar spun and that caused the chain reaction. I saw the car spinning and a lot of smoke but I saw a spot on the right side to get through. I made that and slowed down, since I didn't want to hit anybody. The next thing I know, I'm rear-ended. The back end of my car went up in the air." (Prior to the crash): "The car was absolutely perfect. After the restart, I ran one lap and was getting ready to pop it into sixth gear. It was that good. I'm disappointed, but what are you going to do?"

MIKE GROFF (#10 Jonathan Byrd's Cafeteria/VisionAire/Bryant): (About the Miller accident): "He just lost it. He just spun in front of me. He was staying up against the wall. I had to go low and I'm glad I did. Luckily I missed him. If I wouldn't have spun the car, I would've hit him for sure." (About the car): "The car had an understeer. If I got in traffic, it would misfire. As soon as I broke the momentum, it would fall on its face. It was like near impossible in traffic. We had a little bit of a problem with this engine yesterday. The crew changed everything overnight. We worked with it through the race. We did a map change and a mix change. It was running much better toward the end of the race." (About the rest of the season): "We're going to have a hard time unless we get some performance going. I know that happens, the crew works hard. They are the ones who deserve the credit."

ROBBIE GROFF (#30 Alfa-Laval/Team Losi/McCormack Motorsports): "I think the lap we were originally down hurt us. We were never really able to recover from that. It's a shame because the crew really worked hard. We had some problems with the Scandia drivers, primarily Velez and Greco. Some of the drivers were a little defensive but those guys were ridiculous." (About the car): "It kept sneaking down in the front end through two-thirds of the race." (Did you pass your brother): "Oh, two or three times." (About finishing first "500"): "Awesome."

VINCENZO SOSPIRI (#8 Old Navy Scandia Royal Purple Alta Xcel): (About his first Indy 500): "Quite good. We had a very good car to start with. I was comfortable in fifth, sixth and seventh place. Unfortunately we had some electronic problem. It took a long time to figure out because we didn't have it ever before. The problem was an electronic coil. We found the problem 20-30 laps from the end. We didn't get it fixed until four laps from the end."

Tuesday, May 27 (cont.):

SCOTT GOODYEAR (#6 Nortel/Sprint PCS/Quebecor Printing): (About the last lap): "I thought we were going to finish under the yellow. That is the very lap when you want to be ready to get on the gas and we weren't. We didn't really have any indication on the radio that it was going green. I'm not sure if we would have had enough to pass him (Luyendyk) there at the end anyway. There was a little too much drag in the car but it would've been nice to give 110 percent. I'm just disappointed." (About the race): "I'm really pleased for everybody on the team. The car was pretty loose all day but we worked on it throughout the race and got it pretty good at the end. It's a good finish for our Treadway team...one and two. We're second again, so we'll keep coming back. Second place does go in the record books. I'm really enjoying this league. It's been very competitive. You could see it out there today the way the guys were racing."

DAVEY HAMILTON (#14 A.J. Foyt Power Team Racing): "We ran out of fuel twice early in the race. That caused us to lose a lap. It was good race for us and for IRL. We were in good shape. It was fun to finish and we had no real problems. We got off on our pit stops a little bit and tried to get our lap back but couldn't quite do it. We went in to win it and I really thought we had the car to beat. It's not a bad finish but we wanted to do better than that." (About the racing): "The guys did a pretty good job. I didn't know who was a lap up and a lap down. It was fun to race out there today."

TONY STEWART (#2 Glidden/Menards/Special): "I don't mean to sound so happy because I finished fifth but that was one of the most fun races I've ever had. It was a great race. You had some slicing and dicing going on out there. If people say they didn't enjoy this Indy 500, then they aren't real race fans." (About his incident): "The lap before, I went through that turn pretty good and this time, Jeff Ward came down a little low and I tried to save it at the end of the corner, but I lost the nose and I couldn't get it back. We didn't touch or anything like that. Jeff did nothing wrong." (About the late pit stop): "According to our telemetry, we weren't going to make it to the end, so we had to go with that. We had it happen in Phoenix and it happened again here. All I do is drive the car. They tell me when to pit."

BUZZ CALKINS (#12 Bradley Food Marts): "We ran out of gas on our second pit stop as we came in. I can't believe this. We were in perfect position at that time. That pit put us out of sync for the rest of the race. The car wasn't perfect but it wasn't bad. In the end, a CV joint broke and put us out of the race." (About Kinser accident): "I was never near any of it."

ROBBIE BUHL (#3 Quaker State/Special): "So close...shoulda been at the top. I'm disappointed for Quaker State. Unfortunately, we got out of sequence in the pits with pitting under the green. Things must fall your way and they did not. The guys did a great job. Nothing was loose on the track. The car was excellent. I'd love to race again tomorrow. The car was that good."

STEVE KINSER (#44 SRS/One Call/Menards/Quaker State/St. Elmo's): (about his rookie race): "Other than hitting a car on the restart and then hitting another car with 15 laps to go, it wasn't too bad. The first time, we were just doing brake checks and I just got on it a little too hard. We changed the nose cone and put a new one on that wasn't set up yet and we couldn't get the balance back with the new nose cone. It threw it off really bad. The second time, I just misjudged the distance between us. I'm sure it had something to do with the nose cone being off balance." (About running more races): "I'd sure love to run a few more IRL races. I'd hate to quit now. To run as good as we did on the spur of the moment, I'm very proud of everyone. I'm just disappointed in myself."

BILLY BOAT (#11 Conesco A.J. Foyt Racing): (About his first IRL race and first "500"): "Everything I expected and more. We had a little problem early on. That got us a lap down. I was fast by myself but when I was right behind the cars, I was losing the front end. I worked my way through the field, then started getting lapped by the leaders. We had to work all day to get that lap back. I came out without a ride and to

Tuesday, May 27 (cont.):

leave with a top-10 finish is very satisfying. Next time I'll be back for more." (About a ride with Foyt in the future): "We'll have to wait and see."

FERMIN VELEZ (#33 Old Navy Scandia Royal Purple Alta Xcel): (About the race): "Not the way I wanted. I'm happy to finish. It's my first finish in this difficult Indy 500 race. I'm just happy for the crew. I'll take it and next year, we'll go for it. We'll go for a good result."

TYCE CARLSON (#18 Klipsch Tnemec Overhead Door Pyle V-Line Earl's): (On the accident): "I was going down through the corner and I saw the leaders coming up on me. I don't know if the air affected the car but it just came around on me. The car was good by itself but it would have a bad push in traffic." (On his last stop on Lap 140, he coasted into pits and had lost everything but sixth gear): "The crew tried pushing me out in neutral. That didn't work so they pulled me back to the pit, put the car up on the stands. I pushed in the clutch, they dropped the stands and I was able to pull out. I made some rookie mistakes but I'll get better. It was just one of those days. The PDM guys worked their butts off this month." (On his rookie race): "This was one of the greatest experiences of my life. The day just didn't go the way we wanted it to."

DENNIS VITOLO (#54 SmithKline Beecham/Kroger/Beck Motorsports): "I'm happy to finish. We put a load of batteries in, but we finished. It's nice to take a checkered flag for once at Indy. My friends from SmithKline Beecham, are here. They took off work to see me run." (Any problems?): "Just with debris toward the end of the race. The wind got a little tricky. I knew I was many laps down. I just wanted to stay out of the way of the leaders and let them run their race."

MARCO GRECO (#22 Side Play Int'l Scandia Alta Xcel): "I think the gear on the driveshaft broke. The car was understeering a lot before the last pit stop so we changed that and then the car broke when we went back out the last time."

ROBERTO GUERRERO (#21 Pennzoil-Pagan Racing Dallara Infiniti): (About the accident): "I don't really know what happened. It was just a chain reaction and unfortunately it sidelined us. The team worked very hard to try to get the car back out there but it was too badly damaged. What we need to do now is start focusing on Texas."

KEITH WARD (USAC chief steward): "We were desperately trying to finish the race under green. And in doing so, we were miserably trying to get safety equipment cleared and off the track. In the hustle and bustle of doing things, the gentleman hitting the lights (Claude Fisher, chief observer) didn't hear me say 'Green.' Initially I didn't realize the light wasn't green. It just took that time to change it. It's a mistake that we shouldn't have made. But remember regardless what the light is the flag at the flagstand is the governing factor. That's just one of the things that happens. Maybe it's just as much my fault. Regardless of the lights, the flagstand is the governing factor." (Effect on the race): "This doesn't diminish the effect of the race at all for me. Arie clearly had the fastest car. He even stated in his press conference that 'The flag was green and I was going to keep going.' (On the third closest finish in history, are you satisfied?): "I'm always satisfied to get this race over with and there are always issues."

