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**Pep Boys Indy Racing League
82nd INDIANAPOLIS 500
OFFICIAL ENTRY LIST**

Car	Yr	Driver Residence	Car Name Chassis/Engine/Tire	Entrant	Chief Mechanic
1	2	Tony Stewart Indianapolis	Glidden/Menards Special D/A/F	Team Menard, Inc.	Bill Martin
1T	2	Tony Stewart Indianapolis	Glidden/Menards Special D/A/F	Team Menard, Inc.	Bill Martin
3	2	Robbie Buhl Indianapolis	Johns Manville/ Menards Special - D/A/F	Team Menard, Inc.	John O'Gara
3T	2	Robbie Buhl Indianapolis	Johns Manville/ Menards Special - D/A/F	Team Menard, Inc.	John O'Gara
4	7	Scott Goodyear Carmel, Ind.	Pennzoil Panther G Force G/A/G	Panther Racing, LLC	Kevin Blanch
4T	7	Scott Goodyear Carmel, Ind.	Pennzoil Panther G Force G/A/G	Panther Racing, LLC	Kevin Blanch
5	13	Arie Luyendyk Scottsdale, Ariz.	Sprint PCS/Radio Shack/ Qualcomm - G/A/F	Treadway Racing, LLC	Skip Faul
5T	13	Arie Luyendyk Scottsdale, Ariz.	Sprint PCS/Radio Shack/ Qualcomm - G/A/F	Treadway Racing, LLC	Skip Faul
6	2	Davey Hamilton Las Vegas	Nienhouse Motorsports G Force Aurora - G/A/G	Nienhouse Motorsports	Darren Russell
6T	2	Davey Hamilton Las Vegas	Nienhouse Motorsports G Force Aurora - G/A/G	Nienhouse Motorsports	Darren Russell
7	R	Jimmy Kite Stockbridge, Ga.	Royal Purple Synthetic/ "Synerlec"/Scandia - D/A/G	Team Scandia	Brad McCanless
7T	R	Jimmy Kite Stockbridge, Ga.	Royal Purple Synthetic/ "Synerlec"/Scandia - D/A/G	Team Scandia	Brad McCanless
8	3	Scott Sharp E. Norwalk, Conn.	Delphi Automotive Systems D/A/G	Kelley Racing	Mike Horvath
8T	3	Scott Sharp E. Norwalk, Conn.	Delphi Automotive Systems D/A/G	Kelley Racing	Mike Horvath
9	2	Johnny Unser Sun Valley, Idaho	Hemelgarn Racing D/A/G	Hemelgarn Racing, Inc.	Dennis LaCava
10	4	Mike Groff Los Angeles	Jonathan Byrd's VisionAire Bryant Heating & Cooling - G/A/F	Jonathan Byrd Cunningham Racing, LLC	Mark Olson
10T	4	Mike Groff Los Angeles	Jonathan Byrd's VisionAire Bryant Heating & Cooling - G/A/F	Jonathan Byrd Cunningham Racing, LLC	Mark Olson
11	1	Billy Boat Phoenix	Conseco A.J. Foyt Racing D/A/G	A.J. Foyt Enterprises	Craig Baranouski
11T	1	Billy Boat Phoenix	Conseco A.J. Foyt Racing D/A/G	A.J. Foyt Enterprises	Craig Baranouski
12	2	Buzz Calkins Denver	International Star Registry Bradley Food Marts - G/A/G	Bradley Motorsports	Steve Ritenour
12T	2	Buzz Calkins Denver	International Star Registry Bradley Food Marts - G/A/G	Bradley Motorsports	Steve Ritenour

OFFICIAL ENTRY LIST (continued)

Car	Yr	Driver Residence	Car Name Chassis/Engine/Tire	Entrant	Chief Mechanic
14	1	Kenny Brack Karlstad, Sweden	A.J. Foyt PowerTeam Racing D/A/G	A.J. Foyt Enterprises	John King
14T	1	Kenny Brack Karlstad, Sweden	A.J. Foyt PowerTeam Racing D/A/G	A.J. Foyt Enterprises	John King
15	3	Eliseo Salazar Santiago, Chile	Reebok R&S MK V R/A/G	R & S Cars, Inc.	Bill Mullen
15T	3	Eliseo Salazar Santiago, Chile	Reebok R&S MK V R/A/G	R & S Cars, Inc.	Bill Mullen
16	3	Marco Greco Sao Paulo, Brazil	Int. Sports Ltd. Phoenix Racing - G/A/F	Phoenix Racing	Gilbert Lage
17	R	Andy Michner Ann Arbor, Mich.	Konica/Syan Racing/Dallara D/A/G	Chitwood Motorsports, Inc.	Chris Nott
18	R	Jack Hewitt Troy, Ohio	Parker Machinery G/A/G	PDM Racing, Inc.	Paul Murphy
19	R	Stan Wattles Sewall's Point, Fla.	Metro Racing Systems/NCLD R/A/G	Metro Racing Systems	Peter Mountford
19T	R	Stan Wattles Sewall's Point, Fla.	Metro Racing Systems/NCLD R/A/G	Metro Racing Systems	Peter Mountford
20	1	Tyce Carlson Indianapolis	Immke Auto Group D/A/G	Immke Racing, Inc.	Mike Hopkins
21	13	Roberto Guerrero San Juan Capistrano, Calif.	Pagan Racing Dallara-Oldsmobile - D/A/G	Pagan Racing	Kevin Conley
21T	13	Roberto Guerrero San Juan Capistrano, Calif.	Pagan Racing Dallara-Oldsmobile D/A/G	Pagan Racing	Kevin Conley
23	2	Paul Durant Manteca, Calif.	CBR G Force Aurora G/A/G	Cobb Racing-Price Cobb	Brian Heriza
23T	2	Paul Durant Manteca, Calif.	CBR G Force Aurora G/A/G	Cobb Racing-Price Cobb	Brian Heriza
24	R	Danny Drinan Indianapolis	D.B. Mann Development D/A/G	D.B. Mann Motorsports	TBA
27	1	Claude Bourbonnais Ile Perrot, Quebec	Ocean Spray/Klipsch/ Overhead Door - D/A/F	Blueprint Racing, Inc.	Barry Thomas
28	2	Mark Dismore Greenfield, Ind.	Kelley Automotive D/A/G	Kelley Racing	Rick Hurford
28T	2	Mark Dismore Greenfield, Ind.	Kelley Automotive D/A/G	Kelley Racing	Rick Hurford
29	1	Joe Gosek Oswego, N.Y.	Liberty Special G/A/F	Liberty Racing	Steve Melson
30	9	Raul Boesel Curitiba, Brazil	Beloit/Fast Rod/Team Losi/ McCormack Motorsports - G/A/G	McCormack Motorsports	Phil McRobert
30T	9	Raul Boesel Curitiba, Brazil	Beloit/Fast Rod/Team Losi/ McCormack Motorsports - G/A/G	McCormack Motorsports	Phil McRobert
31	TBA		Menards/Glidden Special G/A/F	Team Menard. Inc.	TBA

OFFICIAL ENTRY LIST (continued)

Car	Yr	Driver Residence	Car Name Chassis/Engine/Tire	Entrant	Chief Mechanic
31T		TBA	Menards/Glidden Special G/A/F	Team Menard. Inc.	TBA
32		TBA	Menards/Johns Manville Special G/A/F	Team Menard, Inc.	TBA
32T		TBA	Menards/Johns Manville Special G/A/F	Team Menard, Inc.	TBA
33	1	Billy Roe Gilbert, Ariz.	Royal Purple/ProLink/Scandia D/A/G	Team Scandia	Tim Whiting
33T	1	Billy Roe Gilbert, Ariz.	Royal Purple/ProLink/Scandia D/A/G	Team Scandia	Tim Whiting
35	1	Jeff Ward San Juan Capistrano, Calif.	ISM Racing G/A/G	ISM Racing	Mitch Davis
35T	1	Jeff Ward San Juan Capistrano, Calif.	ISM Racing G/A/G	ISM Racing	Mitch Davis
40	1	Dr. Jack Miller Carmel, Ind.	Crest Racing D/I/F	Crest Racing/SRS	Ken Brooks
40T	1	Dr. Jack Miller Carmel, Ind.	Crest Racing D/I/F	Crest Racing/SRS	Ken Brooks
41		TBA	Team Coulson Racing G/A/F	Team Coulson Racing	TBA
43		TBA	Harbaugh Hill/Pennzoil Panther Racing - G/A/G	Panther Racing, LLC	TBA
44	R	J.J. Yeley Phoenix	One Call Communications Quaker State Menards SRS - D/A/F	SRS	Joe Kennedy
51	8	Eddie Cheever Jr. Tampa, Fla.	Rachel's Potato Chips D/A/G	Team Cheever	Owen Snyder III
52	R	Robby Unser Santa Fe, N.M.	Team Cheever D/A/G	Team Cheever	Dane Harte
53	1	Jim Guthrie Albuquerque, N.M.	ISM Racing G/A/G	ISM Racing	Mike McGuire
54	3	Hideshi Matsuda Kawasaki, Japan	Beck Motorsports D/I/F	Beck Motorsports	Greg Beck
55	R	Steve Knapp Salem, Wis.	ISM Racing G/A/G	ISM Racing	Gary Armentrout
66	1	Scott Harrington Indianapolis	LP Racing, Inc./HWI D/A/F	LP Racing, Inc./HMI	Mark Stainbrook
68		TBA	CBR G Force Aurora G/A/G	Cobb Racing - Price Cobb	Brian Heriza
77	3	Stephan Gregoire Indianapolis	Blue Star/ Tokheim/ Estridge/Miller -Eads - G/A/G	Chastain Motorsports	Darrell Soppe
81		John Paul Jr. W. Palm Beach, Fla.	Team Pelfrey D/A/F	Team Pelfrey	Don Basala
84		TBA	A.J. Foyt Enterprises D/A/G	A.J. Foyt Enterprises	Jim Bailie

OFFICIAL ENTRY LIST (continued)

Car	Yr	Driver Residence	Car Name Chassis/Engine/Tire	Entrant	Chief Mechanic
84T		TBA	A.J. Foyt Enterprises D/A/G	A.J. Foyt Enterprises	Jim Bailie
88		TBA	Jonathan Byrd's Cafeteria G/A/F	Jonathan Byrd Cunningham Racing, LLC	Mark Olson
90	6	Lyn St. James Daytona Beach, Fla.	Lifetime TV for Women Special G/I/G	Lyn St. James Racing, LLC	Walter Gerber/ Kevin Doran
91	5	Buddy Lazier Vail, Colo.	Delta Faucet/Coors Light/ Hemelgarn Racing - D/A/G	Hemelgarn Racing, Inc.	Dennis LaCava
91T	5	Buddy Lazier Vail, Colo.	Delta Faucet/Coors Light/ Hemelgarn Racing - D/A/G	Hemelgarn Racing, Inc.	Dennis LaCava
97	1	Greg Ray Plano, Texas	TKM/Genoa Racing D/A/F	Thomas Knapp Mtrspts./ Genoa Racing	Jon Ennik
98	R	Donnie Beechler Springfield, Ill.	Cahill Auto Racing G/A/F	Cahill Auto Racing, Inc.	Randy Skinner
99	1	Sam Schmidt Las Vegas	Best Western Gold Crown Racing Special - D/A/F	LP Racing, Inc./PCI	Todd Tapply
99T	1	Sam Schmidt Las Vegas	Best Western Gold Crown Racing Special - D/A/F	LP Racing, Inc./PCI	Todd Tapply

Legend: R=Indy 500 Rookie.
 Chassis: D=Dallara; G=G Force; R=Riley & Scott
 Engine: A=Oldsmobile Aurora; I=Nissan Infiniti
 Tire: F=Firestone, G=Goodyear.

DAY 1 -- SUNDAY, MAY 10, 1998

Welcome to the 82nd running of the Indianapolis 500. Our media center staff, headed by Indianapolis Motor Speedway director of public relations Mai Lindstrom and manager Bill York, is here to assist you and answer your questions during this event. 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 during the month and also will be available on the Speedway's official race site on the World Wide Web, <http://www.indy500.com>. Performance histories will be issued at the end of each day in the Media Center and on the Web site.

Seventeen Pep Boys Indy Racing League drivers joined Special Olympians for softball competition and barbecue at the 18th annual "Save Arnold" barbecue in the Speedway's Flag Lot on Sunday afternoon. The barbecue benefits Special Olympics of Indiana and is the state's largest Special Olympics gathering. Drivers present were: Paul Durant, Jimmy Kite, Kenny Brack, John Paul Jr., Billy Boat, Sam Schmidt, Stephan Gregoire, Billy Roe, Robbie Buhl, Steve Knapp, Jim Guthrie, Joe Gosek, Stan Wattles, Donnie Beechler, Johnny Unser, Robbie Groff and Dr. Jack Miller. Former Indianapolis Colts quarterback Jim Harbaugh, a part owner of Panther Racing, also participated.

Pep Boys' Bill Furtkevic presented a \$1,000 check to Indiana Special Olympics at the barbecue in honor of late Speedway chairman emeritus Mary Fendrich Hulman. Mari Hulman George, Speedway chairman, presented Indiana Special Olympics with a check for \$50,000. The Speedway has donated more than \$4 million to the Indiana Special Olympics since the barbecue started in 1981.

Eight teams of Special Olympians, three per team, played softball. Pep Boys IRL drivers joined them.

Special Olympians from throughout Indiana attended the barbecue.

Opening Ceremonies started at 10:30 a.m. in Victory Circle, with Tom Carnegie, in his 53rd year as chief announcer for the Speedway, serving as master of ceremonies. Indianapolis Motor Speedway President Tony George made brief opening remarks. Mal Applegate, "500" Festival vice president, and Lisa Mitchell, assistant brand manager for Chevrolet, also made brief remarks.

George and Mitchell rode in the Chevrolet Corvette Pace Car for a ceremonial first lap, with Mitchell driving. Applegate and "500" Festival Queen Trisha Jill Healey of Brownsburg, Ind., rode in the second Pace Car during the ceremonial first lap. Healey just finished her sophomore year at Purdue University.

MARI HULMAN GEORGE (Speedway chairman, as she looked at the sunny skies): "I hope this is just a sample of what is to come next week and the week after. I think it is going to be a very, very competitive race. It's almost scary how it will be so competitive. We have a good field of cars, and it should be a wonderful race. I think everybody seems happy with the change (revised schedule)."

TONY GEORGE (about his desire to race in the '500'): "I've gotten the urge to drive, but I haven't gotten the urge to race. I would like to drive one of these new cars and see what the program is like. In my racing pursuits, I never seemed to have the patience it took. I've never been that devoted." (About the new Indianapolis 500 schedule format): "It's been a little different for me like it has been for everyone. Last week it seemed we should have been doing what we have in the past. But having the bad weather reinforces that the decision was the right one. The intensity this week is going to be very strong, and it's going to be a very exciting opening leading up to a great race."

DAY 1 -- SUNDAY, MAY 10, 1998 (cont.):

The #10T Jonathan Byrd's -VisionAire-Bryant Heating & Cooling G Force/Aurora/Firestone driven by Mike Groff was the first car to leave Gasoline Alley for pit road.

The first engines were fired on pit road at 11 a.m.

Pep Boys Indy Racing League Director of Operations Brian Barnhart is the lead official of the Indianapolis 500 for the first time. He spoke about his anticipation as he prepared to push the button to open the track for competition.

BRIAN BARNHART: "Definitely, I have a lot of butterflies, a lot of nerves. Though I've done a number of races, I don't have a lot of experience."

The track went green at 11:07 a.m. #10T Mike Groff was the first car on the track, driving the same car in which he finished 12th in last year's Indianapolis 500. Groff completed two laps and returned to the pits.

MIKE GROFF: "Hopefully we're first the last day, too. This is where we want to be. I hope this sets a trend. We have another car that we hope is a little bit better, and we'll get it out this afternoon. We've got some things mechanically on it that we want to check out. You're always looking for 'better' at this place."

JONATHAN BYRD (car owner): "We want to be just here and committed to doing a workmanlike effort. Our cars are identical."

DICK SIMON (working with Phoenix Racing, traditionally tries to have the first car on the track): "Well, it's impossible to beat someone that starts in one of the first pits. How do you make up for a half-mile? Jonathan (Byrd) has worked with me before, so he knows what it means to me. In reality, he was trying to beat Dick."

Bryant Heating & Cooling, one of Mike Groff's sponsors, has a history of being on the car that is first on the track on Opening Day. Bryant was on Eddie Sachs' car in 1963, Len Sutton's car in 1964 and Dick Simon's car in 1972 when they all were first out.

At 1:10 p.m. Tony Stewart shut off the engine in the #1T Glidden-Menards Special Dallara/Aurora/Firestone as a precautionary measure. The engine felt "tight," Stewart told his crew, which brought the car to the garage area for evaluation.

At 2:25 p.m., the #18 Parker Machinery G Force/Aurora/Goodyear driven by rookie Jack Hewitt hit the outside wall exiting Turn 4 with the right side of the car, did a half-spin and hit the inside retaining wall with the rear of the car and then slid across the front straightaway and hit the outside retaining wall with the rear of the car. Hewitt was released from Hanna Medical Center and cleared to drive after evaluation, said Speedway Medical Director Dr. Henry Bock. Hewitt had not started the fourth and final phase of his Rookie Orientation Program before the accident.

JACK HEWITT: "I entered the corner too high and got into the slow part of the track and couldn't get down. I just did it wrong. They were telling me to not get excited. They put a little push in the car so I would have to back off in the corners, and I didn't back off enough."

When Jack Hewitt's car made its final move toward the outside retaining wall, the Pagan Racing crew grabbed pails of water and fire-extinguishing equipment to help douse the flames. Pagan crewman Jack Pegues turned his hose on Hewitt, and other crew members doused the flames from the right sidepod of the car. The other crewmen who helped were Greg Elliff, Doug Barnes, Brett Andrew and Barry Walkup.

DAY 1 -- SUNDAY, MAY 10, 1998 (cont.):

GREG ELLIFF: "It looked like he needed a little help. He was getting kind of warm."

DOUG BARNES (with a grin): "Do we get fireman's pay?"

1963 Indianapolis 500 winner Parnelli Jones was honored Sunday as part of the Indianapolis Motor Speedway's Parade of Champions. Jones, the first driver to eclipse 150 mph at the Speedway, drove two laps around the track at 3:45 p.m. in the #98 Agajanian Special front-engine roadster, nicknamed "Calhoun," that he drove to victory in 1963.

PARNELLI JONES: "To be honored is tremendous. You feel like you're a part of this place. I've been here every year since 1960, and I'll hopefully never miss for a long time. This race has come a long way, and I don't see it stopping. The fans have always been great. It's a pleasure to come back. It was always my goal to win this race. (About driving Calhoun): "It brings back a lot of memories, going around the track and seeing all the fans waving at me. It's not as easy to get the foot on the clutch pedal as it used to be. I've driven it a few times since I won with it. But you've got to be careful because the tires are getting old, and it's more of an antique now. (About revving Calhoun's engine): "The four-bangers sound that way. I like to hear that. I thought the fans would like it, too." (Any desire to punch down the throttle?): "Yeah, but on the other hand, the tires on it were real rare, and they put a low gear in it."

Joe Gosek will take his refresher test Monday in the Immke Auto Group Dallara/Aurora/Goodyear loaned to him by driver Tyce Carlson. Gosek will attempt to qualify for the race in the Liberty Special G Force/Aurora/Firestone fielded by Liberty Racing, a new team. Gosek finished 22nd in the 1996 Indianapolis 500 driving for Team Scandia.

Blueprint Racing named Claude Bourbonnais as its driver for this year's Indianapolis 500. Bourbonnais, 32, from Montreal, finished 30th in the 1997 Indianapolis 500 in Blueprint's third entry, jumping in the car just three days before the final qualifying day. Bourbonnais will drive the team's Ocean Spray-Klipsch-Overhead Door Dallara/Aurora/Firestone this month.

CLAUDE BOURBONNAIS: "I feel more comfortable this year, and I'm very excited. We have three great engines that Blueprint has built specifically for Indy. This year it is going to be very difficult to qualify with such a strong field, but that's what Indianapolis is all about. Last year I only drove at the Speedway for parts of three days. This year I'm sure I'll have a lot more time at the track."

Team owner/driver Eddie Cheever Jr. will conduct a press conference at 10 a.m. Monday in the Trackside Conference Room to announce a sponsor for he and teammate Robby Unser, who also will attend the press conference.

Bobby Unser will be honored Monday as part of the Indianapolis Motor Speedway's Parade of Champions. Three-time Indy 500 winner Unser will be saluted for his 1968 victory. At 3:45 p.m. Monday, he will drive two laps around the track in the Rislone Special car that he wheeled to victory in 1968. Unser will be available for interviews at 1:45 p.m. in the Trackside Conference Room.

DAY 1 -- SUNDAY, MAY 10, 1998 (cont.):

Pep Boys IRL Director of Racing Operations Brian Barnhart doesn't need to go far at the Speedway – just to A.J. Foyt's garage – to have a family reunion. Barnhart's father, Bob, has worked for Foyt for 11 years as a tire coordinator and will handle the sign board for the #11 Conseco A.J. Foyt Racing Dallara/Aurora/Goodyear during the race. Brian's brother, Brett, will field the #14 A.J. Foyt Power Team Racing Dallara/Aurora/Goodyear driven by Kenny Brack and has worked for Foyt for seven years. A second brother, Curt, will work with his father coordinating the tires. Brett and Curt both work for Cummins Diesel in Columbus, Ind.

Veteran PA announcer Tom Carnegie was called to the pitside fence to autograph an Indiana license plate. The single word on the plate was "HEZONIT," an alphabetical play on Carnegie's famous call of "Heeeeeee's on it!" The plate is owned by Derryl Craddock of Indianapolis, who intends to reserve the plate again for 1999. Carnegie was thrilled with the special recognition.

DERRYL CRADDOCK: "I live not 10 minutes away. My dad (Lester) took me to my first race in 1972, and I haven't missed one since. He's a suite manager in the Hulman Terrace." (Why did you choose this for your plate?): "That's what he says. I've heard it for 27 years, and I love it. It gives me chills."

At 5:44 p.m., the #7T Royal Purple Synthetic-Synerlec-Scandia Dallara/Aurora/Goodyear driven by rookie Jimmy Kite drove high in Turn 4 and hit the outside retaining wall with the right side of the car. Kite climbed from the car by himself. The car suffered damage to the right front. Kite was released from Hanna Medical Center and cleared to drive after evaluation, said Speedway Medical Director Dr. Henry Bock.

JIMMY KITE "We had a problem with the car pushing in Turn 1 all day. If I could make it through there, I knew it would be OK. On that lap, I made it through (Turns) 1, 2 and 3 and was halfway through (Turn) 4 and just stopped turning." (About the damaged car, nicknamed "Barney"): "It's my favorite one. We'll be back out in it tomorrow."

LUKE WETHINGTON (Team Scandia team manager): "He (Kite) said it was pushing real bad, and it pushed him into the wall. We had push built into the car. We were not going to come out with a neutral car. We put push in it, and then we slowly take it away."

Veteran Danny Ongais drove the #81 Dallara/Aurora/Firestone fielded by Team Pelfrey on Sunday. Ongais will be the team's driver this month, chief mechanic Don Basala said.

Robbie Buhl was the fastest driver Sunday at 219.325 mph in the Johns Manville-Menards Special Dallara/Aurora/Firestone. Buhl, defending race champion Arie Luyendyk (219.207), Scott Sharp (219.101) and rookie Jimmy Kite (218.765) all were faster than the 1997 pole speed of 218.263 by Luyendyk.

ROBBIE BUHL: "I think you're looking at the whole front row at 220-plus. So far everything is fine. The conditions are kind of tough today. It's windy and gusty in Turn 4 and coming off of (Turn) 1. You never know what it's going to be like on Pole Day, so you've got to run."

ARIE LUYENDYK: "We just have to take it one day at a time. It was a windy day today, but it's important to run under these conditions so we're prepared for anything on Saturday." (About increased speeds this year): "I'm not at all surprised. Roush has increased our horsepower. The structure of the car is different."

DAY 1 – SUNDAY, MAY 10, 1998 (cont.):

We have better bodywork. The track is in great condition, and the new pavement in the turns helps. We're just going to see what happens tomorrow."

SCOTT SHARP: "Obviously, we were really happy with the way we came out of the box. It says a lot about the team to duplicate what we tested at. We used (today) as a shakedown for the rest of the week."

Rookie driver Stan Wattles topped out at only 207 mph Sunday in the Metro Racing Systems Riley & Scott/Aurora/Goodyear but was pleased. Veteran John Paul Jr. is helping Wattles, as he did in the past when they both competed in IMSA sports-car racing.

STAN WATTLES: "What we wanted to do was get back to where we were at ROP. We did that. We had new suspension on the front, and basically we're learning all over again. It was very challenging with all of the traffic. The biggest secret ingredient was praying for patience." (About working with Paul) "I hope to work with John some more, but I hope he gets a ride."

Driver Buzz Calkins has landed a unique associate sponsor for the Indianapolis 500, the International Star Registry, based in Chicago. Each recipient of a star receives a galaxy chart, complete with instructions for finding their star. Calkins is a friend of the founder Rocky Mosele, a racing fan. The Registry, based in Chicago, has offices in 14 countries. The company names nearly 1,000 stars per day worldwide and has named 18 million stars since its inception, Calkins said.

BUZZ CALKINS: "They name a star for you for \$48. It will be listed in the copyright office in the Library of Congress. Most people use it as a gift. They intend to name stars for all 33 starting drivers in this year's race."

Driver Stephan Gregoire, an avid distance runner, didn't compete in the 500 Festival Mini-Marathon on May 1 due to a hamstring injury. Gregoire finished 76th overall among nearly 10,000 runners in the race last year.

Driver John Paul Jr. was in the pits and garage area Sunday less than a week after he was replaced by rookie Jack Hewitt as driver of the Parker Machinery G Force/Aurora/Goodyear fielded by PDM Racing.

JOHN PAUL JR.: "I was going to go hang out with him (Jack Hewitt) after he finished his fourth phase. Jack really deserves a chance. (Team co-owner) Paul Diatlovich had a string of four Rookie of the Years in the 1980s, so he knows what he's doing. As a team, I think we've done 30 rookie tests. (What are your plans for this week?) "I'm looking for a ride. That's my first goal. I've had a lot of offers. I'm just waiting to see how the week transpires. I want to see what cars come out of the trailers, what spares are available this week."

More than 19,000 students participated in IMS School Days during the inaugural Indianapolis 500 Open Test in April and last week, said Ellen Bireley, manager of the Speedway's Hall of Fame Museum. The students were treated to a museum visit, tour of Gasoline Alley, safety video and racing safety and tire talks.

Most of the students come from the Indianapolis area, but students from Evansville and Gary, Ind., also participated, Bireley said. The program is offered to schools throughout Indiana, and some from Ohio also join the program, Bireley said.

DAY 1 -- SUNDAY, MAY 10, 1998 (cont.):

MCL Cafeterias, the largest family-owned cafeteria chain in the nation, has become an associate sponsor of the #90 Lifetime Television G Force/Infiniti/Firestone driven by Lyn St. James. MCL was founded in Indianapolis in 1950 and now has 27 cafeterias in Indiana, Ohio and Illinois. More than 10 million guests were served in MCL cafeterias last year.

MCL's association with St. James started in January when the company sponsored the midget that St. James drove in the "Thunder in the Dome XIV" race at the RCA Dome in Indianapolis.

Thirty-five cars were on the track today, running 933 laps. Thirty-two drivers were behind the wheel in those cars. Cars on track today: #1 and #1T Stewart, #3 and #3T Buhl, #4 Goodyear, #5T Luyendyk, #6 Hamilton, #7T Kite, #8 Sharp, #10T Groff, #12T Calkins, #15T Salazar, #16 Greco, #18 Hewitt, #19 Wattles, #20 Carlson, #21 Guerrero, #24 Drinan, #28 Dismore, #30 and #30T Boesel, #33 and #33T Roe, #35T Ward/Knapp, #40 Miller, #44 Yeley, #51 Cheever, #52 Unser, #53 Guthrie, #77 Gregoire, #81 Ongais, #90 St. James, #91 Lazier, #98 Beechler, #99 Schmidt.

Opening Day was one of the busiest in recent years. Opening Day was plagued by rain in 1996 and 1997, and only rookies were on the track for the Rookie Orientation Program. The last clear Opening Day came in 1995, when 19 cars completed 463 laps.

There were 16 yellow flags for 2 hours, 20 minutes Sunday. A total of 56 cars are now at the Speedway. Forty-nine have passed initial technical inspection, with seven in the process. Forty-three drivers have passed physicals by 6 p.m. Sunday, said Dr. Henry Bock, Speedway medical director.

The track is open from 11 a.m.-6 p.m. Monday for practice. Gates open at 9 a.m. FanFest opens at 11 a.m.

TOP 10 DRIVERS OF THE DAY

1	3	Robbie Buhl	Johns Manville-Menards Special	219.325
2	5T	Arie Luyendyk	Sprint PCS-Radio Shack-Qualcomm	219.207
3	8	Scott Sharp	Delphi Automotive Systems	219.101
4	7T	Jimmy Kite	Royal Purple Synthetic-Synerlec-Scandia	218.765
5	51	Eddie Cheever Jr.	Team Cheever	218.066
6	28	Mark Dismore	Kelley Automotive	217.759
7	6	Davey Hamilton	Nienhouse Motorsports	216.648
8	1T	Tony Stewart	Glidden-Menards Special	216.570
9	44	J.J. Yeley	One Call Communications-Quaker State	216.403
10	77	Stephan Gregoire	Chastain Motorsports/Miller-Eads	216.351

BUHL BEST ON OPENING DAY; FOUR FASTER THAN '97 POLE

INDIANAPOLIS, May 10, 1998 – Robbie Buhl led the opening day of practice for the 82nd Indianapolis 500 at 219.325 mph Sunday at Indianapolis Motor Speedway, the best of four drivers faster than the 1997 pole speed.

Buhl, from Indianapolis, completed 34 laps on the 2.5-mile oval under sunny skies in the Johns Manville-Menards Special Dallara/Aurora/Firestone. Defending race champion Arie Luyendyk (219.207), Scott Sharp (219.101) and rookie Jimmy Kite (218.765) also were faster than the 1997 pole speed of 218.263 by Luyendyk.

“I think you’re looking at the whole front row at 220 plus,” Buhl said. “So far everything is fine. The conditions are kind of tough today. It was windy and gusty in Turn 4 and coming off of Turn 1. You never know what it’s going to be like on Pole Day, so you’ve got to run.”

Pole Day is May 16 and Bump Day May 17 in the new, shortened qualifying format. The Indianapolis 500 is May 24. The race is the third of 11 this season in the Pep Boys Indy Racing League.

While Kite was the fastest rookie, his day ended with an accident just 15 minutes before the track closed. The right side of Kite's Royal Purple Dallara/Aurora/Goodyear hit the outside retaining wall exiting Turn 4. Kite was unhurt, and the car is repairable.

Rookie Jack Hewitt also crashed exiting Turn 4 earlier in the day. USAC veteran Hewitt was unhurt, but his Parker Machinery G Force/Aurora/Goodyear was heavily damaged.

Veteran Mike Groff was the first driver on the track. He started his first lap in the Jonathan Byrd's-VisionAire-Bryant Heating & Cooling G Force/Aurora/Firestone at 11:07 a.m., less than one minute after the track was opened. Thirty-two drivers in 35 cars combined to complete 928 laps before practice ended at 6 p.m.

1963 Indianapolis 500 winner Parnelli Jones was honored as part of the Speedway's Parade of Champions. He drove his #98 Agajanian Special for two laps around the track as part of his salute. Three-time Indy 500 winner Bobby Unser will be honored Monday and will drive two laps in the Rislone Special that he guided to victory in 1968.

Practice continues at 11 a.m. Monday.

DAY 2 -- MONDAY, MAY 11, 1998

Rachel's Potato Chips has reached a multiyear agreement with Team Cheever to be the major sponsor of the #51 Dallara/Aurora/Goodyear driven by Eddie Cheever Jr., starting at this event. Cheever and Jim Garlie, Rachel's founder, president and chief executive officer, made the announcement this morning in the Trackside Conference Room.

Rachel's is a division of RLD Enterprises, Inc., based in Bloomington, Minn. Rachel's chips are available in nine flavors and are sold in 12 states.

This is the company's first motorsports sponsorship. Rachel's has been involved with the NBA's Minnesota Timberwolves and the St. Paul Saints semipro baseball team.

EDDIE CHEEVER JR. (Owner/driver): "It's a new company that's extremely aggressive. I think it's a good fit. Do you know of any families that don't eat potato chips? I don't." (About bringing another non-automotive sponsor into the sport): "I think the days of having just a variety of automotive products on the side of the car are over. We don't have sponsors anymore. We have corporate partners. Corporations are starting to understand that motor racing is an excellent way to reach their objectives."

Garage update: PDM Racing and rookie driver Jack Hewitt plan to return to the track Tuesday afternoon, PDM crew members said. The #18 Parker Machinery G Force/Aurora/Goodyear suffered heavy right-side and rear-end damage Sunday when USAC standout Hewitt crashed while exiting Turn 4. The "tub" portion of the chassis wasn't damaged, crew members said. Panther Racing, which fields cars for Scott Goodyear, offered PDM a tub if necessary, PDM crew members said.

Hewitt still needs to pass the fourth and final phase of the Rookie Orientation Program.

Rookie Robby Unser joined new teammate Eddie Cheever Jr. during the press conference announcing Cheever's new sponsor Monday morning and shared his thoughts about being the standard-bearer for his famous family this year at Indianapolis. Unser is the son of three-time Indianapolis 500 champion Bobby Unser. He is driving the #52 Team Cheever Dallara/Aurora/Goodyear.

ROBBY UNSER (About joining Team Cheever): "I have to think it's probably one of the most proud moments of my life. For my first time at Indy, it's a big learning experience. I haven't been this impressed by a team ever. We have a very high level of faith in each other. Eddie worked very hard to build this team." (About being an Unser at Indy): "I don't know if it's intimidating. It is cool. As far as rookies go, I don't think there are too many rookies who can go and have all those people to bend the ear of. My dad and I talked yesterday after I ran. I'm just really lucky."

EDDIE CHEEVER JR.: "Every time his dad comes around, it scares the hell out of me. I wonder what I did wrong."

ROBBY UNSER: "Me too."

The track went green at 11 a.m.

The #5T Sprint PCS-Radio Shack-Qualcomm G Force/Aurora/Firestone driven by defending race champion Arie Luyendyk stalled on the access road adjacent to Turn 1, bringing out the yellow at 11:15 a.m.

DAY 2 – MONDAY, MAY 11, 1998 (cont.):

The car was towed to Gasoline Alley, where the crew started to prepare the #5 primary car for afternoon practice. The #5T stalled due to an unknown engine problem, team spokesperson Ruthie Culbertson said.

The #5T is the same car that Luyendyk drove to victory in the 1997 Indianapolis 500. It also is the first G Force chassis ever built, serial number 01, Culbertson said.

The #10 Jonathan Byrd's -VisionAire-Bryant Heating & Cooling G Force/Aurora/Firestone driven by Mike Groff required a tow to the garage at 12:46 p.m. after the engine stopped, bringing out the yellow.

The #91 Hemelgarn Racing Dallara/Aurora/Goodyear driven by 1996 Indianapolis 500 champion Buddy Lazier is displaying new colors this month from new sponsor Coors Light. The company will sponsor Lazier in all remaining Pep Boys IRL events this season. Delta Faucet also continues to be a primary sponsor of Lazier and Hemelgarn Racing.

The #90 Lifetime TV for Women Special G Force/Infiniti/Goodyear driven by Lyn St. James required a tow from the track to the garage at 1:33 p.m. after the engine stopped, bringing out the yellow.

Johnny Unser will be the driver of the #9 Hemelgarn Racing Dallara/Aurora/Goodyear. Unser, son of late Indianapolis 500 veteran Jerry Unser, will be a teammate to 1996 Indianapolis 500 champion Buddy Lazier. Johnny Unser, from Sun Valley, Idaho, finished 33rd in 1996 for Project Indy and 18th in 1997 for Hemelgarn Racing.

Three-time Indianapolis 500 winner Bobby Unser was honored Monday as part of the Indianapolis Motor Speedway's Parade of Champions. Unser, who won in 1968, 1975 and 1981, drove two laps around the track at 3:50 p.m. in the #98 Rislone Special that he drove to victory in 1968. This is the 30th anniversary of the victory.

The Rislone Special stalled in Turn 3 during Unser's final lap, and he required a tow into the pits.

ROBBY UNSER (Bobby Unser's son, driving this month for Team Cheever, while watching his father being towed into the pits): "Well, I guess that happens to all of us. That race car is as old as I am." (Robby Unser was born in January 1968, five months before his father won at Indy in the Rislone Special.)

BOBBY UNSER: "It kind of quit on us in Turn 3, but I guess it's done that before, hasn't it? It felt good while it was going. It brought back lots of memories. It's just really, really neat to drive what I drove all those years ago. I want to thank Tony George for putting this all together. It's really a neat thing. I hope the fans enjoyed it as much as we do." (About his son, Robby, making his Indy debut): "Robby has a long way to go and a lot of things to do, but so far everything is going good. You've got to finish this race. That's really important. The first three years (of my Indy career) I saw a lot of pretty girls and a lot of the press, but I didn't finish."

Indiana Governor Frank O'Bannon walked pit row Monday afternoon.

DAY 2 -- MONDAY, MAY 11, 1998 (cont.):

At 4:13 p.m., the #30 Beloit-Fast Rod-Team Losi-McCormack Motorsports G Force Aurora/Goodyear driven by Raul Boesel coasted down the backstretch and stopped in the deceleration lane, bringing out the yellow.

RAUL BOESEL: "We lost an engine today. It's too bad because we made some changes to the car this afternoon, and we didn't have a chance to try a new setup. Our biggest problem right now is sorting out the nervousness in the car through the turns. By solving this problem, I'm sure we'll pick up the much-needed speed."

Joe Gosek, driver of the #29 Liberty Special G Force/Aurora/Firestone, will attempt to take his refresher test Wednesday, team spokesperson Bill Allee said.

At 4:52 p.m., the #81 Team Pelfrey Dallara/Aurora/Firestone driven by Danny Ongais spun while exiting Turn 3 and hit the outside retaining wall with the rear and left rear of the car. The car slid and came to rest in the short chute between Turns 3 and 4. Ongais was transported to Methodist Hospital via ambulance for precautionary evaluation, said Dr. Henry Bock, Speedway medical director. Ongais was awake and alert, Bock said. A further update will be provided when available.

At 5:49 p.m., #1 Tony Stewart stalled at the north end of the track, bringing out the yellow. Stewart was towed to the pits.

#1 Tony Stewart recorded the top speed of 223.703 mph Monday, the fastest practice lap ever at Indianapolis Motor Speedway by a new-formula Pep Boys Indy Racing League car. Stewart had turned the fastest testing lap by a new IRL car, 223.104 mph, on April 20, 1998. Arie Luyendyk turned the fastest lap last year at the Speedway, 220.297, during practice May 7, 1997.

POST-PRACTICE QUOTES

TONY STEWART (About track conditions): "I think every racetrack, when it warms up, starts to get a little twitchy." (Is there more speed in the car?): "Well, we hope so." (Explain your jump from last year's pole speed of 218 to your speed of 223 today): "Eighty percent of it is motor, 10 percent aerodynamics and 10 percent tires." (Is there a sense of urgency because of the shortened schedule?): "No. A sense of urgency is when you show up at a dirt track and have to qualify and race (in the same night)." (What do you think the spread between the pole and 33rd qualifier?): "Realistically, 7 mph. I think you're going to have to run 218 to make the race." (What will be the pole speed be?): "Mid 220's. No one will reach 228 to 230. I can't tell you exactly, but it will be around 223 and 224." (Will Team Menard field a third car?): "We don't have the physical resources to do it."

KENNY BRACK: "We just started today. For us the car is quick straight out of the box. We're going to play along and see where we end up for the rest of the week." (About team owner A.J. Foyt): "He knows this place inside and out. That is a great, great start for a driver. It's a big asset for a driver to call upon." (About today's conditions): "The conditions were pretty good today but not the fastest conditions. But it's the same for everyone."

SCOTT SHARP: "Yesterday was more of a shakedown for us. Today we just went out to see what kind of speed we had in the car. We had a few minor engine problems in both of our cars, so it limited the number of laps we could run. We'll be OK for tomorrow."

DAY 2 -- MONDAY, MAY 11, 1998 (cont.):

#28T Mark Dismore recorded a trap speed of 234 mph, believed to be the fastest trap speed ever by a new IRL car at Indianapolis Motor Speedway. That lap was 219.111.

Medical update: #81 Danny Ongais will be kept overnight at Methodist Hospital for further observation and scans, said Dr. Henry Bock, Speedway medical director. Ongais was unconscious in the car for a short period due to his accident, Bock said. Ongais is in good condition, Bock said. An update will be provided at 10 a.m. Tuesday.

Forty-three cars were on the track today, running 1,221 laps. Cars on track today: #1 and #1T Stewart, #3 Buhl, #4 Goodyear, #5 and #5T Luyendyk, #6 and #6T Hamilton, #8 and #8T Sharp, #10 and #10T Groff, #11T Boat, #12 and #12T Calkins, #14 Brack, #15T Salazar, #16 Greco, #19 Wattles, #20 Carlson, #21 Guerrero, #23 Durant, #24 Drinan, #27 Bourbonnais, #28 and #28T Dismore, #30 Boesel, #32 Buhl, #33T Roe, #35 Knapp, #35T Ward, #40 Miller, #44 Yeley, #51 Cheever, #52 Unser, #53 Guthrie, #66 Harrington, #77 Gregoire, #81 Ongais, #90 St. James, #91 Lazier, #98 Beechler, #99 Schmidt.

There were 12 yellow flags for 1 hour, 51 minutes. A total of 61 cars are now at the Speedway. Fifty-two have passed initial technical inspection, with five in the process. Forty-six drivers have passed physicals by 6 p.m. Monday, said Dr. Henry Bock, Speedway medical director.

At 12:53 p.m., the temperature was 71 degrees with winds out of the north-northwest at 8 mph. At 6 p.m., the temperature was 70 degrees with winds out of the north at 8 mph.

The track is open from 11 a.m.-6 p.m. Tuesday for practice. Gates open at 9 a.m. FanFest opens at 11 a.m.