LEO MEHL (IMS vice president & IRL executive director): "I'm very pleased with where we ended up today. We had 13 cars that ran 500 miles and we probably could've had a few more but the engines and equipment were great." (On the final-lap situation): "I totally support USAC's decision to try to end on green." (Did this race turn the corner for the IRL?): "That depends on what comes out of this room. You had a wonderful rookie like Jeff Ward giving them heck all day. I'm very proud of our engine builders and everybody else."

TONY GEORGE (IMS president): "We, the Speedway and the competitors, appreciate the fans coming out. I hope those who weren't able to come were able to catch it on TV. I'm very proud of the job that the veterans did and seeing Jeff Ward running strong at the end of the race. I'm very proud of Steve Kinser and Billy Boat."

Tuesday, May 27 (cont.):

They really did a good job. I think we're going to digest this race and see how we can always make it better." (On the decision to run today): "Of course we talked about all the scenarios that were possible. Clearly, the key determining factor is that the race started yesterday and we needed to finish it at the first available time. It wouldn't bother me to see it rain next Saturday. It'll make it look like we can predict the weather." (About today's turnout): "I don't really remember the 1973 race. Last night, my mother recalled the third-day crowd wasn't real hot. The forecast in '73 wasn't as favorable as this year's. It gave me a very warm feeling at 10 o'clock when fans started coming in the gate. I hope the other fans were able to catch it on TV. I think we had a very good crowd and I appreciate everyone who came out." (About if the race turned the corner for IRL): "It's a big feather in our cap. I think we turned the corner a long time ago and now we're building momentum."

ARIE LUYENDYK (#5 Wavephore/Sprint PCS/Miller Lite/Provimi): "Very definitely an exciting day for me...I especially have to thank Fred (Treadway) who rolled into racing by accident. We put together a great team. And, of course, we had great help from Roush who built our engines. I ran it in 4th gear, 5th gear and 6th gears. I ran this thing hard all day. And many thanks to Firestone. We never had tires that were different. They were consistent all day. I've often said, in racing — there are not many highs and a lot of lows. You get hardened by it...I had to work a lot harder today than in '90 (when he won his first 500). It was a lot more difficult today — therefore, more gratifying...I've never had to race at 220 miles an hour with two wheels on the grass, but Tony (Stewart) put me there. I put it back on the track, said a few unpleasant words and went on...I got a good run on him and he just put me in the grass. And that's pretty dangerous. But, I won, so I'm not going to complain about it." (Did the rain delays change the way you prepared for the race?): "No, you just get up, put on your race face, as if it were Sunday. I tried not to let it bother me...Obviously, the IRL can't help it if it rains. We had a competitive race here — probably one of the most competitive in the past few years." (About passing his teammate to win) "It'd be better if he finished third, then I wouldn't have had to pass him." (About the confusion as to whether there was a green flag or yellow flag on the last lap): "I'm in the race car and Skip Faul radios to me that the white flag was coming out, so I thought we would just cruise to the end. Then the green came out, but there were yellows on the track...As soon as I saw it was green on the tower, I gassed it and pretended as if it were green all around the track...I saw that happen once on TV in a CART race, so I learned from that."

SCOTT GOODYEAR (#6 Nortel/Sprint PCS/Quebecor Printing): "I'm obviously disappointed. I'm not here for 2nd, so it doesn't feel good at all...The car was pretty loose. We did a very good job of communicating. We just kept changing the car on every pit stop. We probably had a little too much drag on the car. Coming off that yellow, Arie just ate me up...I saw yellow all the way around the bloody straight and then they went green...I didn't know what the hell to do. It's green on the tower, but yellow all around...I was trying to conserve fuel...Then Kevin yelled at me, 'Green! Green! Green! It caught me completely by surprise...The only thing that would please me is to get second, knowing that I would be able to give the last 110 percent...My whole goal is to come here and turn five times on the last lap — on all the turns and then into Victory Lane." (About your emotions now): "You can't have emotion when you're pissed off. We had a hard time with the car to begin with, but we kept communicating. We fought with that thing for the first few pit stops. If I had to lose, I guess I have to lose to my teammate." (About the race, in general): "I was very pleased with the cars today. There was a lot of great racing. You had a lot of guys vying at the end." (When Luyendyk entered the conference room) "I remember the other day, you said, 'If I win, I'm going to split my purse with you.'" (When Luyendyk said, "It'd be better if he [Goodyear] finished third, then I wouldn't have had to pass him.") "You didn't have to pass me." (When Luyendyk said he decided to act as if the whole track were green on the last restart, because he had seen a race on television in which the green flag appeared in one spot, but yellows appeared elsewhere and the leader went green) "I missed that show."

Tuesday, May 27 (cont.):

JEFF WARD (#52 FirstPlus Team Cheever): "It just went really well. The race started off good. We went really conservative, but had a little bit of a push, so we went to a bigger stagger. The last 50 laps, we hoped the yellows would go in our favor. I can't be disappointed...I'm extremely pleased to be the top rookie...If we hadn't taken the last splash-and-go pit stop, I'm sure we probably would have ran out of fuel. I was hoping Arie and Tony would come in too...It was a long race. I never felt fatigued. I stayed focused. I've never run 500 miles before, so it was a real confidence builder. It was a great race...I think the racing was exciting — it sure was from my seat...This is a dream come true. There is a great feeling out there...I was happy to see the motors last as they did. I think it's a big step for the IRL." (Any interesting moments in the race?): "I almost hit the pace car once. He was on the warm-up lane and I was on the track. I thought he was going to stay there and then he came across. The next thing I know, I see the fender of an Aurora. I thought, 'Here I am, leading the race and I'm gonna hit the pace car.'"

EDDIE CHEEVER JR. (car owner, #52 FirstPlus Team Cheever): "I asked Jeff if he has been lying that maybe he had been racing somewhere else. I've never seen a rookie perform like he has...I don't think anyone has a question as to who will be the Rookie of the Year. A lot of people were saying to me, 'Jeff's a shoe-in for Rookie of the Year.' I said, 'This guy doesn't want to mess around with Rookie of the Year — he wants to win this race! I saw several great drivers, or drivers who were described as great talents, kill their engines in the pits. Jeff didn't do that once...Right to the end, I was convinced he was gonna win...He led the 500 with vigor. It's going to be hard to keep him. He's going to get real expensive and real difficult now." (When Ward admitted that he had killed it once on a pit stop under yellow): "Oh, well under yellow doesn't count. Work with me on this, Jeff."

AL SPEYER (Bridgestone/Firestone director of motorsports): "It's a magnificent day for the entire Firestone organization with Arie Luyendyk winning the Indianapolis 500. In fact four of the only five cars to finish on the lead lap were on Firestone tires. Arie ran a really hard race all day long...we had to wait 81 years and a couple days for this 50th victory at Indianapolis. It was well worth it."

A.J. FOYT: "We got behind and could not get it back. We would handle good the first part and then not handle. Billy (Boat) had a couple of bad starts but hell, that's racing. I just told them to stay out of trouble. The accident with Durant was a chain reaction. Scott (Sharp) named the No. 1 car 'Christine.' He told Durant, 'You better watch Christine, she's mean.' She's already slapped two of our drivers and now three. Maybe we should get rid of that No. 1. You're never satisfied with anything but finishing first. I've finished 10th, first, second and you're never satisfied. Hell, our crew worked harder than anyone else this month by far."

BUDDY LAZIER (#91 Delta Faucet-Montana-Hemelgarn Racing): "The race car was wonderful. We were in the position where we wanted to be and around 100 (laps) to go, the motor laid down. The tone changed. We went from 220 miles an hour to 201-203 in a slipstream. I'm amazed we brought it home in fourth the way it was running. We dropped a cylinder. The engine builders did a good job because we made it to the finish and we certainly wanted to make a run at the end but it wasn't to be. I'm disappointed but we'll come back and try real hard next year."

LUYENDYK WINS '97 "500" IN THIRD CLOSEST FINISH IN HISTORY

INDIANAPOLIS, May 27, 1997 - Arie Luyendyk wheeled into the lead seven laps from the finish Tuesday and recorded his second Indianapolis 500 victory by .57 of a second over Treadway Racing teammate Scott Goodyear in the third closest finish in "500" history.

Luyendyk, the 1990 winner who had been in command four previous times in the race, took the lead from Goodyear on the back straightaway on the 194th of the 200 circuits around the 2 1/2-mile oval and survived a last-lap restart to claim the victory.

Rookie Jeff Ward, who led 49 laps during the race and had turned the lead over to Goodyear with eight laps remaining, finished third, followed by defending "500" winner Buddy Lazier and second-place starter Tony Stewart.

The finish followed only Al Unser Jr.'s victory by .043 of a second over Goodyear in 1992 and Gordon Johncock's .16 of a second win over Rick Mears in 1982 as the closest finishes in the "500."