TOP 10 DRIVERS OF THE DAY

1	1	Tony Stewart	Glidden-Menards Special	223.703
2	8	Scott Sharp	Delphi Automotive Systems	222.107
3	14	Kenny Brack	A.J. Foyt Power Team Racing	222.080
4	11T	Billy Boat	Conseco A.J. Foyt Racing	222.008
5	99	Sam Schmidt	Best Western Gold Crown Racing Special	221.588
6	51	Eddie Cheever Jr.	Rachel's Potato Chips	220.870
7	4	Scott Goodyear	Pennzoil-Panther-G Force	220.604
8	3	Robbie Buhl	Johns Manville-Menards Special	220.383
9	28T	Mark Dismore	Kelley Automotive	219.111
10	53	Jim Guthrie	ISM Racing	218.946

STEWART TURNS FASTEST LAP IN HISTORY BY NEW IRL CAR AT SPEEDWAY TO LEAD PRACTICE

INDIANAPOLIS, May 11, 1998 – Tony Stewart led all drivers during the second day of practice for the 82nd Indianapolis 500 at 223.703 mph, the fastest lap ever at Indianapolis Motor Speedway by a new-formula Pep Boys Indy Racing League car.

Defending league champion Stewart turned the fast lap in his primary Glidden-Menards Special Dallara/Aurora/Firestone at 11:34 a.m., just 34 minutes into the seven-hour practice session. He completed 27 laps of the 2.5-mile oval in his primary car and 28 in his backup.

“Eighty percent of it is motor, 10 percent aerodynamics and 10 percent tires,” Stewart said of the jump in speeds.

Stewart had recorded the previous fastest lap by a new-formula IRL car, 223.104 mph, during testing April 20. New-formula IRL cars are powered by normally aspirated engines.

Arie Luyendyk recorded the fastest official lap ever at the Speedway, 239.260 mph, during practice May 10, 1996. IRL cars used turbocharged engines that year. The league switched to the new formula in January 1997.

Pole Day is May 16 and Bump Day May 17 in the new, shortened qualifying format. The Indianapolis 500 is May 24. The race is the third of 11 this season in the Pep Boys Indy Racing League.

Scott Sharp was second fastest Monday at 222.107. Kenny Brack and Billy Boat, driving for the legendary A.J. Foyt, were third and fourth, respectively, at 222.080 and 222.008.

Veteran Danny Ongais was admitted to Methodist Hospital in Indianapolis for observation and tests after spinning and hitting the outside wall with the left and left rear of his car while exiting Turn 3. Ongais was unconscious briefly after the accident but is awake, alert and in good condition, said Dr. Henry Bock, Speedway medical director.

Three-time Indianapolis 500 winner Bobby Unser was honored as part of the Speedway's Parade of Champions. He drove his Rislone Special for two laps around the track as part of his salute. Two-time Indy 500 winner Gordon Johncock will be honored Tuesday and will drive two laps in the STP Oil Treatment Wildcat that he guided to victory in 1982.

Practice continues at 11 a.m. Tuesday.

DAY 3 -- TUESDAY, MAY 12, 1998

10 a.m. medical update from Dr. Henry Bock, Speedway medical director: #81 Danny Ongais will not be cleared to drive in the 1998 Indianapolis 500. Ongais remains at Methodist Hospital after suffering a slight concussion during an on-track accident Monday afternoon. He will be released either later today or Wednesday and is in good condition and spirits.

Entry list update: Thomas Knapp Motorsports/Genoa Racing has ended its association with primary sponsor APTEX (Aphelion Technologies, Inc.) after APTEX failed to meet its sponsorship commitments, according to team owner Thomas Knapp. TKM/Genoa Racing fields the #97 Dallara/Aurora/Firestone driven by Greg Ray.

GREG RAY: "When we were here for the test, I told the guys we had the best-handling car, but there was no horsepower. Thanks to Brayton Engineering because they found what our problem was. We've only run a handful of laps this month. Hopefully by running well and with some help from the press, a sponsor will step in. In my opinion, it's the best value on pit lane."

The track went green at 11 a.m. The first three cars on the track, in order, were #23 Paul Durant, #77 Stephan Gregoire, #10T Mike Groff.

Rookie Andy Michner took practice laps for the first time this week in the #17 Chitwood Motorsports Dallara/Aurora/Goodyear. Michner, from Ann Arbor, Mich, is a veteran USAC driver.

ANDY MICHNER: "The car wasn't ready until last night. For the limited laps we ran, I'm kind of content with it. The car started getting a little tight the more we ran it. Hopefully we can run a 212 today. We plan on running every day unless it rains."

Garage update: PDM Racing and rookie driver Jack Hewitt plan to return to the track Wednesday morning, Hewitt said. The #18 Parker Machinery G Force/Aurora/Goodyear suffered heavy right-side and rear-end damage Sunday when USAC standout Hewitt crashed while exiting Turn 4.

Hewitt still needs to pass the fourth and final phase of the Rookie Orientation Program.

JACK HEWITT: "By doing the final phase tomorrow, we'll be working our way up to qualifying speed. So we're not feeling a lot of pressure right now because three good days of testing will be plenty."

Two-time Indianapolis 500 winner Gordon Johncock was honored Tuesday as part of the Indianapolis Motor Speedway's Parade of Champions. Johncock, who won in 1973 and 1982, drove two laps around the track at 3:45 p.m. in the STP Oil Treatment Wildcat that he drove to victory in 1982.

GORDON JOHNCOCK: (About two laps on track): "They didn't balance the tires, so I couldn't go any faster. I wasn't going fast enough, that's for sure." (About his memories while driving the ceremonial laps): "I'm glad to go back out and run again. There was nothing like the '82 race. It made up for the win in '73, when there were so many wrecks." (What are you doing now?): "I was farming but sold the cattle and all of that last year. I got into a limited modified last Saturday and kind of got the bug again, so I think I'm going to try that. I've got to thank the fans for all of the support and memories, because without them we wouldn't be here."

DAY 3 -- TUESDAY, MAY 12, 1998 (cont.):

Pelfrey Racing is repairing its Dallara/Aurora/Firestone, damaged Monday when driver Danny Ongais crashed. Chief Don Basala said the team will continue with an undetermined driver, as Ongais will not be cleared to drive in the Indianapolis 500.

DON BASALA: "We're getting the car back today. We have a new Roush engine ready to go. Everything is coming together real nice. We've talked to a few guys, Steve Kinser, John Paul (Jr.). We're in communication with (Vincenzo) Sospiri, as well. We're shooting for Thursday to get on the track."

At 5:18 p.m., the #24 D.B. Mann Development Dallara/Aurora/Goodyear driven by Danny Drinan, drove low in Turn 1, did a half-spin and hit the outside wall with the left rear and left front of the car. He continued across the short chute and stopped at the edge of the infield grass. Drinan was evaluated and released at Hanna Medical Center without injury, said Dr. Henry Bock, Speedway medical director.

DANNY DRINAN: "We had just changed the rear wicker tab before that lap, and it just caught me by surprise. I got out a little too far, and it got away from me. I hope they can fix it. The damage looks pretty superficial. I just feel bad for (car owner) Dave Mann and the team."

The Indianapolis Motor Speedway will salute champions of numerous open-wheel series in the United States during the inaugural Champions Day on Wednesday.

Drivers and short-track promoters and officials will participate in seminars throughout the day and will be honored through a variety of activities. The champions will be available for media interviews from 2:30-3:30 p.m. in the Trackside Conference Room.

The honored drivers who will attend, and the series in which they won championships:

Rebel Jackson Jr. – Western Super Modified Racing Association (WSMRA); Jerry Nemire – Automobile Club of America (ARCA); Frankie Kerr – ALLSTARS; Johnny Saathoff – International Motor Contest Association (IMCA); Larry Tyler – Tampa Bay Area Racing Association; Kevin Olson – Badger Midget Auto Racing; Don Lehmann – Midwest Auto Racing Association (MARA); Mel Kenyon – North American Midget Auto Racing Association (NAMARS); Marty Davis – United Midget Auto Racing Association (UMARA); Joe Roe – Interstate Racing Association (IRA); Terry Goff – United Midget Racing Association (UMRA); Kevin Chambers – American Mini Sprint Association (AMSA); Russ Wood – International Super Modified Association (ISMA); Russ Stoehr – North East Midget Association; Dave Darland – USAC Silver Crown; Jason Leffler – USAC National Midget; Ricky Shelton – USAC Western States Midget; Michael Lang – USAC Speedrome Regional Midget; Steve Knepper – USAC 16th Street Region Midget; Zak Morioka, USAC Formula Ford 2000.

At 5:53 p.m., #28 Mark Dismore coasted to a stop at the pit exit, bringing out the caution flag.

MARK DISMORE: "I think we blew a crank. I was very lucky. It gave me plenty of warning. I felt it going away coming off (Turn) 4. It vibrated, I put the clutch in and shut it off."

The track closed at 5:55 p.m.

DAY 3 -- TUESDAY, MAY 12, 1998 (cont.):

Veteran Joe Gosek took his first practice laps this month in the #20 Immke Auto Group Dallara/Aurora/Goodyear normally driven by Tyce Carlson, preparing to take his refresher test. Gosek drove 25 laps with a top speed of 197.589 mph. Gosek is entered to drive the #29 Liberty Special G Force/Aurora/Firestone. The Liberty Racing team is still assembling that car for Gosek, who will try to take his refresher test in that car Wednesday.

JOE GOSEK: (About failing to take his refresher test Tuesday morning in the #20): "It just won't go. I can't get it up to speed. We're going to check it out. This morning we could only get 191-mph straightaway speed. There was a linkage problem, and we could only get 78 percent of the throttle. Just now we could only get 204 on the straightaway. I'm not sure what the problem is. The motor laid down on Tyce yesterday, too, so the problem is nothing new today."

#1 Tony Stewart recorded the top speed of 223.691 mph at 5:46 p.m. Tuesday. The fast lap was just shy of his leading lap Monday of 223.703, the fastest practice lap ever at Indianapolis Motor Speedway by a new-formula Pep Boys Indy Racing League car.

POST-PRACTICE QUOTES

TONY STEWART: (What do you think the pole speed will be?): "Whatever I can get. There could be a 3-mph difference between what I think and what it is, based on the weather. I don't care whether we run 200 mph. I just care if we get the pole. Then I'll be happy. For some strange reason, (A.J.) Foyt always seems to pull about three-tenths (of a second) out of his hat for qualifying, so we'll see." (About running 223 mph for the second straight day): "I guess with my short-track background, I don't get too excited about practice and qualifying. It's more for my guys than me." (About his plans this weekend): "I'm going to IRP (Indianapolis Raceway Park) and running the Silver Crown race Saturday night. If I win the pole (for the '500') and go through the ceremonies, I'll just have to hurry to get to IRP. I'll run with no practice. Anymore, I don't practice for those races."

BILLY BOAT: "Today was mainly a day of experimentation. We were trying different things and looking for a good handle on a race setup. The thing about this track is that it is constantly changing, and it's difficult to know what conditions we are going to have on Saturday or race day. Even if you get a good setup today, it doesn't mean it is going to be any good when it counts. We just have to learn as much as we can. We ran both our primary car and backup car today. The primary car had mainly a qualifying setup, and the backup had a race setup. We're just trying to get a good feeling for each of them."

KENNY BRACK: "We're making small changes here and there, and the car is getting better and better. We're experimenting. We only ran once, and it was during the heat of the day. We're happy. The car is running good."

GREG RAY: (About losing APTEX as primary sponsor): "The worst part about it was we already geared ourselves to have their financial support. So now it really makes it difficult for us. Unless we come up with something else, we'll do very limited running. We may end up qualifying with the motor that's in the car now. Unfortunately, these racecars have a pretty big appetite for money, and if you can't feed them they don't go very fast. We didn't get to run on Sunday, we didn't get to run on Monday. Again in my heart, I know we have a good race car and that we could be contenders here

DAY 3 -- TUESDAY, MAY 12, 1998 (cont.):

this month if we had the right support and the right amount of testing. I have a great team, a group of great guys." (Did you feel pressure to run well today?): "Really, we were just trying to get comfortable. When you're away from the race car 30 days at a time, you want to come back to the race car and have it feel the same, and get into the same state of mind that you were. That really was the most important thing for me. I felt really good at 219.9, and I wanted to see a 221 or 222. Unfortunately, the checkered flag fell on us, and we weren't able to go out there and get more laps." (Has the media attention of your situation helped?): "Absolutely. Everybody has been looking at me like I have no money in my pockets walking through pit lane. This morning we did have a couple come by that owns a cosmetic company here in Indianapolis, and it appears they're going to come on at an associate level."

Forty-three cars were on the track today, running 1,342 laps. Cars on track today: #1 and #1T Stewart, #3 and #3T Buhl, #4 Goodyear, #5T Luyendyk, #6 Hamilton, #7T Kite, #8 Sharp, #10 and #10T Groff, #11 and #11T Boat, #12 and #12T Calkins, #14T Brack, #15T Salazar, #16 Greco, #17 Michner, #19 Wattles, #20 Gosek, #21 and #21T Guerrero, #23 Durant, #24 Drinan, #27 Bourbonnais, #28 and #28T Dismore, #30 Boesel, #33 and #33T Roe, #35 Ward/Knapp, #35T Ward, #40 Miller, #44 Yeley, #51 Cheever, #52 Unser, #66 Harrington, #77 Gregoire, #90 St. James, #91T Lazier, #97 Ray, #98 Beechler.

There were 11 yellow flags for 1 hour, 25 minutes. A total of 61 cars are now at the Speedway. Fifty-seven have passed initial technical inspection, with two in the process. Thirty-nine drivers have been on the track to date. Forty-seven drivers have passed physicals by 6 p.m. Tuesday, said Dr. Henry Bock, Speedway medical director.

At 11:03 a.m., the temperature was 70 degrees with variable winds at 6 mph. At 6 p.m., the temperature was 74 degrees with winds out of the south at 10 mph.

The track is open from 11 a.m.-6 p.m. Wednesday for practice. Gates open at 9 a.m. FanFest opens at 11 a.m.

TOP 10 DRIVERS OF THE DAY

1	1	Tony Stewart	Glidden-Menards Special	223.691
2	14T	Kenny Brack	A.J. Foyt Power Team Racing	221.593
3	8	Scott Sharp	Delphi Automotive Systems	220.092
4	11	Billy Boat	Conseco A.J. Foyt Racing	220.060
5	97	Greg Ray	TKM-Genoa Racing	219.952
6	11T	Billy Boat	Conseco A.J. Foyt Racing	219.893
7	28T	Mark Dismore	Kelley Automotive	218.989
8	28	Mark Dismore	Kelley Automotive	218.951
9	35T	Jeff Ward	ISM Racing	218.744
10	1T	Tony Stewart	Glidden-Menards Special	218.362

STEWART DOMINATES THIRD DAY OF PRACTICE

INDIANAPOLIS, May 12, 1998 – Tony Stewart continued to serve notice that he is the favorite for the pole for the 82nd Indianapolis 500, turning a fast lap of 223.691 mph – more than 2 mph faster than his nearest competitor -- to lead practice for the second consecutive day.

Defending Pep Boys Indy Racing League champion Stewart recorded his fastest lap in the Glidden-Menards Special Dallara/Aurora/Firestone during the last 10 minutes of the seven-hour practice. His best lap Monday was 223.703.

Pole Day is May 16 and Bump Day May 17 in the new, shortened qualifying format. The Indianapolis 500 is May 24.

"I don't care if we run 200 mph," Stewart said. "I just care if we get the pole. Then I'll be happy. For some strange reason, (A.J.) Foyt always seems to pull about three-tenths (of a second) out of his hat for qualifying, so we'll see."

Foyt's two drivers were in the top five for the second consecutive day. Kenny Brack was second fastest at 221.593 in the A.J. Foyt-Power Team Racing Dallara/Aurora/Goodyear. Billy Boat was fourth fastest at 220.060 in the Conesco A.J. Foyt Racing Dallara/Aurora/Goodyear. Scott Sharp was third at 220.092 in the Delphi Automotive Systems Dallara/Aurora/Goodyear.

Rookie Danny Drinan was unhurt when his D.B. Mann Development Dallara/Aurora/Goodyear did a half-spin in Turn 1 and hit the outside retaining wall with the left rear and left side of the car. Drinan was evaluated and released by Dr. Henry Bock, Speedway medical director.

Veteran Danny Ongais will not be cleared to drive in the race due to a slight concussion suffered in an accident Monday, Bock said. Ongais was released from Methodist Hospital on Tuesday.

Two-time Indianapolis 500 winner Gordon Johncock was honored as part of the Speedway's Parade of Champions. He drove his STP Oil Treatment Wildcat for two laps around the track as part of his salute. Three-time Indy 500 winner Johnny Rutherford will be honored Wednesday.

Practice continues at 11 a.m. Wednesday.

DAY 4 -- WEDNESDAY, MAY 13, 1998

9 a.m. medical update from Dr. Henry Bock, Speedway medical director: #81 Danny Ongais was released late Tuesday from Methodist Hospital. He will not be cleared to drive in the 1998 Indianapolis 500. Ongais was hospitalized Monday afternoon in good condition after suffering a slight concussion in an on-track accident.

Entry list update: Chief mechanic for #99 Sam Schmidt is Mark Stainbrook.

The track opened under running yellow at 11:29 a.m. The track went green at 11:34 a.m. The track opened late due to wet spots on the backstretch.

Track temperatures, according to Firestone engineers: 11:15 a.m. - 120 degrees; 11:45 a.m. - 121 degrees; 12:20 p.m. - 128 degrees; 1:30 p.m. - 122 degrees; 2 p.m. - 113 degrees.

Team Pelfrey will conduct a press conference at 9:15 a.m. Thursday to name a replacement driver for the #81 Dallara/Aurora/Firestone.

Three-time Indianapolis 500 winner Johnny Rutherford was honored Wednesday as part of the Indianapolis Motor Speedway's Parade of Champions. Rutherford won in 1974, 1976 and 1980.

JOHNNY RUTHERFORD: "I think what we're seeing at Indianapolis today speaks for itself as far as what has happened at the Indianapolis Motor Speedway. We're seeing a great metamorphosis. It's changing rapidly and coming into the 21st century. If there's any one place in the world that is based on tradition, this is it. And we're seeing the transition from that great tradition to some new traditions ... In another year or two I think we're going to see some of the legend stories of the IRL appear, probably. I really feel good about it. I'm proud to be involved with the IRL and with the Indianapolis Motor Speedway because that's what made the name Johnny Rutherford what it is, if it is anything today."

At 5:54 p.m., #33 Billy Roe coasted to a stop in the grass beneath Turn 1 with an apparent engine fire, bringing out the caution flag.

The track closed at 5:58 p.m.

#18 Jack Hewitt returned to the track for the first time since he crashed Sunday. Hewitt still needs to pass the final phase of his Rookie Orientation Program. He returned to the track in the last hour of practice in an effort to finish ROP.

JACK HEWITT: (After engine problems this morning): "We haven't got up to speed. The handling is 100 percent better, but we dropped a cylinder so we pulled the motor." (After running out of time to pass ROP Wednesday afternoon): "We're going to go out early tomorrow and finish it. Then when we're done, we're going to do some fine-tuning. We're going to go one lap to the next, one lap to the next, one lap to the next." (Will you attempt to qualify Saturday instead of waiting until Sunday?): "I'm just a puppet. These guys tell me what to do. It's great just being here, just being a part of the show, like the yellow shirts, the mechanics, the reporters. Just being a part of the show. Right now we're not center stage. We're just a side show."

DAY 4 -- WEDNESDAY, MAY 13, 1998 (cont.):

#24 Danny Drinan didn't take to the track today after his accident Tuesday. The D.B. Mann Motorsports team was busy Wednesday repairing the damage to its Dallara/Aurora/Goodyear.

JIMMY DRINAN (Chief mechanic, Danny Drinan's brother): "(Owner) Dave Mann is stepping up. After the wreck, he's a little strapped for cash, but he's going ahead with the program. We'll be out Friday. Dan is a little sore right now, but he's not feeling any pressure. We had a comfortable 216 (mph) car and made a change we shouldn't have. You know, we made a mistake, but we'll get back out."

The #29 Liberty Special driven by Joe Gosek is scheduled to arrive at the Speedway for the first time tonight and will enter technical inspection Thursday morning, team spokesman Bill Allee said. Gosek will attempt his refresher test Thursday if the car passes technical inspection, Allee said.

#11T Billy Boat recorded the day's top speed of 221.691 mph at 12:41 p.m.

Tony Stewart, the fastest driver in practice Monday and Tuesday, made no laps Wednesday.

LARRY CURRY (team manager): (Why didn't Tony run today?) "We had all of the engines out of Tony's car today. We've had a little engine trouble. We wanted to take a breather. We wanted to pull back a little bit, regroup, and he'll be back out tomorrow."

POST-PRACTICE QUOTES

BILLY BOAT: "The thing that helped me the most today was talking to A.J (Foyt) last night about the different lines that you can take around this track. With all of the cars that have run this month, there's a lot more rubber down and a lot more grooves. I was having a little trouble finding the right line. That's the benefit of having a four-time winner as your team owner. He's not shy about telling you what you do wrong."

A.J. FOYT: "You always want to run faster, but we are kind of happy because we have been going out in the heat of the day. I just feel as long as we can stay right there, qualifying is one thing, but we're here for the race. Our goal is to try to qualify as well as possible and also to win the race. That's the reason we've been doing all of this running in the middle of the day at race time."

Thirty-four cars were on the track today, running 1,194 laps. Cars on track today: #3 Buhl, #5T Luyendyk, #6 Hamilton, #7T Kite, #8T Sharp, #10 Groff, #11 and #11T Boat, #12 and #12T Calkins, #14T Brack, #15 Salazar, #16 Greco, #17 Michner, #18 Hewitt, #19 Wattles, #20 Carlson, #21 Guerrero, #23 Durant, #27 Bourbonnais, #28T Dismore, #30 Boesel, #33 Roe, #35 Ward, #43 Goodyear, #52 R. Unser, #53 Guthrie, #66 Harrington, #77 Gregoire, #90 St. James, #91T Lazier/J. Unser, #97 Ray, #98 Beechler, #99 Schmidt.

There were 17 yellow flags for 1 hour, 44 minutes. A total of 61 cars are now at the Speedway. Fifty-seven have passed initial technical inspection, with none in the process. Thirty-nine drivers have been on the track to date. No drivers took physicals today, keeping the total at 47, said Dr. Henry Bock, Speedway medical director.

DAY 4 -- WEDNESDAY, MAY 13, 1998 (cont.):

At 11:02 a.m., the temperature was 73 degrees with west winds at 6 mph. At 11:34 a.m., when the track first went green, the temperature was 75 degrees with calm conditions. At 6:03 p.m., the temperature was 80 degrees with west winds at 9 mph.

The track is open from 11 a.m.-6 p.m. Thursday for practice. Gates open at 9 a.m.

TOP 10 DRIVERS OF THE DAY

1	11T	Billy Boat	Conseco A.J. Foyt Racing	221.691
2	8T	Scott Sharp	Delphi Automotive Systems	221.517
3	11	Billy Boat	Conseco A.J. Foyt Racing	220.751
4	5T	Arie Luyendyk	Sprint PCS-Radio Shack-Qualcomm	220.464
5	14T	Kenny Brack	A.J. Foyt Power Team Racing	220.135
6	97	Greg Ray	TKM-Genoa Racing	219.539
7	28T	Mark Dismore	Kelley Automotive	219.298
8	3	Robbie Buhl	Johns Manville-Menards Special	218.739
9	15	Eliseo Salazar	Reebok R&S MK V	218.097
10	16	Marco Greco	Int. Sports Ltd. Phoenix Racing	218.050

BOAT SAILS AT INDY WITH TOP SPEED IN PRACTICE

INDIANAPOLIS, May 13, 1998 – Billy Boat recorded the fastest and third-fastest speeds in different cars during practice for the 82nd Indianapolis 500, topping out at 221.691 mph in the Conseco Dallara/Aurora/Goodyear owned by four-time Indy winner A.J. Foyt.

Boat posted the fastest speed in his backup car while midday temperatures approached 85 degrees. His best speed in his primary car was 220.751, also turned in warm conditions less than two hours after his fastest speed.

“The thing that helped me the most today was talking to A.J. last night about the different lines that you can take around this track,” Boat said. “With all of the cars that have run this month, there’s a lot more rubber down and a lot more grooves.

“I was having trouble finding the right lines. That’s the benefit of having a four-time winner as your team owner. He’s not shy about telling you what you do wrong.”

Said Foyt: “Our goal is to try to qualify as well as possible and also to win the race. That’s the reason we’ve been doing all of this running in the middle of the day at race time.”

Pole Day is May 16 and Bump Day May 17 in the new, shortened qualifying format. The Indianapolis 500 is May 24.

Scott Sharp was second fastest at 221.517 mph in the Delphi Automotive Systems Dallara/Aurora/Goodyear. Defending race champion Arie Luyendyk was fourth fastest at 220.464 in the Sprint PCS-Radio Shack-Qualcomm G Force/Aurora/Firestone. Sharp and Luyendyk both posted their best speeds during the last 25 minutes of practice in cooler, late afternoon conditions.

Tony Stewart, fastest Monday and Tuesday, didn't practice as his team spent the day fine-tuning the engines for his Glidden-Menards Special Dallara/Aurora/Firestone.

Three-time Indianapolis 500 winner Johnny Rutherford was honored as part of the Speedway's Parade of Champions. Four-time Indy 500 winner Al Unser Sr. will be honored Thursday.

Practice continues at 11 a.m. Thursday.

DAY 5 -- THURSDAY, MAY 14, 1998

Entry list update: John Paul Jr. is now driving the #81 Team Pelfrey entry. Todd Tapply is the chief mechanic for #99 Sam Schmidt. Mark Stainbrook is the chief mechanic for #66 Scott Harrington. Chris Nott is the chief mechanic for #17 Andy Michner.

#66 Scott Harrington passed his refresher test Wednesday afternoon.

Team Pelfrey named John Paul Jr. to replace Danny Ongais as driver of the #81 Team Pelfrey Dallara/Aurora/Firestone. Ongais crashed Monday, suffering a slight concussion, and was not cleared to drive in this race. Paul became available when he was replaced last week by Jack Hewitt as driver for PDM Racing. The team also added associate sponsor KECO Motorsports, an Indiana-based coating company that has supported Paul for the last three years. Paul and Pelfrey owner John LaRue went to Delta High School, just outside Muncie, Ind., together.

JOHN PAUL JR.: "This obviously is a fantastic opportunity for me. All the ingredients are in place. Unfortunately, I have to take Danny Ongais' place. Hopefully, I can match his quality of driving. Danny came right out of the box at 216, and we hope to improve on that." (About watching someone take your place last year and now having switched places this year): "It's a difficult situation to be in because no one wants to see anyone get hurt." (Did you know the last driver to replace Ongais at Indy?): "Yes, I do. That happened to be Al Unser. He was walking around without a ride and ended up winning the race." (About physical differences between himself and Ongais): "We are total opposites. We moved the pedals forward three inches. I take less foam in my head pad than Danny. I had an opportunity to race the Dallara last year so I knew what I wanted. We were here until midnight (on Wednesday)."

NASCAR legend Smokey Yunick visited the Speedway today, walking the pits and the garage area.

Four-time Indianapolis 500 winner Al Unser was honored Thursday as part of the Indianapolis Motor Speedway's Parade of Champions. Unser won in 1970, 1971, 1978 and 1987. He drove two ceremonial laps of the track in the Cummins Holset Turbo car that he guided to victory in 1987.

AL UNSER: (About large number of midget and sprint drivers entering Pep Boys IRL): "I still think the IRL is a good thing for them the way Tony George has done it. I still say there's room enough for both series. They (CART) can run road courses, and the IRL can run the ovals. I still think there should be one race they all should go to and have it out. And where else would it be but the Indianapolis 500? This is still the biggest and greatest race there is. You get the most prestige and the biggest purse. There's room for both series, just like basketball, football or baseball. Look at how many series there are in each group or each leg of it, and they have one deal at the end of the year that determines which one of them is the best. I wish they would do that here." (Is it hard to be here without your son, Al Unser Jr.): "Yes it is. It always is. I still believe in this place, and he does, too. Most drivers do. There are just a few who disagree with wanting to be here. Yes, I would like to see Al here. I would do anything I could to help him get back here – but I'm not going to buy him a car (laughter)." (About how the Pep Boys IRL has helped the car counts to grow at this race): "Today they just keep running and running out there. I won't pull any punches about it – (last year) the cars were not capable, and now they are. And next year, instead of having 45 or 50 cars ready to qualify, I hope there are 60 cars. Last year we had 35, if that many, of real capable cars. This year there are 45 cars capable. I think it will be a very interesting weekend. You'll see some very serious

DAY 5 -- THURSDAY, MAY 14, 1998 (cont.):

running now, instead of like it used to be. Forget about a year ago, just go back five years when the second weekend of qualifying you guys (media) forgot what you were writing about because there wasn't anything to write about. There were only two or three cars out there running to fill the last spots, even back then."

Joe Gosek passed his refresher test at 4:54 p.m. in the #10T normally driven by Mike Groff. Gosek took his test in Groff's car because the #29 Liberty Special G Force/Aurora/Firestone in which he will attempt to qualify wasn't ready for track time. The refresher test is comprised of 10 laps between 200-205 mph and another 10 laps at 205 mph or faster.

JOE GOSEK: (Before passing test): "Yeah, I've got butterflies. If you don't, you're not right." (After passing test): "The car was very comfortable. There was a lot left in it. I just tried to get my focus down so I could use it all in our car." (About Liberty car): "We've got to get the car out and get confidence in it. If we can get 50 laps or so, we should be in good shape. I've got to thank Jonathan Byrd ... to allow me to use their car was an honor."

JONATHAN BYRD (Car owner, #10 Groff): "Mike Deer, who owns Joe's car, is a good friend. He's a good friend to all of racing, and they're in a little bit of a tight spot. He's helped our team in the past. It was a chance to return the favor. The IRL was wanting everyone to finish their tests today. Since their car is identical to ours and because of our friendship, we graciously agreed to this. We don't even have a wall between our garages (The teams are located next to each other in Gasoline Alley.) I'm glad to help Mike and Joe out. Joe did a great job."

MIKE DEER (Car owner, #29 Gosek): "I can't thank the Jonathan Byrd-Cunningham team enough. It is in the true spirit of Indianapolis. That's what it's all about."

The Victory Gala for Villages' Kids takes place from 6:30-9:30 p.m. this Sunday at Sullivan's Steakhouse in Indianapolis. Tickets are \$50 per person, and proceeds benefit the Villages, a non-profit child welfare agency based in Indiana. Call 273-7575 for more information.

The "500 Rock-N-Roll Benefit Concert" presented by KECO Motorsports takes place at 6:15 p.m. Monday at BW-3, 8440 Castleton Corner Drive in the Castleton area of Indianapolis. Musical guests include Larry Crane, Dave & Rae, and the Speed Tones, featuring Pep Boys Indy Racing League driver Robbie Groff. An autograph session with Pep Boys IRL drivers and a charity auction are scheduled. Admission is \$2, and all proceeds benefit the Indiana Children's Wish Fund.

At 5:33 p.m., #7 Jimmy Kite did a half-spin entering Turn 4 and backed into the outside retaining wall. The car slid down the front straightaway, coming to rest near the pit entrance. Kite was evaluated and released without injury, said Dr. Henry Bock, Speedway medical director.

JIMMY KITE: "I heard the guys on the radio, and they screamed, 'Yellow, yellow, yellow.' I was just in a bad place entering (Turn) 4, and I don't know if it was a bad line or the motor let go or what. And then before I knew it, the back end came around. I'm OK. I just should have caught it. I'm going back to the garage to check on it."

#18 Jack Hewitt passed the fourth and final phase of the Rookie Orientation Program at 11:30 a.m. He became the 10th rookie to pass the ROP this year at the Speedway.

DAY 5 -- THURSDAY, MAY 14, 1998 (cont.):

JACK HEWITT: "Tomorrow we're going to take it tiny bit by tiny bit, trim out the car and move up to where I'm supposed to be." (Are you and the car one?): "Not as comfortable as my helmet, but my confidence is building up."

#1 Tony Stewart recorded the day's top speed of 223.430 mph at 5:58 p.m. Stewart has recorded the fastest speed on three of the five days of practice so far.

POST-PRACTICE QUOTES

TONY STEWART: "Foyt's going to have to work harder if he wants the top spot."

LARRY CURRY (Team Menard manager): "I think we were happy today because we got Tony's backup car toward the front. It's always fun to go fast. I think we got a little help from Salazar, but we'll take it. Just when you think you've got this figured out ... you know Foyt will have his cars toward the top, and then comes Greg Ray out of nowhere. This is going to be a very interesting qualifying day on Saturday."

GREG RAY: "We haven't changed the car since we've been back, other than the engine. The car always has been good. With what we experienced at 4:30 p.m., I felt confident that we could have run a 225. Our whole goal here is if we can start in the first three rows. In the race, if we can run 425 miles and stay with the leaders, then we can go see who's who."

JOHN PAUL JR.: (Are you happy to be back on track?): "Yeah, it was good to get on track. I had some nerves initially. I had to get my brain in gear and not think about the walls. I haven't been here since I wrecked, and they (team) haven't been back since their wreck. It's important that you're consistent here, so I didn't want to rush things."

KENNY BRACK: "We're trying for balance. We had not run in happy hour, so we wanted to go out in happy hour and see what it would do." (Working on race or qualifying setup?): "It's the lucky number of the draw. It's difficult to predict. If a car is good for qualifying, it will be good for the race with some adjustments. I have A.J. Foyt – he's the best in the business."

HIDESHI MATSUDA: "We were fluid-checking the car, so I stayed up in the warmup lane a lot." (Comparing the old, turbocharged IRL cars with the new, normally aspirated IRL cars): "The engine has big torque. At 7,000 (rpm), the car jumps. I'm trying to bring it up slow to get used to the torque. When I let off, I call it nose-diving. The car slow down real fast when you left off."

J.J. YELEY: "We've been running really well. We made some adjustments to the chassis before we started out today. That made a big difference from Tuesday. We were running in the 219's today. I think with a couple more adjustments we can pick up another mile per hour or so easily. We went ahead and took the engine out, so it was a short-lived day."

DAVEY HAMILTON: "It is an incredibly hot day, and we just turned our best time yet. I am much more confident with the setup of the car. We have a lot more to gain."

BILLY BOAT: "We changed the setup on the Conseco car, and it made the car loose. So we changed it back. We were set to go out and see how it felt when Jimmy

DAY 5 -- THURSDAY, MAY 14, 1998 (cont.):

Kite crashed. After that, A.J. decided to put the cars back in the garage because it doesn't pay anything to be quick today. We know we have a good setup and can run as fast as anybody."

RAUL BOESEL : "We went out in the spare car and didn't do so well. We're going to try a major change tomorrow, and I really hope it will solve the problems we've been having. Time is running out, so it will be key that we find a program that works.

Hideshi Matsuda was named as the driver of the #54 Dallara/Infiniti/Firestone fielded by Beck Motorsports. Matsuda, who last drove at Indy in 1996, does not need to take a refresher test because he competed in a CART event last month at Twin Ring Motegi, an oval in Japan, said Brian Barnhart, Pep Boys IRL director of racing operations.

The third annual Women's Golf Tourney to benefit the USAC Benevolent Foundation takes place this Tuesday at Eagle Creek Golf Course in Indianapolis. The shotgun-start tournament for 72 players starts at 8 a.m. Turbines Inc. and Vista Visor sponsor the tournament. The USAC Benevolent Foundation, formed in the 1950s, helps and supports racers and their families during short- or long-term illnesses.

For information, call tournament chair Wanda Devin at 273-9558 or foundation executive secretary Bill Marvel at 873-5684.

Forty-six cars were on the track today, running 1,024 laps. Cars on track today: #1 and #1T Stewart, #3 and #3T Buhl, #4 Goodyear, #5T Luyendyk, #6 Hamilton, #7 and #7T Kite, #8T Sharp, #10 Groff, #10T Groff/Gosek, #11 Boat, #12 Calkins, #14 Brack, #15 and #15T Salazar, #16 Greco, #17 Michner, #18 Hewitt, #20 Carlson, #21 Guerrero, #23 Durant, #27 Bourbonnais, #28T Dismore, #30T Boesel, #33 and #33T Roe, #35 Ward, #40T Miller/Yeley, #43 Goodyear, #44 Yeley, #51 and #51T Cheever, #52 R. Unser, #53 Guthrie, #54 Matsuda, #55 Knapp, #66 Harrington, #81 Paul, #90 St. James, #91 and #91T Lazier, #97 Ray, #98 Beechler, #99 Schmidt.

There were 13 yellow flags for 1 hour, 50 minutes. A total of 65 cars are now at the Speedway. All 65 cars have passed initial technical inspection, with none in the process. Forty-two drivers have been on the track to date. No drivers took physicals today, keeping the total at 47, said Dr. Henry Bock, Speedway medical director.

At 11:05 a.m., the temperature was 79 degrees with calm conditions. At 6:03 p.m., the temperature was 83 degrees with southeast winds at 6 mph. Track temperatures, according to Firestone engineers: 1:45 p.m. - 138 degrees; 2:30 p.m. - 140 degrees (hottest of day); 4 p.m. - 133 degrees; 4:54 p.m. - 120 degrees.

The track is open from 11 a.m.-6 p.m. Friday for practice. Gates open at 9 a.m.

DAY 5 -- THURSDAY, MAY 14, 1998 (cont.):

TOP 10 DRIVERS OF THE DAY

1	1	Tony Stewart	Glidden-Menards Special	223.430
2	14	Kenny Brack	A.J. Foyt Power Team Racing	223.264
3	97	Greg Ray	TKM-Genoa Racing	222.717
4	15	Eliseo Salazar	Reebok R&S MK V	221.637
5	1T	Tony Stewart	Glidden-Menards Special	221.571
6	8T	Scott Sharp	Delphi Automotive Systems	220.577
7	3	Robbie Buhl	Johns Manville-Menards Special	220.399
8	16	Marco Greco	Int. Sports Ltd. Phoenix Racing	220.189
9	91T	Buddy Lazier	Delta Faucet/Coors Light/Hemelgarn	219.587
10	51	Eddie Cheever Jr.	Rachel's Potato Chips	219.282

STEWART RETURNS WITH VENGEANCE AT INDY PRACTICE

INDIANAPOLIS, May 14, 1998 – Tony Stewart returned from a one-day break and led practice for the 82nd Indianapolis 500 with a speed of 223.430 mph, recorded with just two minutes remaining in practice.

Stewart led practice for the third time in five days since the track opened Sunday. He edged Kenny Brack, who was No. 2 at 223.264 in the Power Team Racing Dallara/Aurora/Goodyear owned by four-time Indy 500 winner A.J. Foyt on a steamy day where track surface temperatures reached 140 degrees.

“Foyt’s going to have to work harder if he wants the top spot,” said Stewart, defending Pep Boys Indy Racing League champion.

Stewart didn’t practice Wednesday as his team worked on the engines in his Glidden-Menards Special Dallara/Aurora/Firestone.

Pole Day is Saturday and Bump Day Sunday in the new, shortened qualifying format. The Indianapolis 500 is May 24.

Greg Ray continued to show impressive speed despite his team’s small budget, as he was third fastest at 222.717 in the TKM/Genoa Racing Dallara/Aurora/Firestone.

Rookie Jimmy Kite was unhurt when his Royal Purple Synthetic-Synerlec-Scandia Dallara/Aurora/Goodyear did a half-spin entering Turn 4 and backed into the outside retaining wall. He was evaluated and released by Dr. Henry Bock, Speedway medical director.

Veteran Joe Gosek passed his refresher test in a car that he borrowed from fellow veteran Mike Groff, and USAC standout Jack Hewitt completed the final phase of the Rookie Orientation Program. Both now are eligible to participate in qualifying and the race.

Four-time Indianapolis 500 winner Al Unser Sr. was honored as part of the Speedway’s Parade of Champions. He drove two ceremonial laps in the Cummins Holset Turbo that he guided to victory in 1987, his last victory. 1983 Indy 500 winner Tom Sneva will be honored Friday, the last day of the celebration of past champions.

Practice continues at 11 a.m. Friday.

DAY 6 -- FRIDAY, MAY 15, 1998

Entry list update: Hideshi Matsuda is driving the #54 Beck Motorsports Dallara/Infiniti/Firestone.

Clarian Health was named as the official health care provider of Indianapolis Motor Speedway, Clarian and Speedway officials announced today during a press conference in the Trackside Conference Center.

As part of the agreement, the infield medical center at the Speedway will be known as the Clarian Emergency Medical Center.

Methodist Hospital, a part of Clarian Health, has been the official hospital for the Indianapolis 500 since 1910 when the first motorized ambulance sped injured drivers and spectators to Methodist. The affiliation grew in 1970, when Life Line helicopter began to play an integral part in the medical care of injured drivers and fans.

The Indianapolis Motor Speedway and Clarian also will work together in these areas: the Clarian Public Safety Team, the Clarian/IRL Child Care Center, Clarian First Aid Stations and a helmet raffle to benefit the Riley Hospital for Children in Indianapolis.

Clarian Health Partners, Inc., formed in January 1997, is a private, non-profit organization that includes Methodist Hospital, Indiana University Hospital and Riley Hospital for Children.

At 11:22 a.m., #11 Billy Boat hit the outside retaining wall with the right side of his car while exiting Turn 3, slid across the short chute and hit the outside retaining wall again with the right side of the car in Turn 4. The car stopped in the infield grass beneath Turn 4. There was heavy damage to the right side of the car. Boat was evaluated at Clarian Emergency Medical Center, released without injury and cleared to drive by Dr. Henry Bock, Speedway medical director. Boat returned to the track in the #11T Conesco A.J. Foyt Racing Dallara/Aurora/Goodyear at 12:47 p.m.

BILLY BOAT: "It just didn't turn. I was going down into Turn 3 like every other lap, and the car just went straight. That's the thing about being with a well-prepared team like Conesco A.J. Foyt Racing. At least when you have a problem like this, you can come back right away and pick up where you left off."

At 11:56 a.m., #18 Jack Hewitt drove low in Turn 2 and did two half-spins, making no contact with the outside retaining wall before stopping in the back straightaway. At 3 p.m., Hewitt took a lap around the track in the Chevrolet Corvette Pace Car with Pep Boys IRL Driver Coach and Consultant Al Unser, getting tips on the best line to drive.

Joe Gosek took his first laps in the #29 Liberty Special G Force/Aurora/Firestone at 11:46 a.m. today. It's the third car that he has driven this week, all with different owners. He practiced earlier this week in the #20 Immke Auto Group Dallara/Aurora/Goodyear normally driven by Tyce Carlson, and he passed his refresher test Thursday afternoon in the #10T normally driven by Mike Groff.

The Liberty Special is carrying a special decal honoring late racing photographer Garry A. Hoffman. The decal reads, "In memory of Garry A. Hoffman, Frito Lay employee."

Hoffman worked as a potato-chip delivery man and was shot during a robbery at a convenience store on Jan. 3. He died one month later. Hoffmann was the official photographer at Indianapolis Raceway Park and took many pictures at Indianapolis Motor Speedway. He was an ardent A.J. Foyt fan, and his family ordered a special tombstone for his gravesite in Washington Park East in Indianapolis with a color etching of the #14 car that Foyt drove to victory in the 1977

DAY 6 -- FRIDAY, MAY 15, 1998 (cont.):

Indianapolis 500.