"I had to work a lot harder today than in '90," Luyendyk said. "It was a lot more difficult today, therefore, more gratifying. I ran this thing hard all day."

For Goodyear, it was his second runner-up finish at Indianapolis by less than a second. He fell short by .043 of a second to Al Unser Jr. in 1992.

"I'm obviously disappointed," he said. "I'm not here for second so it doesn't feel good at all. If I had to lose, I guess I have to lose to my teammate."

The race marked the first time since Rodger Ward and Len Sutton finished 1-2 for the Leader Card team in 1962 that teammates had captured the top two positions of a "500."

Since 15 laps of the race were run on Monday before rain postponed it, Stewart became the second driver to lead the same race on two different dates, joining Parnelli Jones, who led both days of the rain-delayed race in 1967.

Two other rookies finished in the top 10: Billy Boat in seventh and Robbie Groff in ninth. Boat, who started 22nd, led the 51st lap.

In all, seven drivers led the race, with Lazier and Robbie Buhl joining Luyendyk, Stewart, Ward, Goodyear and Boat.

Although several accidents occurred, Paul Durant was the only driver transported to Methodist Hospital. Durant and rookie Billy Roe tangled in Turn 3 on Lap 114 and Durant was admitted to Methodist with a broken pelvis and a concussion, otherwise in good condition.

Stewart had the fastest lap of the race on Lap 105 at 215.626 miles per hour. Luyendyk had the fastest leading lap on the 108th circuit at 215.115.

Mike Groff, who finished 12th, continues to lead the 1996-97 Indy Racing League point standings. Groff now has 148 points to lead Davey Hamilton, who finished sixth, by five.

LUYENDYK CLAIMS RECORD \$1,553,650 FOR "500" WIN

INDIANAPOLIS, May 30, 1997 -- Arie Luyendyk's victory in the 81st running of the Indianapolis 500 was worth a record \$1,568,150, according to final prize figures released today.

Luyendyk's win by .57 of a second over Treadway Racing teammate Scott Goodyear, coupled with taking the PPG Pole Award and other prizes, produced the record payoff.

Goodyear got \$513,300 for second, giving the Treadway team a payday of \$2,081,450 in the second "500" presented by the Indy Racing League.

The winner's share was part of a record total purse of \$8,612,450 for the world's richest auto race, up nearly \$500,000 from the previous record of \$8,114,600 set in 1996.

The check to Luyendyk for his second "500" victory bettered the previous winning mark of \$1,373,813 claimed by Al Unser Jr., in 1994. It also enabled the popular Dutchman, who also won in 1990, to become the all-time Indianapolis 500 money leader, vaulting past Emerson Fittipaldi, Unser Jr., and Rick Mears to the top spot.

Luyendyk and the teams for which he has driven have now collected \$5,027,329 in 13 Indianapolis 500s. The retired Mears, one of three four-time "500" winners, is now second on the all-time list at \$4,299,392.

The prize checks ranged from Luyendyk's to the \$139,500 received by Robby Gordon and Team Sabco for 29th place.

Bank One Rookie of the Year Jeff Ward and FirstPlus Team Cheever picked up \$414,250 for third and Buddy Lazier and Hemelgarn Racing got \$279,250 for fourth. Tony Stewart and Team Menard got \$345,050 for fifth, including \$28,800 in lap prizes.

Checks for 13 drivers and teams topped the \$200,000 mark. Kenny Brack and Galles Racing, with a 33rd-place finish, got \$202,250, including the \$40,000 top prize in the Coors Indy Pit Stop Challenge.

The date for the 82nd running of the Indianapolis 500 is May 24, 1998.

OFFICIAL PRIZE LIST, TIMES & AVERAGES

81st INDIANAPOLIS 500 -- MAY 27, 1997**

FP	SP	CAR	DRIVER	QUALIFY	LAPS	TIME	IMS AWARDS	TOTAL AWARDS
1	1	5	Arie Luyendyk	218.263	200	2:44.939	869,900	\$1,568,150
2	5	6	Scott Goodyear	215.811	200	2:46.813	447,700	513,303
3	7	52	R Jeff Ward	214.517	200	2:47.819	294,700	414,250
4	10	91	Buddy Lazier	214.286	200	2:48.000	228,700	279,250
5	2	2	Tony Stewart	218.021	200	2:45.122	216,700	345,050
6	8	14	Davey Hamilton	214.484	199	2:47.845	208,700	264,000
7	22	11	R Billy Boat	215.544	199	2:47.019	203,700	259,700
8	4	3	Robbie Buhl	216.102	199	2:46.588	192,700	235,200
9	21	30	R Robbie Groff	207.792	197	2:53.250	196,700	222,350
10	29	33	Fermin Velez	206.512	195	2:54.324	182,700	216,400
11	16	12	Buzz Calkins	209.564	188	2:51.785	179,700	201,000
12	18	10	Mike Groff	208.537	188	2:52.631	175,700	197,300
13	34	90	Lyn St. James	210.145	186	2:51.310	150,700	188,000
14	20	44	R Steve Kinser	210.793	185	2:50.784	173,000	193,250
15	28	54	Dennis Vitolo	207.626	173	2:53.389	166,700	200,000
16	27	22	Marco Greco	210.322	166	2:51.166	164,700	193,000
17	3	8	R Vincenzo Sospiri	216.822	163	2:46.035	139,700	196,250
18	35	9	Johnny Unser	209.344	158	2:51.966	137,700	158,000
19	26	18	R Tyce Carlson	210.852	156	2:50.736	157,700	173,250
20	17	40	R Dr. Jack Miller	209.250	131	2:52.043	155,700	171,250
21	33	1	Paul Durant	209.149	111	2:52.126	153,700	178,000
22	24	50	R Billy Roe	212.752	110	2:49.211	134,700	150,250
23	11	51	Eddie Cheever Jr.	214.073	84	2:48.167	149,700	176,000
24	9	7	Eliseo Salazar	214.320	70	2:47.973	148,700	164,000
25	30	97	R Greg Ray	213.760	48	2:48.413	150,700	171,250
26	6	27	Jim Guthrie	215.207	43	2:47.281	146,700	164,500
27	19	21	Roberto Guerrero	207.371	25	2:53.602	144,700	160,000
28	25	28	Mark Dismore	212.423	24	2:49.473	143,700	159,000
29	12	42	Robby Gordon	213.211	19	2:48.847	121,700	139,500
30	32	72	R Claude Bourbonnais	210.523	9	2:51.003	125,700	152,250
31	13	77	Stephan Gregoire	213.126	0	2:48.914	142,700	158,000
32	14	17	R Affonso Giaffone	212.974	0	2:49.035	142,700	158,250
33	15	4	R Kenny Brack	211.221	0	2:50.438	141,700	202,250
34	23	16	R Sam Schmidt	215.141	0	2:47.332	129,700	150,250
35	31	34	Alessandro Zampedri John Paul Jr.	211.757	0	2:50.006	129,700	145,000 25,000

Legend: FP – Finishing Position; SP – Starting Position; R - Indy 500 Rookie

** Race was rained-out two days in a row

Lap Leaders

Stewart 1-50	Buhl 116-131
Boat 51	Luyendyk 132-140
Stewart 52-62	Goodyear 141
Luyendyk 63-78	Ward 142-166
Stewart 79	Luyendyk 167-168
Lazier 80-82	Ward 169-192
Luyendyk 83-109	Goodyear 193
Stewart 110-111	Luyendyk 194-2
Lazier 112-115	

Caution Flags

Pace lap, Giaffone accident; Caution laps, Brack & Gregoire accident; 10, Bourbonnais smoking car; 11-14, moisture reported; 15, Red flag, moisture-postponed; 16-18, continues under caution; 20-28, Gordon stop; 59-62, Guthrie stall; 94-99, Salazar stop; 114-123, Roe & Durant accident; 138-142, Miller accident; 165-169, Carlson spin; 189-193, Kinser accident; 196-197, debris; 199, debris; total 15-61 laps

COMPLETE PRIZE FUND FOR THE 1997 INDIANAPOLIS 500-MILE RACE

Indianapolis Motor Speedway Corporation	\$6,750,000
Citizens Speedway Committee (Lap Leaders).....	90,000
Citizens Speedway Committee (Parade).....	10,200
Designated Awards.....	1,762,250
Total	\$8,612,450