SHARON HENSELMEIER (Garry Hoffman's sister): "It's really neat because Garry never got to drive a race car. But now he'll be on one, looking down smiling, hopefully."

Longtime STP public relations representative Harvey Duck is spending his last year at Indianapolis Motor Speedway in that role. Duck is handing over the reins to Joy Pinto. Duck has been at the Speedway during the month of May since 1969. He covered the Indianapolis 500 for the *Chicago Daily News* from 1969-78 and has represented STP since 1979.

The Indianapolis Motor Speedway Safety Department was forced to close the gates to all public infield parking at 12:15 p.m. due to the large crowd. Only credentialed vehicles were allowed to park inside the track after 12:15 p.m. The gates remained open to pedestrian traffic throughout the day.

Two-time Indianapolis 500 champion Al Unser Jr. visited the Speedway today, walking the pits and the garage area with his father, four-time winner Al Unser Sr. At one point, fans in the Tower Terrace grandstands yelled "Come on back" to Unser Jr. as he walked the pits.

1983 Indianapolis 500 winner Tom Sneva was honored today as part of the Indianapolis Motor Speedway's Parade of Champions. Sneva drove two ceremonial laps of the track in the Texaco Star car that he guided to victory.

TOM SNEVA: (About motorsports safety): "Safety has come a long way. There's no question about that, and I'm happy to see that." (About CART and the Pep Boys IRL): "I would like to see them together all the time, and if we were only going to do it (reunite) once, this would be the place." (About rising speeds): "It's tough to keep them down." (About why the Indy 500 is so special): "It's hard to explain why. There's some electricity in the air when they come around to start this race."

#24 Danny Drinan returned to the track for the first time since he crashed Tuesday.

DANNY DRINAN: "We never even got up to speed. We ran 1½ laps at 150 mph, stayed out of the way. We picked up a huge vibration and pulled it in." (About qualifying): "Well, I'm not feeling too good about it. We only have two hours in the morning to get the car up to speed, but we'll do the best we can."

POST-PRACTICE QUOTES

TONY STEWART: (What about your pole prediction of 228 mph?) "I was just being stupid, pretty much. We can sit here and guess all day. Whatever the pole speed is going to be, it's going to be." (Is there more pressure with just two days of qualifying?) "Pole Day is still Pole Day." (How will you handle a bad qualifying draw?) "Put it this way – (team manager) Larry Curry knows what he's doing. When he says it's time to go, I'll get in the car and go."

SCOTT GOODYEAR: "We came out this afternoon after an engine change, ran a few laps, and the car felt good. Unfortunately, we developed a water leak, and there wasn't adequate time to repair it and go through tech before 6 p.m. We are still in search for some speed. We are the fastest G Force out there, but that's small comfort since the top 10 were all in Dallaras today. We don't have a front-row car right now, but we have a good race car. That's comforting." (About the weather

DAY 6 -- FRIDAY, MAY 15, 1998 (cont.):

Saturday): "It really doesn't matter what the weather does tomorrow. You don't worry about something you can't control. It's wasted energy. For tonight, I'm going to go home and celebrate my daughter's first birthday. That will definitely be the bright spot of my day."

JIMMY KITE (Estimate your qualifying speed): "That's going to be hard. Whether it's going to be 218 or 220, we'll find out tomorrow." (Talk about the safer gearbox in regard to your accident Thursday): "This is probably the hardest I've hit the wall, but it was the easiest impact I've ever had. I have to thank the IRL with the changes they're making. These things (gearboxes) are very safe."

ARIE LUYENDYK (Thoughts about qualifying): "It depends upon the temperature. We're having some problems." (Is the car having trouble?): "The car is fine." (About the shortened schedule): "If you get into a situation when things aren't going right ... then you say to yourself, 'I wish I had another week.'" (How will rain and cooler weather affect qualifying?): "If it cools and the wind doesn't blow, then that will be good for me. My car doesn't seem to like the heat or the wind that much. It seems to me the Dallaras like everything."

BILLY BOAT: "This isn't the way I would have planned the day before qualifying, to crash the car in the morning, but I think by now we have to be fairly satisfied with the performance of the Conseco car. The car feels the best it has all week, and I have my confidence and rhythm back." (About weather Saturday): "I think the ideal weather conditions for our team tomorrow will be a hot day with no wind. It's not the temperature that affects the car as much as it seems the wind does."

ROBBIE BUHL: "We had some gearbox problems at the end of the day that prevented us from making another run. We'll get it sorted though." (About weather): "We'll just have to see what things are like tomorrow in terms of conditions."

KENNY BRACK: (About the chances of the track changing because of possible rain Friday night): "Well, we ran when it was a little bit green, and we didn't change too much, so we'll probably run the same. I think we have a shot (at the pole). The car is definitely up to it, and I'm up to it." (About winning the pole): "The one guy who has the best (air and track) condition at the time will get the pole."

GREG RAY: (Did you work on your qualifying setup today?): "No. We made a couple more changes, but we just wanted to scrub some tires. We wanted to see what the wind did to the car. My car was fantastic in the wind." (Do you feel pressure with the poor weather forecast?): "No. But it puts a little more pressure on my crew chief." (Are you surprised about the support you've received since you lost your sponsor?): "I'm very surprised at how much the media has opened their arms to us and helped us out. I'm surprised at all of the business cards I've received and the \$20 bills."

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
- 10 a.m. -- Opening ceremonies
- 11 a.m.-6 p.m. -- Qualifications

DAY 6 -- FRIDAY, MAY 15, 1998 (cont.):

Brief explanation of qualifying procedures:

1. Qualifying draw for positions in the initial qualifying line will take place at 6:15 p.m. today at the Tower Terrace.
2. The fastest 33 qualifiers start the race, regardless of when or what day they qualify.
3. The pole position is decided by the fastest qualifier on the first day, or the fastest qualifier after one trip through the original qualifying line, whichever comes LAST.
4. Each car can make three qualification attempts. When a car completes a four-lap, 10-mile qualification attempt, its speed becomes official. The car may not requalify. The driver, if the car is bumped, may qualify in another car.
5. When the field is full at 33 cars, the slowest, regardless of its position in the provisional lineup, is always "on the bubble" and may be bumped by a faster qualifier.

QUALIFYING AWARDS

The PPG Pole Award of \$100,000, and a \$27,000 Chevrolet Camaro convertible and \$12,000 Harley-Davidson XL 1200 head the list of qualifying awards for the 1998 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
- Ameritech "Youngest Starting Driver" Award -- \$7,500
- 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

Fifty-three cars were on the track today, running 1,633 laps. Cars on track today: #1 and #1T Stewart, #3 Buhl, #4 Goodyear, #5T Luyendyk, #6T Hamilton, #7T Kite, #8T Sharp, #10 Groff, #10T Groff/Gosek, #11 and #11T Boat, #12 Calkins, #14 and #14T Brack, #15 Salazar, #16 Greco, #17 Michner, #18 Hewitt, #19 and #19T Wattles, #20 Carlson, #21 Guerrero, #23 and #23T Durant, #24 Drinan, #27 Bourbonnais, #28T Dismore, #29 Gosek, #30 and #30T Boesel, #33 and #33T Roe, #35T Ward, #40 Miller/Yeley, #40T Yeley, #43 Goodyear, #44 Yeley, #51 and #51T Cheever, #52 R. Unser, #53 Guthrie, #54 Matsuda, #55 Knapp, #66 Harrington, #77 Gregoire, #81 Paul, #90 St. James, #91 Lazier, #91T J. Unser, #97 Ray, #98 Beechler, #99 Schmidt.

There were 13 yellow flags for 2 hours. A total of 66 cars are now at the Speedway. Sixty-five cars have passed initial technical inspection, with one in the process. Forty-two drivers have been on the track to date. No drivers took physicals today, keeping the total at 47, said Dr. Henry Bock, Speedway medical director.

At 11:04 a.m., the temperature was 80 degrees with south winds at 12 mph. At 6:01 p.m., the temperature was 81 degrees with south winds at 16 mph. Track temperatures, according to Firestone engineers: 11:08 p.m. - 115 degrees; 4:09 p.m. - 111 degrees; 5:30 p.m. - 103 degrees. The maximum track temperature today was 120 degrees, according to Firestone engineers.

DAY 6 -- FRIDAY, MAY 15, 1998 (cont.):

TOP 10 DRIVERS OF THE DAY

1	1	Tony Stewart	Glidden-Menards Special	223.797
2	14	Kenny Brack	A.J. Foyt Power Team Racing	223.464
3	11T	Billy Boat	Conseco A.J. Foyt Racing	221.691
4	14T	Kenny Brack	A.J. Foyt Power Team Racing	220.783
5	97	Greg Ray	TKM-Genoa Racing	220.626
6	8T	Scott Sharp	Delphi Automotive Systems	220.610
7	5T	Arie Luyendyk	Sprint PCS-Radio Shack-Qualcomm	219.925
8	28T	Mark Dismore	Kelley Automotive	219.909
9	1T	Tony Stewart	Glidden-Menards Special	219.694
10	3	Robbie Buhl	Johns Manville-Menards Special	219.673

STEWART PREPARES FOR RUN AT POLE BY LEADING PRACTICE

INDIANAPOLIS, May 15, 1998 – Tony Stewart secured his position as the favorite for the pole for the 82nd Indianapolis 500 by leading practice with a speed of 223.797 mph, the fastest speed ever at the Indianapolis Motor Speedway in a new-formula Pep Boys IRL car.

Pole qualifying starts at 11 a.m. (CDT) Saturday. Pep Boys Indy Racing League points leader Stewart has led four of the last six days of practice in his Glidden-Menards Special Dallara/Aurora/Firestone, including the last two. He has shown remarkable consistency, as his leading times the four days have ranged from 223.430 to 223.797.

“We can sit here and guess all day,” Stewart said when asked to predict the pole speed. “Whatever the pole speed is going to be, it’s going to be.”

Stewart had recorded the previous fastest lap by a new-formula IRL car, 223.703 mph, during practice Monday. New-formula IRL cars are powered by normally aspirated engines.

Arie Luyendyk recorded the fastest official lap ever at the Speedway, 239.260 mph, during practice May 10, 1996. IRL cars used turbocharged engines that year. The league switched to the new formula in January 1997.

A.J. Foyt’s drivers, Kenny Brack and Billy Boat, continued to pressure Stewart on Friday. Brack was second fastest at 223.797 mph in the Power Team Racing Dallara/Aurora/Goodyear, and Boat was third at 221.691 in his backup Conseco Racing Dallara/Aurora/Goodyear.

Boat was forced to use his backup car when he crashed his primary car just 22 minutes into the practice session. Boat was unhurt after he hit the outside retaining wall with the right side of his car while exiting Turn 3, slid through the short chute and hit the outside wall again with the right side of the car in Turn 4.

1983 Indianapolis 500 winner Tom Sneva was honored as part of the Speedway’s Parade of Champions. He drove two ceremonial laps in the Texaco Star that he guided to victory.

The 82nd Indianapolis 500 is May 24.

DAY 7 -- SATURDAY, MAY 16, 1998 - POLE DAY

Entry list update: The #91T is now the #9 Hemelgarn Racing Dallara/
Aurora/Goodyear driven by Johnny Unser.

Practice:

8:16 a.m. -- #3 Robbie Buhl turned a lap of 220.881 mph, fastest of the day.

8:21 a.m. -- #8 Scott Sharp turned a lap of 221.282, fastest of the day.

8:47 a.m. -- #11T Billy Boat turned a lap of 223.836, fastest of the event and the
fastest in history by a new-formula Pep Boys Indy Racing League car at
Indianapolis Motor Speedway.

9:00 a.m. -- Temperature was 69 degrees with west winds at 13 mph.

9:30 a.m. -- #1 Tony Stewart turned a lap of 222.442, second fastest of the day.

9:39 a.m. -- #23T Paul Durant did a half-spin while exiting Turn 1 and hit the outside
retaining wall with the left side of his car. The car slid backward along
the wall and stopped at the beginning of Turn 2. Durant was evaluated
at Clarian Emergency Medical Center, released without injury and
cleared to drive, said Dr. Henry Bock, Speedway medical director.

PAUL DURANT: "I'm fine, although I banged my elbow a little. The car had a push,
and we were trying to get rid of it. I just gave her a little extra, and around she went. I
don't think there's a possibility of getting the car fixed by 6 p.m. tomorrow."

At 10:42 a.m., four-time Indianapolis 500 winner A.J. Foyt took ceremonial laps in
the #1 Bowes Seal Fast car that he drove to victory in 1961, his first Indy victory.

At 11 a.m., the temperature was 72 degrees with northwest winds at 14 mph. Tire
temperature at 11 a.m. was 115 degrees, according to Firestone engineers.

11 a.m.	#18	JACK HEWITT/Troy, Ohio Parker Machinery - G/A/G	
	QA - 1	1 - 41.873 - 214.936 2 - 41.859 - 215.008 3 - 41.829 - 215.162 4 - waved off	UA - 1
11:05 a.m.	#51	EDDIE CHEEVER JR./Tampa, Fla. Rachel's Potato Chips - D/A/G	
	QA - 2	1 - 41.718 - 215.734 2 - 41.786 - 215.383 3 - waved off	UA - 1
11:09 a.m.	#81	JOHN PAUL JR./W. Palm Beach, Fla. Team Pelfrey - D/A/F	
	QA - 3	1 - 41.346 - 217.675 2 - 41.473 - 217.009 3 - 41.506 - 216.836 <u>4 - 41.306 - 217.886</u> T 2:45.631 - 217.351	Q - 1

DAY 7 -- SATURDAY, MAY 16, 1998 - POLE DAY (cont.):

11:16 a.m.	#99	SAM SCHMIDT/Las Vegas Best Western Gold Crown Racing Special - D/A/F	
	QA - 4	1 - 40.992 - 219.555 2 - 40.929 - 219.893 3 - 40.817 - 220.496 <u>4 - 40.912 - 219.984</u> T 2:43.650 - 219.982	Q - 2
11:22 a.m.	#3	ROBBIE BUHL/Indianapolis Johns Manville/Menards Special - D/A/F	
	QA - 5	1 - 40.914 - 219.974 2 - 40.943 - 219.818 3 - 40.796 - 220.610 <u>4 - 40.808 - 220.545</u> T 2:43.461 - 220.236	Q - 3
11:28 a.m.	#1	TONY STEWART/Indianapolis Glidden/Menards Special - D/A/F	
	QA - 6	1 - 40.711 -- 221.070 2 - 40.697 - 221.147 3 - 40.922 - 219.931 <u>4 - 41.020 - 219.405</u> T 2:43.350 - 220.386	Q - 4
11:33 a.m.	#55	STEVE KNAPP/Salem, Wis. ISM Racing - G/A/G	
	QA - 7	1 - 41.562 - 216.544 2 - 41.537 - 216.674 3 - 41.566 - 216.523 <u>4 - 41.659 - 216.040</u> T 2:46.324 - 216.445	Q - 5
11:39 a.m.	#98	DONNIE BEECHLER/Springfield, Ill. Cahill Auto Racing - G/A/F	
	QA - 8	1 - 41.670 - 215.983 2 - 41.590 - 216.398 3 - 41.557 - 216.570 <u>4 - 41.575 - 216.476</u> T 2:46.392 - 216.357	Q - 6

DAY 7 -- SATURDAY, MAY 16, 1998 - POLE DAY (cont.):

11:44 a.m. #33T	BILLY ROE/Gilbert, Ariz. Royal Purple/ProLink/Scandia - D/A/G	
QA - 9	1 – 41.689 – 215.884 2 – 41.761 – 215.512 3 – 41.687 – 215.895 <u>4 – 41.699 – 215.833</u> T 2:46.836 – 215.781	Q - 7
11:49 a.m. #8	SCOTT SHARP/E. Norwalk, Conn. Delphi Automotive Systems - D/A/G	
QA - 10	1 – 41.239 – 218.240 2 – waved off	UA - 1
11:54 a.m. #28T	MARK DISMORE/Greenfield, Ind. Kelley Automotive - D/A/G	
QA - 11	1 – 41.007 – 219.475 2 – 41.304 – 217.897 3 – 41.333 – 217.744 <u>4 – 41.421 – 217.281</u> T 2:45.065 – 218.096	Q - 8
11:59 a.m. #14	KENNY BRACK/Karlstad, Sweden AJ Foyt PowerTeam Racing - D/A/G	
QA - 12	1 – 40.552 – 221.937 2 – 40.664 – 221.326 3 – 40.749 – 220.864 <u>4 – 40.944 – 219.812</u> T 2:42.909 – 220.982	Q - 9

AL UNSER (Pep Boys IRL driver coach and consultant): (About drop in speeds during qualifying compared to morning practice): "In the morning, there were more cars running, and they get the wind blowing. Now the track is hotter, and they've got to make their own wind. I thought 222 (would earn the pole)."

#81 John Paul Jr. was the last driver to get a ride for the race this year, but he was the first to qualify. Paul replaced Danny Ongais as driver of the Team Pelfrey car on Thursday. Ongais crashed Sunday and was not cleared to drive in this race.

Al Unser Jr. stood in front of the car of his cousin, #52 Robby Unser, giving Robby a thumbs-up just before he left the pits to start his first qualifying attempt.

DAY 7 -- SATURDAY, MAY 16, 1998 - POLE DAY (cont.):

12:05 p.m. #52 ROBBY UNSER/Santa Fe, N.M.
Team Cheever - D/A/G

QA - 13	1 - 41.551 - 216.601	Q - 10
	2 - 41.478 - 216.982	
	3 - 41.513 - 216.800	
	<u>4 - 41.714 - 215.755</u>	
	T 2:46.256 - 216.534	

#52 Robby Unser became the sixth member of the Unser family to qualify for the Indianapolis 500. The others: Jerry Unser, Bobby Unser, Al Unser, Al Unser Jr. and Johnny Unser. He is the third son of an Unser who participated in this race to qualify. Robby Unser qualified 67.113 mph faster than his father, Bobby Unser, did in his rookie year in 1963. In 1983, Al Unser Jr. qualified 47.706 mph faster than his father, Al Unser, did in his rookie year in 1965. In 1996, Johnny Unser qualified 83.360 mph faster than his father, the late Jerry Unser, did in his rookie year in 1958. Johnny Unser is fastest of all rookie Unseres at 226.115.

12:11 p.m. #7T JIMMY KITE/Stockbridge, Ga.
Royal Purple Synthetic/"Synerlec"/Scandia - D/A/G

QA - 14	1 - hit Turn 1 wall, unable to finish run	UA - 1
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At 12:13 p.m., #7T Jimmy Kite hit the outside retaining wall in Turn 1 with the right side of his car while on the first lap of his initial qualifying attempt. The car slid sideways after impact, continued to slide down the short chute and hit the inside guardrail. Kite was evaluated and released without injury from the Clarian Emergency Medical Center and cleared to drive, said Dr. Henry Bock, Speedway medical director.

12:27 p.m. #4 SCOTT GOODYEAR/Carmel, Ind.
Pennzoil Panther G Force - G/A/G

QA - 15	1 - 41.285 - 217.997	Q - 11
	2 - 41.200 - 218.447	
	3 - 41.172 - 218.595	
	<u>4 - 41.211 - 218.388</u>	
	T 2:44.868 - 218.357	

12:31 p.m. #40 DR. JACK MILLER/Carmel, Ind.
Crest Racing - D/I/F

QA - 16	1 - 41.921 - 214.690	UA - 1
	2 - 41.532 - 216.700	
	3 - 41.748 - 215.579	
	4 - waved off	

DAY 7 -- SATURDAY, MAY 16, 1998 - POLE DAY (cont.):

12:36 p.m. #6 DAVEY HAMILTON/Las Vegas
Nienhouse Motorsports G Force Aurora - G/A/G

QA - 17 1 - 40.904 - 220.027 Q - 12
2 - 40.840 - 220.372
3 - 40.986 - 219.587
4 - 41.094 - 219.010
T 2:43.824 - 219.748

12:41 p.m. #17 ANDY MICHNER/Ann Arbor, Mich.
Konica/Syan Racing/Dallara - D/A/G

QA - 18 1 - 41.561 - 216.549 UA - 1
2 - 41.786 - 215.383
3 - waved off

12:47 p.m. #11T BILLY BOAT/Phoenix
Conseco A.J. Foyt Racing - D/A/G

QA - 19 1 - 40.076 - 224.573 Q - 13
2 - 40.228 - 223.725
3 - 40.246 - 223.625
4 - 40.522 - 222.102
T 2:41.072 - 223.503

#16 Marco Greco pulled off the track before taking the green to start his first qualifying attempt.

12:57 p.m. #15 ELISEO SALAZAR/Santiago, Chile
Reebok R&S MK V - R/A/G

QA - 20 1 - hit wall in Turn 1, unable to finish run UA - 1

At 12:58 p.m., #15 Eliseo Salazar drove below the white line in Turn 1 on the first lap of his initial qualifying attempt, did a three-quarter spin and hit the outside retaining wall with the front left wheel and nose cone of the car, causing the entire left side of the car to also hit the wall. The car slid off the wall, doing a half-spin across the short chute before stopping on the warmup lane beneath the short chute. Salazar suffered a bruised left shoulder and was transported to Methodist Hospital for precautionary X-rays, said Dr. Henry Bock, Speedway medical director.

1:11 p.m. #21 ROBERTO GUERRERO/San Juan Capistrano, Calif.
Pagan Racing Dallara-Oldsmobile - D/A/G

QA - 21 1 - 41.637 - 216.154 UA - 1
2 - 41.508 - 216.826
3 - 41.690 - 215.879
4 - waved off

DAY 7 -- SATURDAY, MAY 16, 1998 - POLE DAY (cont.):

1:16 p.m.	#12	BUZZ CALKINS/Denver International Star Registry/Bradley Food Marts - G/A/G	
	QA - 22	1 - 41.495 - 216.894 2 - 41.430 - 217.234 3 - 41.455 - 217.103 <u>4 - 41.368 - 217.559</u> T 2:45.748 - 217.197	Q - 14
1:21 p.m.	#91	BUDDY LAZIER/Vail, Colo. Delta Faucet/Coors Light/Hemelgarn Racing - D/A/G	
	QA - 23	1 - 41.224 - 218.319 2 - 41.184 - 218.531 3 - 41.243 - 218.219 <u>4 - 41.269 - 218.081</u> T 2:44.920 - 218.288	Q - 15
1:28 p.m.	#44	J.J. YELEY/Phoenix One Call Communications Quaker State Menards SRS - D/A/F	
	QA - 24	1 - 41.326 - 217.781 2 - 41.272 - 218.066 3 - 41.186 - 218.521 <u>4 - 41.320 - 217.812</u> T 2:45.104 - 218.044	Q - 16

LUKE WETHINGTON (Team manager, #7T Kite): "Our plan is to have another car out there late this afternoon for Jimmy. It looks like it will be (teammate) Billy's (Roe) backup. We need to see if we can fit the pedals in there because Jimmy is so much shorter than Billy. We have no idea right now what happened. It looks like the car just got up into the gray and pushed up into the wall.

JEFF BRAUN (Engineer, #7T Kite): "Billy (Roe) had a pretty good push on his qualifying run. We had made some adjustments to Billy's car to prevent that, but we didn't go far enough. So, on Jimmy's car we went to what we thought was far enough. If anything, I was afraid that we had gone too far. When he hit the wall, I was sure that he had spun out and backed into the wall, but that wasn't the case. It actually pushed into the wall. It was very unexpected. Jimmy said on his warmup lap that the car was great. Going into Turn 1 on the green it just wouldn't turn. Something just didn't work. But we had made as big of a setup change that I have ever made going into a qualifying run, and it still pushed into the wall. Kind of a mystery right now."

2:55 p.m. medical update from Dr. Henry Bock, Speedway medical director:
#15 Eliseo Salazar was released from Methodist Hospital and cleared to drive after precautionary X-rays of his left shoulder were negative.

At 3:15 p.m., the track temperature was 135 degrees, according to Firestone engineers. At 3:33 p.m., the temperature was 81 degrees with west winds at 10 mph.

DAY 7 -- SATURDAY, MAY 16, 1998 - POLE DAY (cont.):

3:33 p.m. #9 JOHNNY UNSER/Sun Valley, Idaho
Hemelgarn Racing - D/A/G

QA - 25	1 – 41.459 – 217.082	UA - 1
	2 – 41.447 – 217.145	
	3 – 41.336 – 217.728	
	4 – car shut off in Turn 2	

JOHNNY UNSER (#9 Hemelgarn Racing): "It's a shame. The car just shut off. I hope it's not very bad. If it's a quick fix, I hope we can get right back out there later today. I tell you, your heart sinks when that thing shuts off." (Was there any warning?): "It just sputtered and shut off." (About his car): "The car was great. We know where it is. We know what we need to do and think we can go right back out and do it."

RON HEMELGARN (Car owner, #9 Unser): "We ran out of fuel on the back straight. We're going to put more in this time and then send him back out. This is excitement. You need something to talk about."

At 4:02 p.m., #20 Tyce Carlson hit the outside retaining wall in Turn 1 with the right side of the car during a practice lap. The car slid through the short chute and into the grass beneath the warmup lane and continued to slide along the inside guardrail before stopping in the warmup lane below the middle of Turn 2. Carlson was evaluated and released without injury from the Clarian Emergency Medical Center and cleared to drive, said Dr. Henry Bock, Speedway medical director.

TYCE CARLSON: "It just wouldn't turn."

4:19 p.m. #9 JOHNNY UNSER/Sun Valley, Idaho
Hemelgarn Racing - D/A/G

QA - 26	1 – 41.511 – 216.810	Q - 17
	2 – 41.436 – 217.202	
	3 – 41.710 – 215.776	
	<u>4 – 41.766 – 215.486</u>	
	T 2:46.423 – 216.316	

4:43 p.m. #17 ANDY MICHNER/Ann Arbor, Mich.
Konica/Syan Racing/Dallara - D/A/G

QA - 27	1 – 41.257 – 218.145	Q - 18
	2 – 41.369 – 217.554	
	3 – 41.599 – 216.351	
	<u>4 – 41.733 – 215.657</u>	
	T 2:45.958 – 216.922	

4:50 p.m. #53 JIM GUTHRIE/Albuquerque, N.M.
ISM Racing – G/A/G

QA - 28	1 – 42.149 – 213.528	UA - 1
	2 – 42.086 – 213.848	
	3 – 41.829 – 215.162	
	4 – waved off	

DAY 7 -- SATURDAY, MAY 16, 1998 - POLE DAY (cont.):

4:55 p.m. #8 SCOTT SHARP/E. Norwalk, Conn.
Delphi Automotive Systems - D/A/G

QA - 29 1 - 40.745 - 220.886 Q - 19
2 - 40.890 - 220.103
3 - 41.001 - 219.507
4 - 41.067 - 219.154
T 2:43.703 - 219.910

At 5 p.m., the temperature was 81 degrees with west winds at 10 mph. At 5:03 p.m., the track temperature was 119 degrees, according to Firestone engineers.

5 p.m. #19 STAN WATTLES/Sewall's Point, Fla.
Metro Racing Systems/NCLD - R/A/G

QA - 30 1 - 41.601 - 216.341 UA - 1
2 - 41.543 - 216.643
3 - 41.783 - 215.399
4 - waved off

5:05 p.m. #51 EDDIE CHEEVER JR./Tampa, Fla.
Rachel's Potato Chips - D/A/G

QA - 31 1 - 41.282 - 218.013 Q - 20
2 - 41.317 - 217.828
3 - 41.342 - 217.696
4 - 41.703 - 215.812
T 2:45.644 - 217.334

5:10 p.m. #10 MIKE GROFF/Los Angeles
Jonathan Byrd's VisionAire Bryant Heating & Cooling -
G/A/F

QA - 32 1 - 41.883 - 214.884 UA - 1
2 - 41.472 - 217.014
3 - 41.733 - 215.657
4 - waved off

5:15 p.m. #97 GREG RAY/Plano, Texas
TKM/Genoa Racing - D/A/F

QA - 33 1 - 40.408 - 222.728 Q - 21
2 - 40.748 - 220.870
3 - 40.905 - 220.022
4 - 40.743 - 220.897
T 2:42.804 - 221.125

DAY 7 -- SATURDAY, MAY 16, 1998 - POLE DAY (cont.):

5:20 p.m.	#15T	ELISEO SALAZAR/Santiago, Chile Reebok R&S MK V - R/A/G	
	QA - 34	1 - 41.575 - 216.476 2 - 41.558 - 216.565 3 - 41.737 - 215.636 4 - waved off	UA - 1
5:25 p.m.	#18	JACK HEWITT/Troy, Ohio Parker Machinery - G/A/G	
	QA - 35	1 - 41.507 - 216.831 2 - 41.562 - 216.544 3 - 41.640 - 216.138 <u>4 - 41.611 - 216.289</u> T 2:46.320 - 216.450	Q - 22
5:29 p.m.	#21	ROBERTO GUERRERO/San Juan Capistrano, Calif. Pagan Racing Dallara-Oldsmobile - D/A/G	
	QA - 36	1 - 41.106 - 218.946 2 - 40.979 - 219.625 3 - 41.147 - 218.728 <u>4 - 41.227 - 218.304</u> T 2:44.459 - 218.900	Q - 23
5:35 p.m.	#5T	ARIE LUYENDYK/Scottsdale, Ariz. Sprint PCS/Radio Shack/Qualcomm - G/A/F	
	QA - 37	1 - 41.935 - 214.618 2 - waved off	UA - 1
5:38 p.m.	#77	STEPHAN GREGOIRE/Indianapolis Blue Star/Tokheim/Estridge/Miller-Eads - G/A/G	
	QA - 38	1 - 41.800 - 215.311 2 - 41.715 - 215.750 3 - waved off	UA - 1
5:42 p.m.	#90	LYN ST. JAMES/Daytona Beach, Fla. Lifetime TV for Women Special - G/I/G	
	QA - 39	1 - 41.752 - 215.559 2 - 41.786 - 215.383 3 - 41.902 - 214.787 4 - waved off	UA - 1

DAY 7 -- SATURDAY, MAY 16, 1998 - POLE DAY (cont.):

5:46 p.m. #53 JIM GUTHRIE/Albuquerque, N.M.
ISM Racing – G/A/G

QA - 40	1 – 41.753 – 215.553	Q - 24
	2 – 41.473 – 217.009	
	3 – 41.488 – 216.930	
	<u>4 – 41.488 – 216.930</u>	
	T 2:46.202 – 216.604	

5:51 p.m. #16 MARCO GRECO/Sao Paulo, Brazil
Int. Sports Ltd. Phoenix Racing - G/A/F

QA - 41	1 – 41.462 – 217.066	Q - 25
	2 – 41.272 – 218.066	
	3 – 41.134 – 218.797	
	<u>4 – 41.305 – 217.891</u>	
	T 2:45.173 – 217.953	

Team Scandia will try to repair the #7 Royal Purple Synthetic/Synerlec/Scandia Dallara/Aurora/Goodyear for Jimmy Kite – damaged during a crash Thursday -- in time for a qualifying attempt Sunday. Kite crashed in the #7T at 12:13 p.m. today. He crashed the #7 during practice at 5:33 p.m. Thursday, and the car suffered rear-end damage but no damage to the tub.

The Scandia crew needed about one hour after Kite's crash today to determine that the necessary spare parts were available to fix the #7, team manager Luke Wethington said. The team considered refitting Billy Roe's #33 car to fit Kite but decided to keep it available to Roe in case he is bumped Sunday. Roe qualified today in the #33T.

5:56 p.m. #40 DR. JACK MILLER/Carmel, Ind.
Crest Racing - D/I/F

QA - 42	1 – 41.505 – 216.841	Q - 26
	2 – 41.333 – 217.744	
	3 – 41.242 – 218.224	
	<u>4 – 41.209 – 218.399</u>	
	T 2:45.289 – 217.800	

Pole history notes

◆ An A.J. Foyt-owned car last won the pole for the Indianapolis 500 in 1975, with Foyt taking the top spot at 193.976 mph. It was the last of Foyt's four career poles at Indianapolis. He also took the pole in 1965, 1969 and 1974.

◆ The last time two members of the Unser family qualified for the Indianapolis 500 during the same year was 1993, when Al Unser Jr. started fifth and his father, Al Unser, started 23rd.

◆ Arie Luyendyk became the first defending race winner and defending polesitter to fail to qualify on Opening Day since Al Unser Jr. in 1995. Unser failed to qualify for the race that year.

◆ Billy Boat became the first second-year starter at this event to win the pole since Rick Mears in 1979. Mears went on to win the race that year, the first of his four Indy victories.

DAY 7 – SATURDAY, MAY 16, 1998 - POLE DAY (cont.):

◆ There were 42 qualifying attempts today, a record for opening-day attempts for the Indianapolis 500. The previous record was 38, set May 12, 1984. The record for the most attempts on any day of qualifying is 53, set May 16, 1981, the third qualifying day that year. The qualification line that day included cars still eligible for the pole position that did not get a chance to qualify the first two days of qualifications because of rain interruptions.

◆ This is the first time since qualifications began in 1915 that three second-year drivers filled the front row. This ties an all-time Indianapolis 500 record for the least-experienced front row. In 1935, polesitter Rex Mays was starting his second race. Al Gordon, in the middle of the front row, had two previous starts. Floyd Roberts, starting on the outside of the front row, was a rookie. Note: In 1911-12, starting positions were awarded according to date of entry. In 1913-14, drivers drew for starting positions.

◆ In 1935, the front row of Mays, Gordon and Roberts entered the race with only 122 combined laps of racing experience at the Indianapolis Motor Speedway. Gordon had 69 laps, Mays 53 and Roberts none. This year's front row of Billy Boat, Greg Ray and Kenny Brack will enter the race with 247 combined laps of racing experience at the Brickyard. Boat has 199 laps, Ray 48 and Brack 0.

Billy Boat won 11 consecutive USAC Western States midget races in 1995 wearing the same 'Aladdin' boxer shorts. He wore Mickey Mouse 50th anniversary boxers today and said he hopes to start a new streak.

At 6 p.m., the temperature was 78 degrees with west winds at 12 mph.

Field average for 26 cars: 218.315 mph.

There were 14 yellow flags for 1 hour, 50 minutes. A total of 67 cars are now at the Speedway. Sixty-five cars have passed initial technical inspection, with none in the process. Forty-two drivers have been on the track to date.

Qualifying order for Sunday, May 16:

#30 Boesel
#19 Wattles
#10 Groff
#15T Salazar
#29 Gosek
#54 Matsuda
#40T Miller
#12T Calkins
#5T Luyendyk
#35 Ward
#66 Harrington
#10T Groff
#77 Gregoire
#90 St. James
#24 Drinan
#51T Cheever
#19T Wattles
#27 Bourbonnais

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BUBBLE DAY SCHEDULE

8 a.m. -- Gates open
10-11:15 a.m. -- Open practice
11:16 a.m.-noon -- Armed Forces Day ceremony
Noon-6 p.m. -- Qualifications

POST-QUALIFYING QUOTES

TONY STEWART (#1 Glidden/Menards Special): "We just made some changes to try to free the car up and make it turn. I had a little bit of an understeer in the last practice. (Team manager) Larry (Curry) and I talked and kind of weighed the options and tried to decide if we're doing enough or not enough. Last year, we had an opportunity before we went out to qualify to make a change, and we didn't do it and stayed on the conservative side and qualified second. I told him this year I didn't want to leave anything on the table." (About simulating a four-lap qualifying attempt in the morning practice): "I couldn't even simulate a one-lap run. If you get one clean lap in, we were grateful. It's neat to see this many cars, but it's hard when you need to get clean air. It was hard to get clean laps in practice." (About his disappointment): "Well, what can I do now? There's nothing left for me to do right now but just wait. I wish we could have run at (2)22 like we did this morning. But as warm as it got from the time we practiced this morning until now and knowing how much I had to get off the gas, it was a pretty good lap I think, still."

LARRY CURRY (Team manager, #1 Stewart and #3 Buhl): "This is a huge relief. I'd hate to hear Tom Carnegie saying we had three laps in the book, and he's slowing down. I think we've identified the problem. I'm very confident with Team Menard's engine program. We had problems with our engines. It just came time to make a conscious decision."

ROBBIE BUHL (#3 Johns Manville/Menards Special): "Every lap was on the rev limiter. We lost our qualifying motor yesterday, so we're pretty happy."

SCOTT GOODYEAR (#4 Pennzoil Panther G Force): "We found a consistent racecar today and also the limit for the G Force, which is 218 (mph) or 219. I had a little push on the first lap, but I used the weight jacker in the car to make adjustments. The wind made things really tricky. But we really have a good race day car, right now. The car seems to be good with or without fuel, so that's a really good sign for race day. I studied Rick Mears before I came here in 1990, and he really taught me that you have to be there at the end. You have to work with your crew and work with the setup throughout the race to be ready to race at the end."

DAVEY HAMILTON (#6 Nienhouse Motorsports): "All week we were working on our race setup to get the car competitive. I qualified with a race setup. I like going fast, but going fast when it counts. We have a lot of downforce in the car, and I didn't want to risk it. The car is consistent." (About chassis): "The G Force is behind the Dallara."

BILLY BOAT (#11T Consec AJ Foyt Racing): (Did you think you could reach 224 mph?): "You don't want to show your hand (in practice). When we went out this morning, I knew we could run 224 today." (About the #11T): "Sometimes you get a racecar you feel good in, and I feel good in that car." (About running so well): "That's my job. I have complete faith in this team. This is a great race team. The team puts a great racecar underneath me, and it's my job to drive it. I have no doubt we'll be at

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the end in the Indy 500." (About cars having problems in Turn 1): "The only problem I had was in Turn 1 with the wind. I was real loose, and I knew I'd have to run it through because I was OK in the others (turns). On the fourth lap, I lost it in Turn 1 and I held my breath three times. My goal was to go out and do the best I could. I didn't know what to expect. I just knew I had to hold up my end of the bargain. The wind has a tremendous impact on the cars. You've really got to watch it to keep it from getting underneath you. (About his car): "There's not much more that I could ask for. Most of the credit has to go to A.J. and the team. I've been around a long time and know how to go out and get out of a car what I need to. The most important thing is what happens on May 24." (About A.J. Foyt as a car owner): "I grew up watching A.J. win, particularly in '77. Now I know how and why he won because he's very detail-oriented and committed to winning. He takes a lot of little details, which add up to something big. He's always been one of my heroes. He is so intense and committed to try to run fast and build a good racecar. All the little things we've done this month helped us run fast." (Were you surprised at your speed?): "I didn't know what to expect, but I knew I had a good racecar and a good race team. I just kept my end of the bargain." (About advantages of starting up front): "I feel it's more of a bonus for my guys because they worked so hard on the car. Starting up front is important because you never know what can happen in the back of the pack. It's definitely safer up front. I don't know what's going to happen in back, but you win the race on the 200th lap, not on the first. A.J. has been having me run in the heat all week. A.J. kept telling me that you're fooling yourself if you try to run fast at 5 or 6 o'clock. Save a little bit for when it counts." (About strong performance today despite crash Friday): "Our T car had run faster than our primary. It takes a few laps to get your confidence back after you smack the wall. It's a testament to this team that we were able to do that (overcome adversity). We had a good balance on the car today. She saved a little bit for when it counts." (Will you be proud if you keep the pole?): "I'll be more proud to win (the race) on Sunday." (About qualifying on a day that A.J. Foyt was honored): "I didn't want to embarrass him by not holding up my end of the deal." (About sharing information with teammate Kenny Brack): "We were afraid to change anything on my car knowing that we were pretty close to a fast speed."

BUZZ CALKINS (#12 International Star Registry/Bradley Food Marts): "It's always the longest two minutes and 45 seconds of your life here. It's a relief to be in the field. This morning when we ran, I thought it would be possible to run consistent 218's. It's getting slick out there, so we have to be happy, especially considering how we were running 48 hours ago. I think we're safely in the show."

MARK DISMORE (#28T Kelley Automotive): "The car was a really good car, and I thought we could do 220's. But on the first lap, I looked down and saw (2)19.4. I knew I was in trouble because the car was pushing. We made an adjustment to the bars. We're in the field solid. This is the best ride I've ever had, and I hope I'm here until I retire from racing. When (teammate) Scott (Sharp) was on his qualifying run, he said his car was pushing like a pig and to add more wing to Mark's."

BILLY ROE (#33T Royal Purple/ProLink/Scandia): "We were a little disappointed that we didn't get to work on the car."

J.J. YELEY (#44 One Call Communications Quaker State Menards SRS): "We had a problem on the tech pad, so I didn't get to sit and think about it (qualifying hype). (About John Menard's involvement with the team): (Yeley's owner) Jeff (Sinden) and John have been friends for a long time. There was about 15 or 16 drivers that were

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vying for this seat, and I met with Jeff at Phoenix, and I got the seat. John Menard is looking for a young driver, and I'm in the No. 1 slot."

KENNY BRACK (#14 AJ Foyt PowerTeam Racing): (Any problems during the run?): "No, it was pushing in (Turn) 1 and loose in the other, so it equals out." (Laughter). (About the prestige of driving the #14, A.J. Foyt's number for many years): "Yeah, it's hard to drive that car. You really got to do well, you know." (Laughter) (About racing at the Indy 500): "Last year I learned how big this event is. You have to focus on what you're doing here. Being with A.J. here is easier because he knows all there is to know." (About A.J.'s help this month): "Well, we haven't had any bad moments yet. It's just good to be here with him here because he's got so much experience, and as a driver you always wonder about things. How weather changes, and this and that. You can always ask him because he's been in the cockpit, and he knows exactly what goes on. Obviously as a race driver you've heard of the name A.J. and heard of the little stories about him and everything. I kind of had a lot of respect for him before I met him because he's known to have a temper and a good swing, as well. He's very honest and straightforward. I think racing will benefit from more people like him. He's the best person I've ever worked for." (About your relationship with Billy Boat): "We have developed a good relationship so far. We share all of the information. We try to share everything because one day I need his information, and one day he needs mine. We race with each other, but we try to be fair." (About A.J. driving exhibition laps this morning): "He was checking the track out for us, you know." (What did A.J. say to you after your run?): "He's happy. What can I say?"

A.J. FOYT (Car owner, #11T Boat): (Your feelings on Billy's performance): "I'm very proud. Drivers like Billy Boat and Kenny Brack make the job a lot easier. I'm just happy they're both in the race. Winning is what matters. You have good years and bad years. Things straightened out for us today. Qualifying is a starting point. You don't win the race on qualifying day. I don't care about the glory. I just care about racing. We're gonna keep preparing and pay attention to detail. I'm thrilled to death. But this is not the first time I've been on the pole as an owner. Who do you think was the owner of the cars when I was driving myself and was on the pole? This isn't the first time." (About the Pep Boys IRL): "This IRL has grown to be competitive. Now we're back racing, and it's what got me going. Before you had no choice. Now we can do anything we want to do. More crew and driver. You're hands aren't tied." (Answering a question about whether Billy Boat will become a Pep Boys IRL superstar after Tony Stewart goes NASCAR racing full time): "Billy Boat is as good as Tony Stewart any day. Not just because he's leaving." (About the prestige of this race): "You always remember Indianapolis. You always remember who won here. You wouldn't know me, Roger Penske, Mario (Andretti) if it wasn't for this place. You don't remember who run backward, do you?" (About Billy's accident Friday): "Yesterday, there were three or four things that caused it. It's just one of them deals. It's a combo of things. You can't pick any one thing. I know nothing broke. It's just what happens when you're trying to race." (Did you consider waving off Billy's run?): "Any time you have a car on the pole you don't change it. I remember the time I waved off a fast time in '69. The next day I had the fastest time, and I started the race 16th. After the first lap, I ended up in the Turn 1 grandstand. So from then on, I always said I would take whatever we got."