American Dairy Association	\$13,750	Mechanix Wear	5,000
Ameritech	7,500	Mi-Jack Products	5,000
Bank One	10,000	Mobil Oil Corporation	5,000
Bart Wheels	5,000	Monroe Auto Equipment Co.	5,000
Bell Helmets	6,000	National City Bank of Indiana	10,000
BG Oil	5,000	NBD Bank, N.A.	10,000
Borg-Warner Automotive, Inc.	130,000	Nissan Motor Corporation USA	5,000
Bridgestone/Firestone Inc.	35,000	Oil Chem Research Corp.	5,000
Buckeye Machine/Race Spec	5,000	Oldsmobile Division	40,000
Canon U.S.A.	12,000	Olinger Distributing Company, Inc.	5,000
Citadel Group	5,000	Pennzoil Products Company	180,000
Clint Brawner Mechanical Excellence	5,000	PPG Industries, Inc.	595,000
Cooper Automotive/Champion Spark	20,000	Premier Farnell Corporation	15,000
Coors Brewing Company	70,000	Prolong Super Lubricants	5,000
Dow Elanco	25,000	Quaker State Corporation	25,000
Earl's Performance Products	22,500	Raybestos/Brake Parts, Inc.	30,000
Eastman Kodak Corp.	10,000	Robert Bosch Corporation	45,000
Emco Gears, Inc.	5,000	Royal Purple Motor Oil	30,000
Fastlane Footwear, Inc.	10,000	SRE Industries	5,000
Ferguson Steel Company, Inc.	10,000	Simpson Safety Equipment	10,000
Frigidaire Home Products	5,000	Snap-On Tools	5,000
Goodridge/Motorsports Spares Int'l	5,000	Snap-On Tools/CAM	5,000
GTE	30,000	Stant Manufacturing, Inc.	5,000
Herff Jones	15,000	Stihl Inc.	5,000
Hyperco, Inc.	5,000	STP Racing/First Brands Corporation	20,000
Ideal Division/Stant Corporation	5,000	Sun Industries	5,000
Indiana Oxygen	5,000	Sure Start	10,000
Indianapolis Motor Speedway Corp.	500	SYSCO Food Services of Indianapolis	5,000
J.C. Carter Company, Inc.	7,500	The Gear Shed	5,000
Keco Coatings	6,500	The Goodyear Tire & Rubber Company	5,000
Klotz Special Formula Products, Inc.	5,000	Thunderbird Products	5,000
Kruse International	5,000	Tony Foyt Award	6,000
Lincoln Electric	5,000	Truckers Toy Store, Inc.	5,000
Loctite Corporation	20,000	True Value/Cotter & Co.	10,000
Marsh Supermarkets	10,000	U.S. Industries/Jacuzzi, Inc.	5,000
MBNA America Bank, N.A	10,000	Valvoline	75,000

TOTAL DESIGNATED AWARDS: \$1,762,250

Merchandise won by race participants included:

Oldsmobile Aurora V8 Pace Car
 Indy 500 Formula 271-Fas-Tech Boat (\$85,000 value)
 Chevrolet Van (\$40,000 value)
 Herff Jones "Champion of Champions" Ring (\$5,000 value)
 Tony Foyt Award, watch (\$12,000 value)
 Jacuzzi/Pinnacle Plus Portable Spa
 Custom Leather True Value Jacket

Trophies, plaques or rings presented by the following companies:

Ameritech	KLF/Race Spec
Bank One Indianapolis	National City Bank
Borg-Warner Corporation	NBD Bank, Indiana
Clint Brawner Foundation	PPG Industries
Coors Brewing Company	Premier/DA Lubricant
GTE Telecommunications	Royal Purple Motor Oil
Indiana Oxygen Company	True Value Hardware

FIRST PLACE

Driver: Arie Luyendyk
 Car Name: Wavephore/Sprint PCS/Miller Lite/Provimi
 Entrant: Treadway Racing, LLC
 Crew Chief: Skip Faul

Indianapolis Motor Speedway Corporation.....	869,900.00
Citizens Speedway Committee (Lap Prizes)	27,450.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards	670,500.00
 Total Cash Prizes.....	 \$1,568,150.00

Designated Awards:

Coors Brewing Company - 6th Place	2,000.00
Pennzoil Products Company - Performax Top Mechanic	10,000.00
Bridgestone/Firestone Inc. - Pole Position using product	10,000.00
GTE - Front Row	10,000.00
Loctite Corporation - Pole Winner	3,000.00
Loctite Corporation - Fastest Qualifier with decal	2,000.00
Mi-Jack Products - Fastest Single Qualifying Lap	5,000.00
Oldsmobile Division - Pole Position by Olds Competitor	5,000.00
Pennzoil Products Company - Pole Position with decal	25,000.00
PPG Industries, Inc. - Pole Winner	100,000.00
PPG Industries, Inc. - Starters Indianapolis 500	15,000.00
Raybestos/Brake Parts, Inc. - Pole Winner Bearing Raybestos decal	1,500.00
Raybestos/Brake Parts, Inc. - Pole Mechanic bearing decal	1,500.00
True Value/Cotter & Co. - Pole Winning Chief Mechanic	10,000.00
American Dairy Association - Winner	5,000.00
American Dairy Association - Winning Chief Mechanic	500.00
Borg-Warner Automotive, Inc. - Winner	130,000.00
Bridgestone/Firestone Inc. - Winner if using tires, decals, patch	15,000.00
Canon U.S.A. - Winner with Canon decals	12,000.00
Earl's Performance Products - Highest Finisher Using Earl's	5,000.00
Earl's Performance Products - Highest Finisher with decal	5,000.00
Eastman Kodak Corp. - Photo Finish Award to winner	10,000.00
Emco Gears, Inc. - Highest Placing with Emco Decal	5,000.00
Frigidaire Home Products - Highest Finisher on Sears Tractor	5,000.00
Herff Jones - Winner	15,000.00
Hyperco, Inc. - 1st Finisher using product	1,000.00
Ideal Division/Stant Corporation - Winner using product/decals	2,000.00
Ideal Division/Stant Corporation - Winning Chief Mechanic product/decal	500.00
Indianapolis Motor Speedway Corp. - Winner - Sid Collins Award	500.00
Loctite Corporation - Winning Car	5,000.00
Loctite Corporation - First Finisher with decal	5,000.00
Loctite Corporation - Winning Chief Mechanic	2,500.00
National City Bank of Indiana - Checkered Flag award to Winner	10,000.00
Oldsmobile Division - 1st Place if Olds Competitor	35,000.00
Pennzoil Products Company - Winner with decal	100,000.00
Pennzoil Products Company - Winner & Pole Bonus with decal	25,000.00
Premier Farnell Corporation - Highest Finisher with decal	10,000.00
Raybestos/Brake Parts, Inc. - 1st Place Bearing Raybestos Decal	7,500.00
Robert Bosch Corporation - 1st Place if Using Bosch	25,000.00
Simpson Safety Equipment - Top Ten Finisher with Simpson/decals	1,000.00
Snap-On Tools - Winner	2,500.00
Stant Manufacturing, Inc. - Highest Finisher using Product/decals	2,500.00
STP Racing/First Brands Corporation - 1st Place if Using STP Oil Treatment	7,000.00
SYSCO Food Services of Indpls - Winner SYSCO "Making the Grade"	5,000.00
Thunderbird Products - Thunderbird Winners Award	5,000.00
Tony Foyt Award - Winning chief mechanic	6,000.00
U.S. Industries/Jacuzzi, Inc. - Winner	5,000.00

SECOND PLACE

Driver: Scott Goodyear
 Car Name: Nortel/Sprint PCS/Quebecor Printing
 Entrant: Treadway Racing, LLC
 Crew Chief: Kevin Blanch

Indianapolis Motor Speedway Corporation	447,700.00
Citizens Speedway Committee (Lap Prizes).....	900.00
Citizens Speedway Committee (Parade)	300.00
Designated Awards	64,400.00

Total Cash Prizes \$513,300.00

Designated Awards:

PPG Industries, Inc. - Starters Indianapolis 500	15,000.00
Bell Helmets - Highest Finisher wearing Helmet.....	3,500.00
Bell Helmets - 1st if pole doesn't use helmet	100.00
Bridgestone/Firestone Inc. - 2nd if using tires, decals, patches	10,000.00
Earl's Performance Products - 2nd Highest Finisher Using Earl's	2,500.00
Earl's Performance Products - 2nd Highest Finisher with decal	2,500.00
Hyperco, Inc. - 2nd Finisher using product	1,000.00
Ideal Division/Stant Corporation - Second Place using product/decals	800.00
Keco Coatings - Highest finishing product user	500.00
Raybestos/Brake Parts, Inc. - 2nd Place Bearing Raybestos Decal	6,000.00
Robert Bosch Corporation - 2nd Place if Using Bosch	15,000.00
Snap-On Tools - 2nd Place	1,000.00
Stant Manufacturing, Inc. - 2nd Finisher using Product.....	1,500.00
STP Racing/First Brands Corporation - 2nd Place if Using STP Oil Treatment	3,000.00
STP Racing/First Brands Corporation - 2nd Place if Using STP Oil Filters.....	2,000.00

THIRD PLACE

Driver: Jeff Ward
 Car Name: FirstPlus Team Cheever
 Entrant: FirstPlus Team Cheever
 Crew Chief: Mitch Davis

Indianapolis Motor Speedway Corporation.....	294,700.00
Citizens Speedway Committee (Lap Prizes)	22,050.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards	97,200.00

Total Cash Prizes\$414,250.00

Designated Awards:

Coors Brewing Company - 4th Place	5,000.00
Pennzoil Products Company - Crew Challenge.....	20,000.00
American Dairy Association - Each Qualifying rookie.....	250.00
PPG Industries, Inc. - Starters Indianapolis 500.....	15,000.00
Bank One - Rookie of the Year	10,000.00
Dow Elanco - 400 Mile leader Milestone Award	10,000.00
Earl's Performance Products - 3rd Highest Finisher Using Earl's.....	1,250.00
Earl's Performance Products - 3rd Highest Finisher with decal.....	1,250.00
Hyperco, Inc. - 3rd Finisher using product.....	1,000.00
Ideal Division/Stant Corporation - Third place using product/decals	700.00
J. C. Carter Company, Inc. - Highest Finisher using product/decals	7,500.00
Kruse International - Highest Finishing Rookie.....	5,000.00
Raybestos/Brake Parts, Inc. - 3rd Place Bearing Raybestos Decal.....	5,000.00
Robert Bosch Corporation - 3rd Place if Using Bosch	5,000.00
Simpson Safety Equipment - Top Ten Finisher with Simpson/decals	1,000.00
Snap-On Tools - 3rd Place	750.00
Stant Manufacturing, Inc. - 3rd Finisher using Product.....	1,000.00
STP Racing/First Brands Corporation - 3rd Place if Using STP Oil Treatment.....	2,500.00
The Goodyear Tire & Rubber Company - Highest Finisher if not winning car	5,000.00

FOURTH PLACE

Driver: Buddy Lazier
 Car Name: Delta Faucet-Montana-Hemelgarn Racing
 Entrant: Hemelgarn Racing, Inc.
 Crew Chief: Dennis LaCava

Indianapolis Motor Speedway Corporation.....	228,700.00
Citizens Speedway Committee (Lap Prizes)	3,150.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards	47,100.00

Total Cash Prizes\$279,250.00

Designated Awards:

Indiana Oxygen - Perseverance Award	5,000.00
PPG Industries, Inc. - Starters Indianapolis 500.....	15,000.00
Bell Helmets - 2nd Highest Finisher wearing Helmet	1,000.00
Bell Helmets - 2nd if pole doesn't use helmet.....	100.00
Dow Elanco - 200 Mile leader Milestone Award	5,000.00
Earl's Performance Products - 4th Highest Finisher Using Earl's.....	750.00
Earl's Performance Products - 4th Highest Finisher with decal.....	750.00
Hyperco, Inc. - 4th Finisher using product.....	1,000.00
Ideal Division/Stant Corporation - Fourth place using product/decals	500.00
Keco Coatings - Top Finisher Displaying Keco Decal	3,000.00
Keco Coatings - Bonus for decal and patches/crew	1,000.00
Loctite Corporation - Highest Finishing Chief Mech/patch.....	2,500.00
Mechanix Wear - Highest placing Mechanix Wear car	3,000.00
Prolong Super Lubricants - Highest Finisher using Prolong	3,000.00
Raybestos/Brake Parts, Inc. - 4th Place Bearing Raybestos Decal.....	3,500.00
Snap-On Tools - 4th Place.....	500.00
STP Racing/First Brands Corporation - 4th Place if Using STP Oil Treatment.....	1,500.00

FIFTH PLACE

Driver: Tony Stewart
 Car Name: Glidden/Menards/Special
 Entrant: Team Menard, Inc.
 Crew Chief: Bill Martin

Indianapolis Motor Speedway Corporation	216,700.00
Citizens Speedway Committee (Lap Prizes).....	28,800.00
Citizens Speedway Committee (Parade)	300.00
Designated Awards	99,250.00

Total Cash Prizes \$345,050.00

Designated Awards:

Ameritech - Youngest Starting Driver	7,500.00
Ferguson Steel Company, Inc. - Fastest Most Consistent Qualifier.....	5,000.00
GTE - Front Row	10,000.00
PPG Industries, Inc. - Starters Indianapolis 500	15,000.00
Dow Elanco - 100 Mile leader Milestone Award	2,500.00
Earl's Performance Products - 5th Highest Finisher Using Earl's	500.00
Earl's Performance Products - 5th Highest Finisher with decal	500.00
Fastlane Footwear, Inc. - Fastest Lap of the Race Award	10,000.00
Hyperco, Inc. - 5th Finisher using product	1,000.00
Ideal Division/Stant Corporation - Fifth place using product/decals.....	500.00
Keco Coatings - 2nd Highest Finisher W/Keco Decal	2,000.00
Klotz Special Formula Products, Inc - Highest finisher using product.....	2,500.00
MBNA America Bank, N.A. - Lap Leaders Award (leads most laps).....	10,000.00
Mechanix Wear - 2nd Highest placing Mechanix Wear c.....	2,000.00
NBD Bank, N.A. - Leader of most laps	10,000.00
Prolong Super Lubricants - 2nd Highest Finisher using Prolong.....	2,000.00
Quaker State Corp. - 1st place using Quaker State.....	15,000.00
Raybestos/Brake Parts, Inc. - 5th Place Bearing Raybestos Decal.....	1,000.00
Simpson Safety Equipment - Top Ten Finisher with Simpson/decals.....	1,000.00
Snap-On Tools - 5th Place	250.00
STP Racing/First Brands Corporation - 5th Place if Using STP Oil Treatment	1,000.00

SIXTH PLACE

Driver: Davey Hamilton
 Car Name: A.J. Foyt Power Team Racing
 Entrant: A.J. Foyt Enterprises
 Crew Chief: John King

Indianapolis Motor Speedway Corporation	208,700.00
Citizens Speedway Committee (Lap Prizes).....	0.00
Citizens Speedway Committee (Parade)	300.00
Designated Awards	5,000.00

Total Cash Prizes \$214,000.00

Designated Awards:

Truckers Toy Store, Inc. - Best Combo.....	1,500.00
Earl's Performance Products - 6th Highest Finisher Using Earl's	250.00
Earl's Performance Products - 6th Highest Finisher with decal	250.00
Raybestos/Brake Parts, Inc. - 6th Place Bearing Raybestos Decal	1,000.00
Simpson Safety Equipment - Top Ten Finisher with Simpson/decals.....	1,000.00
STP Racing/First Brands Corporation - 6th Place if Using STP Oil Treatment	1,000.00

SEVENTH PLACE

Driver: Billy Boat
Car Name: Conesco A.J. Foyt Racing
Entrant: A.J. Foyt Enterprises
Crew Chief: Craig Baranouski

Indianapolis Motor Speedway Corporation.....	203,700.00
Citizens Speedway Committee (Lap Prizes).....	450.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards.....	65,250.00
Total Cash Prizes.....	\$269,700.00

Designated Awards:

Premier Farnell Corporation - Premier/D-A Mechanical Achievement Award.....	2,500.00
American Dairy Association - Each Qualifying rookie.....	250.00
PPG Industries, Inc. - Starters Indianapolis 500.....	15,000.00
Earl's Performance Products - 7th Highest Finisher Using Earl's.....	250.00
Earl's Performance Products - 7th Highest Finisher with decal.....	250.00
Lincoln Electric - Hard Charger Lowest Qualifier to lead lap.....	5,000.00
Monroe Auto Equipment Co. - Efficiency Mosts laps between pit stop.....	5,000.00
Raybestos/Brake Parts, Inc. - 7th Place Bearing Raybestos Decal.....	1,000.00
Simpson Safety Equipment - Top Ten Finisher with Simpson/decals.....	1,000.00
Valvoline - Highest Finish w/Decal and Patch.....	35,000.00

EIGHTH PLACE

Driver: Robbie Buhl
Car Name: Quaker State/Special
Entrant: Team Menard, Inc.
Crew Chief: John O'Gara

Indianapolis Motor Speedway Corporation.....	192,700.00
Citizens Speedway Committee (Lap Prizes).....	7,200.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards.....	35,000.00
Total Cash Prizes.....	\$235,200.00

Designated Awards:

PPG Industries, Inc. - Starters Indianapolis 500.....	15,000.00
Dow Elanco - 300 Mile leader Milestone Award.....	7,500.00
Earl's Performance Products - 8th Highest Finisher Using Earl's.....	250.00
Earl's Performance Products - 8th Highest Finisher with decal.....	250.00
Klotz Special Formula Products, Inc - 2nd Highest finisher using product.....	2,500.00
Quaker State Corp. - 2nd place using Quaker State.....	7,500.00
Raybestos/Brake Parts, Inc. - 8th Place Bearing Raybestos Decal.....	1,000.00
Simpson Safety Equipment - Top Ten Finisher with Simpson/decals.....	1,000.00