JOHN PAUL JR. (#81 Team Pelfrey): "The fact that the car crashed on Tuesday and ran on (2)18's today says a lot. It's a testimonial to the team." (Will it be ironic if you qualify and your former team, PDM, does not?): "It would be a shame. We're a

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family. It's tough (for PDM driver Jack Hewitt) to come to a new track and a new car." (About your relationship with PDM co-owner Paul Diatlovich): "Paul has second-mortgaged his house twice, and I wouldn't be here if it wasn't for him." (How do you feel about qualifying early): "I'm ecstatic. It's a great relief. All the variables make it difficult to get in. It's so hard on your stomach. You may make a mistake, and you don't want to be the one not to hold up your end of the deal" (About the Pep Boys IRL): "I think we put on great shows. It's very competitive. Two years from now, if I would have run 218 I wouldn't make the show."

BUDDY LAZIER (#91 Delta Faucet/Coors Light/Hemelgarn Racing): (About the run): "We went a little too aggressive. I had some huge corrections and some anxious moments in one. I can't go any quicker. I'm wide open. We obviously identified early in the week that we weren't a contender for the pole. It's just nice to be here and get on with the race." (About the joy of seeing another guy take the spotlight like Billy Boat): "First of all, drivers are fierce competitors, but we're all professionals and trying to make a living. The IRL has become a destination rather than like a stepping place. We are happy to see everybody do well." (About the Pep Boys IRL and the number of corporate sponsorships): "I think the series is still in its inception. It's the third season. It's incredible, really. This thing is going to be pretty large."

DONNIE BEECHLER (#98 Cahill Auto Racing): "All week I fought a push in the car. We made some adjustments and ran a 216.8. And then this morning we ran a 217.5, so we didn't change a thing." (About getting a chance to race in the Indy 500): "To be honest, for years I wanted to go stock car racing. I always liked Indy cars, but with the previous organization they were out of reach. I raced with (NASCAR Winston Cup star) Ken Schrader and saw him getting stock car rides, so I thought that was the only way for me to go. But when (car owner) Larry Cahill gave me the opportunity, I jumped at it."

SAM SCHMIDT (#99 Best Western Gold Crown Racing Special): "We struggled with a lack of motors all week. We ran in various conditions all week. Today the car really stuck to the ground. We'll wait until tomorrow to work on race setup. I think we should have no problem running all day at 215 (mph) or 216. I think the track conditions and lack of a tow like you have in practice contributed to the slower speeds, and the car is a little bit loose, as well."

STEVE KNAPP (#55 ISM Racing): (How does it feel to qualify?): "It hasn't even sunk in yet. I'm still thinking about what I was doing during the run. This has been a dream of mine since I was a kid. Now it's complete. I've been really lucky to have the people support. I started racing back in 1985 and stopped in 1988 because it got too expensive. My wife and I sat down and set goals in order to get here. We put together our own business in order to free up my time to be able to race. We've accomplished what we set out to do, and I couldn't be happier. It's a good place to be. We made a few changes before I went out. We all talked before the run, and they said to keep your foot on the floor for four laps and you'll make it in. That's what I did." (About condensed practice schedule): "I ran the backup car 'till Wednesday, then the new car came in. I got time in the car Thursday and yesterday. In other races there was no practice time, so this is a luxury. If this had lasted two weeks I would have got bored."

ROBBY UNSER (#52 Team Cheever): (What does qualifying here today mean to you?): "This is an emotional time for me. The hardest thing for me right now is to

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hold back the tears. Getting in this show is all I want. It's the life I've chosen. I'm getting a lot of help that the other guys don't get. It makes me happy. It's definitely something where if there's any luck rolling around out there – I'm going to be the one to get it." (Talk about the run): "Anytime the car moves around that much at 200 miles an hour really rocks my nerve. I think my heart is still hanging out there on the fence in Turn 1. I feel relieved. It's one of the harder four laps I've driven this week. I just had to remember what my dad told me which was that in the worst case scenario, I could go out and try it again." (What it means to be an Unser and qualify): "I'm very honored. This place means a lot to me and my family. Now I have my own special way for it to mean a lot to me." (How did your dad, uncle, and cousin help you to prepare for this?): "Actually, each of them helped me with separate things. Dad helped me with the line. Uncle Al made suggestions on car stuff. Al Jr. was supportive all the way around. He didn't come in and really tell me anything. He was just there for me. I couldn't have been better prepared. I had it covered all the way around. It's neat to have all of us here." (About he being the Unser to qualify, not Al Jr.): "I'm very happy that I'm here now. I'm more mature, and there's a lot of pressure at this track. I've got a lot of racing years behind me. I've had a lot of successes. I'm happy. Al really does want to be here. Indianapolis means a lot to him. I know he would love to be out there too, but that's not the way things are right now because there's a dividing line. But one day that line will come down. The dream Tony George had has made it possible for me to come here."

BOBBY UNSER (Father, # 52 Robby Unser) (How does it feel to see your son qualify?): "It's great. With Robby, we figured he'd be here some day. Things happen the way they happen. No one knows why our family is always makes it in here, but we're damn happy about it. Robby done it on his own. No one bought it for him. We're working very hard for Robby's racing future. This ain't the first goat ropin' contest we've been to. Racing brings the whole family together. It's an extremely clean, straight sport. We all want Robby to do good. Isn't that nice for a family?" (What it was like to watch Robby qualify): "Well, I was standing out there watching him and I was OK, but what I remember is, I looked over at Eddie (Cheever) and he said to me "Damn it, I'm nervous, aren't you? It's a heck of a lot easier to drive these things than to be an owner and watch. Certainly it's dangerous out there, but I made it through a bad era safetywise, and you've got to remember that young people don't see fear."

SCOTT SHARP (#8 Delphi Automotive Systems): "It felt great on the first lap. I thought I had 221's, but I got a big push. We had problems all day long. Lots of drama for the team, so it's good just to be in the show now. I know (team engineer) David Cripps and the team will give me a great racecar." (About the track): "The track is not a lot different now than what it was this morning. It's just starting to cool off. We thought we were going to run 222's, but we got a huge push on both runs."

JOHNNY UNSER (#9 Hemelgarn Racing): (About the first run, where you ran out of fuel): "We just had a miscalculation and ran out of gas. There's nothing worse than running out of gas on the way to work." (About the complete qualifying run): "Well, I don't feel very good about it. We tried to duplicate exactly what we had. Same tires on it, but they just didn't come up quite the way as the first run did. It's just unfortunate. We've had good tires all month. I had to lift. It was either that or hit the wall, so I had to sacrifice a little speed." (About track conditions): "Our car right now is set up for the heat. We went out at the right time." (About five Unsers being at the track today): "I've got to be one of the luckiest drivers in the world to have that

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support.” (About having cousin Robby Unser also in the field): “I really look forward to running in the race now.”

MARCO GRECO (#16 Int. Sports Ltd. Phoenix Racing): “I’m really pleased. We had a few problems in the morning. We put a new engine in and went straight out to qualifying. We had no practice. It (engine) is shy 200 revs. Thanks to Dick Simon’s experience, we were able to qualify. The car had understeer. We (Greco, his wife and Diane Simon) went and prayed. The good Lord is looking out for us.”

ANDY MICHNER (#17 Konica/Syan Racing/Dallara): (Did the wait to qualify make a difference?) “It did. We knew the car had speed in it. I just wanted to get in the show.” (Your mindset during qualifying?): “I was relaxed and confident.” (What does it mean to qualify for the Indy 500?): “It’s a dream come true. After ’96, I didn’t give it much thought. The ‘500’ is always been on my mind. It’s the greatest race in the world.” (About his first qualifying attempt): “We had a good run going in the first lap. I looked at the wind socks, and the air took the wind off my front wings. We knew the car was better than that (216 mph). We’re happy where we’re at. That’s the only car we have, and the only engine we have. We just wanted to be consistent.” (Your plans for next week?): “Besides getting more gray hair? We’re just trying to take the car real slow. Tom Sneva has been helping us.” (About his father being at the track today): “It’s kind of special. I think it’s neat for him to have a son here and running. I’m happy for him. This is pretty neat.” (About the chance the Pep Boys IRL has created for him): “I think it’s a tremendous achievement for Tony George. Four or five years ago, none of the open-wheel guys or anybody else would be here.”

GREG RAY (#97 TKM/Genoa Racing): (About deciding until the end of the day to qualify): “Earlier in the day I thought it was too hot, and we had some handling problems. The car was pretty loose. I’m so happy for this small team. This is our Cinderella story.” (About obtaining sponsorship): “We’ve landed a lot of associates. The media has been great to us. Nothing is solid yet.” (About qualifying on the front row): “Come Race Day, I don’t have to fight through the traffic quite so bad. I think it will be an advantage. I can’t even tell you what the experience was like starting 30th (last year). We stopped after 25 laps, and I had 10 pounds of sand in my car. Every boy dreams about running the Indy 500. I’d like to see the checkered flag.” (About seeing end of qualifying run): “I was happy to see the checkered flag because the car was loose, and I was ready to be done.” (About his car): “The car has been consistent. It’s never been perfect, but it’s been close. Even tonight, it wasn’t perfect, but it was close.” (Can the car last 500 miles?): “Absolutely. Hopefully we can dial the car in Race Day. This team is ready.” (Did you exceed your qualifying goals?): “I think we exceeded our goal. I’m very, very happy. We never quite found the car again, including tonight. But it was close. Being a small team with very little sponsorship, I’m over the moon.” (Will you limit your practice because you have only one car?): “We won’t run much. We’ll work on running with full fuel.” (Do you feel vindicated?): “I wouldn’t say it’s vindication, but it’s worthwhile for my team. I look pretty calm up here, but I’m pretty damn excited.”

JACK HEWITT (#18 Parker Machinery): (How do you feel?): “Everybody just stuck behind me. I’m indebted to a lot of people. It feels pretty good right now. When you go and have as much trouble as I did this week, it was a long one. This feels pretty good. My team believed in me. Johnny Rutherford, Tony George, Gary Bettenhausen and Big Al (Unser), they all helped me out. For instance, Al took me out and showed me where I was missing the line. There are 400,000 people here,

DAY 7 -- SATURDAY, MAY 16, 1998 - POLE DAY (cont.):

and I've got enough emotion for every one of them now. If I wasn't so old and stiff, I'd probably be doing flip-flops down the pit road. It's unbelievable. I've been building this tower for 25 years now, and it's a pretty tall building I've been working on. This past week has been all 25 years rolled into one week. I had a job to do, and I went out and did it. When you're a race driver, you can reach down in the bag and pull out what it takes to do something like this. The pressure is the pressure you put on yourself."

JIM GUTHRIE (#53 ISM Racing): "We'd like to be further up, but now we can start the race and have a chance to finish. The first run we started when it was too hot. The car was sliding all around. Turn 1 is a nemesis. They have a patch there that's a little darker, a little hotter and a lot slicker. We took out some downforce and found a couple miles per hour. (Team manager) Mitch Davis has a great race setup for us. We're ready to run all day."

STAN WATTLES (#19 Metro Racing Systems/NCLD): "I'm real pleased with the effort we made. We got up to 216.6 (mph), which is our fastest speed here yet. We found an understeer, but we have some ideas of what to do. I was very pleased to be able to go out there and make the car go as fast as it did. But I think we're going to need more (speed) to stay in the field. I think we're going to find that little bit of magic we need to make the front stick better, so we'll be in the field."

ROBERTO GUERRERO (#21 Pagan Racing Dallara-Olsmobile): "It was a very long week. The team worked so very hard. We're just happy that we're finally in the race. In the middle of the week, I was worrying about that. We did so many laps around this place. It finally has paid off." (About the run): "I was looking at the speeds on my dash with the corner of my eye. Every time I said, 'One more lap, one more lap.'" (About qualifying pictures after run): "The only other time I smiled seriously was in 1992 (when he won the pole). All the other times I had to fake the smile. Today was a very genuine smile."

DR. JACK MILLER (#40 Crest Racing): (About qualifying with Nissan Infiniti engine): "Nissan has stuck with us, and we stuck with them, and it paid off today. It's been a struggle. I knew all along that Nissan was going to work." (Compare the Aurora and Infiniti engines): "We always wanted to stick with the Infiniti. We have to have some reliability." (Can the engine last 500 miles?): "Yes. I definitely think it will make it. If I didn't, I have to look out for my sponsors, and I wouldn't have run it."

EDDIE CHEEVER JR. (#51 Rachel's Potato Chips): (About your qualifying run): "No, I'm not happy. I'm just going to take it and smile. My car was very loose. Last night, it was good. Today it decided to misbehave. That's the worst our cars have run all week. If I was testing the car, I would have parked it and said, 'Fix it.' But unfortunately you can't do that." (What's wrong with your car?): "I don't know, but we're going to find out." (About your time constraints as an owner-driver): "I've spent most of the week working with (teammate) Robby (Unser), and that's been very satisfying. The added responsibility does take away a little bit from your own driving."

BILLY BOAT (#11T Consec AJ Foyt Racing – pole winner's press conference): (About qualifying): "We've been going in the heat of the day all week. We knew if we had a balanced racecar it would be OK. It only pays for those four laps. We had a couple of things we did to change the car. A lot of little things." (Did you know if A.J. was holding back the cars during the week?): "You know A.J. He never shows his

DAY 7 -- SATURDAY, MAY 16, 1998 - POLE DAY (cont.):

hand. Not the week before, not the day before, not the morning of, not ever. He's demanding. He demands as much of his people as he does of himself. If you're a slacker, you won't fit into his organization. Three years ago, this moment was so far from reality it wasn't even funny, and I have to thank Tony George. It's kind of amazing when you think about it. You have to take advantage of every opportunity. There's a lot to say about timing. My timing has been right. I've been fortunate." (Did you surprise yourself?): "I was a little surprised this morning at the 223. I knew I wasn't running as hard as I could run. I knew that if I pulled out all the stops, and we did the detail work, we'd be OK. This series is becoming so competitive, it's the little things that will make the difference. Sure, we could have ran faster if we'd gone late in the day. We didn't have the best conditions, but we had a great car." (About his speed in hot conditions): "I didn't know what my first lap speed was. I was just trying to concentrate and get three more good laps. My first-lap goal was to be on the edge and concentrate on getting the most out of the car. A.J. doesn't like it when he sees you looking at your speed. If he knows you're looking when he sees you on the straightaway, he'll take your dash away. You have to wait until you get on the backstretch to look." (About the race): "The Indy 500 is the biggest race in the world, as far as I'm concerned. The biggest thing is now that we're set on the pole, what are we going to do on Race Day? We want to make sure we don't get caught in any accidents or stupid mistakes." (Were you surprised Arie Luyendyk failed to qualify today?): "I wasn't surprised about Arie not making it today. He's been struggling a bit. We showed we were in contention. During the week, people show what they can do. Even Greg Ray peeled off a 222 during practice this week. Arie will even tell you he's not that comfortable now." (Did you use a qualifying engine?): "Our engines are built by Katech. I think that any team that can, when they come here, will bring a qualifying engine. The answer is yes." (About winning the pole): "It's not like it's our first Indy-car race, but this is the biggest race. This will be different than any other pole I have started on in my life."

ARIE LUYENDYK (#5T Sprint PCS/Radio Shack/Qualcomm): "Well, it's Pole Day. That's what we were here for. As you could see, most teams were prepared, and we really thought that we were. But we had a lot of engine problems, so it's unfortunate that I have to become a second-day qualifier, which doesn't make me happy. But if I get in tomorrow, I'll be happy. We had a lot of problems with engines today. We don't know what specifically. Here we are, with two engines going on us today. It puts us so far back in the field. We may put another engine in tonight, or we may take the backup car. We just don't know yet."

BOAT CAPTURES POLE FOR INDIANAPOLIS 500

INDIANAPOLIS, May 16, 1998 – Billy Boat won the pole position for the 82nd Indianapolis 500 with a four-lap average of 223.503 mph in the Conseco Dallara/Aurora/Goodyear owned by four-time Indy winner A.J. Foyt.

Former USAC short-track standout Boat led a front row comprised of second-year Indy starters. Unheralded Greg Ray will start second at 221.125 in the TKM/Genoa Racing Dallara/Aurora/Firestone, and Boat's teammate, Kenny Brack, was third at 220.982 in the PowerTeam Dallara/Aurora/Goodyear. It's the first time that three second-year Indy drivers are starting on the front row.

This is the first time a Foyt-owned car has won the pole at Indy since 1975, when Foyt won the last of his four pole positions.

"We didn't have the best conditions, but we had a great car," Boat said. "You know A.J. He never shows his hand. He's always been one of my heroes. He is so intense and committed to try and run fast and build a good racecar."

Boat's qualifying run was even more impressive considering he produced it at 12:47 p.m., during midday temperatures that approached 85 degrees.

"The only problem I had was in Turn 1 with the wind," Boat said. "I was real loose, and I knew I'd have to run it through because I was OK in the others. On the fourth lap, I lost it in Turn 1 and I held my breath three times."

Pep Boys Indy Racing League points leader Tony Stewart earned the fourth starting spot at 220.386 in the Glidden-Menards Special Dallara/Aurora/Firestone. Stewart was the fastest on four of the six days of practice preceding Pole Day, but his car developed handling problems during the morning practice on the 2.5-mile oval.

Defending Indianapolis 500 polesitter and champion Arie Luyendyk failed to qualify in the Sprint PCS-Radio Shack-Qualcomm G Force/Aurora/Firestone. He waved off his only qualifying attempt, with 25 minutes remaining in qualifications, after turning his first lap at just 214.618 mph due to persistent engine problems. Luyendyk will attempt to qualify Sunday, the final day of qualifications. Bubble Day starts at noon.

Rookie Robby Unser became the sixth member of the famous racing family to qualify for the Indy 500. Unser, son of three-time winner Bobby Unser, will start 21st at 216.534 in the Team Cheever Dallara/Aurora/Goodyear. He was one of six rookies to qualify Saturday.

Robby Unser's cousin, Johnny Unser, will start 25th. Johnny Unser is the son of the late Jerry Unser.

Jimmy Kite, Eliseo Salazar and Tyce Carlson all were unhurt in separate accidents. None of those drivers have qualified yet.

The 82nd Indianapolis 500 is May 24.

DAY 8 -- SUNDAY, MAY 17, 1998 - BUBBLE DAY

Entry list update: Immke Racing has added a backup car, #20T, for driver Tyce Carlson.

Pep Boys Indy Racing League points leader Tony Stewart won the Coca-Cola 100 USAC Silver Crown race Saturday night at Indianapolis Raceway Park. Four other Pep Boys IRL drivers raced in the feature, as David Steele finished third, Brian Tyler eighth, J.J. Yeley 15th and Donnie Beechler 23rd. Stewart led the last 94 laps of the 100-lap feature. It was the first time Stewart drove on the newly configured .686-mile oval at IRP.

At 10:03 a.m., the temperature was 73 degrees with northeast winds of 10 mph. The track temperature was 112 degrees, according to Firestone engineers.

Two-time defending USAC sprint car champion Brian Tyler will drive the #10T Jonathan Byrd's-VisionAire-Bryant Heating & Cooling G Force/Aurora/Firestone today, said Brian Barnhart, Pep Boys IRL director of racing operations. Tyler, a Pep Boys IRL rookie, drove the first two races of this season for Chitwood Motorsports before he was replaced by Andy Michner last month. Tyler passed the Rookie Orientation Program last month at the Speedway.

Billy Boat earned his second career Pep Boys IRL pole Saturday. His first PPG Pole came last October at the Las Vegas 500k at Las Vegas Motor Speedway.

Defending Indianapolis 500 champion Arie Luyendyk is the honorary chairman of the third annual "Racing for Life" charity auction and party at 6 p.m. May 19 at Average Joe's Sports Pub, Rock Lobster and Mineshaft Saloon, 812-820 Broad Ripple Ave. in the Broad Ripple section of Indianapolis. Activities will include raffles, live and silent auctions, driver autographs, virtual reality racing and karaoke.

Two bands will perform: "The Speed Tones," featuring Pep Boys IRL driver Robbie Groff, from 9-10:30 p.m., and "Dave and Rae" will take the stage at 10:30 p.m.

The cover charge is \$5. All proceeds will be donated to the Leukemia Society of America in the memory of Stacy McKay, an Average Joe's employee who passed away of leukemia in September 1995. More than \$9,000 was raised last year.

Practice:

10:18 a.m. -- #35 Jeff Ward turned a lap of 216.815 mph, fastest of the day.

10:20 a.m. -- #30 Raul Boesel turned a lap of 218.781 mph, fastest of the day.

10:35 a.m. -- #66 Scott Harrington turned a lap of 218.161 mph, second fastest of the day.

10:53 a.m. -- #5T Arie Luyendyk turned a lap of 219.127 mph, fastest of the day.

11:01 a.m. -- #35 Jeff Ward turned a lap of 219.149 mph, fastest of the day.

At noon, the temperature was 78 degrees with northeast winds at 10 mph. The track temperature was 132 degrees, according to Goodyear engineers.

DAY 8 -- SUNDAY, MAY 17, 1998 - BUBBLE DAY (cont.):

Noon	#30	RAUL BOESEL/Curitiba, Brazil Beloit/Fast Rod/Team Losi/McCormack Mtrspts. - G/A/G	
	QA - 43	1 - 41.201 - 218.441 2 - 41.495 - 216.894 3 - 41.470 - 217.024 <u>4 - 41.501 - 216.862</u> T 2:45.667 - 217.303	Q - 27
12:05 p.m.	#19	STAN WATTLES/Sewall's Point, Fla. Metro Racing Systems/NCLD - R/A/G	
	QA - 44	1 - 41.425 - 217.260 2 - 41.375 - 217.523 3 - 41.376 - 217.517 <u>4 - 41.359 - 217.607</u> T 2:45.535 - 217.477	Q - 28
12:10 p.m.	#10	MIKE GROFF/Los Angeles Jonathan Byrd's VisionAire Bryant Heating & Cooling - G/A/F	
	QA - 45	1 - 41.713 - 215.760 2 - 41.446 - 217.150 3 - 42.431 - 212.109 4 - waved off	UA - 2
12:15 p.m.	#15T	ELISEO SALAZAR/Santiago, Chile Reebok R&S MK V - R/A/G	
	QA - 46	1 - 41.405 - 217.365 2 - 41.481 - 216.967 3 - waved off	UA - 2
12:19 p.m.	#5T	ARIE LUYENDYK/Scottsdale, Ariz. Sprint PCS/Radio Shack/Qualcomm - G/A/F	
	QA - 47	1 - 41.221 - 218.335 2 - 41.115 - 218.898 3 - 41.066 - 219.159 <u>4 - 41.030 - 219.352</u> T 2:44.432 - 218.935	Q - 29

#5T Arie Luyendyk qualified in the same car in which he won the 1997 Indianapolis 500. The car is #001 G Force, the first IRL chassis produced by the company.

DAY 8 -- SUNDAY, MAY 17, 1998 - BUBBLE DAY (cont.):

12:24 p.m. #35 JEFF WARD/San Juan Capistrano, Calif.
ISM Racing - G/A/G

QA - 48 1 - 41.020 - 219.405 Q - 30
2 - 41.040 - 219.298
3 - 41.073 - 219.122
4 - 41.186 - 218.521
T 2:44.319 - 219.086

12:29 p.m. #66 SCOTT HARRINGTON/Indianapolis
LP Racing, Inc./HMI - D/A/F

QA - 49 1 - 41.299 - 217.923 UA - 1
2 - hit outside wall Turn 1

At 12:32 p.m., #66 Scott Harrington started smoking heavily from the rear of the car on the front straightaway just before Turn 1 on the second lap of his initial qualifying attempt. The car did a half-spin in Turn 1 and hit the outside retaining wall with the front left wheel of the car, causing the entire left side of the car to also hit the wall. The car slid backward down the short chute, did a three-quarter spin just before Turn 2 and stopped along the inside edge of the entrance of Turn 2. The car sustained heavy left-side damage. Harrington was evaluated and released without injury from Clarian Emergency Medical Center and was cleared to drive, said Dr. Henry Bock, Speedway medical director.

At 1 p.m., the track temperature was 139 degrees, according to Firestone engineers.

1:17 p.m. #24 DANNY DRINAN/Indianapolis
D.B. Mann Development/Dixie Chopper Lawn Mowers -
D/A/G

QA - 50 1 - 42.010 - 214.235 UA - 1
2 - waved off

1:52 p.m. #15T ELISEO SALAZAR/Santiago, Chile
Reebok R&S MK V - R/A/G

QA - 51 1 - 41.274 - 218.055 Q - 31
2 - 41.635 - 216.164
3 - 41.766 - 215.486
4 - 41.792 - 215.352
T 2:46.467 - 216.259

3 p.m. garage update: LP Racing, Inc. is trying to buy a backup car for #66 Scott Harrington, who crashed at 12:32 p.m. today during his first qualifying attempt. LP sold its backup car, listed as the #99T of Sam Schmidt, to #20 Tyce Carlson on Saturday. Carlson crashed at 4:02 p.m. Saturday during practice and had no backup car.

SCOTT HARRINGTON: "We're talking to some people, but I really don't think anything is going to happen."

DAY 8 -- SUNDAY, MAY 17, 1998 - BUBBLE DAY (cont.):

Pole winner Billy Boat drew the names of four lucky winners of the Pep Boys' "Road To Indy Sweepstakes" on Sunday morning. The winners – Michael Dartt of Jacksonville, Fla., Gary Knovak of Carrollton, Texas, Lorraine Moskovitz of White Plains, N.Y., and M.J. Perkins of Los Angeles – each will receive an all-expense paid trip to this year's Indianapolis 500.

Entries were submitted from April 10-May 14 at Pep Boys' locations around the country.

One of the four winners also will win an Oldsmobile Aurora in a giveaway this week. One key will be presented to each winner, and only one will start the Aurora. That keyholder will win the car. Pep Boys IRL drivers and Indiana Lieutenant Governor Joseph Kernan will assist in the car giveaway.

The \$90,000 Coors Indy Pit Stop Challenge quarterfinals, semifinals and final are scheduled to start at 1:30 p.m. on Thursday, May 21, Carburetion Day. Eight teams will compete for the \$40,000 first prize. Coors also will donate \$5,000 to a designated charity in the name of the winning team. Teams will change four tires and simulate a fuel-hose connection for five seconds in all rounds.

Participating teams, with driver in parentheses:

Team Menard (Tony Stewart)	AJ Foyt Racing (Billy Boat)
Team Menard (Robbie Buhl)	AJ Foyt Racing (Kenny Brack)
Panther Racing (Scott Goodyear)	Hemelgarn Racing (Buddy Lazier)
Treadway Racing (Arie Luyendyk)	TKM/Genoa Racing (Greg Ray)

Both AJ Foyt Racing teams and TKM/Genoa Racing earned spots for the Challenge by being the three fastest first-day qualifiers for this race. The other teams earned their spots by winning the Coors Pit Performance Award at Pep Boys IRL races since the 1997 Indianapolis 500.

Quarterfinal pairings will be determined in a draw Wednesday morning.

Afternoon practice:

2:40 p.m. -- #11T Billy Boat turned a lap of 218.113 mph, fastest of the session.

2:58 p.m. -- #1T Tony Stewart turned a lap of 220.908 mph, fastest of the session.

3 p.m. -- #14T Kenny Brack turned a lap of 221.060 mph, fastest of the session.

3:37 p.m. -- #11T Boat turned a lap of 218.994, third fastest of the session.

At 4:26 p.m., the track temperature was 138 degrees in the sun and 108 degrees in the shade, according to Goodyear engineers.

4:31 p.m. #27 CLAUDE BOURBONNAIS/Ile Perrot, Quebec
Ocean Spray/Klipsch/Overhead Door - D/A/F

QA - 52 1 – waved off UA - 1

Bourbonnais waved off the run due to handling problems, his crew reported.

4:36 p.m. #29 JOE GOSEK/Oswego, N.Y.
Liberty Special - G/A/F

QA - 53 1 – 41.854 – 215.033 UA - 1
2 – 41.826 – 215.177
3 – 41.894 – 214.828
4 – waved off

DAY 8 -- SUNDAY, MAY 17, 1998 - BUBBLE DAY (cont.):

4:41 p.m. #77 STEPHAN GREGOIRE/Indianapolis
Blue Star/Tokheim/Estridge/Miller-Eads - G/A/G

QA - 54 1 - 41.482 - 216.962 Q - 32
2 - 41.414 - 217.318
3 - 41.497 - 216.883
4 - 41.478 - 216.982
T 2:45.871 - 217.036

4:46 p.m. #54 HIDESHI MATSUDA/Kawasaki, Japan
Beck Motorsports - D/I/F

QA - 55 1 - 41.639 - 216.144 UA - 1
2 - 41.815 - 215.234
3 - 41.761 - 215.512
4 - waved off

4:51 p.m. #7 JIMMY KITE/Stockbridge, Ga.
Royal Purple Synthetic/"Synerlec"/Scandia - D/A/G

QA - 56 1 - 40.977 - 219.635 Q - 33
2 - 41.023 - 219.389
3 - 40.995 - 219.539
4 - 41.171 - 218.600
T 2:44.166 - 219.290

The rear end of Kite's car became extremely loose in Turn 3 on his final lap.
Kite pumped his fist continuously as he drove around the track on his cooldown lap.

4:56 p.m. #90 LYN ST. JAMES/Daytona Beach, Fla.
Lifetime TV for Women Special - G/I/G

QA - 57 1 - 41.844 - 215.085 UA - 2
2 - 41.741 - 215.615
3 - waved off

At 5 p.m., the temperature was 87 degrees, with a track temperature of 124 degrees, according to Firestone engineers.

5:01 p.m. #27 CLAUDE BOURBONNAIS/Ile Perrot, Quebec
Ocean Spray/Klipsch/Overhead Door - D/A/F

QA - 58 1 - 42.461 - 211.959 UA - 2
2 - 42.118 - 213.685
3 - waved off

5:08 p.m. #29 JOE GOSEK/Oswego, N.Y.
Liberty Special - G/A/F

QA - 59 1 - 41.882 - 214.889 UA - 2
2 - 41.978 - 214.398
3 - waved off

DAY 8 -- SUNDAY, MAY 17, 1998 - BUBBLE DAY (cont.):

5:11 p.m. #54 HIDESHI MATSUDA/Kawasaki, Japan
Beck Motorsports - D/I/F

QA - 60 1 - 41.654 - 216.066 UA - 2
2 - waved off

5:15 p.m. #24 DANNY DRINAN/Indianapolis
D.B. Mann Development/Dixie Chopper Lawn Mowers -
D/A/G

QA - 61 1 - 41.620 - 216.242 UA - 2
2 - 41.665 - 216.009
3 - 41.692 - 215.869
4 - waved off

Drinan's run was waved off because a faster run was desired, his crew reported.

5:23 p.m. #10 MIKE GROFF/Los Angeles
Jonathan Byrd's VisionAire Bryant Heating & Cooling -
G/A/F

QA - 62 1 - 41.465 - 217.051 Q - 34
2 - 41.542 - 216.648
3 - 41.550 - 216.606
4 - 41.568 - 216.513
T 2:46.125 - 216.704

Bumps #33T Billy Roe.

5:27 p.m. #23T PAUL DURANT/Manteca, Calif.
CBR G Force Aurora - G/A/G

QA - 63 1 - waved off UA - 1

5:32 p.m. #29 JOE GOSEK/Oswego, N.Y.
Liberty Special - G/A/F

QA - 64 1 - 42.139 - 213.579 UA - 3
2 - waved off

5:36 p.m. #33 BILLY ROE/Gilbert, Ariz.
Royal Purple/ProLink/Scandia - D/A/G

QA - 65 1 - 41.178 - 218.563 Q - 35
2 - 41.276 - 218.044
3 - 41.270 - 218.076
4 - 41.539 - 216.664
T 2:45.263 - 217.835

Bumps #15T Eliseo Salazar.

DAY 8 -- SUNDAY, MAY 17, 1998 - BUBBLE DAY (cont.):

5:42 p.m. #27 CLAUDE BOURBONNAIS/Ile Perrot, Quebec
Ocean Spray/Klipsch/Overhead Door - D/A/F

QA - 66 1 - 42.144 - 213.554 UA - 3
2 - 41.798 - 215.321
3 - 41.826 - 215.177
4 - 41.673 - 215.967
T 2:47.441 - 215.001

5:47 p.m. #24 DANNY DRINAN/Indianapolis
D.B. Mann Development/Dixie Chopper Lawn Mowers -
D/A/G

QA - 67 1 - 41.835 - 215.131 UA - 3
2 - 41.890 - 214.848
3 - 41.939 - 214.597
4 - waved off

5:51 p.m. #90 LYN ST. JAMES/Daytona Beach, Fla.
Lifetime TV for Women Special - G/I/G

QA - 68 1 - 41.657 - 216.050 UA - 3
2 - 41.712 - 215.765
3 - 41.732 - 215.662
4 - 41.842 - 215.095
T 2:46.943 - 215.642

5:56 p.m. #19T ELISEO SALAZAR/Santiago, Chile
Metro Racing Systems/NCLD - R/A/G

QA - 69 1 - 42.469 - 211.919 UA - 1
2 - 42.652 - 211.010
3 - waved off due to yellow ordered by Brian
Barnhart, Pep Boys IRL director of racing operations

Turn observers reported that #19T Salazar was smoking due to bottoming in the turns. The final wave-off was the end of quite a hectic afternoon for Salazar. When his #15T was bumped, he was fitted to run in a backup Riley & Scott chassis owned by Nienhouse Motorsports. The Aurora engine in that car would not fire, so Salazar borrowed the #19T Riley & Scott from Stan Wattles, already qualified in the #19.

6 p.m.: #54 Matsuda left waiting in the car to make a final attempt at the final gun, closing qualifications for the event.

There were 69 qualifying attempts made by 44 cars. Thirty-seven cars completed qualifying runs, with two cars bumped and two cars too slow to make the field. Field average for 33 cars: 218.305 mph.

There were 10 yellow flags for 1 hour, 10 minutes. A total of 67 cars are now at the Speedway. Sixty-six cars have passed initial technical inspection, with none in the process. Forty-two drivers have been on the track to date.

DAY 8 -- SUNDAY, MAY 17, 1998 - BUBBLE DAY (cont.):

The next day of track activity is Thursday, May 21, Coors Carburetion Day. The final practice before the 82nd Indianapolis 500 will take place from 11 a.m.-1 p.m.

Syan Racing has completed the purchase of Chitwood Motorsports, Syan owner Greg Barnhart announced today. Andy Michner will remain as the team's driver, and the entire Chitwood Motorsports crew was retained.

At 2:36 p.m. Sunday, Elena Marie Hughes was born in Indianapolis, the daughter of Michael and Tracy Hughes. Michael Hughes is the webmaster for the Pep Boys Indy Racing League and the Indianapolis Motor Speedway. Elena, the couple's first child, was 8 pounds, 4 ounces and 20½ inches long.

Field historical notes

Leading into the 1998 qualifications, the starting field with the greatest number of former lap leaders was the 1987 field with 19. The 1997 field had nine. The total number of lap leaders in the 1998 field is 11.

Leading into the 1998 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 1997 field represented 282 previous laps led. The total number of previous laps led among the former lap leaders in the 1998 field is 480.

Leading into the 1998 qualifications, the greatest number of former winners in a starting field was 10 in 1992. The 1997 field had two. The total number of former winners in the 1998 field is two.

Leading into the 1998 qualifications, the greatest number of previous wins represented by the former winners in the starting field is 20 in 1992. The former winners in the 1997 field represented two previous wins. The total number of previous wins among the former winners in the 1998 field is three.

Leading into the 1998 qualifications, the greatest number of rookies in a starting field was 19 in 1919, the fewest was one in 1939 & 1979. The 1997 field had 13. The total number of rookies in the 1998 field is eight.

Leading into the 1998 qualifications, the oldest driver to compete in the race was A.J. Foyt in 1992 at age 57. The oldest driver in the 1997 field was Lyn St. James at age 50. The oldest driver in the 1998 field is rookie Jack Hewitt at age 46.

Leading into the 1998 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 1997 field was Tony Stewart at 26 years and 5 days. The youngest driver in the 1998 field is J.J. Yeley at 21 years and 231 days of age on Race Day.

The slowest qualifier in the 1997 field was Fermin Velez, with an average speed of 206.512 mph. The slowest qualifier in the 1998 field is Johnny Unser, with an average speed of 216.316 mph.

DAY 8 -- SUNDAY, MAY 17, 1998 - BUBBLE DAY (cont.):

Field historical notes (cont.)

Leading into the 1998 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 the 1997 field was 11.751 mph. The speed difference between the fastest and slowest qualified car in the 1998 field was 7.187 mph.

Jack Hewitt, 46, becomes the oldest rookie to compete in the race. Leading into the 1998 qualifications, the oldest rookie to compete in the race was Lyn St. James at 45 years and 72 days of age in 1992.

Leading into the 1998 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 1997 field is Tyce Carlson at 26 years of age. The youngest rookie in the 1998 field is J.J. Yeley at 21 years and 231 day of age on Race Day.

Leading into the 1998 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" drivers to qualify for the 1998 race are Roberto Guerrero and Arie Luyendyk, with 13 previous Indianapolis 500 starts apiece.

The fastest qualifier in 1997 was pole-position winner Arie Luyendyk with a speed of 218.263 mph, then the track record for normally aspirated engines. The fastest qualifier in 1998 is pole winner Billy Boat with a speed of 223.503, 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 1998 field is Jimmy Kite at 219.290 mph.

The eighth row in the 1998 field is comprised of rookie drivers Jack Hewitt, Steve Knapp and Donnie Beechler. The last two times that rookies filled a row were 1997 and 1985, with the eighth row also occupied by rookies both of those years.

Greg Ray is starting the 1998 race from the No. 2 position. The last driver to win from the middle of the first row was Mario Andretti in 1969.

Arie Luyendyk is starting 28th in this year's race, the lowest starting position for a defending Indianapolis 500 champion who qualified the following year since 1967, when Graham Hill started 31st. That was the lowest starting position ever for a defending champion who qualified the following year. The 28th starting position is lowest position from which a driver has won the race. Ray Harroun won from the No. 28 spot in 1911, as did Louis Meyer in 1936.

BRIAN BARNHART (Pep Boys IRL director of racing operations, about change in qualifying procedure): "The rule changed when we went to the one-week practice, two-day qualification format. We had a supplemental handout that we passed out during the meeting."

DAY 8 -- SUNDAY, MAY 17, 1998 - BUBBLE DAY (cont.):

POST-QUALIFYING QUOTES

ARIE LUYENDYK (#5T Sprint PCS/Radio Shack/Qualcomm): "Yesterday, the moment I went out of the pits to practice, the motor wouldn't run. The day was a complete loss for us. The second motor wouldn't run in the afternoon qualifying, either. The crew put in a motor today, the last one we had available, which had way too many miles on it to be crisp. But it performed. The engine problems were unexpected, but Roush has given us good engines all along. So we were confident the problem would be solved. We were prepared to have the backup car ready to go and to drop the engine of the primary in the backup, if necessary." (About prospects of failing to qualify): "For sure we'd look stupid not making the show after winning it last year." (About race preparation): "We can get a good car for the race. We have to think about pit-stop strategy in a big way. We're starting so far back. That (pit-stop strategy) will be key for us to get up front. The first couple of laps, something always seems to happen. So starting back that far, I'll have to be careful." (About how your qualifying speed today was faster than your pole speed from 1997): "We've had tire and engine development going on, and we've had the opportunity to work with the aerodynamics. This has all helped speeds. Another factor is that the IRL hasn't messed with the rules."

FRED TREADWAY (Car owner, #5T Luyendyk): "We're glad to get in. We have a great sponsor. We were well prepared, but we had a lot of little things go wrong. It was a new car, and Arie couldn't get comfortable in it. We couldn't get the seat right, and yesterday we had two engines go bad. But we made it through. Unfortunately, you have to deal with whatever comes your way. I had thought we were much more prepared this year than last year, even. I thought we might do a 225 (mph) because during April, Arie did a 223 and he wasn't even really standing on it." (Were you nervous Saturday night?): "I was real nervous last night because I thought about (Roger) Penske winning in '94 and then not qualifying at all in '95." (About losing two engines Saturday): "We had another engine. And fortunately for John Paul Jr., I went ahead and gave it to him. But then I thought this morning, 'Gee, maybe I shouldn't have been so generous with him.'"

STAN WATTLES (#19 Metro Racing Systems/NCLD): "It's quite a relief. We've worked very hard at assembling this team, getting the Riley & Scott up to speed, myself up to speed. The 217 was the fastest we've run yet. That's the way to do it, have the 217 in qualifying, not in practice. It's a real thrill." (Did you make any changes to the car?): "We added more grip because of the heat. We added more stick to the car. We made some bar adjustments to the car, and it worked well. But nothing super-major. After practice, I knew we had to add more wing. It was a bit of a gamble, because we didn't have an extra chance to check the downforce. But the car felt solid when we came out of (Turn) 4 (on the last warmup lap), and it was go, go, go." (Did you consider waving off your run at any time?): "As I was going into my final lap, I went into (Turn) 1 and it stuck, and I went into (Turn) 2 and it stuck. I knew if it worked there, it would stick. I went through (Turns) 1 and 2 and said, 'Let's take it.'" (About the wind): "I was conscious of that, but it wasn't the same as it was yesterday. The biggest problem I had (yesterday) was that exit of (Turn) 1 was pretty slippery. When I went through this morning I felt it stick. It didn't nudge out like yesterday." (Your thoughts about qualifying for the Indianapolis 500 as a rookie): "It's a thrill and an honor. Now it's time to switch gears into racing mode. I have to approach it like any other race. Keep my head down, keep my focus. This is really

DAY 8 -- SUNDAY, MAY 17, 1998 - BUBBLE DAY (cont.):

only the first half. Basically, I'll spend a lot of time preparing a mental strategy and let my guys do what they need to do."

RAUL BOESEL (#30 Beloit/Fast Rod/Team Losi/McCormack Mtrspts.): "I'm so pleased we qualified. It's been a very long week. We struggled quite a bit and had major problems almost day-to-day. (About the qualifying run) "We dropped a little bit of speed from the first laps. In Turn 4, the car started to react differently, and I lost a tremendous amount of push, and I'm really surprised the car ran a 216 that second lap." (About race preparation): "We'll go out there and practice with full fuel tanks and get ready for the race." (About the differences between the Pep Boys IRL cars and the other types of cars he's driven): "The cars move around much more. I think it relates to the weight and gearbox. Other than that, there isn't much difference." (About starting in the back of the field): "You need to be conservative at the start. If you have a good car, a good strategy and a consistent car, I think you can finish well." (About returning to Indianapolis): "Yes, this place is very special. The emotions are quite different. The fans and the history and the other races they did here all adds up."

JIMMY KITE (#7 Royal Purple Synthetic/"Synerlec"/Scandia): "The team never gave up. Any time something happened, I got back up. Boy, am I going to have a good seat for the race." (About crash Saturday): "I got too hot into (Turn) 1, and boy, did I pay for it. I'm praising the guys every minute. It's been a roller coaster every day. I went out in the beginning, and tried to set quick time and caught a gust of wind and hit the wall." (About today's qualifying run): "We figured we haven't used any good luck this week. So obviously we had some left. Every year from here on out, I'll always remember this. It's time to enjoy 500 miles." (Was your confidence shaken?): "Yeah, you second-guess. You ask yourself, 'Is it really meant to be? Am I supposed to be in the 500?' But when you have a team like this, how can you not go out there? These guys don't deserve any less. They deserved to be on the front row yesterday, but that's what you get for having a rookie driver, I guess. We have a lot of years, a lot of front rows ahead of us." (About your emotions?): "I could feel my heart beat in my head. I've never had a lump that big in my throat. I'm so glad it's over. I was 24 hours away from maybe not making the Indy 500. With a team that never does anything less than 100 percent, how could I drive less than 100 percent. Twenty-four hours ago, I didn't have a racecar. Today I got here, and I had one. Maybe a little more colorful than before. The #33 and #7 teams worked all night to get me a new car. You can't go out and be cautious and make the field. These guys are too fast. (Team owner) Andy Evans hired me because I step on the gas. Watch us, because this team will come together. Somebody is looking over me. Look what happened last year. The Phoenix deal (USAC Silver Crown victory) was a one-shot deal. My name wasn't even on my car. I started 26th, and I won the race. Next time around at IRP (Indianapolis Raceway Park), my name was on the car. Then Andy Evans calls me and offers me a shot at the IRL. Everything happens for a reason. I've never had a boring life. It's the Indy 500, and the way we did it is the way my life has been. Just when it seems nothing goes right, everything goes right. Every time I start to get down, something happened to bring me back up." (About young rookies like he and J.J. Yeley and 46-year-old rookie Jack Hewitt): "If the IRL was here 10 to 20 years ago, Jack Hewitt would have been in the '500' 10 to 20 years ago."

DANNY DRINAN (#24 D.B. Mann Development/Dixie Chopper Lawn Mowers): "I've never felt so empty in my whole life. We worked real hard to do this."

DAY 8 -- SUNDAY, MAY 17, 1998 - BUBBLE DAY (cont.):

JEFF WARD (#35 ISM Racing): (About qualifying): "It was easy. I was almost all out. The car stuck like glue. So I was real happy with the run. It wasn't a white-knuckle run. There was a lot left in the car." (About troubles during qualifying Saturday): "Well, something happened to two motors. We blew two up." (About his race strategy): "I just have to pass the guys one more time than the leaders do. I'm just going to pass as many cars as I can on the first couple of laps. The most important thing for me is to win the Indianapolis 500."

BILLY ROE (#33 Royal Purple/ProLink/Scandia): "We went out and qualified the backup car (Saturday). Everybody thought a (2)15.8 would be good enough, so we just took it. It made for some exciting drama today." (About taking parts from your #33T for teammate Jimmy Kite's #7): "The crew has been working very hard. Jimmy has most of my car that I qualified in on his good tub. We did the same setup on this car, and it is a better car." (About the emotions of getting bumped): "Eddie Cheever asked me, 'Are you on Quaaludes? How can you stand there like this and smile when you're about to get bumped for the Indy 500?'"

ELISEO SALAZAR (#15T Reebok R&S MK V): (About final qualifying run): "What can I say? We all tried so hard. We started this week with the fourth-quickest time and then the crash. It seems no matter what we tried, it was not enough. I can't thank the guys enough, Riley & Scott and Reebok, Nienhouse and Stan Wattles' group pitching in at the end. We just ran out of time."

HIDESHII MATSUDA (#54 Beck Motorsports): "I really like it here. I felt comfortable with the car, and I hope to come back next year."

SCOTT HARRINGTON (#66 LP Racing, Inc./HWI): "We are so disappointed – devastated. It's the ultimate disappointment. Every time we left pit lane this morning, we were doing 218's. Our first lap was a 217.9, but it was a bad lap for me. I just screwed up. I pinched it in (Turn) 3. I came off of (Turn) 4 real good. I got a good feel for the car. We were there. And then it let go, and that was it. We worked all year to get a program together for Indy. We've proven we can get the job done. If we hadn't lost the engine, we would be firmly in the show. We don't have a backup car and no funding to acquire someone else's backup car to qualify."

JOE GOSEK (#29 Liberty Special): "We gave it our best. I felt if I left here and I gave my best effort, then I'd leave here with a smile on my face." (About qualifying run): "I broke the gear we were running coming out of (Turn) 2 on the second lap. This was Indianapolis. I learned a lot here with (chief mechanic) Steve Melson."

LYN ST. JAMES (#90 Lifetime TV for Women Special): "You can spend all your life second-guessing. Indy is a festival. Indy is an event." (About watching the race from the sidelines): "I'm going to feel strange. I'm kind of stunned. One of the luxuries of being a 6-year veteran is that I made the field six times. I'll tell you right now -- I'm coming back. It will be another year of experiences to add to my experiences. We worked hard. We just didn't get the job done. We gave it our best shot. I got everything I could out of the car. I hope it's a safe race. I'm going to be here. I'm going to be participating in a lot of activities."

CLAUDE BOURBONNAIS (#27 Ocean Spray/Klipsch/Overhead Door): "That's all she could do. We were flat-out except for that I had to brake a little in (Turn) 1. She

DAY 8 -- SUNDAY, MAY 17, 1998 - BUBBLE DAY (cont.):

couldn't do (Turn) 1 flat-out. It's the tightest corner on the track. I think we did the best we could here. There's more competition here."

JOHNNY UNSER (#9 Hemelgarn Racing): (About being on the bubble): "It felt like an army – so many people taking shots at me. I had a bulletproof vest on. The rules last year guaranteed us a spot. This year, it was all on speed. There was more in the car, but we felt the speed would get us in the show." (About earning prize money for being on the bubble): "There's extra money for the bubble, but they can have it!" (About being in the Indy 500): "This place is special. It's been so hard for the family, but yet it's been so good to the family. I believe it's more special to my family than any other's. Little Al called first, and he said, 'You lucky dog, you lucky dog!' and I knew it was him. He said he was on the edge of his chair, and it made him sick to his stomach. He won't be here on Race Day, but he'll be here in spirit."

MIKE GROFF (#10 Jonathan Byrd's VisionAire Bryant Heating & Cooling): "We had a rough week. It came down to the wire. The guys rose to the occasion. There is some work to do, and we didn't get to run with full tanks, and it doesn't look like we're going to get to do it. It's going to be hard. The crew never doubted. They kept my confidence level up. I've never done this 'fourth day' (Bubble Day). I don't like it. This is the toughest I've ever had it. The Firestones are good. They're consistent and they'll be good for the long runs."

STEPHAN GREGOIRE (#77 Blue Star/ Tokheim/Estridge/Miller-Eads): "We've been struggling. The first lap was the best. The push started on the second lap, but the car ran consistent. We lost time with the engine. It was our fault, not the engine builder's. The Calkins' helped us out last night." (About banzaiing to the front during the race:) "We will banzai to the front – it's not 200 miles like Phoenix, so we'll take it a little slower."

FIELD SET; KITE, WARD, LUYENDYK LEAD SECOND DAY

INDIANAPOLIS, May 17, 1998 – Rookie Jimmy Kite, Jeff Ward and two-time Indy 500 champion Arie Luyendyk were the fastest drivers in Bubble Day qualifications as the field of 33 cars was set for the 82nd Indianapolis 500.

Kite will start 26th on May 24 after recording a four-lap average speed of 219.290 mph in the Royal Purple Synthetic-Synerlec-Scandia Dallara/Aurora/Goodyear that his crew worked all night to repair. The rear end of his car wavered while exiting Turn 3 on his final lap, but he recovered to finish the attempt, pumping his fist in celebration during his cool-down lap.

His dramatic run with 1 hour, 9 minutes remaining in qualifying salvaged a week in which he crashed three times, damaging his primary and backup cars. Kite crashed his backup car during his first qualifying attempt Saturday.

“I could feel my heart beat in my head,” Kite said. “I’ve never had a lump that big in my throat. I’m so glad it’s over. It’s been a roller coaster all day.”

Ward powered into the 27th spot at 219.086 in the ISM Racing G Force/Aurora/Goodyear.

Defending champion Luyendyk wasted little time earning the 28th spot. He posted a four-lap average of 218.935 in the Sprint PCS-Radio Shack-Qualcomm G Force/Aurora/Firestone just 19 minutes after qualifying started. His car showed no sign of the engine problems that plagued it Saturday.

“The crew put in a motor today, the last one we had available, which had way too many miles on it to be crisp,” Luyendyk said. “But it performed. For sure, we’d look stupid not making the show after winning it last year.”

Only two drivers – Billy Roe and Eliseo Salazar – were bumped despite 18 qualifying attempts in the last 1 hour, 29 minutes. Roe climbed into his other Royal Purple-ProLink-Scandia just 24 minutes before the end of qualifying and earned the 33rd and final spot at 217.835. Salazar wasn’t able to make the field despite a last-ditch attempt with four minutes left in a car borrowed from Stan Wattles.

Johnny Unser was the last driver on the bubble, but survived four attempts to displace him from the field in the last 18 minutes of qualifying.

“It felt like an army –so many people taking shots at me,” Unser said. “I had a bulletproof vest on.”

Hideshi Matsuda was preparing to leave the pits and start his third and final attempt in the Beck Motorsports Dallara/Infiniti/Firestone when the final gun sounded at 6 p.m., ending qualifying for the event.

Another notable non-qualifier was Lyn St. James, the only female entrant. She failed in three attempts, topping out at 215.642 in the Lifetime TV for Women Special G Force/Infiniti/Goodyear.

“I’m kind of stunned,” St. James said. “I’ll tell you right now – I’m coming back. We worked hard. We just didn’t get the job done.”

The field average is 218.305 mph, 6.019 mph faster than last year.

**1998 Qualification Summary
Saturday, May 16, 1998 - Pole Day**

QA	Time	Car	Driver	Lap-1	Lap-2	Lap-3	Lap-4	Average	SP
1	11:00	18	Jack Hewitt	214.936	215.008	215.162	waved off		
2	11:05	51	Eddie Cheever Jr.	215.734	215.383	waved off			
3	11:09	81	John Paul Jr.	217.675	217.009	216.836	217.886	217.351	16
4	11:16	99	Sam Schmidt	219.555	219.893	220.496	219.984	219.982	6
5	11:22	3	Robbie Buhl	219.974	219.818	220.61	220.545	220.236	5
6	11:28	1	Tony Stewart	221.07	221.147	219.931	219.405	220.386	4
7	11:33	55	Steve Knapp	216.544	216.674	216.523	216.04	216.445	23
8	11:39	98	Donnie Beechler	215.983	216.398	216.57	216.476	216.357	24
9	11:44	33T	Billy Roe	215.884	215.512	215.895	215.833	215.781	
10	11:49	8	Scott Sharp	218.24	waved off				
11	11:54	28T	Mark Dismore	219.475	217.897	217.744	217.281	218.096	12
12	11:59	14	Kenny Brack	221.937	221.326	220.864	219.812	220.982	3
13	12:05	52	Robby Unser	216.601	216.982	216.8	215.755	216.534	21
14	12:11	7T	Jimmy Kite	hit wall in Turn 1, unable to finish run					
15	12:27	4	Scott Goodyear	217.997	218.447	218.595	218.388	218.357	10
16	12:31	40	Dr. Jack Miller	214.69	216.7	215.579	waved off		
17	12:36	6	Davey Hamilton	220.027	220.372	219.587	219.01	219.748	8
18	12:41	17	Andy Michner	216.549	215.383	waved off			
19	12:47	11T	Billy Boat	224.573	223.725	223.625	222.102	223.503	1
20	12:57	15	Eliseo Salazar	hit wall in Turn 1, unable to finish run					
21	1:11	21	Roberto Guerrero	216.154	216.826	215.879	waved off		
22	1:16	12	Buzz Calkins	216.894	217.234	217.103	217.559	217.197	18
23	1:21	91	Buddy Lazier	218.319	218.531	218.219	218.081	218.288	11
24	1:28	44	J.J. Yeley	217.781	218.066	218.521	217.812	218.044	13
25	3:33	9	Johnny Unser	217.082	217.145	217.728	car shut off in Turn 2		
26	4:19	9	Johnny Unser	216.81	217.202	215.776	215.486	216.316	25
27	4:43	17	Andy Michner	218.145	217.554	216.351	215.657	216.922	19
28	4:50	53	Jim Guthrie	213.528	213.848	215.162	waved off		
29	4:55	8	Scott Sharp	220.886	220.103	219.507	219.154	219.910	7
30	5:00	19	Stan Wattles	216.341	216.643	215.399	waved off		
31	5:05	51	Eddie Cheever Jr.	218.013	217.828	217.696	215.812	217.334	17
32	5:10	10	Mike Groff	214.884	217.014	215.657	waved off		
33	5:15	97	Greg Ray	222.728	220.87	220.022	220.897	221.125	2
34	5:20	15T	Eliseo Salazar	216.476	216.565	215.636	waved off		
35	5:25	18	Jack Hewitt	216.831	216.544	216.138	216.289	216.450	22
36	5:29	21	Roberto Guerrero	218.946	219.625	218.728	218.304	218.900	9
37	5:35	5T	Arie Luyendyk	214.618	waved off				
38	5:38	77	Stephan Gregoire	215.311	215.75	waved off			
39	5:42	90	Lyn St. James	215.559	215.383	214.787	waved off		
40	5:46	53	Jim Guthrie	215.553	217.009	216.93	216.93	216.604	20
41	5:51	16	Marco Greco	217.066	218.066	218.797	217.891	217.953	14
42	5:56	40	Dr. Jack Miller	216.841	217.744	218.224	218.399	217.800	15

**1998 Qualification Summary
Sunday, May 17, 1998 - Bubble Day**

QA	Time	Car	Driver	Lap-1	Lap-2	Lap-3	Lap-4	Average	SP
43	12:00	30	Raul Boesel	218.441	216.894	217.024	216.862	217.303	30
44	12:05	19	Stan Wattles	217.26	217.523	217.517	217.607	217.477	29
45	12:10	10	Mike Groff	215.76	217.15	212.109	waved off		
46	12:15	15T	Eliseo Salazar	217.365	216.967	waved off			
47	12:19	5T	Arie Luyendyk	218.335	218.898	219.159	219.352	218.935	28
48	12:24	35	Jeff Ward	219.405	219.298	219.122	218.521	219.086	27
49	12:29	66	Scott Harrington	217.923	hit outside wall	Turn 1			
50	1:17	24	Danny Drinan	214.235	waved off				
51	1:52	15T	Eliseo Salazar	218.055	216.164	215.486	215.352	216.259	ALT
52	4:31	27	Claude Bourbonnais	waved off	on first lap				
53	4:36	29	Joe Gosek	215.033	215.177	214.828	waved off		
54	4:41	77	Stephan Gregoire	216.962	217.318	216.883	216.982	217.036	31
55	4:46	54	Hideshi Matsuda	216.144	215.234	215.512	waved off		
56	4:51	7	Jimmy Kite	219.635	219.389	219.539	218.6	219.290	26
57	4:56	90	Lyn St. James	215.085	215.615	waved off			
58	5:01	27	Claude Bourbonnais	211.959	213.685	waved off			
59	5:08	29	Joe Gosek	214.889	214.398	waved off			
60	5:11	54	Hideshi Matsuda	216.066	waved off				
61	5:15	24	Danny Drinan	216.242	216.009	215.869	waved off		
62	5:23	10	Mike Groff	217.051	216.648	216.606	216.513	216.704	32
				<i>Bumps #33T Billy Roe.</i>					
63	5:27	23T	Paul Durant	waved off					
64	5:32	29	Joe Gosek	213.579	waved off				
65	5:36	33	Billy Roe	218.563	218.044	218.076	216.664	217.835	33
				<i>Bumps #15T Eliseo Salazar.</i>					
66	5:42	27	Claude Bourbonnais	213.554	215.321	215.177	215.967	215.001	
67	5:47	24	Danny Drinan	215.131	214.848	214.597	waved off		
68	5:51	90	Lyn St. James	216.05	215.765	215.662	215.095	215.642	ALT
69	5:56	19T	Eliseo Salazar	211.919	211.01	waved off			

LEGEND: QA - Qualification Attempt **SP** - Starting Position

1998 Indianapolis 500 – Veteran Start/Finish History

Car	Races	Driver	Top-10 Finishes	1984	1985	1986	1987	1988	1989
11	1	Boat, Billy	1	---	---	---	---	---	---
30	9	Boesel, Raul	4	---	23/18	22/13	---	20/7	9/3
14	1	Brack, Kenny	0	---	---	---	---	---	---
3	2	Buhl, Robbie	2	---	---	---	---	---	---
12	2	Calkins, Buzz	0	---	---	---	---	---	---
51	8	Cheever Jr., Eddie	3	---	---	---	---	---	---
28	2	Dismore, Mark	0	---	---	---	---	---	---
4	7	Goodyear, Scott	4	---	---	---	---	---	---
16	3	Greco, Marco	0	---	---	---	---	---	---
77	3	Gregoire, Stephan	0	---	---	---	---	---	---
10	4	Groff, Mike	0	---	---	---	---	---	---
21	13	Guerrero, Roberto	5	7/2	16/3	8/4	5/2	12/32	---
53	2	Guthrie, Jim	0	---	---	---	---	---	---
6	2	Hamilton, Davey	1	---	---	---	---	---	---
91	5	Lazier, Buddy	2	---	---	---	---	---	---
5	13	Luyendyk, Arie	7	---	20/7	19/15	7/18	6/10	15/21
40	1	Miller, Dr. Jack	0	---	---	---	---	---	---
81	6	Paul Jr., John	1	---	24/15	---	---	---	---
97	1	Ray, Greg	0	---	---	---	---	---	---
33	1	Roe, Billy	0	---	---	---	---	---	---
99	1	Schmidt, Sam	0	---	---	---	---	---	---
8	3	Sharp, Scott	1	---	---	---	---	---	---
1	2	Stewart, Tony	1	---	---	---	---	---	---
9	2	Unser, Johnny	0	---	---	---	---	---	---
35	1	Ward, Jeff	1	---	---	---	---	---	---

1998 Indianapolis 500 – Veteran Start/Finish History (cont.)

Car	Driver	1990	1991	1992	1993	1994	1995	1996	1997
11	Boat, Billy	---	---	---	---	---	---	---	22/7
30	Boesel, Raul	17/28	---	25/7	3/4	2/21	22/20	---	---
14	Brack, Kenny	---	---	---	---	---	---	---	15/33
3	Buhl, Robbie	---	---	---	---	---	---	23/9	4/8
12	Calkins, Buzz	---	---	---	---	---	---	9/17	16/11
51	Cheever Jr., Eddie	14/8	10/31	2/4	33/16	11/8	14/31	4/11	11/23
28	Dismore, Mark	---	---	---	---	---	---	14/19	25/28
4	Goodyear, Scott	21/10	12/27	33/2	4/7	33/30	3/14	---	5/2
16	Greco, Marco	---	---	---	---	32/27	---	22/26	27/16
77	Gregoire, Stephan	---	---	---	15/19	---	---	13/27	13/31
10	Groff, Mike	---	18/24	---	---	31/31	---	11/20	18/12
21	Guerrero, Roberto	28/23	28/30	1/33	10/28	20/33	13/12	6/5	19/27
53	Guthrie, Jim	---	---	---	---	---	---	19/18	6/26
6	Hamilton, Davey	---	---	---	---	---	---	10/12	8/6
91	Lazier, Buddy	---	23/33	24/14	---	---	23/27	5/1	10/4
5	Luyendyk, Arie	3/1	14/3	4/15	1/2	8/18	2/7	20/16	1/1
40	Miller, Dr. Jack	---	---	---	---	---	---	---	17/20
81	Paul Jr., John	32/16	25/25	18/10	---	30/25	---	17/31	---
97	Ray, Greg	---	---	---	---	---	---	---	30/25
33	Roe, Billy	---	---	---	---	---	---	---	24/22
99	Schmidt, Sam	---	---	---	---	---	---	---	23/34
8	Sharp, Scott	---	---	---	---	17/16	30/26	21/10	---
1	Stewart, Tony	---	---	---	---	---	---	1/24	2/5
9	Unser, Johnny	---	---	---	---	---	---	16/33	35/18
35	Ward, Jeff	---	---	---	---	---	---	---	7/3

1998 INDIANAPOLIS 500 QUALIFYING AWARDS

PPG Pole Award -- \$100,000

PPG INDUSTRIES
#11T – Billy Boat

Chevrolet

Chevrolet Camaro Convertible (\$27,000 value)
#11T – Billy Boat

Harley Davidson of Indianapolis

1998 Harley Davidson XL 1200 (\$12,000 value)
#11T – Billy Boat

GTE Front Runner -- Award \$30,000

\$10,000 awarded to each front-row driver
GTE
#11T Billy Boat, #97 Greg Ray, #14 Kenny Brack

True Value Pole Winning Chief Mechanic Award -- \$10,000

awarded to pole position chief mechanic
COTTER AND COMPANY
#11T Craig Baranouski (Billy Boat)

Ameritech Youngest Starting Driver Award -- \$7,500

AMERITECH
#44 J.J. Yeley

American Dairy Association Fastest Qualifying Rookie Award – \$5,000

(Plus \$250 to each qualifying rookie)
AMERICAN DAIRY ASSOCIATION
#7 Jimmy Kite

Buckeye Machine/Race Spec Final Measure Award – \$5,000

awarded to the last team to pass inspection and qualify for the race (with decal)
BUCKEYE MACHINE/RACE SPEC
#33 Billy Roe

Ferguson Steel Most Consistent Veteran Qualifier Award – \$5,000

FERGUSON STEEL COMPANY
#10 Mike Groff

Ferguson Steel Most Consistent Rookie Qualifier Award -- \$5,000

FERGUSON STEEL COMPANY
#19 Stan Wattles

T.P. Donovan Top Starting Rookie Award – \$5,000

OLINGER DISTRIBUTING COMPANY, INC.
#44 J.J. Yeley

SRE Industries My Bubble Burst Award – \$5,000

awarded to last driver to be bumped on last day of qualifying
SRE INDUSTRIES
#15T Eliseo Salazar

Snap-On Tools/CAM Top Wrench Award – \$5,000

awarded to chief mechanic voted by peers
demonstrating skill in preparation for qualifying
SNAP-ON TOOLS/CAM
#97 Jon Ennik (Greg Ray)

MI-Jack Top Performer Award – \$5,000

awarded to driver recording the fastest single qualifying lap
MI-JACK PRODUCTS
#11T Billy Boat

Indianapolis Motor Speedway Qualifying Awards-- \$40,000

(Three fastest qualifiers on Day 2)
#7 Jimmy Kite, \$25,000; #35 Jeff Ward, \$10,000; #5T Arie Luyendyk, \$5,000

1998 INDIANAPOLIS 500 SPECIAL INCENTIVE AWARDS

CHEVROLET OFFICIAL PACE CAR AWARD

1998 Chevrolet Corvette
(race winner)

AMERICAN DAIRY AWARDS

\$10,750 American Dairy Association
(winner, winning chief mechanic)

C & R RACING

TRUE GRIT AWARD

\$5,000 – C & R Racing, Inc.
(awarded to the mechanic that exemplifies outstanding
achievement and excellence in preparation and management)

CLINT BRAWNER

MECHANICAL EXCELLENCE AWARD

\$5,000 – Clint Brawner Foundation
(awarded to member of entrant teams)

COORS INDY PIT STOP CHALLENGE

\$90,000 - Coors Brewing Company

CRAFTSMAN TRACTOR AWARD

\$5,000 – Frigidaire Home Products
(awarded to team using the Craftsman Tractor
during the entire month of May at the Speedway)

SCOTT BRAYTON DRIVERS TROPHY

\$25,000 – Royal Purple Motor Oil
(awarded to driver who most exemplifies the attitude,
spirit and competitive drive of Scott Brayton)

LOCTITE AWARDS

\$10,500 – Loctite Corp. and Permatex Fast Orange
(winner, winning chief mechanic, pole position)

BANK ONE INDIANAPOLIS

ROOKIE OF THE YEAR AWARD

\$10,000 – Bank One, Indianapolis

BORG-WARNER TROPHY AWARD

\$130,000 plus trophy replica
\$80,000 bonus if 1997 winner repeats his victory
Borg-Warner Automotive, Inc.
(race winner)

FASTLANE FOOTWEAR

FASTEST RACE LAP AWARD

\$10,000 – Fastlane Footwear Inc.

KODAK PHOTO FINISH AWARD

\$10,000 – Eastman Kodak Company
(race winner)

MBNA LAP LEADER AWARD

\$10,000 – MBNA Motorsports
(to the driver who leads the most laps in the race)

KRUSE HIGHEST FINISHING ROOKIE AWARD

\$5,000 - Kruse International

NBD BANK LEADERS CIRCLE AWARD

\$10,000 – NBD Bank
(awarded to the driver who leads the most laps in the race)

1998 INDIANAPOLIS 500 SPECIAL INCENTIVE AWARDS (cont.)

**NATIONAL CITY BANK OF INDIANA
CHECKERED FLAG AWARD**

\$10,000 – National City Bank, Indiana
(race winner)

CRAFTSMAN TRACTOR AWARD

\$5,000 – Frigidaire Home Products
(awarded to team using the Craftsman tractor
during the entire month of May at the Speedway)

GOODYEAR WINNING CAR OWNER AWARD

\$5,000 plus ring – The Goodyear Tire and Rubber Co.

INDIANA OXYGEN PERSEVERANCE AWARD

\$5,000 – Indiana Oxygen
(awarded to team on Race Day that exemplifies the most
exceptional sportsmanship in a non-winning effort)

LINCOLN ELECTRIC HARD CHARGER AWARD

\$5,000 – Lincoln Electric
(awarded to lowest qualifier to lead the race)

**MOTORSPORTS SPARES INTERNATIONAL
PERSISTENCE PAYS AWARD**

\$5,000 - Motorsports Spares International, Inc.
(awarded to highest finishing last day qualifier)

**PREMIER/D-A
MECHANICAL ACHIEVEMENT AWARD**

\$5,000 - Premier Farnell Corp.

STIHL THE LEADER AWARD

\$5,000 – Stihl Inc.
(Stihl is the technological leader in the power tools industry
and recognizes the team/car on the leading edge of technology)

**MARSH SUPERMARKETS
MOST IMPROVED POSITION AWARD**

\$10,000 – Marsh Supermarkets, Inc.
(awarded to driver who makes most improvement
from starting position to finish)

TENNECO AUTOMOTIVE EFFICIENCY AWARD

\$5,000 – Tenneco Automotive
(awarded to the team that runs the most miles between pit stops)

1998 INDIANAPOLIS 500 CONTINGENCY AWARDS

PPG INDUSTRIES

\$495,000

PENNZOIL PRODUCTS CO.

\$150,000

ROBERT BOSCH CORP.

\$45,000

FIRESTONE

\$40,000

AURORA BY OLDSMOBILE

\$30,000

NISSAN

\$30,000

RAYBESTOS BRAKE PARTS

\$30,000

FIRST BRANDS - STP RACING

\$26,000

QUAKER STATE

\$25,000

CHAMPION SPARK PLUG

\$20,000

EARLS PERFORMANCE PRODUCTS

\$11,000

PREMIER FARNELL CORP.

\$10,000

SIMPSON RACE PRODUCTS

\$10,000

WELD WHEEL INDUSTRIES

\$10,000

LOCTITE CORPORATION

\$9,500

J.C. CARTER CO.

\$7,500

BELL HELMETS

\$6,000

1998 INDIANAPOLIS 500 CONTINGENCY AWARDS (cont.)

BART WHEELS

\$5,000

CANON U.S.A.

\$5,000

EMCO GEARS, INC.

\$5,000

HYPERCO INC.

\$5,000

IDEAL DIVISION/STANT CORP.

\$5,000

KECO COATINGS

\$5,000

MECHANIX WEAR

\$5,000

PROLONG SUPER LUBRICANTS

\$5,000

OIL CHEM RESEARCH CORP.

\$5,000

MOBIL OIL CORPORATION

\$5,000

SNAP-ON TOOLS

\$5,000

STANT MANUFACTURING INC.

\$5,000

DAY 9 -- THURSDAY, MAY 21, 1998 - CARBURETION DAY

Entry list update: The #6 driven by Davey Hamilton is now sponsored by Reebok. The Nienhouse Motorsports car driven by Hamilton has been repainted to look exactly like the Reebok car driven by #15 Eliseo Salazar, who failed to qualify. The #30 driven by Raul Boesel is now the Beloit/Fast Rod/Team Losi/TransWorld Diversified car.

Practice:

- 11 a.m. -- **GREEN**. #77 Gregoire, #10 Groff, #30 Boesel first on track, respectively.
- 11:01 a.m. -- #77 Gregoire completes first lap.
- 11:02 a.m. -- #5 Luyendyk rolls on to pit road from garage. #19 Michner returns to pits. #28T Dismore on track for first time. #3 Buhl, #6 Hamilton, #51 Cheever on track for first time.
- 11:04 a.m. -- #18 Hewitt on track for first time.
- 11:05 a.m. -- #19 Michner returns to track. #3 Buhl enters pits. #30 Boesel returns to track. #6 Hamilton returns to pits. #21 Guerrero on track for first time.
- 11:06 a.m. -- #9 J. Unser rolls on to pit road from garage.
- 11:09 a.m. -- #19 Wattles on track for first time.
- 11:10 a.m. -- #77 Gregoire turned lap of 210.064 mph, fastest of session. #55 Knapp rolls out to pit road from garage.
- 11:11 a.m. -- #81 Paul returns to garage for clutch adjustment. #99 Schmidt, #40 Miller roll on to pit road from garage.
- 11:12 a.m. -- #52 R. Unser turned lap of 212.706, fastest of session. #35 Ward on setup pad in garage area, expected on track within 10 minutes.
- 11:13 a.m. -- #3 Buhl turned lap of 214.378, fastest of session.
- 11:14 a.m. -- Engine cover removed from #33 Roe on pit road for systems check. #98 Beechler on setup pad in garage.
- 11:15 a.m. -- #28T Dismore turned lap of 211.392, third fastest of session. #3 Buhl to pits.
- 11:16 a.m. -- #7 Kite enters pits with no power.
- 11:17 a.m. -- #3 Buhl returns to track. #1 Stewart on track for first time.
- 11:18 a.m. -- #7 Kite towed to garage for fuel, crew reported.
- 11:19 a.m. -- #3 Buhl towed to garage for fuel, crew reported. #17 Michner finished for day.
- 11:20 a.m. -- #1 Stewart turned lap of 218.999, fastest of session.
- 11:21 a.m. -- **YELLOW**, debris. #33 Roe changes helmet.
- 11:23 a.m. -- #35 Ward rolls on to pit road from garage. #3 Buhl returns to pit road.
- 11:26 a.m. -- **GREEN**. #44 Yeley changes helmet.
- 11:27 a.m. -- #11 Boat rolls to pit road from garage. All cars have been presented to pit road except #98 Beechler and alternates #15 Salazar and #90 St. James.
- 11:30 a.m. -- #8 Sharp loses power on track, stops on pit road short of designated pit stall. Fluid dripping from bottom of car. Apparent engine problem, according to Sharp crew member Brad Stout.
- 11:31 a.m. -- #91 Lazier turned lap of 214.214, third fastest of session.
- 11:33 a.m. -- #30 Boesel towed to garage for fuel. #18 Hewitt returns to track.
- 11:38 a.m. -- Track temperature was 122 degrees, according to Goodyear engineers.
- 11:40 a.m. -- #98 Beechler rolls to pit road from garage. All 33 cars in starting field have been presented to pit road. #21 Guerrero towed to garage to repair wheel-speed sensor.

DAY 9 -- THURSDAY, MAY 21, 1998 - CARBURETION DAY (cont.):

11:43 a.m. -- #1 Stewart towed to garage for fuel. #4 Goodyear turned lap of 217.019, second fastest of session. #97 Ray turned lap of 216.674, third fastest of session.

11:45 a.m. -- #77 Gregoire towed to garage to repair pit-lane speed sensor.

11:49 a.m. -- #97 Ray turned lap of 217.754, second fastest of session.

11:50 a.m. -- #11 Boat turned lap of 219.181, fastest of session. #1 Stewart returns to pit road.

11:52 a.m. -- #14 Brack enters pits with right front wheel smoking. Crew removes wheel to inspect.

11:53 a.m. -- #10 Groff, #40 Miller towed to garage.

11:55 a.m. -- #91 Lazier done for the day.

12:03 p.m. -- #1 Stewart towed to garage. #3 Buhl returns to pit road.

12:10 p.m. -- Track temperature was 133 degrees, according to Goodyear engineers.

12:12 p.m. -- #11 Boat done for the day.

12:14 p.m. -- #14 Brack turned lap of 220.994, fastest of the session.

12:15 p.m. -- **YELLOW**. Debris.

12:21 p.m. -- **GREEN**.

12:26 p.m. -- **YELLOW**. #19 Wattles towed in.

12:36 p.m. -- **GREEN**.

12:38 p.m. -- Track temperature is 134 degrees, according to Goodyear tire engineers.

12:43 p.m. -- #81 Paul enters track. All 33 starters have entered track for practice.

12:44 p.m. -- **YELLOW**. #19 Wattles towed in.

12:46 p.m. -- **GREEN**.

1 p.m. -- **CHECKERED**. End of session.

Panther Racing earned \$40,000 for winning the Coors Indy Pit Stop Challenge this afternoon. Panther and driver Scott Goodyear beat Team Menard and driver Robbie Buhl in the final. Coors will donate \$5,000 to charity in the name of Panther Racing. Teams changed four tires and simulate a fuel-hose connection for five seconds in all rounds.

Panther's victory ended the two-year reign of Galles Racing. It's the first victory in any competition at Indianapolis Motor Speedway for Goodyear, who has finished second twice in the Indianapolis 500.

SCOTT GOODYEAR (#4 Pennzoil Panther G Force): "I've got the easy part. These guys do all of the work. I just sit there, put it in gear and away we go. I think the one that should be deserving of this is Kevin Blanch, the crew chief. The guys are pumped up. They've been pumped up for a week now. Pit stops are huge. I think we showed today that when it comes down to the last pit stop of the race, getting in and out can definitely make the difference. We've got a great crew behind us and some lightning-fast pit stops that will hopefully help us on Race Day." (Is this a good omen for Sunday?): "I think it's a great omen. You're always looking for an advantage here. We just have to make sure we cross the line first." (About your unfinished business at Indy): "Yeah, we have some unfinished business here, for sure." (About the race): "I think we've got a great shot this year, but I'm definitely concerned that the G Force chassis is not as fast as the Dallara right now. We think it (G Force) will be a lot better racecar than a qualifying car."

DAY 9 -- THURSDAY, MAY 21, 1998 - CARBURETION DAY (cont.):

KEVIN BLANCH (Chief mechanic, #4 Goodyear): "This is our day, right here. We've been practicing for four days, two hours a day. We thought we could do an 11 (second stop). We've been practicing in the mid-12's." (Can you keep this momentum through Race Day?): "We have a great crew, and we'll get him in and out. I think this helps him, also. He knows he can count on us Race Day."

ROBBIE BUHL (#3 Johns Manville/Menards Special): "They just beat us. I got good guys. We just didn't have as good a stops as earlier."

JOHN O'GARA (Chief mechanic, #3 Buhl): "It's been a good day. We have a great crew. This has been really good practice for the race, although this has been real tough on an old man. Robbie thought someone was still working on the car. He said he felt something. It's not bad, though. It was a lot of fun."

The results of the Coors Indy Pit Stop Challenge:

Final

Panther Racing (#4 Goodyear), 17.307 seconds def. Team Menard (#3 Buhl), never left pit box

Note: Goodyear's stop was 12.307 seconds. The team was assessed a five-second penalty for a loose lugnut.

Semifinals

Panther Racing (#4 Goodyear), 12.684 def. Treadway Racing (#5 Luyendyk), 13.215
Team Menard (#3 Buhl), 13.223 def. A.J. Foyt Racing (#11 Boat), 16.247

Quarterfinals

A.J. Foyt Racing (#11 Boat), 14.435 def. Hemelgarn Racing (#91 Lazier), 20.420
Team Menard (#3 Buhl), 16.660 def. Team Menard (#1 Stewart), 17.215
Panther Racing (#4 Goodyear), 13.967 def. TKM/Genoa Racing (#97 Ray), 21.114
Treadway Racing (#5 Luyendyk), 12.704 def. A.J. Foyt Racing (#14 Brack), 16.802

There were four yellow flags for 25 minutes. At 10:59 a.m., the temperature was 71 degrees with east winds at 9 mph.

Frank Honsowetz, manager of Nissan Motorsports, and Pep Boys IRL driver Dr. Jack Miller acted as professors Wednesday and today for the Emmy-winning PBS program "Real Science."

Honsowetz and Miller answered questions for 16-year-old Allison Bell, a Carmel, Ind., high school student, about the use of computers in the design, construction and testing of an Indy racing engine and car.

The 30-minute program will be televised nationwide in November on 200 PBS stations and the Classroom Channel. The Classroom Channel is broadcast throughout the U.S., Canada and Puerto Rico.

IMS Properties will present the "Indy 500 Shop" at 10 (local time) tonight on ESPN2, a merchandise show featuring Indy 500 products. Vince Welch is the host, and Pep Boys IRL driver Scott Goodyear is the guest.

Fans can rent seat backs for this year's race at about 20 locations around the Speedway. Each padded seat back rental costs \$5.

More than \$10,000 was raised for the Indiana Children's Wish Fund at the "500 Rock-N-Roll Benefit Concert" on Monday at the bw-3 club in the Castleton section of Indianapolis. More than 600 people attended the charity function.

DAY 9 -- THURSDAY, MAY 21, 1998 - CARBURETION DAY (cont.):

The Scott Brayton Driver's Trophy, created last year to honor the character and spirit of late Pep Boys IRL driver Scott Brayton, will be presented Saturday to a current or former Indianapolis 500 competitor. The award will be presented during the driver's meeting, which starts at 11 a.m.

The recipient will earn \$25,000 and a uniquely-crafted crystal trophy designed and produced by Tiffany's.

John Paul Jr. won the inaugural Scott Brayton Driver's Trophy last year.

The Inaugural Indianapolis 500 Invitational Charity Golf Tournament, scheduled for Friday, May 22, will initiate yet another tradition of Memorial Day weekend entertainment on the fabled grounds of the Indianapolis Motor Speedway.

Foursomes will take to the course Friday morning for a round of golf at Brickyard Crossing, the Pete Dye-designed, 18-hole championship course, for a good cause. Proceeds benefit the American Red Cross of Greater Indianapolis. IMS President Tony George, driving legends Parnelli Jones and Lloyd Ruby, and many Pep Boys IRL drivers will participate. The list includes Eddie Cheever Jr., Davey Hamilton, Scott Sharp, rookies J.J. Yeley, Steve Knapp and Donnie Beechler, and others.

Before the tournament, PGA Tour member Howard Twitty will host a clinic for all tournament participants.

The schedule for the inaugural Indianapolis 500 Invitational, sponsored by Reebok, is:

7 a.m.: Registration and breakfast; 8 a.m.: Twitty golf clinic; 8:45 a.m.: Shotgun start; 2 p.m.: Awards luncheon.

Those interested in participating can call Mary Kay Donovan at 484-6568.

1963 Indianapolis 500 winner Parnelli Jones will replace professional golfer Greg Norman as driver of the Chevrolet Corvette Pace Car during this year's race. Norman is recovering from recent shoulder surgery.

Saint Mary-of-the-Woods College student Elizabeth Burch will sing the "Star Spangled Banner" on Sunday morning before the 82nd Indianapolis 500 as a tribute to the late Mary Fendrich Hulman.

Hulman, chairman emeritus of the Indianapolis Motor Speedway, died April 10 at her home in Indianapolis. She was 93. Hulman graduated from Saint Mary-of-the-Woods Academy in 1923, and the Hulman-George family continues to be a major benefactor to the college.

John King, a mechanic for the A.J. Foyt PowerTeam Racing team, won the inaugural "True Grit" Award this afternoon. The award was created by Chris Paulsen, owner of C & R Racing, to acknowledge a dedicated mechanic in the Indianapolis 500. King won \$5,000 for the award.

The 17th annual CARA Charities Fashion Show and Luncheon will take place Friday at the Westin Hotel in downtown Indianapolis. For the past 16 years, the CARA Charities Fashion Show, presented by Jacobson's, and other CARA Charities activities have raised more than \$2.5 million to help fund organizations supporting children and families.

The show starts with a traditional Social Hour at 11 a.m. The show will start after lunch, at 1 p.m., and will be hosted by Dave Calabro and Anne Ryder of WTHR-TV. Many Indy 500 drivers and their families will model in the show. Tickets are available at \$50 each by calling CARA Charities at 299-2277.

DAY 9 – THURSDAY, MAY 21, 1998 - CARBURETION DAY (cont.):

Gary Knovak, from Carrollton, Texas, won an Oldsmobile Aurora today as part of Pep Boys' "Road to Indy Sweepstakes."

Knovak was one of four winners of an all-expenses-paid trip to this year's Indianapolis 500 as part of the contest. The four winners arrived today at the track. They were presented with a key to the Aurora by Indiana Lieutenant Governor Joseph Kernan and several Pep Boys IRL drivers. Only one of the keys started the car, and Knovak was the lucky winner.

Two traditional USAC open-wheel events will take place this weekend in Indianapolis.

The A.J. Foyt's True Value Hulman-Hoosier Hundred for USAC Silver Crown cars will take place Friday night at the Indiana State Fairgrounds. Practice starts at 5 p.m. The 100-lap feature starts at 8 p.m.

The Budweiser Night Before the 500 for USAC midgets will take place Saturday night at Indianapolis Raceway Park. Practice starts at 4:30 p.m.

MCI, the Pep Boys Indy Racing League and the Indianapolis Motor Speedway announced today in the Trackside Conference Room that they have entered into an agreement establishing MCI as the "Official Long Distance and Local Service Provider of the Pep Boys Indy Racing League and the Indianapolis Motor Speedway."