NINTH PLACE

Driver: Robbie Groff
 Car Name: Alfa-Laval/Team Losi/McCormack Motorsports
 Entrant: McCormack Motorsports, Inc.
 Crew Chief: Phil McRobert

Indianapolis Motor Speedway Corporation	196,700.00
Citizens Speedway Committee (Lap Prizes).....	0.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards	25,350.00

Total Cash Prizes \$222,350.00

Designated Awards:

Citadel Group - Overachiever qualifying award	5,000.00
American Dairy Association - Each Qualifying rookie	250.00
PPG Industries, Inc. - Starters Indianapolis 500	15,000.00
Bart Wheels - Highest Finishing Car W/Bart Decals	3,000.00
Bell Helmets - 3rd Highest Finisher wearing Helmet.....	500.00
Bell Helmets - 3rd if pole doesn't use helmet.....	100.00
Earl's Performance Products - 9th Highest Finisher Using Earl's	250.00
Earl's Performance Products - 9th Highest Finisher with decal	250.00
Raybestos/Brake Parts, Inc. - 9th Place Bearing Raybestos Decal	1,000.00

TENTH PLACE

Driver: Fermin Velez
 Car Name: Old Navy Scandia Royal Purple Alta Xcel
 Entrant: Team Scandia
 Crew Chief: Brad McCanless

Indianapolis Motor Speedway Corporation	182,700.00
Citizens Speedway Committee (Lap Prizes).....	0.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards	33,400.00

Total Cash Prizes \$216,400.00

Designated Awards:

PPG Industries, Inc. - Starters Indianapolis 500	15,000.00
Bell Helmets - 4th Highest Finisher wearing Helmet.....	300.00
Bell Helmets - 4th if pole doesn't use helmet.....	100.00
Cooper Automotive(Champion Spark) - Highest Finisher Using Champion.....	10,000.00
Earl's Performance Products - 10th Highest Finisher Using Earl's	250.00
Earl's Performance Products - 10th Highest Finisher with decal	250.00
Oil Chem Research Corp. - Winner using product w/ decal patch	2,500.00
The Gear Shed - Highest Finishing crew using Gear Shed	5,000.00

ELEVENTH PLACE

Driver: Buzz Calkins
Car Name: Bradley Food Marts
Entrant: Bradley Motorsports
Crew Chief: Steve Ritenour

Indianapolis Motor Speedway Corporation.....179,700.00
Citizens Speedway Committee (Lap Prizes)0.00
Citizens Speedway Committee (Parade).....300.00
Designated Awards21,000.00

Total Cash Prizes.....\$201,000.00

Designated Awards:

PPG Industries, Inc. - Starters Indianapolis 500.....15,000.00
Mobil Oil Corporation - Highest Finisher using product5,000.00
Simpson Safety Equipment - Top Ten Finisher with Simpson/decals1,000.00

TWELFTH PLACE

Driver: Mike Groff
Car Name: Jonathan Byrd's Cafeteria/VisionAire/Bryant
Entrant: Jonathan Byrd/Cunningham Racing LLC
Crew Chief: Mark Olson

Indianapolis Motor Speedway Corporation.....175,700.00
Citizens Speedway Committee (Lap Prizes)0.00
Citizens Speedway Committee (Parade).....300.00
Designated Awards21,300.00

Total Cash Prizes.....\$197,300.00

Designated Awards:

Truckers Toy Store, Inc. - Truckers Toy Store Best Tractor1,000.00
PPG Industries, Inc. - Starters Indianapolis 500.....15,000.00
Bell Helmets - 5th Highest Finisher wearing Helmet200.00
Bell Helmets - 5th if pole doesn't use helmet.....100.00
Nissan Motor Corporation USA - 1st Place If Not Nissan Competitor.....5,000.00

THIRTEENTH PLACE

Driver: Lyn St. James
Car Name: LifetimeTV-Cinergy-Delta Faucet-Hemelgarn
Entrant: LSJ Racing/Hemelgarn Racing Inc.
Crew Chief: Walter Gerber

Indianapolis Motor Speedway Corporation.....150,700.00
Citizens Speedway Committee (Lap Prizes)0.00
Citizens Speedway Committee (Parade).....300.00
Designated Awards37,000.00

Total Cash Prizes.....\$188,000.00

Designated Awards:

PPG Industries, Inc. - Starters Indianapolis 500.....15,000.00
S R E Industries - My Bubble Burst5,000.00
Cooper Automotive(Champion Spark) - 2nd Highest Finisher Using Champion6,000.00
Marsh Supermarkets - Most Improved Position.....10,000.00
Simpson Safety Equipment - Top Ten Finisher with Simpson/decals1,000.00

FOURTEENTH PLACE

Driver: Steve Kinser
Car Name: SRS/One Call/Menards/Quaker State/St. Elmo's
Entrant: Jeff Sinden
Crew Chief: Rick Schuppan

Indianapolis Motor Speedway Corporation 173,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 0.00
Designated Awards 20,250.00

Total Cash Prizes \$193,250.00

Designated Awards:

Coors Brewing Company - 7th Place..... 1,500.00
American Dairy Association - Each Qualifying rookie 250.00
PPG Industries, Inc. - Starters Indianapolis 500 15,000.00
Quaker State Corp. - 3rd place using Quaker State 2,500.00
Simpson Safety Equipment - Top Ten Finisher with Simpson/decals..... 1,000.00

FIFTEENTH PLACE

Driver: Dennis Vitolo
Car Name: SmithKline Beecham/Kroger/Beck Motorsports
Entrant: Beck Motorsports
Crew Chief: Greg Beck

Indianapolis Motor Speedway Corporation 166,700.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards 43,000.00

Total Cash Prizes \$210,000.00

Designated Awards:

PPG Industries, Inc. - Starters Indianapolis 500 15,000.00
Simpson Safety Equipment - Top Ten Finisher with Simpson/decals..... 1,000.00
STP Racing/First Brands Corporation - 15th Place if Using STP Oil Treatment 1,000.00
STP Racing/First Brands Corporation - 15th Place if Using STP Oil Filters 1,000.00
Valvoline - 2nd High Finisher w/Decal & Patch..... 25,000.00

SIXTEENTH PLACE

Driver: Marco Greco
Car Name: Side Play Int'l Sport Scandia Alta
Entrant: Team Scandia
Crew Chief: Gilbert Lage

Indianapolis Motor Speedway Corporation 164,700.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards 28,000.00

Total Cash Prizes \$193,000.00

Designated Awards:

Coors Brewing Company - 3rd Place..... 7,500.00
PPG Industries, Inc. - Starters Indianapolis 500 15,000.00
Cooper Automotive (Champion Spark) - 3rd Highest Finisher Using Champion 4,000.00
Oil Chem Research Corp. - 2nd place using produce decal patch 1,500.00

SEVENTEENTH PLACE

Driver: Vincenzo Sospiri
Car Name: Old Navy Scandia Royal Purple Alta
Entrant: Team Scandia
Crew Chief: Mark Weida

Indianapolis Motor Speedway Corporation..... 139,700.00
Citizens Speedway Committee (Lap Prizes)0.00
Citizens Speedway Committee (Parade).....300.00
Designated Awards56,250.00

Total Cash Prizes\$196,250.00

Designated Awards:

Clint Brawler Mech. Exc. Award Fund - Firestone Brawler to Chief Mechanic5,000.00
Snap-on Tools/CAM - Top Wrench practice & qualifying.....5,000.00
American Dairy Association - Fastest Qualifying Rookie.....5,000.00
American Dairy Association - Each Qualifying rookie.....250.00
GTE - Front Row10,000.00
Olinger Distributing Company, Inc. - Top Starting Rookie5,000.00
PPG Industries, Inc. - Starters Indianapolis 500.....15,000.00
Oil Chem Research Corp. - 3rd place using produce decal patch.....1,000.00
Royal Purple Motor Oil, Inc. - Highest finisher using product5,000.00
Sun Industries - Lowest position car still running.....5,000.00

EIGHTEENTH PLACE

Driver: Johnny Unser
Car Name: Delta Faucet-Montana-Cinergy-Hemelgarn
Entrant: Hemelgarn Racing, Inc.
Crew Chief: Dennis LaCava

Indianapolis Motor Speedway Corporation.....137,700.00
Citizens Speedway Committee (Lap Prizes)0.00
Citizens Speedway Committee (Parade).....300.00
Designated Awards20,000.00