A lucky race fan and a Pep Boys IRL driver will have the chance to split \$1 million as part of a nationwide promotion co-sponsored by MCI and Pep Boys that was unveiled today in the Trackside Conference Room.

The MCI Pep Boys Million Dollar Driver sweepstakes will begin June 15. Race fans can go to any of the Pep Boys stores to enter, or may enter via the Internet at www.mciracing.com or www.pepboys.com.

To enter, fans must pick the IRL driver they think will win all three of the TNN-televised races: Charlotte, July 26; Atlanta, August 30; and Las Vegas, Oct. 11. The fan who picks the driver who wins all three races will be entered for a chance to share \$1 million with the winning driver. Fans who choose the driver who wins two of the three races will have the opportunity to split \$100,000 with the winning driver.

POST-PRACTICE QUOTES

ANDY MICHNER (#17 Konica/Syan Racing/Dallara): "We just went out there to see if it was bogging out and just get ready for the race. (Why didn't you run any full-speed laps?): "Well, the car is in the race, and if something would happen to it, we don't have a backup."

ROBBY UNSER (#52 Team Cheever): (About his car's performance): "Not bad. All we were looking for was leaks, decent balance and everything to be smooth. We got all of that, so we're happy."

J.J. YELEY (#44 One Call Communications Quaker State Menards SRS): "We just went around a couple of laps to check the oil pressure and check for leaks. We had a problem with the radio. The crew couldn't hear me, and they were real staticky." (About your car): "It's running perfect."

DAY 9 -- THURSDAY, MAY 21, 1998 - CARBURETION DAY (cont.):

BUDDY LAZIER (#91 Delta Faucet/Coors Light/Hemelgarn Racing): "We are pretty happy with the car. We struggled all week. It's a good race car." (About practice goals): "We want to make sure the car responds to any changes, that you have balance and make sure there are no leaks. The track has a lot of grip."

MIKE GROFF (#10 Jonathan Byrd's VisionAire Bryant Heating & Cooling): "It's kind of nice having this weather. We're still learning a lot on this car. We made a lot of changes, and now we're optimizing those changes. You've got to be real smart and fast here, and it's important that you balance those two."

EDDIE CHEEVER JR. (#51 Rachel's Potato Chips): (About car's performance): "The car is good, easy to drive. I don't even look at times on Carburetion Day. All you want is a balance and see what it's like in traffic because the car you start with on Sunday is not the car you end with."

RAUL BOESEL (#30 Beloit/Fast Rod/Team Losi/TransWorld Diversified): "We used this session to run in some new tires for the race. We just had a little run. We did not want to use the engine that much."

MARCO GRECO (#16 Int. Sports Ltd. Phoenix Racing): (About his car): "It's OK. We're ready for Sunday, made a few changes."

DR. JACK MILLER (#40 Crest Racing): "Carburetion Day scares the living daylights out of me. It's an important race to Indiana. I can't imagine anything better than this other than winning the race. I'm having a good time. God bless America."

DAVEY HAMILTON (#6 Reebok/Nienhouse Motorsports G Force Aurora): "Everything went fine for us today. We just wanted to make sure the car was balanced and wanted to break it in. We look fine. There are some guys out there that are faster than we are, and they have been all week. But it's a long race, and I know I have the best pit crew in the place. We have a good, balanced racecar for Sunday." (About new paint job): "We deserve a major sponsor like this. It gives the team the credibility they deserve."

MARK DISMORE (#28 Kelley Automotive): (Any leaks?): "Not so far. But we didn't run very many laps." (Did you get up to speed?): "So far everything is good. We got up to the speed that I wanted to. I'm not going to let other teams dictate how I prepare for the race."

JIMMY KITE (#7 Royal Purple Synthetic/"Synerlec"/Scandia): "We went out on full tanks. With all the troubles we had last week, we didn't get a chance to do that. Everyone I talked to told horror stories, so I talked to Johncock, Rutherford, Unser and Luyendyk about what it was like. I've started other races in these cars before, but this is my first time starting this far back. We're just trying to figure out our game plan for that first lap."

BUZZ CALKINS (#12 International Star Registry/Bradley Food Marts): (Learn anything today that can help Sunday?): "Not much. We just wanted to make sure that we put the car back together properly and that we had no leaks."

ROBBIE BUHL (#3 Johns Manville/Menards Special): "Everything was good. Our car has been good on light tanks, half-tanks, full tanks. I can't even tell the

DAY 9 -- THURSDAY, MAY 21, 1998 - CARBURETION DAY (cont.):

difference, so I'm happy how things went today. The track was really good. The car was very consistent. I had no problems."

ROBERTO GUERRERO (#21 Pagan Racing Dallara-Oldsmobile): "The car is running very well. It's good to have this last practice day. It went very well right off the first turn. We were doing (2)16's without even trying. It was very comfortable. It was good that we went out today because we had that wire break in the speed sensor, and we wouldn't want that to happen on Race Day because that tells you how fast you're going on pit lane."

JIM GUTHRIE (#53 ISM Racing): "New car blues still, kind of a bad thing to have on Carb Day. We've got a few balance problems. All of the sudden we had wheel-speed sensor problems, which affect the wheel-speed limiter." (About race strategy): "We're going to keep our head down, pretty much run our own race and not make any mistakes. Hopefully that will be good enough come Race Day."

STEVE KNAPP (#55 ISM Racing): (About missing his pit): "My biggest issue that I have right now is getting the car stopped. We were running on full tanks and 200 pounds makes a difference. When the car only weighs 14 (1,400 pounds) to begin with, that's a big percentage difference. The car is good, the engine is definitely better than the one before."

JACK HEWITT (#18 Parker Machinery): (Compare racing a 50-lap feature to racing 200 laps at Indy): "Physically, I have no problems with the distance. It's more of a mental game." (What did you learn today?): "I've got to stop killing the motor when I leave the pit. Each time it costs me five cases of beer. I didn't want to take any chances today. We'll take our chances on Race Day."

KENNY BRACK (#14 A.J. Foyt PowerTeam Racing): "The car performed good, same as all week. A.J. and the team have done a great job. We had a small brake fluid leak. But that's what Carb Day is for, to find the smallest glitches and get ready for Race Day."

SCOTT GOODYEAR (#4 Pennzoil Panther G Force): "We ran 14 laps total, and the best at 217 (mph). The car felt fine. We have a great racecar, a great team. We're ready for Race Day."

STEPHAN GREGOIRE (#77 Blue Star/Tokheim/Estridge/Miller-Eads): "Basically, we wanted to test on full tanks to make sure the car is stable. We tried little changes to the setup. A couple of them we didn't like and changed it back. We did 215 (mph) with old tires, so we feel pretty good for Sunday." (About the start Sunday): "I'm going to be careful. Like (Pep Boys IRL Director of Operations) Brian Barnhart said in the drivers' meeting, you don't win the race on the first lap. I plan on taking it easy and see what happens. And if after two laps the car is ready to go, we'll kick it in. I suspect mistakes will be made, so I'll be keeping my eyes open and hopefully avoid them."

SAM SCHMIDT (#99 Best Western Gold Crown Racing Special): "We shook it down, and everything went well. We ran about 15 conservative laps on full fuel and now look forward to Race Day."

DAY 9 – THURSDAY, MAY 21, 1998 - CARBURETION DAY (cont.):

JOHN WELAND (Race strategist, #18 Wattles): “It runs fine. It drops power and then shuts off. We think it’s a vibration. We’re not sure. We’re going to have to go through the whole (electrical) harness. It’s going to be a rough start for him (Wattles) on Sunday.”

TONY STEWART (#1 Glidden/Menards Special): “It’s just a great honor to be a part of the Indianapolis 500. Hopefully on Sunday, we’ll just take the car to the front. But this race takes a little longer than a couple laps to get to the front.”

BILLY BOAT (#11 Consec A.J. Foyt Racing): (About pressure of leading the field to the green flag): “This race isn’t going to be won on the first lap. You’ve got to bring them down clean and smooth. I hope we’ll get everybody through Turn 1 and then start racing. (Pep Boys IRL Director of Racing Operations) Brian Barnhart has some pretty explicit instructions for the front row. I’m sure A.J. will have a similar talk with us, as well.”

A.J. FOYT (About putting both of his cars on the front row): “One thing about Indianapolis, it doesn’t matter who you are. Nothing is guaranteed here. Look at Penske. He won the race and doesn’t even make the field the next year.” (Do your starting positions feel good?): “Hell, yes, it feels real good.”

DANNY “CHOCOLATE” MYERS (Gas man for seven-time NASCAR Winston Cup champion Dale Earnhardt, working on crew for A.J. Foyt Racing on Race Day): (Your impressions of this track and the month of May?): “Just to walk in this place, it’s a thrill. It always has been. If you’re a racer of any kind, whether you’re a drag racer or in NASCAR, you’re going to watch the Indy 500. This is a race that everyone watches.”

ARIE LUYENDYK (#5 Sprint PCS/Radio Shack/Qualcomm): (About getting to front Sunday): “I think with the field being tighter than it was in ’96, it’s going to be difficult to get to the front. As far as the race goes, I’m going to lay back in the beginning rather than attack. You’re not going to see me out there running real hard in the first couple of laps. We’d like to go to the front, and be there and stay there. It really depends on how the race unfolds. If it’s a race with a lot of yellows, it’s obviously going to help me come from the back. The approach will be pretty sensible, all in all, to get to the front.” (Can you repeat your performance from 1996, in regards to starting in back of field?): “I’m hoping I can. It might take a lot longer this time around. The only thing I’m looking at right now is guys running 228 (mph) on the straight, and I’m running 222. I don’t know what’s up with that.” (About new PEDS Barrier on inside of Turn 4): “I would like to see it on every wall, on every oval, so we don’t have to hit concrete anymore.”

GREG RAY (#97 TKM/Genoa Racing): (About today’s performance): “We made a few changes to the car. We haven’t really done any runs on full tanks or anything. I took about 10 or 12 laps to get acclimated. We put in a fresh motor in there today. We were just able to warm up. We’re happy with it. We put on a scrub set of tires. The car felt like it was going to be really quick, I just never got a clean lap. The car was good in traffic.” (About the emotions of this week): “It’s been a roller coaster. I’m so proud of my team. Even though we’ve had a lot of adversity, they’ve been real calm. There’s probably a lot more happening behind the scenes, but they’ve been great about keeping it hush-hush from me, so I can just focus. We’ve accomplished a lot with a little.” (About lack of sponsorships): “Our sidepods are still open. We’re

DAY 9 -- THURSDAY, MAY 21, 1998 - CARBURETION DAY (cont.):

still going to be upside down (financially) after Sunday unless somebody (sponsor) comes in, but we're behind that right now. We're just focusing on the race. We had a strong commitment to be here. Then, we made commitments to engine builders and others. When our sponsor didn't meet the commitment to us, it really put us in jeopardy. If Gloves wouldn't have come on Tuesday morning, we didn't know if we would have been able to go on. We're going to go forward with this race, even though it's going to put us upside down and backwards financially. We were prepared to sell motors, lease the car or something. If we don't have a good result here, we're going to find a way to beg, borrow or steal our way to make it to Dallas, because that's our home race. If we don't finish in the top three or four, we won't go beyond Dallas, there's no way. We have to pump in at least a half a million dollars into this thing, we're so far into it." (About being in the middle of the front row): "It's an uncomfortable place to be, anytime you're in the middle of two cars. You're trapped between a rock and a hard place. I'd rather even be inside second row. You never know what's going to happen when you're in the middle. Bottom line is you just have to deal with it. You can't plan a race. You have to go with the flow and stay out of trouble." (About goals for the race): "My number-one goal is that I want to see the checkered flag. If I finish dead last and see the checkered flag, I'll have met my first goal. My second goal is for the team to have good pit stops. My third goal is to stay out of trouble. If I make a mistake and crash, that's one thing, but I don't want to be taken out because of something else. If it's my mistake, that's one thing, you know 'Live by the sword, die by the sword.' But if you get cut by somebody else, then you're (mad)." (What have you gained from getting in the front row?): "It's really just the confidence factor. I'm not a different person from a week ago. But what it has done is build my confidence and the team's confidence. You know how drivers who win races say after, 'Now I know how to win?' That's kind of how I feel – we know we can do it now."

BILLY ROE (#33 Royal Purple/ProLink/Scandia): "We learned our balance for Race Day. We played with both low- and high-downforce settings. We didn't show our speed. And to be honest, you really don't want to anyway."

STAN WATTLES (#19 Metro Racing Systems/NCLD): "We switched everything electrical we can. We couldn't get any RPM up. A couple of times it just cut out on the course. I have to sit down and collect myself. It's out of my hands and up to them (crew). (About Sunday's race): "Say a prayer and hope. You never know until you run the car."

JOHN PAUL JR. (#81 Team Pelfrey): "We put a new clutch and motor in the car, and the new clutch was harder to push. And when I pushed harder, I pushed it too far and the clutch went over center. We had to take it back into the garage to unjam it. Right now, we don't have a stop behind the pedal, but we're going to put one in for the race. The car is really good. We ran 210 (mph) without really trying, so I think we'll be in good shape for Sunday."

DONNIE BEECHLER (#98 Cahill Auto Racing): (About preparation for Sunday): "We added a little more downforce. We put a little wing in it. I don't think you're going to see any 223's or 224's (in the race). That (wing change) is not going to affect us much." (About your status with Cahill Racing after this race): "Yes, we're going to run the rest of the season. (Car owner) Larry Cahill has been great. Hopefully we'll get a sponsor to help us out."

FOYT'S DRIVERS FAST IN FINAL CARB DAY PRACTICE AT INDY

INDIANAPOLIS, May 21, 1998 – A.J. Foyt's drivers, Kenny Brack and Billy Boat, posted the two fastest speeds Thursday during Carburetion Day, the last day of practice before the 82nd Indianapolis 500 on Sunday.

Brack, who will start third Sunday, led at 220.994 mph in the PowerTeam Dallara/Aurora/Goodyear. Pole sitter Boat was second at 219.181 in the Conseco Dallara/Aurora/Goodyear on the 2.5-mile oval.

"The car performed good, same as all week," Brack said. "We had a small brake fluid leak. But that's what Carb Day is for, to find the smallest glitches and get ready for race day."

The Indianapolis 500 starts at 11 a.m. (CDT) Sunday.

Pep Boys Indy Racing League points leader Tony Stewart, who will start fourth, was third fastest at 218.999 in the Glidden-Menards Special Dallara/Aurora/Firestone. No. 2 starter Greg Ray was fourth fastest at 217.754 in the TKM/Genoa Racing Dallara/Aurora/Firestone. The low-budget TKM/Genoa team received a boost when it learned that True Value, Texas Motor Speedway and The Nashville Network will serve as primary sponsors for Ray's car at this race.

Treadway Racing and defending race champion Arie Luyendyk apparently have conquered the engine demons that plagued them during Pole Day last Saturday. Luyendyk was fifth fastest at 217.229 in the Sprint PCS-Radio Shack-Qualcomm G Force/Aurora/Firestone. Luyendyk is starting 28th, as he didn't qualify until Bubble Day last Sunday. He won last year from the pole.

"As far as the race goes, I'm going to lay back in the beginning rather than attack," Luyendyk said. "We'd like to go to the front, and be there and stay there. It really depends on how the race unfolds. The approach will be pretty sensible, all in all, to get to the front."

Panther Racing and its driver, Scott Goodyear, earned \$40,000 for winning the Coors Indy Pit Stop Challenge. Panther and Goodyear beat Team Menard and driver Robbie Buhl in the final, changing four tires and simulating a fuel-hose connection in 17.307 seconds, including a five-second penalty for a loose lugnut. It was the first victory in any competition at Indianapolis Motor Speedway for Goodyear, who has finished second twice in the Indianapolis 500.

"I think it's a great omen," Goodyear said. "You're always looking for an advantage here. We just have to make sure we cross the line first. We have some unfinished business here, for sure."

All 33 starters for Sunday's race participated in the final practice.

1998 ACCIDENT REPORT

1. **CAR #18** **DATE:** Sunday, May 10 **TIME:** 2:25 p.m.
DRIVER: Jack Hewitt
CAR NAME: Parker Machinery
CAR CONDITION: Heavy right-side and rear damage
DESCRIPTION: Hit the outside wall exiting Turn 4 with the right-side of the car, did a half-spin and hit the inside retaining wall with the rear of the car and then slid across the front straightaway and hit the outside retaining wall with the rear of the car.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.

2. **CAR #7T** **DATE:** Sunday, May 10 **TIME:** 5:44 p.m.
DRIVER: Jimmy Kite
CAR NAME: Royal Purple Synthetic-Synerlec-Scandia
CAR CONDITION: Right-side damage
DESCRIPTION: Hit the outside retaining wall in Turn 4 with the right-side of the car.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.

3. **CAR #81** **DATE:** Monday, May 11 **TIME:** 4:52 p.m.
DRIVER: Danny Ongais
CAR NAME: Team Pelfrey
CAR CONDITION: Major left rear damage
DESCRIPTION: Spun while exiting Turn 3 and hit the outside retaining wall with the rear and left rear of the car. The car slid and came to rest in the short chute between Turns 3 and 4.
DRIVER'S CONDITION: Ongais was awake and alert and was transported by ambulance to Methodist Hospital for precautionary evaluation. At 5:30 p.m., it was announced that Ongais was admitted in good condition. Ongais was unconscious in the car for a short period of time due to the accident. An update will be provided at 10 a.m. on Tuesday. **5/12** Ongais will not be cleared to drive in the 1998 Indianapolis 500. He remains at Methodist Hospital after suffering a slight concussion during yesterday's accident. He is in good condition and spirits and was released later in the day.

4. **CAR #24** **DATE:** Tuesday, May 12 **TIME:** 5:18 p.m.
DRIVER: Danny Drinan
CAR NAME: D.B. Mann Development
CAR CONDITION: Moderate left-side damage.
DESCRIPTION: Did a half-spin and hit the outside wall in Turn 1 with the left rear and left front of the car. The car continued across the short chute and stopped at the edge of the infield grass.
DRIVER'S CONDITION: Evaluated and was released without injury cleared to drive.

1998 ACCIDENT REPORT (cont.)

5. **CAR #7** **DATE:** Thursday, May 14 **TIME:** 5:33 p.m.
DRIVER: Jimmy Kite
CAR NAME: Royal Purple Synthetic-Synerlec-Scandia
CAR CONDITION: Minor rear damage
DESCRIPTION: Did a half-spin entering Turn 4 and backed into the outside retaining wall. The car slid down the front straightaway coming to rest near the pit entrance.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.

6. **CAR #11** **DATE:** Friday, May 15 **TIME:** 11:22 a.m.
DRIVER: Billy Boat
CAR NAME: Conesco AJ Foyt Racing
CAR CONDITION: Heavy right-side damage
DESCRIPTION: Hit the outside retaining wall exiting Turn 3 with the right-side of the car, slid across the short chute and hit the outside retaining wall with the right-side of the car in Turn 4. The car stopped in the infield grass beneath Turn 4.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.

7. **CAR #18** **DATE:** Friday, May 15 **TIME:** 11:56 a.m.
DRIVER: Jack Hewitt
CAR NAME: Parker Machinery
CAR CONDITION: No damage
DESCRIPTION: Drove low in Turn 2 and did one quarter spin followed by another quarter spin. No contact was made with the outside wall. Car stopped on the backstretch.
DRIVER'S CONDITION: Medical evaluation was not required.

8. **CAR #23** **DATE:** Saturday, May 16 **TIME:** 9:39 a.m.
DRIVER: Paul Durant
CAR NAME: CBR G Force Aurora
CAR CONDITION: Heavy left-side damage
DESCRIPTION: Did a half-spin while exiting Turn 1 and hit the outside retaining wall with the left side of his car. The car slid backward along the wall and stopped at the beginning of Turn 2.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.

9. **CAR #7T** **DATE:** Saturday, May 16 **TIME:** 12:13 p.m.
DRIVER: Jimmy Kite
CAR NAME: Royal Purple Synthetic-Synerlec-Scandia
CAR CONDITION: Heavy right-side damage
DESCRIPTION: Hit the outside retaining wall in Turn 1 with the right side of the car while on the first lap of his initial qualifying attempt. The car slid sideways after impact, continued to slide down the short chute and hit the inside guardrail.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.

1998 ACCIDENT REPORT (cont.)

10. **CAR #15** **DATE:** Saturday, May 16 **TIME:** 12:58 p.m.
DRIVER: Eliseo Salazar
CAR NAME: Reebok R&S MK V
CAR CONDITION: Heavy left-side damage
DESCRIPTION: Salazar drove below the white line in Turn 1 on the first lap of his initial qualifying attempt, did a three-quarter spin and hit the outside retaining wall with the front left wheel and nose cone of the car, causing the entire left side of the car to also hit the wall. The car slid off the wall, doing a half-spin across the short chute before stopping on the warmup lane beneath the short chute.
DRIVER'S CONDITION: Salazar suffered a bruised left shoulder and was transported to Methodist Hospital for precautionary X-rays, which were negative. He was released and cleared to drive.
11. **CAR #20** **DATE:** Saturday, May 16 **TIME:** 4:02 p.m.
DRIVER: Tyce Carlson
CAR NAME: Immke Auto Group
CAR CONDITION: Heavy right-side damage
DESCRIPTION: Hit the outside retaining wall in Turn 1 with the right side of the car during a practice lap. The car slid through the short chute and into the grass beneath the warmup lane, continuing to slide along the inside guardrail before stopping in the warmup lane below the middle of Turn 2.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.
12. **CAR #66** **DATE:** Sunday, May 17 **TIME:** 12:32 p.m.
DRIVER: Scott Harrington
CAR NAME: LP Racing, Inc./HMI
CAR CONDITION: Heavy left-side damage
DESCRIPTION: Started smoking heavily from the rear of the car on the front straightaway just before Turn 1 on the second lap of his initial qualifying attempt. The car did a half-spin in Turn 1 and hit the outside retaining wall with the front left wheel of the car, causing the entire left side of the car to also hit the wall. The car slid backward down the short chute, did a three-quarter spin just before Turn 2 and stopped along the inside edge of the entrance of Turn 2.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.

DAY 10 -- SUNDAY, MAY 24, 1998 - RACE DAY

Good morning.

Anton H. (Tony) George, president of the Indianapolis Motor Speedway, members of the Hulman family and the entire Speedway staff welcome you to the start of the 82nd running of the Indianapolis 500-Mile Race.

Order of the Day:

- 8 a.m. -- Spectacle of the Bands (Purdue), Race supplies in the pits
- 8:30 a.m. -- Race cars in the pits/apron
- 9:35 a.m. -- Caravan lap, site selection group
- 9:45 a.m. -- "On the Banks of the Wabash," Purdue Band, Race cars to the starting positions
- 9:55 a.m. -- Festival Caravan -- Festival Directors with princesses and Marion County Sheriff Motorcycle drill team
- 10:10 a.m. -- Engine warm-up
- 10:18 a.m. -- Engine warm-up completed
- 10:19 a.m. -- Race car fueling
- 10:20 a.m. -- Celebrity lap
- 10:25 a.m. -- "America the Beautiful," Purdue Band, Parachute Jump, land on track in Turn 1
- 10:27 a.m. -- "Stars and Stripes Forever," Purdue Band
- 10:35 a.m. -- American Red Cross presentation
- 10:40 a.m. -- Color Guard in position
- 10:42 a.m. -- National Anthem
- 10:45 a.m. -- Invocation
- 10:47 a.m. -- "Taps"
- 10:48 a.m. -- Fly-over by F-117
- 10:49 a.m. -- "Back Home Again in Indiana" and Balloon Spectacle
- 10:51 a.m. -- Command "Gentlemen, Start Your Engines"
- 10:52 a.m. -- 1998 Chevrolet Corvette driven by 1963 Indianapolis 500 winner Parnelli Jones leads the field on two parade laps and one pace lap.
- 11 a.m. -- Start of the 82nd Indianapolis 500

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

The 83rd running of the Indianapolis 500 is scheduled for Sunday, May 30, 1999. Ticket information is on pages 18-19 of the 1998 Indianapolis 500 official program.

The 33-car starting field, aligned in 11 rows of three, will make two parade laps before the official pace lap. The chief starter is Bryan Howard. The honorary starter, who will wave the green flag to start the race, is Mark Page, Pep Boys senior vice president of store operations.

1963 Indianapolis 500 winner Parnelli Jones will drive the 1998 Chevrolet Corvette Pace Car for the start of the "500." On yellow-light situations, Don Bailey will be the driver with Jim Haines as pace-car observer. Under the caution, cars will close up behind the pace car.

DAY 10 -- SUNDAY, MAY 24, 1998 - RACE DAY (cont.):

The Pep Boys IRL has established a pit-road speed of 100 mph.

The "500" is being televised live by ABC Sports and available to countries around the world. The Indianapolis Motor Speedway Radio Network will broadcast the race to more than 541 stations around the United States. The race also will be aired on LeSea Broadcasting and Armed Forces Radio.

Many Pep Boys Indy Racing League drivers and crew members were honored with special awards Saturday during the driver's meeting for the Indianapolis 500 in Victory Circle at the Indianapolis Motor Speedway. The awards, with winners:

Scott Brayton Driver's Trophy: Roberto Guerrero, Pagan Racing.

Guerrero earned \$25,000 and crystal trophy designed and produced by Tiffany's for exemplifying the character and racing spirit of late driver Scott Brayton.

PPG Pole Award: Billy Boat, A.J. Foyt Racing.

Boat earned \$100,000 and a trophy for winning the pole. PPG Industries, Inc. also presented a commemorative gold ring to all 33 starters.

True Value Pole Winning Chief Mechanic's Award: Craig Baranouski, A.J. Foyt Racing. Baranouski earned \$10,000 for helping to tune Billy Boat to the pole.

Clint Brawler Mechanical Excellence Award: Brad McCanless, Team Scandia. McCanless, chief mechanic for rookie Jimmy Kite, earned \$5,000 and a trophy from Firestone for showing the mechanical skill, perseverance, dedication and enthusiasm of legendary Indy 500 mechanic Brawler.

Snap-on Tools/Championship Association of Mechanics Indy 500 "Top Wrench" Award: Jon Ennik, Thomas Knapp Motorsports/Genoa Racing.

Ennik, chief mechanic for No. 2 starter Greg Ray, earned \$5,000, a commemorative tool box and a ring for his mechanical excellence and professionalism this month.

STP Unsung Hero Award: Mel Harder, Indianapolis Motor Speedway director of facility operations.

1997 Indianapolis 500 champion Arie Luyendyk received a miniature replica of the Borg-Warner Trophy from the Borg-Warner Automotive Company and a plaque featuring a replica of the winner's bottle of milk from the American Dairy Association.

In addition to the awards bestowed at the driver's meeting, the Louis Schwitzer Award was presented Friday to John Melvin and John Pierce for their work on General Motors' Motorsports Safety Technology Research Program. Melvin and Pierce were awarded \$5,000, and their names will appear on a permanent trophy in the Speedway's Hall of Fame Museum. The award is named in honor of automotive pioneer Louis Schwitzer.

DAY 10 -- SUNDAY, MAY 24, 1998 - RACE DAY (cont.):

Entry list changes: #35 driven by Jeff Ward is now Team Tabasco/Superflo/Prolong/ISM Racing Aurora. #53 driven by Jim Guthrie is known as Delco Remy/Goodyear/ISM Racing Aurora. #55 driven by Steve Knapp is known as Primadonna Resorts/Miller Milling/ISM Aurora.

The race becomes official after 101 laps.

LP Racing, Inc. announced associate sponsorship for the #99 entry driven by Sam Schmidt from Copart Salvage Auto Auctions, the Sahara Hotel and Casino Las Vegas, the Las Vegas Tourist Bureau, The Association of Air Traffic Controllers and American Telco.

Crew change: #19 Stan Wattles, Bill Riley (second spotter), John Downey (tire runner).

Indianapolis Motor Speedway Senior Editor Dick Mittman earned a first-place award in the AARWBA Writing, Broadcast and Photography Contest in the News Writing category for his story, "Goodyear Still Waiting for Perfect Ending." Mittman won the award while writing for the *Indianapolis Star-News*. He retired earlier this year and joined the Speedway staff.

Bob Hancher and Gary Sallee, co-owners of Team Tabasco Racing, have a busy day ahead. They will watch their Pep Boys IRL drivers, Jeff Ward, Jim Guthrie and Steve Knapp, drive in today's race. Then Hancher and Sallee will fly with principals from McIlhenny Company, which produces Tabasco sauce, to the Charlotte Motor Speedway to watch their NASCAR Winston Cup driver, Todd Bodine, drive in the Coca-Cola 600.

Weather at 9:25 a.m. from Weather Line: 64 degrees, 100 percent relative humidity, barometer 29.84 inches and falling, southeast winds at 12 mph, fog, cloudy skies. Forecast: Mostly cloudy skies, small chance of showers and thunderstorms this morning. Chance of rain 30 percent this afternoon.

The #52 driven by Robby Unser now has Rachel's Potato Chips emblazoned on the side. Rachel's sponsors Unser's teammate and car owner, Eddie Cheever Jr.

At 10:52 a.m., a dog sprinted down the front straightaway behind the fleet of Chevrolet pickup trucks drying the track.

Lightning apparently struck the Scoring Pylon adjacent to the pits last night as powerful thunderstorms swept through the Indianapolis area, said Roger Manning, Whiteway sign operator in the Timing and Scoring Tower.

The apparent lightning strike disabled the lights on the pylon from the sixth-place position to the top. Workers, who arrived at the track at 2 a.m., needed two hours to replace the damaged bulbs with spare parts from the bottom of the pylon, Manning said.

DAY 10 -- SUNDAY, MAY 24, 1998 - RACE DAY (cont.):

PRE-RACE

- 10:54 a.m. -- Race placed on delay due to wet spots on backstretch. Dog running on track.
- 10:56 a.m. -- Dog running in deceleration lane entering Turn 4.
- 10:57 a.m. -- Dog enters pit lane.
- 10:59 a.m. -- Dog continues to run down pit lane despite apprehension attempts by Speedway track fire officials, team crew members. Dog runs through Purdue University band, standing adjacent to Winner's Circle.
- 11 a.m. -- Dog enters Turn 1.
- 11:04 a.m. -- Dog heads for Turn 2. Race continues to be delayed due to wet spots on backstretch, exiting Turn 2 and entering Turn 3.
- 11:05 a.m. -- Course workers attempt to guide dog into infield adjacent to Turn 2. Track temperature was 75 degrees, according to Goodyear engineers.
- 11:06 a.m. -- Drivers will be ordered to cars at 11:15 a.m., with the start scheduled for 11:30 a.m., according to Brian Barnhart, Pep Boys Indy Racing League director of racing operations.
- 11:11 a.m. -- Dog leaves the track on the backstretch, running across the Brickyard Crossing golf course.
- 11:21 a.m. -- Drivers ordered to cars.
- 11:29 a.m. -- Starting command will be given at approximately 11:32 a.m., with cars sitting on grid for one minute to warm up engines.
- 11:32 a.m. -- Speedway Chairman Mari Hulman George gives "Gentlemen, start your engines" command. All 33 cars on grid fired and running immediately after command. This is first time since 1991 that the command "Lady and gentlemen, start your engines" has not been given. Lyn St. James raced in the Indy 500 from 1992-97. She didn't qualify for this year's race.

RACE RUNNING:

- 11:30 a.m. -- Air temperature 73 degrees, track temperature 78 degrees, according to Firestone engineers. Wind speed was 7 mph from the southeast. Humidity was 97 percent.
- 11:34 a.m. -- Cars roll from grid for first parade lap.

Second Pace Lap: #30 Boesel to pits. Pulling engine cover from car. Fuel pressure problem.

Lap 1: **GREEN, then YELLOW.** #11 Boat leads into Turn 1. #44 Yeley spun in Turn 1. #30 Boesel returns to track after fuel pressure regulator was replaced. #11 Boat leads. His car owner, A.J. Foyt, led the opening lap in 1982, the only time he did so in eight front-row starts.

Lap 2: Leaders: #11 Boat, #97 Ray, #14 Brack, #1 Stewart, #3 Buhl, #99 Schmidt, #6 Hamilton, #21 Guerrero, #4 Goodyear. #44 Yeley, #30 Boesel, #51 Cheever, #19 Wattles to pits. #44 Yeley and #51 Cheever leave. #30 Boesel stays in pits.

Lap 4: **GREEN.** Leaders; #11 Boat, #97 Ray, #1 Stewart, #3 Buhl.

Lap 6: Leaders: #11 Boat, #97 Ray, #1 Stewart, #3 Buhl, #30 Boesel returns to track.

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- Lap 8: #30 Boesel returns to pits . Fuel pump problem. Car towed to garage.
RAUL BOESEL: "I noticed a problem as soon as it started to run. I think we have a fuel pickup problem."
- Lap 10: #11 Boat leads #97 Ray by 0.3 seconds. #1 Stewart third, 0.6 seconds behind Boat.
- Lap 11: #11 Boat turned lap of 209.171 mph. #4 Goodyear fastest at 210.064 mph in sixth.
- Lap 13: #97 Ray passes #11 Boat in Turn 1 for lead. #3 Buhl passes #1 Stewart for third on front straightaway. Ray becomes the 163rd driver to lead the Indy 500 for the first time.
- Lap 16: #97 Ray leads #11 Boat by 3.0 seconds.
- Lap 17: #1 Stewart passes #3 Buhl and #11 Boat for second. #91 Lazier to pits, four tires, fuel, front wing adjustment.
- Lap 19: #14 Brack moves to third place. #10 M. Groff lapped by leader #97 Ray, first car to be lapped on track.
- Lap 21: #1 Stewart passes #97 Ray for lead in Turn 1. #1 Stewart smoking down front straightaway while leading, apparent engine problem.
◆The most consecutive years in which a driver has led at Indianapolis starting with his rookie year is four, by Parnelli Jones (1961-64) and Jim Clark (1963-66). #1 Tony Stewart has led at least one lap for three consecutive years.
- Lap 22: **YELLOW.** #1 Stewart stops at edge of Turn 1. Reported to crew, "It just broke. It popped."
- Lap 23: 30 cars in pits for routine stops. #35 Ward stalled during pit stop. Ward's right front hit left rear of #77 Gregoire as Ward entered pits. New nose being installed on #35 Ward, also has right front suspension damage. #97 Ray, four tires and fuel, 20 seconds. #11 Boat, four tires and fuel, 27 seconds. #14 Brack, four tires, fuel, 18 seconds.
LARRY CURRY: (Director of racing, Team Menard, #1 Stewart): "We were running the race we wanted to. We wanted to just sit back. You know, we've done this before. All of the sudden, bang, no warning, no telemetry, nothing. It just went."
- Lap 25: #5 Luyendyk stalls three times while trying to exit pits. #4 Goodyear to pits, engine cover off. Apparent clutch problems.
- Lap 27: **GREEN.** #4 Goodyear removes steering wheel from cockpit while sitting in pits.
- Lap 29: #97 Ray leads #14 Brack by 2.3 seconds. #6 Hamilton third, 3.5 seconds behind leader.

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Lap 30: 1997 race winner #5 Luyendyk and 1996 winner #91 Lazier were running 24th and 25th, respectively.

Lap 31: Leaders, #97 Ray, #14 Brack.

Lap 32: #97 Ray slows on backstretch while leading, pulls into warmup lane. #14 Brack inherits lead.

Lap 34: **YELLOW**. #98 Beechler smoking on backstretch. #11 Boat to pits. Fuel and rear-wing adjustment.

Lap 35: #97 Ray pushed down pit road by Pep Boys IRL officials.

Lap 36: #11 Boat in pits. #40 Miller in pits with broken header.

Lap 38: #30 Boesel returns to race after crew replaced fuel filters. #3 Buhl apparently overheating.

SCOTT GOODYEAR: "I was more concerned last week about getting up to speed for qualifying. We lost the clutch for some reason. I'm not really sure how or why. I'm disappointed. We had a great car. Our goal was to get it up to the front within 50 laps, and there we were. We moved it to the front. I'm so disappointed, I can't even believe it."

Lap 39: **GREEN**.

Lap 40: Leaders: #14 Brack, #6 Hamilton, #8 Sharp, #3 Buhl, #51 Cheever, #99 Schmidt, #55 Knapp, #21 Guerrero.

Lap 41: #14 Brack leads second-place #6 Hamilton by 0.3 seconds.

Lap 45: **YELLOW**. #3 Buhl stops on inside of backstretch.

MARSHALL PRUETT (Team manager, #97 Ray): "Many gears and many pieces.

DONNIE BEECHLER: A blown engine is just racing luck. We had a hodgepodge crew, a couple of guys from Texas, a couple of guys from here and there. Overall, we didn't have a great week. I just tried to be smooth and give feedback to the crew."

Lap 45: #52 R. Unser to pits, four tires, fuel, 16 seconds. #51 Cheever to pits, four tires, fuel, 17 seconds.

Lap 46: #17 Michner overshot pit stall. #9 J. Unser has long pit stop. 15 cars to pits. #77 Gregoire, #81 Paul, #44 Yeley, #99 Schmidt, #21 Guerrero, #16 Greco, #33 Roe, #28 Dismore, #19 Wattles, #8 Sharp, #3 Buhl, #6 Hamilton, #14 Brack, #11 Boat, #5 Luyendyk. #21 Guerrero had right rear wishbone collapse, to garage.

ROBBIE BUHL: "The racecar was great. We were just biding our time. I'm really disappointed. They've changed a bunch of motors this month. It's just too bad."

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◆ #1 Stewart led only one lap today, Lap 21. He was the top lap leader of the 1997 Indianapolis 500 with 64 laps led. He finished fifth.
#14 Brack became the 164th driver to lead the Indy 500 for the first time when he took the lead on Lap 32.

- Lap 47: #12 Calkins takes lead. #55 Knapp to pits, front cowling needed tape.
◆ #12 Calkins became the 165th driver to lead the Indianapolis 500 for the first time.
- Lap 48: #40 Miller to pits, rear cowling off to change header and alternator.
- Lap 49: **GREEN, then YELLOW.** Seven cars involved in incident in Turn 3: #19 Wattles, #21 Guerrero, #33 Roe, #28 Dismore, #99 Schmidt, #53 Guthrie, #16 Greco.
- Lap 50: #12 Calkins to pits, four tires, fuel, 16 seconds. #6 Hamilton to pits, four tires, fuel, 24 seconds. Five lead changes among five drivers. #11 Boat led first 12 laps, #97 Ray led 18 laps, #1 Stewart led one lap, #14 Brack led 15 laps, #12 Calkins led four laps.
- Lap 51: #91 Lazier takes lead when #12 Calkins made pit stop at end of lap 50. #97 Ray returns to race. #11 Boat stops on backstretch, smoking. #21 Guerrero to garage. #77 Gregoire to pits, four tires, fuel, 17 seconds.
- Lap 52: #10 Groff in pits for apparent misfire. #52 R. Unser to pits, four tires, fuel, 17 seconds.
TOM KELLEY (Owner, #28 Dismore): "Mark was slowing up. Someone hit him in the rear end. The car was really handling well today. Mark said he was fine but upset."
- Lap 54: Track temperature is 112 degrees, according to Goodyear engineers. #55 Knapp to pits to tape cowling.
DANNY "CHOCOLATE" MYERS (Fueling crew, #11 Boat; Myers is gasman for seven-time Winston Cup champion Dale Earnhardt): "It's still a great experience. I hate it for this to happen to these guys that worked so hard for so long. They won the pole, they were running up front, and they deserved to finish better. But I've got to tell you, this has been a great honor for me."
Myers left the track at 12:50 p.m. for Charlotte, where he will fuel for Earnhardt in tonight's Coca-Cola 600 at Charlotte Motor Speedway.
BILLY BOAT: "The car was stuck in second gear on the restart. Then it locked up completely on the back straight."
- Lap 56: #97 Ray to pits, four tires, fuel, 19 seconds. #21 Guerrero team stripped parts from #21T backup car to repair damaged primary car.
JON ENNIK (Chief mechanic, #97 Ray): "We changed the entire gear setup. The yellows are really helping us out. We are a lap down and just want to get back into sync with everyone."
- Lap 57: Pole sitter #11 Boat back to pit road from garage, car refired.
- Lap 59: #7 Kite to pits, right tires, fuel, 13 seconds.

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Lap 60: #4 Goodyear being repaired, attempting to return to race. #17 Michner to pits.

Lap 61: #91 Lazier to pits, four tires, fuel, 12 seconds. #12 Calkins to pits for evaluation by crew.

Lap 62: #14 Brack inherits lead when Lazier pits.

DAMON CHANDLER (Engineer, #4 Goodyear): "We're going to come out and get some points. If we can't win the Indianapolis 500, we can win the championship."

Medical update from Dr. Henry Bock, Speedway medical director: #99 Schmidt, #28 Dismore, #19 Wattles, #33 Roe all were evaluated and released in good condition from the Clarian Emergency Medical Center. #53 Guthrie transported to Methodist Trauma Center for further evaluation after complaining of arm pain. Guthrie is awake and alert.

Lap 64: **GREEN.** Leaders: #14 Brack, #51 Cheever, #8 Sharp, #5 Luyendyk, #81 Paul.

Lap 65: #40 Miller to pit road, with no power. Electrical problems.

Lap 68: #51 Cheever takes lead from #14 Brack in Turn 1. Leads by one second over #14 Brack at end of lap. #81 Paul third, 1.8 seconds behind leader.
#5 Luyendyk fourth, 2.6 seconds behind leader. #51 Cheever became seventh driver to lead today. There were only seven different lap leaders during the entire 1997 race.

Lap 71: #11 Boat returns to track after replacing gearbox.

STAN WATTLES: "I was between Roberto and the wall. I kept watching Roberto, and the accident happened, and I ran into the back of Dismore. My car was very fast and especially easy to drive. I feel bad, especially for my crew. But we will be at Texas. I just feel like crying."

BILLY ROE: "I saw it coming. It was the biggest mess I've seen. I headed for the grass, but there was nowhere to go. I'm very disappointed now."

SAM SCHMIDT: "We were just riding it out. It's just a racing deal. We were staying away from the dicing, but in this case it was either go into the grass or hit Davey Hamilton. I thought we had a top-five car. It's pretty disappointing. The car did what it was supposed to in the crash."

Lap 81: Leaders: #51 Cheever leads by 0.3 seconds, #81 Paul, #14 Brack, #5 Luyendyk, #52 R. Unser, #6 Hamilton, #8 Sharp, #55 Knapp, #91 Lazier, #77 Gregoire. #40 Miller returns to track. Thirteen cars on lead lap.

Lap 83: #81 Paul to pits, four tires, fuel, 18 seconds.

Lap 84: #8 Sharp to pits, four tires, fuel, 20 seconds. #51 Cheever to pits, four tires, fuel, 19 seconds.

Cars out of race: #1 Stewart, motor, Lap 22; #3 Buhl, motor, Lap 44; #99 Schmidt, crash, Lap 48; #53 Guthrie, crash, Lap 48; #33 Roe, crash, Lap 48.

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- Lap 85: #5 Luyendyk inherits lead. He is the eighth leader today. Luyendyk started 28th, the lowest starting position of any winner in this race. Ray Harroun won the inaugural "500" in 1911 from 28th, and Louis Meyer repeated that feat in 1936. #55 Knapp to pits, 19 seconds.
- Lap 86: #5 Luyendyk to pits, four tires, fuel, 16 seconds. #14 Brack inherits lead. ♦#1 Stewart, defending national champion, was credited with 33rd and last place. This is the first time that the defending national champion has finished in last place in the Indianapolis 500.
- Lap 87: #91 Lazier inherits lead when Luyendyk pits. #6 Hamilton to pits, four tires, fuel, 13 seconds. #18 Hewitt to pits, four tires, fuel, 19 seconds.
- Lap 88: #77 Gregoire to pits, four tires, fuel, 20 seconds. #14 Brack coasts to pits without power, four tires, fuel, 42 seconds. Car was apparently out of fuel when coasting down pits. #91 Lazier inherits lead.
- Lap 92: #12 Calkins to pits, four tires, fuel, 16 seconds.
- Lap 93: #91 Lazier pits, four tires, fuel, 17 seconds.
- Lap 94: #51 Cheever regains lead.
- Lap 96: **YELLOW.** #7 Kite stalled, needs tow-in.
- Lap 97: #7 Kite restarts, returns to track. #55 Knapp to pits, four tires, fuel, 23 seconds. #51 Cheever pits, four tires, fuel, 16 seconds. #97 Ray to pits, four tires, fuel, 22 seconds.
- Lap 98: #81 Paul inherits lead. #11 Boat to pits, four tires, fuel, 17 seconds. #81 Paul becomes the ninth different lap leader today and the 166th driver to lead the Indy 500 for the first time.
♦Four drivers have led the Indy 500 for the first time in their careers today: #97 Ray, #14 Brack, #12 Calkins, #81 Paul. The record is seven in the inaugural Indy 500 in 1911, followed by five in 1913, 1914, 1928, 1932 and 1993.
MARK DISMORE: "We really made some good decisions today and were very competitive. I know we'll do well here some day. The track problem was a situation where I got by Schmidt, and he and Davey Hamilton got together. Then I rolled out of the throttle, and someone drove over me from behind. We're going to Texas armed with the knowledge we got at Indy."
- Lap 100: **GREEN.** #81 Paul leads #6 Hamilton by 2.1 seconds. #9 J. Unser smoking down backstretch. Track temperature was 99 degrees, according to Firestone engineers.
- Lap 109: #81 Paul leads #6 Hamilton by 5.0 seconds. #52 R. Unser third, 11.3 seconds back. Seven cars on lead lap.
- Lap 111: #52 R. Unser to pits, four tires, fuel, 14 seconds.

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Lap 113: #81 Paul to pits, four tires, fuel, 17 seconds, small front wing adjustment.

Lap 114: #6 Hamilton inherits lead when #81 Paul pits. Hamilton becomes the fifth driver today to lead the Indy 500 for the first time in his career and the 167th driver to lead the race in its history.

Lap 115: #98 Beechler out of race, motor. #12 Calkins to pits, four tires, fuel, 39 seconds.

Lap 116: #6 Hamilton leads #5 Luyendyk by 2.2 seconds. #51 Cheever third, 6.9 seconds behind. #91 Lazier

Lap 117: #6 Hamilton to pits, four tires, fuel, 15 seconds. #5 Luyendyk to pits, four tires, fuel, 14 seconds, #8 Sharp to pits, four tires, fuel, 18 seconds. #51 Cheever inherits lead.

Lap 118: #21 Guerrero returns to race.

Lap 120: #51 Cheever leads by 3.5 seconds over #91 Lazier. Seven cars on lead lap.
#14 Brack to pits, four tires, fuel, 17 seconds.

Lap 122: **YELLOW**. #40 Miller stops in second turn.
JOHNNY UNSER: "We started the race with the wrong setup. After the first stop, it got better. After the second stop, it got very good. This is the Indy 500, not the Indy 250. I'll be in Texas looking for a ride and back here next year."

Lap 122: #77 Gregoire to pits, four tires, fuel, 19 seconds. #55 Knapp to pits, four tires, fuel, 17 seconds. #51 Cheever to pits, four tires, fuel, 17 seconds.

Lap 123: #91 Lazier inherits lead. #91 Lazier to pits, four tires, fuel, 16 seconds.

Lap 124: #81 Paul takes lead after #91 Lazier pits. #14 Brack to pits, four tires, fuel, 11 seconds.
2 p.m.: Track temperature broke 100 degrees for first time, according to Firestone engineers.

Lap 128: **GREEN.**

Medical update from Dr. Henry Bock, Speedway medical director: #53 Jim Guthrie is in good condition at Methodist Hospital with a fractured right arm and a small laceration on his right leg. He will remain at Methodist for surgery on his right arm.

Lap 132: **YELLOW**. #11 Boat stopped on backstretch, requiring tow-in. #35 Ward lost tire on backstretch, overshot pits. The nut apparently stripped on the right rear, broken body panel brace requires repair. Pit stop took 1 minute, 11 seconds.

Lap 136: **GREEN.**

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Lap 137: #81 Paul leads #5 Luyendyk by 1.1 seconds. #51 Cheever third, 1.7 seconds back. #6 Hamilton fourth, 4.6 seconds back.

Lap 140: #5 Luyendyk pulls to within 0.2 seconds of leader #81 Paul.

Lap 141: #81 Paul extends lead to 0.3 seconds over #5 Luyendyk.

Lap 144: #81 Paul extends lead to 1.0 seconds over #5 Luyendyk. #51 Cheever third, 1.4 seconds back.

Lap 145: #9 Unser out of race, 98 laps, motor. #11 Boat out of race, 111 laps, driveline failure.

Lap 147: #81 Paul to pits, four tires, fuel, 21 seconds. #5 Luyendyk takes lead.

Lap 150: #5 Luyendyk to pits, four tires, fuel, 16 seconds. Slow to leave pits, couldn't get car in gear. Reported slipping clutch to crew. #51 Cheever takes lead.

Lap 153: **YELLOW**. #5 Luyendyk needs tow from south short chute. #6 Hamilton to pits, four tires, fuel, 21 seconds.

BILLY BOAT: "I'm pretty disappointed. The car got loose at the start. We lost 20 laps trying to fix a mechanical problem. At the end, I was just riding around and trying to hang on. The guys worked real hard on the car. We had a really good car, but that's the nature of racing. I was just trying to run smooth and be conservative, but the mechanical failure got us. Now we have to look forward to Texas. Nobody expects any more or less of me than myself. It's better to win the race."

Lap 154: #91 Lazier takes lead from #51 Cheever. #91 Lazier to pits, four tires, fuel, 16 seconds. #14 Brack to pits, four tires, fuel, 16 seconds. #55 Knapp to pits, four tires, fuel, 20 seconds. #51 Cheever to pits, four tires, fuel, 16 seconds. #8 Sharp to pits, four tires, fuel, 18 seconds.

Lap 155: #51 Cheever regains lead.

Lap 157: **GREEN**.

Lap 158: Four cars on lead lap: #51 Cheever, #91 Lazier, #55 Knapp, #81 Paul.

Lap 160: #5 Luyendyk out of race.

Lap 163: #51 Cheever laps #81 Paul, three cars on lead lap.
Out of race: #4 Goodyear out of race, 100 laps, clutch. #5 Luyendyk, 151 laps, gearbox.

Lap 168: #51 Cheever leads #91 Lazier by 4.2 seconds. #55 Knapp third, 9.6 seconds back. Only cars on lead lap.

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◆ This is the first Indianapolis 500 to use a Pep Boys Indy Racing League rule allowing cars to return to the garage area for certain repairs for safety reasons and return to the racetrack. This rule started at the Las Vegas 500k in October 1997. When a car is taken into the garage area, two technical officials from the Pep Boys IRL accompany the car to ensure all work is performed within the rules. The rule was implemented to prevent fluid spillages in the pit area.

Lap 173: #51 Cheever leads the 16,000th lead lap in the history of the Indianapolis 500. That's 40,000 miles of leadership in this race.

Lap 174: #51 Cheever leads #91 Lazier by 2.9 seconds. #55 Knapp is third, 9.6 seconds back.

Lap 176: **YELLOW**. #77 Gregoire brushed wall in Turn 4, causing right rear suspension damage. Car pushed to garage.

Lap 176: #51 Cheever relinquishes lead to #91 Lazier while entering pits.

Lap 177: #81 Paul stalls four times while trying to exit pits. Crew pushes car back to pits each time. Stop took 3 minutes, 37 seconds. #51 Cheever pits, four tires, fuel, 19 seconds. #91 Lazier takes lead while heading to pit stall on south end. #91 Lazier pits, four tires, fuel, 16 seconds. #55 Knapp pits, four tires, fuel, 18 seconds, #52 R. Unser pits, four tires, fuel, 18 seconds. #6 Hamilton pits, four tires, fuel, 13 seconds, #8 Sharp pits, four tires, fuel, 14 seconds. #14 Brack pits, four tires, fuel, 15 seconds.

Lap 178: #51 Cheever regains lead.

ARIE LUYENDYK: "On the first pit stop, we had a clutch problem. Up until then, it was going real well. It was hard without a clutch. The car was plenty good. Up until the end, I felt we had a good car, and we could have won it. It's hard to get upset. We ran a good race."

Lap 180: **GREEN, then YELLOW**. #18 Hewitt spins exiting Turn 1.

Lap 182: #8 Sharp to pits, problem with car.

Lap 183: **GREEN**. #51 Cheever leads #91 Lazier by 0.4 seconds.

Out of race: #8 Sharp, gearbox.

SCOTT SHARP: "Went to shift up to second gear, no gears."

STEPHAN GREGOIRE: "The handling of the car was very bad. We touched someone in the pits earlier. I don't know if that's the problem."

Lap 186: #51 Cheever leads #91 Lazier by 1.1 seconds. #55 Knapp third, 12.3 seconds back. Only three cars on lead lap.

Lap 189: #51 Cheever leads #91 Lazier by 3.1 seconds. #55 Knapp third, 16.6 seconds behind leader.

Lap 191: **YELLOW**. #16 Greco smoking.

Lap 195: **GREEN**. #51 Cheever leads #91 Lazier by 0.5 seconds.

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Lap 196: #51 Cheever leads #91 Lazier by 1.1 seconds. Cheever using high groove in turns.

Lap 197: #51 Cheever leads #91 Lazier by 1.9 seconds.

Lap 198: #51 Cheever leads #91 Lazier by 2.1 seconds.

Lap 199: #51 Cheever leads #91 Lazier by 2.7 seconds.

Lap 200: #51 Eddie Cheever Jr. wins the 82nd Indianapolis 500 by 3.1 seconds over #91 Buddy Lazier. It's Cheever's first Indianapolis 500 victory. It's Cheever's second Pep Boys IRL victory. He won the Indy 200 at Walt Disney World Speedway in Orlando, Fla., in January 1997.

Unofficial final Top 10: #51 Cheever, #91 Lazier, #55 Knapp, #6 Hamilton, #52 R. Unser, #14 Brack, #81 Paul, #17 Michner, #44 Yeley, #12 Calkins. There were three cars on the lead lap. Four rookies finished in the top 10: #55 Knapp, #52 R. Unser, #17 Michner, #44 Yeley.

Unofficial average speed: 145.155 mph. Unofficial race time: 3 hours, 26 minutes, 40.524 seconds.

POST RACE QUOTES

JIMMY KITE (#7 Royal Purple Synthetic/"Synerlec"/Scandia): "We went out, and every pit (stop) they adjusted something on the car, and it got better and better. As the day went on, we got stronger. There's a lot of racecars out there. On the yellows, I would find myself looking up in the stands, and it was cool. It's very cool to be here. Right when the car got perfect, it went back to loose again. Five-hundred miles is a whole lot of miles, and when the car is perfect, I can run all day. When you have problems, it wears you out." (About strategy): "I tried to stay out of the leaders' way. I just wanted to race and come back next year. Now I know what to expect, and I'm looking forward to going to Texas."

MIKE GROFF (#10 Jonathan Byrd's VisionAire Bryant Heating & Cooling): (About starting in the back row): "Starting 32nd, I was really being cautious on the start. We were dodging racecars and parts all day. We started with an engine miss. I really wasn't competitive all day. Our 15th (-place finish) shows just about where we were all month."

BUZZ CALKINS (#12 International Star Registry/Bradley Food Marts): "That was a long day. That was hard work. We fought consistency in the car all day long. It seemed to change from lap to lap, pit stop to pit stop, tire set to tire set. We took downforce out of the car to gain straightaway speed, but we lost grip as a result. It was great to finish the race, but that's only halfway to our goal, which is to win."

KENNY BRACK (#14 AJ Foyt PowerTeam Racing): "It was the best we could do. We fought a push all day, but I think we could have run with the leaders the whole race. Running out of fuel, we lost a lap, and that really hurt us. But it's the same thing when the driver makes a mistake. Things just happen."

MARCO GRECO (#16 Int. Sports Ltd. Phoenix Racing): "The race was good at the beginning. We had a real good car. After the first pit (stop), then there was a yellow

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shortly after. When I shifted from second to third, third to fourth and then into fifth, it stuck in fifth. I tried to free it up, but I couldn't. After the next pit stop, I had to leave the pits in fifth gear. After another yellow, I pulled hard to try to get it into neutral. I got it to move, but it stayed stuck in fourth. From then on I was lifting at about the start-finish line so no rev limiter would kick in. Even then, the engine blew. In the one wreck, there was a lot of smoke. Because I was stuck in fourth gear, when I slowed down to try to avoid it, I killed the engine. There's lots of trucks there. I don't understand why they left us there for five laps. There were workers standing there with their arms crossed. They didn't even try pushing me. We're disappointed. This engine-blowing is a real blow to our team. We have a real short budget, and this will take a lot of money to fix. I think we are in the top 20, which is good, because we need every penny."

ANDY MICHNER (#17 Konica/Syan Racing/Dallara): "We were good in the corners, but there was no straightaway speed due to an electrical problem. I have to say thanks to the crowd for coming out. It looked really gloomy this morning. I wish we were more in the hunt, but we brought it home in eighth, so I'll take it. I'm satisfied a little, but I wish I had started higher. Maybe we could have done better."

JACK HEWITT (#18 Parker Machinery): "It was pretty good just to make the show. Now I can say I've finished it. It's unbelievable. I wish Dad could have been here to see it. Now that the whole deal is over with, I know there'll never be another first time. I'm sure there will be a second and third but never another first. First I got to make it. Then I got to start. Then I got my first lap. Now I can say I finished. I never screwed up one of these veterans. It can only get better from here. Pop and I have now both finished our first '500.' I hope I did good enough to make him proud."

ROBERTO GUERRERO (#21 Pagan Racing Dallara-Oldsmobile): "I'm disappointed. I don't seem to get any breaks here. We'll keep trying, though. We'll be back here next year to do it all over again." (About the Turn 3 accident and then returning to track): "It was a long chain reaction by the time it got to me. I hit pretty hard, but when I got out (of the car) in the pits, I looked at it and said to myself, 'There's nothing wrong with it.' So I got back in it and got some more laps."

JEFF WARD (#35 ISM Racing): "We had a really good car until I hit Stephan Gregoire exiting my pit. It bent our right front suspension, and the steering wheel remained out of position the rest of the day. Then a wheel nut stripped, and my right rear tire came off. Overall, it was a very rough day."

DR. JACK MILLER (#40 Crest Racing): (About electrical problems. Did you ever fix them?): "No. But we finished, and that's all that matters. This is the first IRL race we've finished. We weren't going to give up. We were going to take the checkered flag."

TOM HOOKER (Engine builder, #40 Miller): "Initially, the header broke, and it heat-saturated the alternator. We couldn't change the alternator, so we just kept changing the battery."

J.J. YELEY (#44 One Call Communications Quaker State Menards SRS): (About first-lap spin): "The first lap was kind of a bummer. Cheever pinched me down into the grass, but I think he was run into me." (About his first Indy 500): "It was a lot of

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fun. We had to come from 33rd in the pack to finish ninth. I guess that will make my first Indy 500 a memorable one.”

ROBBY UNSER (#52 Rachel's Potato Chips): “It's beautiful. It's great. I'm not even sweating. When you love something this much, it just comes.” (About teammate and car owner Eddie Cheever Jr. winning race): “I think it's awesome. I know him, and I'm so happy for him.”

STEVE KNAPP (#55 ISM Racing): “The team did a super job, and the car was really good. It's been a blast. Our goal was to come here and try to be Rookie of the Year. The best part about it is the people. It's like 24-hour hospitality.” (About his chances to win during the race): “I thought I might have a shot after the last pit stop when we took a little downforce out of the car, but I couldn't go flat out through (Turn) 1, and that kept me from making a run.” (About finishing third): “It hasn't even sunk in yet. I'd assume just go out and start racing again. I could have done another 500 miles today, no problem. With 20 laps left, I said, ‘This is going to come to an end, and I'm going to have to go back to work.’” (About his future): “They (ISM Racing) are going to try and put together a three-race package.” (About his role as a longshot): “*USA Today* had me 1,000-to-1, the last one. The next day I was 8-to-1. There must have been some action on it. I wish I would have been smart enough to call it in earlier. (About body panels coming loose early in the race): “The cam lock on the front hatch came off on the first or second stop. I was going down the backstretch with my hand on the tape, holding it down.”

GREG RAY (#97 TNN/Texas Motor Speedway/True Value/TKM/Genoa Racing): “I'm disappointed. We didn't have a very good payday. Winning is first, money is second.” (About his performance): “We made a hell of an impression out there today. I just hope it generates enough interest that someone will want to get involved. We're set to go through to Dallas. From that point on, we'll have to see how many people have taken notice.”

JOHN PAUL JR. (#81 Team Pelfrey): (About the race): “I had a big lead when the (dashboard caution) light came on in Turn 4. I slowed down when no one else did. Cheever was coming off of Turn 3, and I was going into Turn 4. I had the whole short chute between us.” (About problems with the car): “I had a problem with the clutch overheating. I stalled it on the first yellow, kept the throttle up. Last time it cooked the clutch. I had to start it in fourth gear. It's an endurance race, it's hard on you. We had a great team. It's my mistake, and it won't be easy to live with.” (About his emotions past and present): “It's the only time I've been in the race. It's good for my confidence. The car was awesome. It's a lot of fun to slice and dice through traffic. It was a blast today. It was an incredible amount of fun. It was a heartbreaker. We ran the rest of the way in fourth gear. It's great to prove I can be a factor here. It would be hard to give this up -- it's addicting. It was a dream come true. I came here when I was 9 years old with my dad. It was an awesome race to be in. I would've liked to have dunked Oreo cookies in milk at the end. Being able to lead, I can see why no one wants to retire.” (About his future): “Right now I'm unemployed. We have a great team, seeing it was put together in February. I had no laps in traffic the three days I was in the car. Danny (Ongais) had it all balanced.” (About his past): “I won Michigan, the first 500-mile race I ever did. I think IRL has made it affordable for the small teams. It's even going to get better when the little teams like PDM and us get funding. I put the past behind me and am a contender instead of a field-filler. I was part of the show for once. I've had tremendous opportunities. I try everyday, and I'm

DAY 10 -- SUNDAY, MAY 24, 1998 - RACE DAY (cont.):

thrilled to get this opportunity. I was ecstatic to be the leader of this race. I had that opportunity, and hopefully I'll have more."

BUDDY LAZIER (#91 Delta Faucet/Coors Light/Hemelgarn Racing): "It's just so hard to come that close and not get it. We just didn't have enough. We gave it all we had. Next year, we just need a little more. My guys really did a good job. We were almost a lap down back there. Eddie did a great job. I used up all my sway bars. I was pushing at the end, and I almost hit the wall trying to catch Eddie a couple times."

EDDIE CHEEVER JR. (#51 Rachel's Potato Chips): (About the race): "About 50 laps from the end, the crew called and said, 'He's gaining on you.' I thought he (Buddy Lazier) had the legs to beat me. Arie (Luyendyk) was really quick but wasn't good in traffic. I was sure it (car) was going to break. I had no reason to think that, except for history, because my car ran really well all day. But there are so many gremlins that run through your head. I got hit with a crosswind, and it changed the sound of the engine, and I thought, 'Oh no, here we go again.' But the car was impeccable. I ran it hard all day. My car was exceptionally quick coming off the corners. John Paul was just hounding me. He was the hardest person to shake. If things had gone his way, he would have won it. We were extremely lucky. I'm still in a bit of a haze. The last 20 laps were the hardest I've ever driven." (Did you lap John Paul Jr. just to get him out of the way, since he was so competitive?): "No, I just had a mindset that anybody in front of me, I needed to pass. You have to dominate the track before you try to dominate other teams. This place is a monster. If you don't get it right, it'll eat your lunch." (About winning the '500' on limited sponsorship): "The last eight months have been extremely difficult. We had a verbal commitment from First Plus to run again, and then they decided to go to NASCAR-only sponsorship, so this is very redeeming. Rachel's is our main sponsor, and it all happened (their agreement to sponsor) about a week before we came here." (About being a driver/owner): "The driver's side is a lot easier than the owner's side." (When you started racing, did you dream of winning the Indianapolis 500?): "I didn't start my career thinking of ovals. Although I am American, my family was living in Italy. I thought I'd be racing in Formula One. Monaco was the race I was thinking I'd want to win. The first time I came here, it terrorized me. I didn't understand the speed. I'm still learning ovals. When I first came here, they warned me about the wall – they call it 'the fence' here. I said: That's not a fence, that's a wall. I've run into fences and that's no fence.' It takes some time to get used to – just going that fast with walls all around you. It's taken me a long time to get used to this place. I still have a lot of trouble qualifying here. You have to understand the physics, how the track can change when the temperature changes. It changes drastically when the temperature changes 5 degrees, so you can understand what happens when it changes 15 degrees. Before the race, we planned to run the race based on sunny conditions, and that helped us a lot." (Why did you get into Indy-style racing?): "Because of the Indy 500. It was difficult for me to compete in Formula One because the cars were getting smaller and smaller. They were shrinking, and I wasn't. The Indy 500 becomes your whole year. I am really glad that I have finally done something that will stick. Winning the '500' will stick." (Since you've been one of the strongest defenders of the Pep Boys IRL, is winning the '500' redeeming?): "I don't know about that, because there's really nothing to defend. The IRL is America's premier oval, open-wheel racing series. Yes, the IRL is still growing, but the competition is fierce." (About how his teammate, Robby Unser, performed today): "I'm so proud of Robby. It goes beyond words. He is a perfect example of a child absorbing from adults through osmosis. He just knows this place."

DAY 10 -- SUNDAY, MAY 24, 1998 - RACE DAY (cont.):

DAVEY HAMILTON (#6 Reebok/Nienhouse Motorsports G Force Aurora): "We got caught on a yellow, and I stalled it once in the pits. I told myself last year that I could win this thing if I just didn't make any mistakes. I know you can't make any mistakes in this race, but I did. I screwed up. It was a good day, though. It was pretty steady all day. We had a few sets of tires that weren't too good, and that set us back."

POST-RACE FACTS, FIGURES

4:25 p.m. medical update from Dr. Henry Bock, Speedway medical director: #53 Jim Guthrie underwent internal surgery on his broken right elbow at Methodist Hospital in Indianapolis. He also suffered a broken left fibula (bone in lower leg), cracked right ribs and a slight laceration on his right leg. He is in good condition and is expected to stay overnight for observation. Bock indicated a four- to six-week recovery period.

Eddie Cheever Jr. made 133 starts during his Formula One career, which spanned from 1978-89. He made 81 starts during his CART career from 1990-95. He has made 16 starts in the Pep Boys Indy Racing League since 1996. He has 230 combined starts in the three series.

Historical facts, figures (compiled by historian Bob Watson, Josh Laycock)

-- The 1998 winning average speed was 145.155 mph, which ranks as the 30th fastest Indianapolis 500 winning average speed.

-- Eddie Cheever Jr. won the 1998 Indianapolis 500 in car #51, the first driver to win this race with a car number in the 50's.

-- This is the second time the winning car started from the 17th position. The other occasion was in 1941, in a car driven by co-winners Floyd Davis and Mauri Rose.

-- Eddie Cheever Jr. is the first driver/car owner to win the Indianapolis 500 since A.J. Foyt Jr. in 1977, when he won his fourth Indianapolis 500.

-- Eddie Cheever Jr. was the top lap leader of the race, leading 76 laps. Cheever is the first winner since Emerson Fittipaldi in 1989 to lead the most laps during the race. Fittipaldi led 158 laps when he won in '89. Cheever and Fittipaldi are the only winners to also be the top lap leaders of the event in the last 14 years.

-- Eddie Cheever's 76 leading laps is the most by a winner since 1989, when Emerson Fittipaldi led for 158 laps.

-- There were 10 different lap leaders today, tied for second all-time at this event. The record is 12, in 1993. Ten different drivers also led in 1980 and 1995.

-- There were 23 lead changes today, tied for fourth all-time. The record is 29 in 1960. Second best is 27 in 1923, third best is 24 in 1981. There also were 23 lead changes in 1993 and 1995.

DAY 10 -- SUNDAY, MAY 24, 1998 - RACE DAY (cont.):

-- Four rookies finished in the top 10 today: Steve Knapp (third), Robby Unser (fifth), Andy Michner (eighth) and J.J. Yeley (ninth). The last time four rookies finished in the top 10 was in 1965, when five rookies made the top 10. Mario Andretti finished third, Gordon Johncock fifth, Mickey Rupp sixth, Bobby Johns seventh and Al Unser ninth.

-- Robby Unser finished fifth in his debut in the Indianapolis 500. The rookie finishes of the five other Unseers who have competed in this race:

1958: Jerry Unser (Robby's uncle), 31st
1963: Bobby Unser (Robby's father), 16th
1965: Al Unser (Robby's uncle), ninth
1983: Al Unser Jr. (Robby's cousin, Al's son), 10th
1996: Johnny Unser (Robby's cousin, Jerry's son): 33rd

-- Five drivers led the Indianapolis 500 for the first time today, the second most in Indianapolis 500 history: Greg Ray, Kenny Brack, Buzz Calkins, John Paul Jr. and Davey Hamilton. Seven drivers led the inaugural Indianapolis 500 in 1911, still the record. Five drivers also led for the first time in 1913, 1914, 1928, 1932 and 1993.

-- Eighteen cars were running at the finish, the most since 18 also were running at the end in 1995. The record for a race that went 500 miles is 26 in 1911, but there were 40 starters that year. The record for a 33-car field, including rain-shortened races, is 27 in 1976. That race ended after just 255 miles due to rain. The record for a 33-car field in a race that went 500 miles is 24 in 1993.

-- Tony Stewart continues to turn fast laps during the Indianapolis 500. In 1996, Stewart turned the fastest leading lap in Speedway history, 234.412 mph, on Lap 10. In 1997, Stewart recorded the fastest lap of the race, 215.626 mph, on Lap 105. Today, Stewart turned the fastest lap of the race, 214.746 mph, on Lap 19.

-- Eddie Cheever Jr. also has a history of turning fast laps during this event. He produced the fastest race lap in Speedway history, 236.103 mph, on Lap 3 in 1996. Today, he turned the fastest leading lap, 213.904 mph, on Lap 187.

-- Tony Stewart, who finished 33rd, completed 22 laps. That's the second-most laps completed by a 33rd-place finisher since 1954, when Bill Homeier completed 74 laps. Danny Sullivan finished 33rd and last in 1993 after completing 29 laps.

-- This is the sixth consecutive year that a rookie has finished in the top three. At a glance:

1998: Steve Knapp (third)
1997: Jeff Ward (third)
1996: Richie Hearn (third)
1995: Christian Fittipaldi (second)
1994: Jacques Villeneuve (second)
1993: Nigel Mansell (third)

POSTRACE NOTES: INDIANAPOLIS 500, MAY 24, 1998

THE WINNER:

•**Eddie Cheever Jr.:** Cheever took the lead from Buddy Lazier with 23 laps remaining to win the 82nd Indianapolis 500, the third race of the 1998 Pep Boys Indy Racing League season. Cheever led six times for 76 laps in the Rachel's Potato Chips Dallara/Aurora/Goodyear on the 2.5-mile oval, more than any other driver.

It was Cheever's first victory in the world's richest auto race, as he earned \$1.43 million from the record \$8.72 million purse.

"I'm speechless and don't know what to say," Cheever said. "At the start, I turned into Turn 1 and was bumped from behind. I said, 'Aw, I don't want it to end this way.' Fifteen guardian angels were watching over me for this race. I grew up in Italy, but my father told me that there's one race you have to win in motor racing, the Indianapolis 500. This one's for my dad."

•Cheever became the first driver-owner to win the Indianapolis 500 since A.J. Foyt in 1977.

•Cheever won in car #51, the first driver to win this race with a car number in the 50's.

•Cheever started 17th. This is the second time the winning car started from the 17th position. The other occasion was in 1941, in a car driven by co-winners Floyd Davis and Mauri Rose.

•The victory was the second of Cheever's Pep Boys IRL career. He earned his first win in January 1997 at the rain-shortened Indy 200 near Orlando, Fla.

•Cheever was the top lap leader of the race, leading 76 laps. Cheever is the first winner since Emerson Fittipaldi in 1989 to lead the most laps during the race. Fittipaldi led 158 laps when he won in '89. Cheever and Fittipaldi are the only winners to also be the top lap leaders of the event in the last 14 years.

THE CONTENDERS:

•**Buddy Lazier:** Lazier stalked winner Eddie Cheever Jr. throughout the final 40 laps of the race, falling just 3.191 seconds short of his second Indianapolis 500 victory in three years.

Lazier last led on Lap 177 but lost the lead to Cheever in the pits. Lazier pulled to within less than one second of eventual winner Cheever on a restart on Lap 195, but his Delta Faucet/Coors Light/Hemelgarn Racing Dallara/Aurora/Goodyear didn't have enough speed to match Cheever over the last six laps.

"It's just so hard to come that close and not get it," Lazier said. "We just didn't have enough. We gave it all we had. I was pushing at the end, and I almost hit the wall trying to catch Eddie a couple of times."

•**John Paul Jr.:** Paul had an excellent chance to pull off a stunning upset until a clutch problem caused him to stall four times while trying to exit the pits on Lap 177. He ended up seventh, three laps down in the low-budget Team Pelfrey Dallara/Aurora/Firestone.

Before the problems, Paul steadily climbed from the 16th starting spot and took the lead on Lap 98. He ended up leading twice for 39 laps. Only winner Eddie Cheever Jr. led more laps during the race. Paul was in fourth place on Lap 170, just seven laps before the ill-fated pit stop.

"I had a problem with the clutch overheating," Paul said. "I stalled it on the first yellow, kept the throttle up. Last time it cooked the clutch. I had to start it in fourth gear."

"We had a great team. It's my mistake, and it won't be easy to live with."

Still, it was an impressive performance for Paul, who entered practice without a ride. He earned the spot with Team Pelfrey after its driver, Danny Ongais, crashed on the second day of practice and wasn't cleared to drive.

POSTRACE NOTES: INDIANAPOLIS 500, MAY 24, 1998 (cont.)

THE REST OF THE STORY:

•**Freshman fliers:** Six of the top 12 finishers were rookies, one of the strongest showings by first-year drivers at Indianapolis in more than 30 years.

Steve Knapp finished third and was named Bank One Rookie of the Year in the Primadonna Resorts-Miller Milling-ISM Aurora G Force/Aurora/Goodyear. Robby Unser, son of three-time Indy champion Bobby Unser, was fifth in the Team Cheever Dallara/Aurora/Goodyear owned by race winner Eddie Cheever Jr.

Andy Michner was eighth in the Konica-Syan Racing Dallara/Aurora/Goodyear. J.J. Yeley, at 21 the youngest rookie in the field, finished ninth in the One Call Communications-Quaker State-Menards-SRS Dallara/Aurora/Firestone.

Jimmy Kite finished 11th in the Royal Purple Synthetic Dallara/Aurora/Goodyear, and 46-year-old Jack Hewitt, the oldest rookie in Indy history, was 12th in the Parker Machinery G Force/Aurora/Goodyear.

In 1965, five rookies finished in the top 10. Mario Andretti was third, Gordon Johncock fifth, Mickey Rupp sixth, Bobby Johns seventh and Al Unser ninth.

•**Foyt power:** Both drivers competing for the team owned by four-time Indy 500 winner A.J. Foyt qualified on the front row. Billy Boat won the pole at 223.503 mph in the Conseco Dallara/Aurora/Goodyear, while teammate Kenny Brack started third at 220.982 in the Power Team Dallara/Aurora/Goodyear. Boat was troubled by drive line problems and finished 23rd in the race, while Brack was sixth, two laps down, at the finish.

•**Surprise, surprise:** Unheralded Greg Ray started in the middle of the front row after turning a four-lap average of 221.125 mph on Pole Day.

Ray's performance was even more remarkable considering that the team that fields his Dallara/Aurora/Firestone, Thomas Knapp Motorsports, lost its primary sponsor during the first week of practice and almost lacked enough funds to compete. A handful of sponsors, including Texas Motor Speedway, The Nashville Network, True Value and Dixie Chopper, came aboard to keep Ray's effort afloat.

"I'm so happy for our small team," Ray said. "This is our Cinderella story."

Ray led twice for 18 laps during the race before he was hindered by gearbox problems. He ended up 18th, falling out after 167 laps.

•**Early departure for Menard:** Both drivers for defending Pep Boys IRL entrant champion Team Menard, Tony Stewart and Robbie Buhl, had uncharacteristically short days.

Stewart was out of the race after just 22 laps, as his engine expired less than one lap after he took the lead in his Glidden-Menards Special Dallara/Aurora/Firestone. He finished last in the 33-car event.

Buhl didn't fare much better. He was out after 44 laps with engine trouble, finishing 31st.

THE FACTS AND FIGURES:

•Eighteen cars were running at the finish, the most at the Indianapolis 500 since 18 also were running at the end in 1995. The record for a race that went 500 miles is 26 in 1911, but there were 40 starters that year. The record for a 33-car field, including rain-shortened races, is 27 in 1976. That race ended after just 255 miles due to rain. The record for a 33-car field in a race that went 500 miles is 24 in 1993.

There were two major reasons for the large number of cars running at the finish.

POSTRACE NOTES: INDIANAPOLIS 500, MAY 24, 1998 (cont.)

First, only five drivers were sidelined by engine problems. Two of those engine failures were caused by other problems: A washer punctured the radiator of Robbie Buhl's engine, and a transmission problem caused Marco Greco's engine to fail.

Second, a new Pep Boys IRL rule that allows teams to work on their cars in the garage area during the race was used at the Indianapolis 500 for the first time. The rule was instituted at the Las Vegas 500K last October, the final event of the 1996-97 Pep Boys IRL season.

Under the new rule, teams are allowed to repair their cars in the garage and return to the race. Teams can't change their engines or chassis. Two IRL technicians must approve any repairs before the car returns to the track, with IRL Technical Director Phil Casey overseeing the process.

"Since the very beginning, the Pep Boys Indy Racing League has worked hard to provide value for both the fans and our sponsors," said Leo Mehl, Pep Boys IRL executive director. "For that reason, we want as many cars on the racetrack as we can get throughout the race. If a car can be safely repaired and returned to the race, we are all for it. The fans and the sponsors appreciate it.

"The Indianapolis 500 is sanctioned by the IRL, and therefore we applied the same rule. Eighteen cars were running at the finish, but only two of them were cars that had been in the garage for repairs."

- There were 10 different lap leaders, tied for second all-time at this event. The record is 12, in 1993. Ten different drivers also led in 1980 and 1995.

- There were 23 lead changes, tied for fourth all-time at this event. The record is 29 in 1960. Second best is 27 in 1923, third best is 24 in 1981. There also were 23 lead changes in 1993 and 1995.

- Five drivers led the Indianapolis 500 for the first time, the second most in Indianapolis 500 history: Greg Ray, Kenny Brack, Buzz Calkins, John Paul Jr. and Davey Hamilton. Seven drivers led the inaugural Indianapolis 500 in 1911, still the record. Five drivers also led for the first time in 1913, 1914, 1928, 1932 and 1993.

THE NEXT EVENT:

June 6, True Value 500, Texas Motor Speedway

CHEEVER WINS 82ND INDIANAPOLIS 500

INDIANAPOLIS, May 24, 1998 – Eddie Cheever Jr. recorded the crowning triumph of his long racing career Sunday, beating Buddy Lazier to the finish by 3.191 seconds to win the 82nd Indianapolis 500 at Indianapolis Motor Speedway.

“The Indy 500 becomes your whole year,” said Cheever, 40. “I am really glad that I’ve done something that will stick. Winning the ‘500’ will stick.”

Cheever, from Tampa, Fla., took the lead for good on Lap 178 after beating Lazier out of the pits in the Rachel’s Potato Chips Dallara/Aurora/Goodyear. Cheever led Lazier by 3.1 seconds when Marco Greco’s car started smoking on Lap 191, triggering the last of 12 caution periods.

Racing resumed on Lap 195, with 1996 Indy winner Lazier just 0.5 of a second behind Cheever in the Delta Faucet/Coors Light/Hemelgarn Racing Dallara/Aurora/Goodyear. But Cheever steadily pulled away over the last six laps, driving the high groove through the four turns of the 2.5-mile oval for his first Indianapolis 500 victory.

Rookie Steve Knapp was third, one of four rookies in the top 10. Davey Hamilton was fourth. Rookie Robby Unser, son of three-time Indy 500 winner Bobby Unser, was fifth as Cheever’s teammate.

Cheever’s victory was the second of his Pep Boys IRL career. Cheever raced in Formula One from 1978-89, in CART from 1990-95 and has raced in the Pep Boys Indy Racing League since it started in 1996.

“I thought he had the legs to beat me,” Cheever said of Lazier. “I was sure it (car) was going to break. I had no reason to think that, except for history, because my car ran really well all day. But there are so many gremlins that run through your head. The last 20 laps were the hardest I’ve ever driven.”

Cheever led 76 laps, more than any driver. He patiently navigated through the field from his 17th starting spot, taking the lead for the first time on Lap 68.

Veteran John Paul Jr. appeared to be in control midway through the race, as he led laps 98-113 in the Team Pelfrey Dallara/Aurora/Firestone.

Paul entered the pits on Lap 114 but regained the lead on Lap 124. He held off defending race champion Arie Luyendyk to lead until Lap 146, when he made a routine pit stop. Paul led 39 total laps, second best behind Cheever.

Luyendyk took the lead when Paul entered the pits on Lap 147, but it was short-lived. Luyendyk entered the pits for a routine stop on Lap 150. The clutch malfunctioned in Luyendyk’s Sprint PCS/Radio Shack/Qualcomm G Force/Aurora/Firestone as he tried to leave the pits, and his car broke midway through Lap 152, ending his day.

Cheever took the lead and began trading the lead with Lazier on pitstops.

Pole sitter Billy Boat led the first 12 laps but eventually fell out with driveline problems after completing 111 laps, finishing 23rd. Pep Boys IRL points leader Tony Stewart finished last in the 33-car field after his engine broke on Lap 22, just one lap after he took the lead for the first time.

The only major accident came on Lap 49, when seven cars were involved in a crash in Turn 3. Jim Guthrie was the only driver injured in the incident. He was in good condition at Methodist Hospital in Indianapolis after undergoing surgery for a broken right elbow. Guthrie also suffered a broken left fibula, cracked ribs and a small laceration to his right leg when his Delco Remy-Goodyear-ISM Racing G Force/Aurora/Goodyear hit the outside wall.

The race started approximately 37 minutes late due to wet spots on the backstretch caused by overnight rains. A brown dog also ran free on the track for nearly two laps before the start of the race. The dog finally was caught after repeated attempts by Speedway officials and race teams.

KNAPP NAMED TOP INDIANAPOLIS 500 ROOKIE

INDIANAPOLIS, May 25, 1998 – Steve Knapp, whose only past involvement with Indy-style cars was as a team test coordinator, today was named valedictorian of the classy rookie class that competed in the Indianapolis 500 on Sunday.

Knapp, 34, from Salem, Wis., was chosen 1998 Bank One Rookie of the Year by a select panel of national media and racing officials following his brilliant drive from 23rd to third place in the 82nd running of the race. Only veterans Eddie Cheever, 1990 rookie of the year and winner Sunday, and 1996 Indy 500 champion Buddy Lazier beat Knapp to the checkered flag. Cheever, Lazier and Knapp were the only drivers to complete all 200 laps.

He becomes the 51st driver to be cited either as rookie or co-rookie of the year since the award was established in 1952. He succeeds Jeff Ward, who also finished third in 1997.

Knapp was honored at a special awards ceremony held prior to start of the annual Victory Banquet on Monday night at the Indianapolis Convention Center. He received a check for \$10,000 and a beautiful trophy from Bank One, which has saluted the top rookie and the other newcomers each year since 1979.

Six of the eight rookies in Sunday's race finished among the top 12 in the final standings. Behind Knapp came: Robby Unser, Albuquerque, N.M. (fifth); Andy Michner, Ann Arbor, Mich. (eighth); J.J. Yeley, Phoenix, Ariz. (ninth); Jimmy Kite, Stockbridge, Ga. (11th); Jack Hewitt, Troy, Ohio (12th); Stan Wattles, Sewall's Point, Fla. (28th) and Donnie Beechler, Springfield, Ill. (32nd).

Knapp drove the Primadonna Resorts/Miller Milling/ISM G Force/Aurora/Goodyear car. His deal with the team didn't come together until a couple days before the Rookie Orientation Program started in mid-April after "some feverish phone calls." His only experience in an Indy-style car had been 64 laps at Las Vegas last November, earning his Indy Racing League driver's license in a car co-owned by his cousin Tom Knapp.

Steve Knapp worked with Mario and Michael Andretti during test sessions for the Newman-Haas CART team from 1989-92. Both Mario and Michael also were rookies of the year in the "500." Mario won in 1965, and Michael shared the award with Roberto Guerrero in 1984.

"That was real interesting," Knapp said about that period of his racing career. "I pretty much ran the test team. I did everything from wrenching on the car to getting the parts made to driving the truck, setting up the pits, the whole deal.

"Michael always knew I wanted to (drive at Indy). But Michael wanted me to stay and work for him. That's kind of a two-sided deal. They're great people. Mario is still the best test driver in the world in my book. I look at that part of my life as something that I wouldn't trade for anything."

The lure to drive, though, was stronger than his desire to continue with the Newman-Haas team.

"This was always a goal of mine since I was a little kid," Knapp said of racing in the Indianapolis 500.

Carl Haas, co-owner of the Newman-Haas team, supported Knapp's road-course racing in the late 1980s. Knapp and his wife, Bobbi, then started a business building engines for the U.S F2000 series. He felt that was the only way he could leave his "office" and go racing, but it took four years to find that freedom.