Total Cash Prizes\$158,000.00

Designated Awards:

PPG Industries, Inc. - Starters Indianapolis 500.....15,000.00
Goodridge/Motorsports Spares Int'l - Highest Finisher Last Day qualifier5,000.00

NINETEENTH PLACE

Driver: Tyce Carlson
Car Name: Klipsch Trneme Overhead Door Pyle V-Line Earl's
Entrant: PDM Racing, Inc.
Crew Chief: Mike Hopkins

Indianapolis Motor Speedway Corporation.....157,700.00
Citizens Speedway Committee (Lap Prizes)0.00
Citizens Speedway Committee (Parade).....300.00
Designated Awards15,250.00

Total Cash Prizes\$173,250.00

Designated Awards:

American Dairy Association - Each Qualifying rookie.....250.00
PPG Industries, Inc. - Starters Indianapolis 500.....15,000.00

TWENTIETH PLACE

Driver: Jack Miller
Car Name: AMS/Crest Racing/Trane/Spot-On
Entrant: Jeff Sinden
Crew Chief: Joe Kennedy

Indianapolis Motor Speedway Corporation 155,700.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade) 300.00
Designated Awards 15,250.00

Total Cash Prizes \$171,250.00

Designated Awards:

American Dairy Association - Each Qualifying rookie 250.00
PPG Industries, Inc. - Starters Indianapolis 500 15,000.00

TWENTY-FIRST PLACE

Driver: Paul Durant
Car Name: Conseco A.J. Foyt Racing
Entrant: A.J. Foyt Enterprises
Crew Chief: Craig Baranouski

Indianapolis Motor Speedway Corporation 153,700.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade) 300.00
Designated Awards 24,000.00

Total Cash Prizes \$178,000.00

Designated Awards:

Premier Farnell Corporation - Premier/D-A Mechanical Achievement Award 2,500.00
Truckers Toy Store, Inc. - Truckers Toy Store Best Combination 1,500.00
Buckeye Machine/Race Spec - Last Qualifier (time of day) 5,000.00
Valvoline - 3rd Highest Finish w/Decal & Patch 15,000.00

TWENTY-SECOND PLACE

Driver: Billy Roe
Car Name: Sega/Progressive Elect./KECO/U.J.T./Eurointernational
Entrant: Eurointernational Inc.
Crew Chief: Billy Bignotti

Indianapolis Motor Speedway Corporation 134,700.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade) 300.00
Designated Awards 15,250.00

Total Cash Prizes \$150,250.00

Designated Awards:

American Dairy Association - Each Qualifying rookie 250.00
PPG Industries, Inc. - Starters Indianapolis 500 15,000.00

TWENTY-THIRD PLACE

Driver: Eddie Cheever Jr.
Car Name: FirstPlus Team Cheever
Entrant: FirstPlus Team Cheever
Crew Chief: Mitch Davis

Indianapolis Motor Speedway Corporation.....149,700.00
Citizens Speedway Committee (Lap Prizes)0.00
Citizens Speedway Committee (Parade).....300.00
Designated Awards26,000.00

Total Cash Prizes\$176,000.00

Designated Awards:

Coors Brewing Company - 2nd Place10,000.00
Truckers Toy Store, Inc. - Truckers Toy Store Best Trailer1,000.00
PPG Industries, Inc. - Starters Indianapolis 500.....15,000.00

TWENTY-FOURTH PLACE

Driver: Eliseo Salazar
Car Name: Copec/Cristal/Scandia
Entrant: Team Scandia
Crew Chief: Dane Harle

Indianapolis Motor Speedway Corporation.....148,700.00
Citizens Speedway Committee (Lap Prizes)0.00
Citizens Speedway Committee (Parade).....300.00
Designated Awards15,000.00

Total Cash Prizes\$164,000.00

Designated Awards:

PPG Industries, Inc. - Starters Indianapolis 500.....15,000.00

TWENTY-FIFTH PLACE

Driver: Greg Ray
Car Name: Tobacco Free Kids
Entrant: Thomas Knapp Motorsport
Crew Chief: Troy Stevens

Indianapolis Motor Speedway Corporation.....150,700.00
Citizens Speedway Committee (Lap Prizes)0.00
Citizens Speedway Committee (Parade).....300.00
Designated Awards20,250.00

Total Cash Prizes\$171,250.00

Designated Awards:

American Dairy Association - Each Qualifying rookie.....250.00
Ferguson Steel Company, Inc. - Fastest Most Consistent Rookie Qual5,000.00
PPG Industries, Inc. - Starters Indianapolis 500.....15,000.00

TWENTY-SIXTH PLACE

Driver: Jim Guthrie
Car Name: Blueprint/Jacuzzi/Armour Golf/ERTL
Entrant: Blueprint Racing, Inc.
Crew Chief: Randy Ruyie

Indianapolis Motor Speedway Corporation 146,700.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards 17,500.00

Total Cash Prizes \$164,500.00

Designated Awards:

Coors Brewing Company - 8th Place 1,500.00
PPG Industries, Inc. - Starters Indianapolis 500 15,000.00
Bart Wheels - Second Finishing Car W/Bart Decals 1,000.00

TWENTY-SEVENTH PLACE

Driver: Roberto Guerrero
Car Name: Pennzoil-Pagan Racing Dallara Infiniti
Entrant: Pagan Racing
Crew Chief: Kevin Conley & Doug Barnes

Indianapolis Motor Speedway Corporation 144,700.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards 15,000.00

Total Cash Prizes \$160,000.00

Designated Awards:

PPG Industries, Inc. - Starters Indianapolis 500 15,000.00

TWENTY-EIGHTH PLACE

Driver: Mark Dismore
Car Name: Kelley Automotive Mechanics Laundry Bombardier Grainger
Entrant: PDM Racing, Inc.
Crew Chief: Mike Hopkins

Indianapolis Motor Speedway Corporation 143,700.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards 15,000.00

Total Cash Prizes \$159,000.00

Designated Awards:

PPG Industries, Inc. - Starters Indianapolis 500 15,000.00

TWENTY-NINTH PLACE

Driver: Robby Gordon
Car Name: Coors Light
Entrant: Team Sabco
Crew Chief: Dave Forbes

Indianapolis Motor Speedway Corporation.....121,700.00
Citizens Speedway Committee (Lap Prizes)0.00
Citizens Speedway Committee (Parade).....300.00
Designated Awards17,500.00

Total Cash Prizes\$139,500.00

Designated Awards:

Coors Brewing Company - 5th Place2,500.00
PPG Industries, Inc. - Starters Indianapolis 50015,000.00

THIRTIETH PLACE

Driver: Claude Bourbonnais
Car Name: Blueprint/Jacuzzi/Armour Golf/ERTL
Entrant: Blueprint Racing, Inc.
Crew Chief: Randy Ruyle

Indianapolis Motor Speedway Corporation.....125,700.00
Citizens Speedway Committee (Lap Prizes)0.00
Citizens Speedway Committee (Parade).....300.00
Designated Awards26,250.00

Total Cash Prizes\$152,250.00

Designated Awards:

American Dairy Association - Each Qualifying rookie.....250.00
PPG Industries, Inc. - Starters Indianapolis 50015,000.00
Sure Start - On the Bubble Award10,000.00
Bart Wheels - Third Finishing Car W/Bart Decals.....1,000.00

THIRTY-FIRST PLACE

Driver: Stephan Gregoire
Car Name: Chastain Motorsports-Estridge-Miller-Eads
Entrant: Chastain Motorsports
Crew Chief: Darrell Soppe

Indianapolis Motor Speedway Corporation.....142,700.00
Citizens Speedway Committee (Lap Prizes)0.00
Citizens Speedway Committee (Parade).....300.00
Designated Awards15,000.00

Total Cash Prizes\$158,000.00

Designated Awards:

PPG Industries, Inc. - Starters Indianapolis 50015,000.00

THIRTY-SECOND PLACE

Driver: Affonso Giaffone
Car Name: General Motors Brazil Chitwood Dallara
Entrant: Chitwood Motorsports, Inc.
Crew Chief: Mark Stainbrook

Indianapolis Motor Speedway Corporation	142,700.00
Citizens Speedway Committee (Lap Prizes).....	0.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards	15,250.00
Total Cash Prizes	\$158,250.00

Designated Awards:

American Dairy Association - Each Qualifying rookie	250.00
PPG Industries, Inc. - Starters Indianapolis 500	15,000.00

THIRTY-THIRD PLACE

Driver: Kenny Brack
Car Name: Monsoon Galles Racing
Entrant: Galles Racing International
Crew Chief: Gary Armentrout

Indianapolis Motor Speedway Corporation	141,700.00
Citizens Speedway Committee (Lap Prizes).....	0.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards	60,250.00
Total Cash Prizes	\$202,250.00

Designated Awards:

Coors Brewing Company - Winner Pit Stop Challenge.....	35,000.00
Stihl Inc. - Most technologically advanced car	5,000.00
American Dairy Association - Each Qualifying rookie	250.00
PPG Industries, Inc. - Starters Indianapolis 500	15,000.00
Coors Brewing Company - Winning Team if they display decal.....	5,000.00

THIRTY-FOURTH PLACE

Driver: Sam Schmidt
Car Name: Blueprint/HOPE Prepaid Fuel Card
Entrant: Blueprint Racing, Inc.
Crew Chief: Tommy O' Brien

Indianapolis Motor Speedway Corporation	129,700.00
Citizens Speedway Committee (Lap Prizes).....	0.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards	20,250.00
Total Cash Prizes	\$150,250.00

Designated Awards:

American Dairy Association - Each Qualifying rookie	250.00
PPG Industries, Inc. - Starters Indianapolis 500	15,000.00
BG Oil - Highest Finishing Car using product	5,000.00

THIRTY-FIFTH PLACE

Driver: Alessandro Zampedri
Car Name: Mi-Jack Scandia Royal Purple
Entrant: Team Scandia
Crew Chief: Jack Pegues

Indianapolis Motor Speedway Corporation.....129,700.00
Citizens Speedway Committee (Lap Prizes)0.00
Citizens Speedway Committee (Parade).....300.00
Designated Awards15,000.00

Total Cash Prizes.....\$145,000.00

Designated Awards:

PPG Industries, Inc. - Starters Indianapolis 500.....15,000.00

NON-STARTER

Driver: John Paul Jr.
Car Name: Klipsch Tnemec Overhead Door Pyle V-Line Earl's
Entrant: PDM Racing
Crew Chief: Mike Hopkins

Indianapolis Motor Speedway Corporation.....0.00
Citizens Speedway Committee (Lap Prizes)0.00
Citizens Speedway Committee (Parade).....0.00
Designated Awards25,000.00

Total Cash Prizes.....\$25,000.00

Designated Awards:

Royal Purple Motor Oil - Scott Brayton Drivers Trophy Award25,000.00

OFFICIAL BOX SCORE
81st RUNNING -- MAY 27, 1997**
Indianapolis 500 Mile Race

FP	SP	CAR	DRIVER	CAR NAME	C/E/T	LAPS	RUNNING/ REASON OUT
1	1	5	Arie Luyendyk	Wavephore/Sprint PCS/Miller Lite/Provimi	G/A/F	200	Running
2	5	6	Scott Goodyear	Norte/Sprint PCS/Quebecor Printing	G/A/F	200	Running
3	7	52 R	Jeff Ward	FirstPlus Team Cheever	G/A/G	200	Running
4	10	91	Buddy Lazier	Delta Faucet-Montana-Hemelgarn Racing	D/A/F	200	Running
5	2	2	Tony Stewart	Glidden/Menards/Special	G/A/F	200	Running
6	8	14	Davey Hamilton	A. J. Foyt Power Team Racing	G/A/G	199	Running
7	22	11 R	Billy Boat	Conseco A.J. Foyt Racing	G/A/G	199	Running
8	4	3	Robbie Buhl	Quaker State/Special	G/A/F	199	Running
9	21	30 R	Robbie Groff	Alfa-Laval/Team Losi/McCormack Motorsports	G/A/G	197	Running
10	29	33	Fermin Velez	Old Navy Scandia Royal Purple Alta Xcel	D/A/G	195	Running
11	16	12	Buzz Calkins	Bradley Food Marts	G/A/G	188	Rt Half Shaft
12	18	10	Mike Groff	Jonathan Byrd's Cafeteria/VisionAire/Bryant	G/I/F	188	Running
13	34	90	Lyn St. James	LifetimeTV-Cinergy-Delta Faucet-Hemelgarn	D/I/F	186	Accident
14	20	44 R	Steve Kinser	SRS/One Call/Menards/Quaker State/St.Elmo's	D/A/G	185	Accident
15	28	54	Dennis Vitolo	SmithKline Beecham/Kroger/Beck Motorsports	D/I/F	173	Running
16	27	22	Marco Greco	Slide Play Int'l Sport Scandia Alta Xcel	D/A/G	166	Gearbox
17	3	8 R	Vincenzo Sospiri	Old Navy Scandia Royal Purple Alta Xcel	D/A/G	163	Running
18	35	9	Johnny Unser	Delta Faucet-Montana-Cinergy-Hemelgarn	D/I/F	158	Oil Pressure
19	26	18 R	Tyce Carlson	Klipsch Tnemec Overhead Door Pyle V-Line Earl's	D/A/G	156	Accident
20	17	40 R	Dr. Jack Miller	AMS/Crest Racing/Trans/Spot-On	D/I/F	131	Accident
21	33	1	Paul Durant	Conseco A.J. Foyt Racing	G/A/G	111	Accident
22	24	50 R	Billy Roe	Sega/Progressive Elect./KECO/U.J.T./Eurointernational	D/A/F	110	Accident
23	11	51	Eddie Cheever Jr.	FirstPlus Team Cheever	G/A/G	84	Timing Chain
24	9	7	Eliseo Salazar	Copec/Cristal/Scandia	D/A/G	70	Accident
25	30	97 R	Greg Ray	Tobacco Free Kids	D/A/F	48	Water Pump
26	6	27	Jim Guthrie	Blueprint/Jacuzzi/Armour Golf/ERTL	D/A/F	43	Engine
27	19	21	Roberto Guerrero	Pennzoil-Pagan Racing Dallara Infiniti	D/I/G	25	Steering Gear
28	25	28	Mark Dismore	Kelley Automotive Mechanics Laundry Bombardier Grainger	D/A/G	24	Accident
29	12	42	Robby Gordon	Coors Light	G/A/G	19	Fire
30	32	72 R	Claude Bourbonnais	Blueprint/Jacuzzi/Armour Golf/ERTL	D/A/F	9	Engine
31	13	77	Stephan Gregoire	Chastain Motorsports-Estridge-Miller-Eads	G/A/G	0	Accident
32	14	17 R	Affonso Giaffone	General Motors Brazil Chitwood Dallara	D/A/G	0	Accident
33	15	4 R	Kenny Brack	Monsoon Gallas Racing	G/A/G	0	Accident
34	23	16 R	Sam Schmidt	Blueprint/HOPE Prepaid Fuel Card	D/A/F	0	Engine
35	31	34	Alessandro Zampedri	Mi-Jack Scandia Royal Purple	D/A/G	0	Oil Leak

Time of Race: 3:25:43.388

Average Speed: 145.827

Margin of Victory: .570 of a second

Fastest Lap: Tony Stewart, Lap 105 - 215.626

Fastest Leading Lap: Arie Luyendyk, Lap 108 - 215.115

Legend: SP - Starting Position FP - Finishing Position R - Indy 500 Rookie;

Chassis: D - Dallara; G - G Force.

Engine: A - Oldsmobile Aurora V-8; I - Nissan Infiniti Indy V-8.

Tires: F - Firestone; G - Goodyear.

**Original date of race was Sunday, May 25. Race was rained-out two days in a row.

INDIANAPOLIS MOTOR SPEEDWAY, 1998 SCHEDULE

The 82nd Indianapolis 500

May 24, 1998

Month of May Schedule

Sunday	May 10	Opening Day & Practice
Monday-Friday	May 11-15	Practice Days
Saturday	May 16	Pole Day
Sunday	May 17	Bump Day
Wednesday	May 20	Community Day
Thursday	May 21	Carburetion Day (Final Practice)
Saturday	May 23	Driver's Meeting (Victory Lane)
		500 Festival Parade (Downtown)
Sunday	May 24	82 nd Indianapolis 500
		ABC TV & IMS Radio Network Live
Monday	May 25	Victory Dinner (Convention Center)

Check local TV and radio listings for extensive national and international coverage on ABC-TV, ESPN, ESPN2 and IMS Radio Network. Television feature programming for the Indianapolis 500 begins in February.

Brickyard 400

NASCAR Winston Cup Event

August 1, 1998

Wednesday	July 29	Practice
Thursday	July 30	Practice, Qualifying 1-20
Friday	July 31	Practice, Qualifying 21-40
		IROC Race
Saturday	August 1	Brickyard 400
		ABC TV & IMS Radio Network Live

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

Comfort Classic at the Brickyard

Senior PGA TOUR Golf Tournament

September 8-13, 1998

Tournament week features pro-am tournaments and pro exhibitions (long drive & putting contests, skins game, etc.) in addition to championship play.

Friday	September 11	Round 1 (ESPN Live)
Saturday	September 12	Round 2 (ESPN Live)
Sunday	September 13	Final Round (ABC Live)