In 1996, Knapp finally was ready to go racing again. He became partners with friend John Miller, and they bought two U.S. F2000 cars. Knapp quickly proved he had the right stuff in that series by winning the championship. Last year he moved up to the KOOL/Toyota Atlantic series and placed sixth in the season point standings.

KNAPP NAMED TOP INDIANAPOLIS 500 ROOKIE (cont.)

Both series provided him experience on oval racetracks.

Knapp, a native of Minneapolis, came to Indy with full confidence that he could do well.

“Obviously, there are people (rookies) thinking along the lines of you’ve got to make the show and everything,” he said. “Honestly, I’m thinking that if I get some more running here, I’m going for the pole in qualifying.”

That didn’t quite work out for Knapp as he turned four laps at 216.445 mph, good for a spot in the middle of the eighth row. That row was filled with rookies for the second consecutive year.

ISM Racing chief mechanic Gary Armentrout set up the car so that it ran in the race almost as fast it qualified. By Lap 10, Knapp already had moved up to 17th. He climbed to 13th after 20 laps and seventh by Lap 30. He was seventh at the halfway mark and reached third by Lap 120. He fell to sixth by Lap 140 but clawed back to third by Lap 160, holding that spot until the finish.

“The team did a super job, and the car was really good,” Knapp said. “It’s been a blast.”

Knapp and his wife are parents of one son, Logan.

CHAMP CHEEVER EARNS \$1.43 MILLION OF RECORD ‘500’ PURSE

INDIANAPOLIS, May 25, 1998 – Eddie Cheever Jr. earned \$1,433,000 of the largest purse in motorsports history for winning the 82nd Indianapolis 500, according to final prize figures announced during the Victory Banquet.

The total purse was \$8,722,150, an Indianapolis 500 record. The previous record was \$8,612,450, set in the 1997 edition of the world’s richest and most prestigious auto race. The purse is comprised of Indianapolis Motor Speedway and Pep Boys Indy Racing League awards, and designated and other awards.

Cheever, 40, from Tampa, Fla., beat 1996 Indy 500 champion Buddy Lazier by 3.191 seconds Sunday to claim his first “500” victory in the Rachel’s Potato Chips Dallara/Aurora/Goodyear fielded by his Team Cheever. He became the first owner-driver to win the race since A.J. Foyt in 1977.

Lazier earned \$483,200 for finishing second. Rookie Steve Knapp collected \$338,750 for third, including \$10,000 for being named Bank One Rookie of the Year. Pole sitter Billy Boat earned \$364,200 – the third-highest sum this year – despite finishing 23rd. Various bonuses and designated awards for winning the pole, including the \$100,000 PPG Pole Award, boosted Boat’s total.

Cheever’s winner’s purse was the second largest in “500” history, trailing only the \$1,568,150 earned by Arie Luyendyk for his victory last year. Luyendyk’s total was larger because he won the event from the pole position, earning the PPG Pole Award and other pole-related designated awards.

A record 22 of the 33 starters this year earned more than \$200,000, easily breaking the previous record of 13 set last year.

Prize amounts ranged from Cheever’s winning total to \$132,300 for rookie Donnie Beechler, who finished 32nd.

The 83rd Indianapolis 500 is scheduled for May 30, 1999.

COMPLETE PRIZE FUND FOR THE 1998 INDIANAPOLIS 500-MILE RACE

Indianapolis Motor Speedway Corporation.....	\$7,100,000.00
Citizens Speedway Committee (Lap Leaders).....	90,000.00
Citizens Speedway Committee (Parade).....	9,900.00
Designated Awards	1,522,250.00
Total.....	8,722,150.00

American Dairy Association	\$12,250.00	Lincoln Electric	5,000.00
Ameritech	7,500.00	Loctite Corporation	20,000.00
Bank One	10,000.00	Marsh Supermarkets, Inc.	10,000.00
Bart Wheels	5,000.00	MBNA Motorsports America	10,000.00
Bell Helmets	6,000.00	Mechanix Wear	5,000.00
BG Products, Inc.	5,000.00	Mi-Jack Products	5,000.00
Borg-Warner Automotive, Inc.	130,000.00	Milestone Awards	25,000.00
Bridgestone/Firestone, Inc.	5,000.00	Mobil Oil Corporation	5,000.00
Buckeye Machine/Race Spec	5,000.00	Motorsports Spares Int'l	5,000.00
C & R Racing, Inc.	5,000.00	National City Bank of Indiana	10,000.00
Canon U.S.A., Inc.	5,000.00	NBD Bank, N.A.	10,000.00
Clint Brawner Foundation	5,000.00	Nissan Motor Corporation USA	5,000.00
Cooper Automotive/Champion Sparks	45,000.00	Oldsmobile	30,000.00
Coors Brewing Company	85,000.00	Olinger Distributing Company, Inc.	5,000.00
Crower Motorsports	5,000.00	Pennzoil Products	100,000.00
Earl's Performance Products	11,000.00	PPG Industries, Inc.	595,000.00
Eastman Kodak Co.	10,000.00	Premier Farnell Corp.	15,000.00
Emco Gears, Inc.	5,000.00	Quaker State Corporation	5,000.00
Fastlane Footwear	10,000.00	Raybestos/Brake Parts, Inc.	30,000.00
Ferguson Steel Co., Inc.	10,000.00	Robert Bosch Corporation	45,000.00
Firefreeze Worldwide	5,000.00	Royal Purple Motor Oil	25,000.00
First Gear Engr. & Tech.	5,000.00	S R E Industries	5,000.00
Frigidaire Home Products	5,000.00	Simpson Helmets, Inc.	10,000.00
Goodyear Tire and Rubber Co.	5,000.00	Snap-On Tools Company	5,000.00
GTE	30,000.00	Snap-On Tools/CAM	5,000.00
Herff Jones, Inc.	15,000.00	Stant Manufacturing, Inc.	5,000.00
Hyperco, Inc.	5,000.00	Stihl Incorporated	5,000.00
Ideal Division/Stant Corporation	5,000.00	STP Racing/First Brands Corp.	24,000.00
Indiana Oxygen	5,000.00	Tenneco Automotive	5,000.00
Indianapolis Motor Speedway Corp.	6,500.00	True Value/Cotter & Co.	10,000.00
Keco Coatings	5,000.00	Wiseco Piston, Inc.	5,000.00
Klotz Special Formula Products	5,000.00		
		TOTAL DESIGNATED AWARDS	1,522,250.00

Merchandise won by race participants included:

- 1998 Chevrolet Corvette Pace Car
- 1998 Chevrolet Camaro Convertible
- 1998 Harley Davidson XL 1200 Motorcycle
- Herff Jones "Champion of Champions" Ring (\$5,000 value)
- Tony Foyt Award, watch (\$12,000 value)
- Custom Leather True Value Jacket

Trophies, plaques or rings presented by the following companies:

- | | |
|--------------------------|---------------------------|
| Ameritech | Buckeye Machine/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: Eddie M. Cheever Jr.
Car Name: Rachel's Potato Chips
Entrant: Team Cheever
Crew Chief: Owen Snyder III

Indianapolis Motor Speedway Corporation.....	934,000.00
Citizens Speedway Committee (Lap Prizes).....	34,200.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards.....	464,500.00

Total Cash Prizes \$ 1,433,000.00

Designated Awards:

PPG Industries, Inc. - Starting Position	15,000.00
American Dairy Association - Winner.....	5,000.00
American Dairy Association - Winning Chief Mechanic.....	500.00
Borg-Warner Automotive, Inc. - Winner.....	130,000.00
Canon U.S.A., Inc. - Winner with decal.....	5,000.00
Crower Motorsports - Highest Finisher with decal.....	5,000.00
Earl's Performance Products - Highest Finisher w/decal.....	5,000.00
Eastman Kodak Co. - Kodak Photo Finish to Winner.....	10,000.00
Emco Gears, Inc. - Highest Finisher w/decal.....	5,000.00
First Gear Engr. & Tech. - Highest Finisher.....	1,000.00
Goodyear Tire and Rubber Co. - First Place.....	5,000.00
Herff Jones, Inc. - Winner.....	15,000.00
Hyperco, Inc. - Highest Finisher w/decal.....	1,000.00
Ideal Division/Stant Corporation - 1st Place w/decal.....	2,000.00
Ideal Division/Stant Corporation - Winning Chief Mechanic w/decal	500.00
Indianapolis Motor Speedway Corp. - Sid Collins Award.....	500.00
Indianapolis Motor Speedway Corp. - Tony Foyt Award.....	6,000.00
Loctite Corporation - Winning Car.....	5,000.00
Loctite Corporation - Race Winning Chief Mechanic.....	2,500.00
Loctite Corporation - Highest Finisher w/decal.....	5,000.00
Loctite Corporation - Highest Finish w/decal chief mech.....	2,500.00
MBNA Motorsports America - Lap Leaders Award.....	10,000.00
Milestone Awards - Leader at 200 miles.....	5,000.00
Milestone Awards - Leader at 300 miles.....	7,500.00
Milestone Awards - Leader at 400 miles.....	10,000.00
National City Bank of Indiana - Checkered Flag Award to Winner.....	10,000.00
NBD Bank, N.A. - Driver that leads most laps	10,000.00
Oldsmobile - Winner with Aurora.....	25,000.00
Pennzoil Products - Indy 500 win with decal	100,000.00
Premier Farnell Corp. - Highest Finisher with decal.....	10,000.00
Raybestos/Brake Parts, Inc. - Winner with decals	7,500.00
Robert Bosch Corporation - Highest Finisher w/decal & patch.....	25,000.00
Simpson Helmets, Inc. - Highest Finisher w/decal.....	1,000.00
Snap-On Tools Company - 1st Place.....	2,500.00
Stant Manufacturing, Inc. - Highest Finisher.....	2,500.00
STP Racing/First Brands Corp. - Highest Finisher STP Oil Filters	3,000.00
STP Racing/First Brands Corp. - Highest Finisher STP Oil Treatment.....	7,000.00
Wiseco Piston, Inc. - Highest Finishing Team w/decal.....	2,000.00

Total Designated Prizes..... \$ 464,500.00

SECOND PLACE

Driver: Buddy Lazier
Car Name: Delta Faucet/Coors Light/Hemelgarn
Entrant: Hemelgarn Racing, Inc.
Crew Chief: Dennis LaCava

Indianapolis Motor Speedway Corporation.....	405,000.00
Citizens Speedway Committee (Lap Prizes).....	9,000.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards.....	68,900.00
Total Cash Prizes	\$ 483,200.00

Designated Awards:

Coors Brewing Company - 7th Place Pit Stop Challenge	3,000.00
PPG Industries, Inc. - Starting Position	15,000.00
Bell Helmets - Highest Finisher.....	3,600.00
Earl's Performance Products - 2nd Highest Finisher w/decals.....	2,500.00
First Gear Engr. & Tech. - 2nd Highest Finisher.....	1,000.00
Frigidaire Home Products - Highest Finisher.....	5,000.00
Hyperco, Inc. - 2nd Highest Finisher w/decals.....	1,000.00
Ideal Division/Stant Corporation - 2nd Place w/decals.....	800.00
Keco Coatings - Top Finisher w/ decals & patches	3,000.00
Klotz Special Formula Products - Highest Finisher w/decals	1,000.00
Mechanix Wear - Highest Finisher w/decals.....	3,000.00
Raybestos/Brake Parts, Inc. - 2nd Place with decals	6,000.00
Robert Bosch Corporation - 2nd Highest Finisher w/decals & patch.....	15,000.00
Snap-On Tools Company - 2nd Place.....	1,000.00
Stant Manufacturing, Inc. - 2nd Highest Finisher.....	1,500.00
STP Racing/First Brands Corp. - 2nd Highest Finisher STP Oil Treat.....	3,000.00
STP Racing/First Brands Corp. - 2nd Highest Finisher STP Oil Filters	2,000.00
Wiseco Piston, Inc. - 2nd Highest Finishing team w/decals	1,500.00
Total Designated Prizes.....	\$ 68,900.00

THIRD PLACE

Driver: Steve Knapp
Car Name: Primadonna Resorts/Miller Milling/ISM Aurora
Entrant: ISM Racing
Crew Chief: Gary Armentrout

Indianapolis Motor Speedway Corporation.....	280,000.00
Citizens Speedway Committee (Lap Prizes).....	0.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards.....	58,450.00

Total Cash Prizes \$ 338,750.00

Designated Awards:

American Dairy Association - Rookie Qualifier.....	250.00
American Dairy Association - Rookie Qualifier.....	250.00
PPG Industries, Inc. - Starting Position.....	15,000.00
Bank One - Rookie of the Year.....	10,000.00
Bart Wheels - Highest Finishing user w/decal.....	2,500.00
Earl's Performance Products - 3rd Highest Finisher w/decal.....	1,500.00
Ideal Division/Stant Corporation - 3rd Place w/decal.....	700.00
Keco Coatings - 2nd Highest Finisher w/decal patches.....	2,000.00
Klotz Special Formula Products - 2nd Highest Finisher w/decal.....	500.00
Marsh Supermarkets, Inc. - Most Improved Position.....	10,000.00
Raybestos/Brake Parts, Inc. - 3rd Place with decals.....	5,000.00
Robert Bosch Corporation - 3rd Highest Finisher w/decal & patch.....	5,000.00
Simpson Helmets, Inc. - 2nd Highest Finisher.....	1,000.00
Snap-On Tools Company - 3rd Place.....	750.00
Stant Manufacturing, Inc. - 3rd Highest Finisher.....	1,000.00
STP Racing/First Brands Corp. - 3rd Highest Finisher STP Oil Treatment.....	2,500.00
Wiseco Piston, Inc. - 3rd Highest Finishing Team w/decal.....	500.00

Total Designated Prizes..... \$ 58,450.00

FOURTH PLACE

Driver: Davey Hamilton
Car Name: Reebok/Nienhouse Motorsports G Force
Entrant: Nienhouse Motorsports
Crew Chief: Darren Russell

Indianapolis Motor Speedway Corporation.....	273,000.00
Citizens Speedway Committee (Lap Prizes).....	1,350.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards.....	27,000.00

Total Cash Prizes \$ 301,650.00

Designated Awards:

PPG Industries, Inc. - Starting Position	15,000.00
Earl's Performance Products - 4th Highest Finisher w/decals.....	1,000.00
First Gear Engr. & Tech. - 3rd Highest Finisher.....	1,000.00
Hyperco, Inc. - 3rd Highest Finisher w/decals.....	1,000.00
Ideal Division/Stant Corporation - 4th Place w/decals.....	500.00
Mechanix Wear - 2nd Highest Finisher w/decals.....	2,000.00
Raybestos/Brake Parts, Inc. - 4th Place with decals	3,500.00
Simpson Helmets, Inc. - 3rd Highest Finisher.....	1,000.00
Snap-On Tools Company - 4th Place.....	500.00
STP Racing/First Brands Corp. - 4th Highest Finisher STP Oil Treatment	1,500.00

Total Designated Prizes..... \$ 27,000.00

FIFTH PLACE

Driver: Robby Unser
Car Name: Team Cheever
Entrant: Team Cheever
Crew Chief: Dane Harte

Indianapolis Motor Speedway Corporation.....	187,000.00
Citizens Speedway Committee (Lap Prizes).....	0.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards.....	22,100.00

Total Cash Prizes \$ 209,400.00

Designated Awards:

American Dairy Association - Rookie Qualifier	250.00
PPG Industries, Inc. - Starting Position	15,000.00
Bell Helmets - 2nd Highest Finisher	1,100.00
Earl's Performance Products - 5th Highest Finisher w/decals.....	1,000.00
First Gear Engr. & Tech. - 4th Highest Finisher.....	1,000.00
Hyperco, Inc. - 4th Highest Finisher w/decals.....	1,000.00
Ideal Division/Stant Corporation - 5th Place w/decals.....	500.00
Raybestos/Brake Parts, Inc. - 5th Place with decals	1,000.00
Snap-On Tools Company - 5th Place.....	250.00
STP Racing/First Brands Corp. - 5th Highest Finisher STP Oil Treatment	1,000.00

Total Designated Prizes..... \$ 22,100.00

SIXTH PLACE

Driver: Kenny Brack
Car Name: AJ Foyt PowerTeam Racing
Entrant: A.J. Foyt Enterprises
Crew Chief: John King

Indianapolis Motor Speedway Corporation.....	254,000.00
Citizens Speedway Committee (Lap Prizes).....	10,350.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards.....	46,100.00

Total Cash Prizes \$ 310,750.00

Designated Awards:

C & R Racing, Inc. - True Grit Award.....	5,000.00
Coors Brewing Company - 5th Place Pit Stop Challenge	4,000.00
GTE - Front Row Qualifier.....	10,000.00
PPG Industries, Inc. - Starting Position	15,000.00
Bell Helmets - 3rd Highest Finisher.....	600.00
First Gear Engr. & Tech. - 5th Highest Finisher.....	1,000.00
Hyperco, Inc. - 5th Highest Finisher w/decal.....	1,000.00
Milestone Awards - Leader at 100 Miles.....	2,500.00
Raybestos/Brake Parts, Inc. - 6th Place with decal.....	1,000.00
STP Racing/First Brands Corp. - 6th Highest Finisher STP Oil Treatment	1,000.00
Tenneco Automotive - Efficiency Award most laps between pit stops	5,000.00

Total Designated Prizes..... \$ 46,100.00

SEVENTH PLACE

Driver: John Paul, Jr.
Car Name: Team Pelfrey
Entrant: Team Pelfrey
Crew Chief: Don Basala

Indianapolis Motor Speedway Corporation.....	171,000.00
Citizens Speedway Committee (Lap Prizes).....	17,550.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards.....	27,500.00

Total Cash Prizes \$ 216,350.00

Designated Awards:

PPG Industries, Inc. - Starting Position.....	15,000.00
Bridgestone/Firestone, Inc. - Highest Finisher.....	5,000.00
Klotz Special Formula Products - 3rd Highest Finisher w/decal.....	500.00
Mobil Oil Corporation - Highest Finisher w/o winner.....	5,000.00
Raybestos/Brake Parts, Inc. - 7th Place with decals	1,000.00
Simpson Helmets, Inc. - 4th Highest Finisher.....	1,000.00

Total Designated Prizes..... \$ 27,500.00

EIGHTH PLACE

Driver: Andy Michner
Car Name: Konica/Syan Racing/Dallara
Entrant: Chitwood Motorsports, Inc.
Crew Chief: Brian Nott

Indianapolis Motor Speedway Corporation..... 164,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 17,750.00

Total Cash Prizes \$ 182,050.00

Designated Awards:

American Dairy Association - Rookie Qualifier..... 250.00
PPG Industries, Inc. - Starting Position..... 15,000.00
Klotz Special Formula Products - 4th Highest Finisher w/decal..... 500.00
Raybestos/Brake Parts, Inc. - 8th Place with decals..... 1,000.00
Simpson Helmets, Inc. - 5th Highest Finisher..... 1,000.00

Total Designated Prizes..... \$ 17,750.00

NINTH PLACE

Driver: J.J. Yeley
Car Name: One Call Communications Quaker State
Entrant: SRS
Crew Chief: Mark Weida

Indianapolis Motor Speedway Corporation..... 158,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 40,250.00

Total Cash Prizes \$ 198,550.00

Designated Awards:

American Dairy Association - Rookie Qualifier..... 250.00
Ameritech - Youngest Starting Driver..... 7,500.00
Firefreeze Worldwide - Cold Fire Hottest Crew Fast Rookie..... 5,000.00
Olinger Distributing Company, Inc. - T.P. Donovan Top Starting Rookie..... 5,000.00
PPG Industries, Inc. - Starting Position..... 15,000.00
Klotz Special Formula Products - 5th Highest Finisher w/decal..... 500.00
Quaker State Corporation - 2nd Place or Highest with decal..... 5,000.00
Raybestos/Brake Parts, Inc. - 9th Place with decals..... 1,000.00
Simpson Helmets, Inc. - 6th Highest Finisher..... 1,000.00

Total Designated Prizes..... \$ 40,250.00

TENTH PLACE

Driver: Buzz Calkins
Car Name: International Star Registry/Bradley Food Marts
Entrant: Bradley Motorsports
Crew Chief: Steve Ritenour

Indianapolis Motor Speedway Corporation..... 230,000.00
Citizens Speedway Committee (Lap Prizes)..... 1,800.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 16,400.00

Total Cash Prizes \$ 248,500.00

Designated Awards:

PPG Industries, Inc. - Starting Position 15,000.00
Bell Helmets - Fourth Highest Finisher..... 400.00
STP Racing/First Brands Corp. - 10th Place Finisher STP Oil Filters..... 1,000.00

Total Designated Prizes..... \$ 16,400.00

ELEVENTH PLACE

Driver: Jimmy Kite
Car Name: Royal Purple Synthetic/"Synerlec"/Scandia
Entrant: Team Scandia
Crew Chief: Brad McCanless

Indianapolis Motor Speedway Corporation..... 251,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 36,000.00

Total Cash Prizes \$ 287,300.00

Designated Awards:

Clint Brawner Foundation - Clint Brawner Mech Excellence Award..... 5,000.00
Premier Farnell Corp. - Premier/D-A Mech. Ach. Award..... 5,000.00
American Dairy Association - Fastest Rookie Qualifier 5,000.00
PPG Industries, Inc. - Starting Position 15,000.00
Motorsports Spares Int'l - Highest Finisher last day qualifier..... 5,000.00
Simpson Helmets, Inc. - 7th Highest Finisher..... 1,000.00

Total Designated Prizes..... \$ 36,000.00

TWELFTH PLACE

Driver: Jack Hewitt
Car Name: Parker Machinery
Entrant: PDM Racing, Inc.
Crew Chief: Paul Murphy

Indianapolis Motor Speedway Corporation..... 223,000.00
Citizens Speedway Committee (Lap Prizes) 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 42,500.00

Total Cash Prizes \$ 265,800.00

Designated Awards:

American Dairy Association - Rookie Qualifier 250.00
PPG Industries, Inc. - Starting Position 15,000.00
Bart Wheels - 2nd Highest Finisher..... 1,250.00
Cooper Automotive/Champion Sparks - Highest Finisher w/decal patch..... 25,000.00
Simpson Helmets, Inc. - 8th Highest Finisher..... 1,000.00

Total Designated Prizes..... \$ 42,500.00

THIRTEENTH PLACE

Driver: Jeff Ward
Car Name: Team Tabasco/Superflo/Prolong/ISM Racing
Entrant: ISM Racing
Crew Chief: Norm Johnson

Indianapolis Motor Speedway Corporation..... 221,000.00
Citizens Speedway Committee (Lap Prizes) 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 20,750.00

Total Cash Prizes \$ 242,050.00

Designated Awards:

Indiana Oxygen - Perserverance Award..... 5,000.00
PPG Industries, Inc. - Starting Position 15,000.00
Bart Wheels - 3rd Highest Finisher..... 750.00

Total Designated Prizes..... \$ 20,750.00

FOURTEENTH PLACE

Driver: Marco Greco
Car Name: Int. Sports Ltd. Phoenix Racing
Entrant: Phoenix Racing Team
Crew Chief: Gilbert Lage

Indianapolis Motor Speedway Corporation.....	142,000.00
Citizens Speedway Committee (Lap Prizes).....	0.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards.....	25,500.00
Total Cash Prizes	\$ 167,800.00

Designated Awards:

PPG Industries, Inc. - Starting Position	15,000.00
Bart Wheels - 4th Highest Finisher.....	500.00
Cooper Automotive/Champion Sparks - 2nd Highest Finisher w/decal patch.....	10,000.00

Total Designated Prizes..... \$ 25,500.00

FIFTEENTH PLACE

Driver: Mike Groff
Car Name: Jonathan Byrd's VisionAire Bryant Heating & Cooling
Entrant: Jonathan Byrd/Cunningham Racing LLC
Crew Chief: Mark Olson

Indianapolis Motor Speedway Corporation.....	215,000.00
Citizens Speedway Committee (Lap Prizes).....	0.00
Citizens Speedway Committee (Parade).....	300.00
Designated Awards.....	22,300.00
Total Cash Prizes	\$ 237,600.00

Designated Awards:

Ferguson Steel Co., Inc. - Four most consistent laps	5,000.00
PPG Industries, Inc. - Starting Position	15,000.00
Bell Helmets - 5th Highest Finisher.....	300.00
STP Racing/First Brands Corp. - 15th Place STP Oil Treatment.....	1,000.00
STP Racing/First Brands Corp. - 15th Place STP Oil Filters	1,000.00

Total Designated Prizes..... \$ 22,300.00

SIXTEENTH PLACE

Driver: Scott Sharp
Car Name: Delphi Automotive Systems
Entrant: Kelley Racing
Crew Chief: Mike Horvath

Indianapolis Motor Speedway Corporation..... 212,000.00
Citizens Speedway Committee (Lap Prizes) 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 22,500.00
Total Cash Prizes \$ 234,800.00

Designated Awards:

PPG Industries, Inc. - Starting Position 15,000.00
Cooper Automotive/Champion Sparks - 3rd Highest Finisher w/decal patch..... 7,500.00
Total Designated Prizes..... \$ 22,500.00

SEVENTEENTH PLACE

Driver: Stephan Gregoire
Car Name: Blue Star/ Tokheim/Estridge/Miller-Eads
Entrant: Chastain Motorsports, LLC
Crew Chief: Darrell Soppe

Indianapolis Motor Speedway Corporation..... 210,000.00
Citizens Speedway Committee (Lap Prizes) 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 15,000.00
Total Cash Prizes \$ 225,300.00

Designated Awards:

PPG Industries, Inc. - Starting Position 15,000.00
Total Designated Prizes..... \$ 15,000.00

EIGHTEENTH PLACE

Driver: Greg Ray
Car Name: Texas Motor Speedway/TNN/True Value
Entrant: Thomas Knapp Motorsport/Genoa Racing
Crew Chief: Joe Ennik

Indianapolis Motor Speedway Corporation..... 133,000.00
Citizens Speedway Committee (Lap Prizes) 8,100.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 34,000.00
Total Cash Prizes \$ 175,400.00

Designated Awards:

Coors Brewing Company - 8th Place Pit Stop Challenge 3,000.00
Snap-On Tools/CAM - Top Wrench..... 5,000.00
GTE - Front Row Qualifier..... 10,000.00
PPG Industries, Inc. - Starting Position 15,000.00
Simpson Helmets, Inc. - 9th Highest Finisher..... 1,000.00

Total Designated Prizes..... \$ 34,000.00

NINETEENTH PLACE

Driver: Raul Boesel
Car Name: Beloit/Fast Rod/Team Losi/TransWorld
Entrant: McCormack Motorsports, Inc.
Crew Chief: Phil McRobert

Indianapolis Motor Speedway Corporation..... 206,000.00
Citizens Speedway Committee (Lap Prizes) 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 15,000.00
Total Cash Prizes \$ 221,300.00

Designated Awards:

PPG Industries, Inc. - Starting Position 15,000.00

Total Designated Prizes..... \$ 15,000.00

TWENTIETH PLACE

Driver: Arie Luyendyk
Car Name: Sprint PCS/Radio Shack/Qualcomm
Entrant: Treadway Racing LLC
Crew Chief: Skip Faul

Indianapolis Motor Speedway Corporation..... 209,000.00
Citizens Speedway Committee (Lap Prizes) 1,800.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 31,000.00
Total Cash Prizes \$ 242,100.00

Designated Awards:

Coors Brewing Company - 3rd Place Pit Stop Challenge..... 10,000.00
PPG Industries, Inc. - Starting Position 15,000.00
Lincoln Electric - Hard Charger Award lowest qual lead..... 5,000.00
Simpson Helmets, Inc. - 10th Highest Finisher..... 1,000.00
Total Designated Prizes..... \$ 31,000.00

TWENTY-FIRST PLACE

Driver: Dr. Jack Miller
Car Name: Crest Racing
Entrant: Crest Racing/SRS
Crew Chief: Ken Brooks

Indianapolis Motor Speedway Corporation..... 137,000.00
Citizens Speedway Committee (Lap Prizes) 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 22,500.00
Total Cash Prizes \$ 159,800.00

Designated Awards:

PPG Industries, Inc. - Starting Position 15,000.00
Cooper Automotive/Champion Sparks - 4th Highest Finisher w/decal patch..... 2,500.00
Nissan Motor Corporation USA - Highest Finisher Infiniti-non win..... 5,000.00
Total Designated Prizes..... \$ 22,500.00

TWENTY-SECOND PLACE

Driver: Roberto Guerrero
Car Name: Pagan Racing Dallara-Oldsmobile
Entrant: Pagan Racing
Crew Chief: Doug Barnes/Kevin Conley

Indianapolis Motor Speedway Corporation..... 125,000.00
Citizens Speedway Committee (Lap Prizes) 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 40,000.00

Total Cash Prizes \$ 165,300.00

Designated Awards:

Royal Purple Motor Oil - Scott Brayton Award..... 25,000.00
PPG Industries, Inc. - Starting Position 15,000.00

Total Designated Prizes..... \$ 40,000.00

TWENTY-THIRD PLACE

Driver: Billy Boat
Car Name: Conseco A.J. Foyt Racing
Entrant: A.J. Foyt Enterprises
Crew Chief: Craig Baranouski

Indianapolis Motor Speedway Corporation..... 199,000.00
Citizens Speedway Committee (Lap Prizes) 5,400.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 159,500.00

Total Cash Prizes \$ 364,200.00

Designated Awards:

Coors Brewing Company - 4th Place Pit Stop Challenge 6,500.00
GTE - Front Row Qualifier..... 10,000.00
Loctite Corporation - Pole Winner 3,000.00
Loctite Corporation - Fastest Qualifier w/decal..... 2,000.00
Mi-Jack Products - Mi-Jack Top Performer Fastest Q lap..... 5,000.00
Oldsmobile - Pole with Aurora..... 5,000.00
PPG Industries, Inc. - Pole position..... 100,000.00
PPG Industries, Inc. - Starting Position 15,000.00
Raybestos/Brake Parts, Inc. - Pole Position with decal..... 1,500.00
Raybestos/Brake Parts, Inc. - Pole Mechanic with decal..... 1,500.00
True Value/Cotter & Co. - Pole Chief Mechanic 10,000.00

Total Designated Prizes..... \$ 159,500.00

TWENTY-FOURTH PLACE

Driver: Scott Goodyear
Car Name: Pennzoil Panther G Force
Entrant: Panther Racing, LLC
Crew Chief: Kevin Blanch

Indianapolis Motor Speedway Corporation..... 198,000.00
Citizens Speedway Committee (Lap Prizes) 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 55,000.00

Total Cash Prizes \$ 253,300.00

Designated Awards:

Coors Brewing Company - 1st Place Pit Stop Challenge 35,000.00
Coors Brewing Company - Bonus for decal..... 5,000.00
PPG Industries, Inc. - Starting Position 15,000.00

Total Designated Prizes..... \$ 55,000.00

TWENTY-FIFTH PLACE

Driver: Johnny Unser
Car Name: Hemelgarn Racing
Entrant: Hemelgarn Racing, Inc.
Crew Chief: Alan Grant

Indianapolis Motor Speedway Corporation..... 121,000.00
Citizens Speedway Committee (Lap Prizes) 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 15,000.00

Total Cash Prizes \$ 136,300.00

Designated Awards:

PPG Industries, Inc. - Starting Position 15,000.00

Total Designated Prizes..... \$ 15,000.00

TWENTY-SIXTH PLACE

Driver: Sam Schmidt
Car Name: Best Western Gold Crown Racing Special
Entrant: LP Racing, Inc./PCI
Crew Chief: Todd Tapply

Indianapolis Motor Speedway Corporation..... 195,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 20,000.00

Total Cash Prizes \$ 215,300.00

Designated Awards:

PPG Industries, Inc. - Starting Position 15,000.00
BG Products, Inc. - Highest Finishing Car..... 5,000.00

Total Designated Prizes..... \$ 20,000.00

TWENTY-SEVENTH PLACE

Driver: Mark Dismore
Car Name: Kelley Automotive
Entrant: Kelley Racing
Crew Chief: Rick Hurford

Indianapolis Motor Speedway Corporation..... 194,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 15,000.00

Total Cash Prizes \$ 209,300.00

Designated Awards:

PPG Industries, Inc. - Starting Position 15,000.00

Total Designated Prizes..... \$ 15,000.00

TWENTY-EIGHTH PLACE

Driver: Stan Wattles
Car Name: Metro Racing Systems/NCLD
Entrant: Metro Racing Systems, Inc.
Crew Chief: Peter Mountford

Indianapolis Motor Speedway Corporation..... 118,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 20,250.00
Total Cash Prizes \$ 138,550.00

Designated Awards:

American Dairy Association - Rookie Qualifier 250.00
Ferguson Steel Co., Inc. - Rookie Qual with Four most consistent laps..... 5,000.00
PPG Industries, Inc. - Starting Position 15,000.00

Total Designated Prizes..... \$ 20,250.00

TWENTY-NINTH PLACE

Driver: Jim Guthrie
Car Name: Delco Remy/Goodyear/ISM Racing Aurora
Entrant: ISM Racing
Crew Chief: Gary Armentrout

Indianapolis Motor Speedway Corporation..... 118,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 15,000.00
Total Cash Prizes \$ 133,300.00

Designated Awards:

PPG Industries, Inc. - Starting Position 15,000.00

Total Designated Prizes..... \$ 15,000.00

THIRTIETH PLACE

Driver: Billy Roe
Car Name: Royal Purple/ProLink/Scandia
Entrant: Team Scandia
Crew Chief: Luke Wethington

Indianapolis Motor Speedway Corporation..... 117,000.00
Citizens Speedway Committee (Lap Prizes) 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 20,000.00
Total Cash Prizes \$ 137,300.00

Designated Awards:

Buckeye Machine/Race Spec - Latest Qualifier with decal..... 5,000.00
PPG Industries, Inc. - Starting Position 15,000.00
Total Designated Prizes..... \$ 20,000.00

THIRTY-FIRST PLACE

Driver: Robbie Buhl
Car Name: Johns Manville/Menards Special
Entrant: Team Menard, Inc.
Crew Chief: John O'Gara

Indianapolis Motor Speedway Corporation..... 192,000.00
Citizens Speedway Committee (Lap Prizes) 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 30,000.00
Total Cash Prizes \$ 222,300.00

Designated Awards:

Coors Brewing Company - 2nd Place Pit Stop Challenge 15,000.00
PPG Industries, Inc. - Starting Position 15,000.00
Total Designated Prizes..... \$ 30,000.00

THIRTY-SECOND PLACE

Driver: Donnie Beechler
Car Name: Cahill Auto Racing
Entrant: Cahill Auto Racing, Inc.
Crew Chief: Randy Skinner

Indianapolis Motor Speedway Corporation..... 117,000.00
Citizens Speedway Committee (Lap Prizes) 0.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 15,000.00

Total Cash Prizes \$ 132,300.00

Designated Awards:

PPG Industries, Inc. - Starting Position 15,000.00

Total Designated Prizes..... \$ 15,000.00

THIRTY-THIRD PLACE

Driver: Tony Stewart
Car Name: Glidden/Menards Special
Entrant: Team Menard, Inc.
Crew Chief: Bill Martin

Indianapolis Motor Speedway Corporation..... 191,000.00
Citizens Speedway Committee (Lap Prizes) 450.00
Citizens Speedway Committee (Parade)..... 300.00
Designated Awards..... 28,500.00

Total Cash Prizes \$ 220,250.00

Designated Awards:

Coors Brewing Company - 6th Place Pit Stop Challenge 3,500.00
PPG Industries, Inc. - Starting Position 15,000.00
Fastlane Footwear - Fastest Race Lap..... 10,000.00

Total Designated Prizes..... \$ 28,500.00

NON-STARTER

Driver: Eliseo Salazar
Car Name: Reebok R&S MK V
Entrant: R & S Cars, Inc.
Crew Chief: Bill Mullin

Indianapolis Motor Speedway Corporation.....	0.00
Citizens Speedway Committee (Lap Prizes).....	0.00
Citizens Speedway Committee (Parade).....	0.00
Designated Awards.....	10,000.00
Total Cash Prizes	\$ 10,000.00

Designated Awards:

Stihl Incorporated - Stihl the leader technology leader.....	5,000.00
S R E Industries - My Bubble Burst Last to be bumped.....	5,000.00

Total Designated Prizes.....	\$ 10,000.00
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ENGINE BUILDERS

Builder: Speedway Engines

Designated Awards:

Klotz Special Formula Products - 2nd Highest Finishing engine builder.....	500.00
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Total Designated Prizes.....	\$ 500.00
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Builder: Brayton Engineering

Designated Awards:

Klotz Special Formula Products - Highest Finishing engine builder.....	1,000.00
Wiseco Piston, Inc. - Highest finishing engine builder	1,000.00

Total Designated Prizes.....	\$ 2,000.00
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Builder: Comptech Engines

Designated Awards:

Klotz Special Formula Products - 3rd Highest Finishing engine builder	500.00
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Total Designated Prizes.....	\$ 500.00
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**PARADE
OF
CHAMPIONS
INTERVIEWS**

PARNELLI JONES INTERVIEW -- PARADE OF CHAMPIONS - May 10, 1998

QUESTION: You're driving Calhoun here...how fast are you going to go today?

JONES: (about Calhoun): "I talked to Bill (Spoerle) over there and he put a low gear in it. He doesn't want me to run too fast and told me not to overrev it. I'm just going to drive it around very comfortably. The tires on it are from that year, obviously. They're very scarce. You can't get anymore. So I don't want to ruin the tires on it."

Q: How are your sons doing today?

JONES: "Well P.J. finished 13th today in South America. That race just finished a little while ago. Page, my younger son, who got hurt in the sprint car in Ohio in '94, is making a remarkable recovery. He's now playing at three golf courses...hits the ball 150 yards. He also gets mad and throws the club every once in a while. I guess things are starting to come around for him. He's going to come back here on the 18th. He also has been doing a lot of slick track driving which is like go-karts but a lot slower. I have never been with him to do that. His friends take him all the time. They tell me he really has the right line and everything. He's on the cautious side. He's also wanting to drive now. He's constantly backing the car out of the driveway and garage. He keeps gaining. It's slow, but he gets better all the time."

Q: Your thoughts about coming through the sprint-car ranks to Indianapolis.

JONES: "I think it's great. I'm really proud and happy to see that happen. There's a lot of young talented race drivers in this country who just don't get an opportunity. Because it's such a financial thing, auto racing has escalated the cost so great, not only do they have to compete with other racers, they also have to compete with other sports in this country. It's easy for a lot of wannabe Indy drivers or Formula One drivers from other countries to raise funds to come over here and get themselves a start. We see that in Indy Lights. That's just the perfect stepping stone for them to get into the big cars. So, what's happening around here, I think, in the long range, is the right thing. I don't like to get into the politics, but it'd sure be nice if we could get everybody back together with the same rules. I think every manufacturer has a four-liter engine and I think that's going to be the future size for racing. So there's a lot of things that could eventually happen to make a deal. Timing is everything. Maybe we can get back together and realize we need each other."

Q: Do you foresee a time when P.J. might be running at Indianapolis?

JONES: "I'd surely like to see that. Certainly this is, in my opinion, the World Series of automobile racing. Formula One holds great prestige, but I think winning this race puts you in a stature by yourself. We need to get ourselves back together and make it better for all of us. I've always said you go to high school and college and you're not educated to automobile racing. Now there's people being educated to automobile racing. With instant replays and on-board cameras, it's really putting them in the driver's seat. Instant replay has certainly been a part of football. With the on-board cameras and all the TV exposure we're getting, that it's really bringing people around to become race fans. With all the new race tracks being built around the country, it would have been difficult...if there wasn't two organizations, it would have been impossible to cover all those racetracks. You take all the IRL races and all the CART races and add them up and they might be in a position like NASCAR's in. They have so many races they're literally burning out the crews down there. I don't know what they're going to do about it."

Q: What about the transition from the front engine to a rear engine car and guys talking about making that transition today and secondly, how did Calhoun get its name?

PARNELLI JONES INTERVIEW -- May 10, 1998 (cont.)

JONES: "Certainly when you see a better way, it makes it a lot easier. I had no problem with that, front engine to rear engine. I just felt more comfortable. You don't realize how antiquated the roadster was compared to rear-engine car. I've driven my old roadster around here a couple, three times (later) and I wondered, 'Gee, how did I ever drive this thing?' Probably the best way I could explain it is getting out of your new rental car and getting into your '36 Ford. It's that much of a difference. It's just so much different that you can hardly believe it. How Calhoun got its name...the reason I named the car that, there was a joke around, a football joke. 'Give Calhoun the ball,' and Calhoun says, 'I don't want the ball.' For some reason or other, I named Johnny Rutherford Wreckerford and I used to call (Roger) McCluskey, 'Hey, you,' and people picked that up."

Q: The Rutherford thing came from Daytona when he went upside down the whole back straightaway...

JONES: "He got upside down in Bud Moore's Mercury and the car spun like a top down the back straightaway. As it finally came to a stop and he heard the cars all whizzin' by and he waited till he couldn't hear the cars any more and he unhooked his seat belt and he fell down on top of the roof and it was red hot. He was jumping all over inside the car and he probably got hurt more from that than anything."

Q: Tony Stewart runs all kinds of cars. You, too, were proficient at that. Do you think it's still advisable for a driver to do that...what are your thoughts on that?

JONES: "I think today, you have more specialty. Everything is more special. I think it's more difficult for a driver to go out and do different kinds of racing and be at his very best. In my opinion, Tony's a great race driver, and obviously he's able to adapt himself to different kinds of racing very quickly. If he ran only one or two series, he'd do even better. I used to do 65-70 races a year back then. I'd have done 90 if I could. You can't wait till the next race, especially when you do very poorly, you want to get to the next race and forget the last one. Everybody has their own makeup, their own personality and their own feelings about things like that."

Q: Can you tell us how you and Aggie (J.C. Agajanian) got together to come back here?

JONES: "Agajanian, obviously, is from the same area I was, the Torrance area. He'd seen me drive a couple times and I met him and talked to him a few times. Not that he was real high on me. He thought I was a good driver. I came back here with Fike Plumbing out of Phoenix, who I drove sprint-car for, and (unintelligible) with Detroit Mobile Homes had a roadster and I ran the car around here pretty fast during tire testing before I was entered here. I was obviously a rookie. I was really looking forward to driving that car. During tire testing, Johnny Poulsen, my mechanic, put Tony Bettenhausen in the car to see how fast it would run. Tony went out and ran pretty close to the track record right off the bat. Tony just fell in love with the car and he wanted to drive the car and he got Lindsey Hopkins to buy the car basically out from under me. Hopkins wanted me to come drive for him in another car Hopkins had. But Tony had told Aggie if Hopkins doesn't buy me that car, that I would come drive for you and said, 'If I don't, you'd better get Parnelli.' Aggie was a good guy, and I really enjoyed my relationship with him. He kind of let me run everything. I guess that's why I liked him. He and I were good friends, and I truly miss him."

Q: With USAC sprint car drivers coming in now, they're getting pavement and oval experience. Do you think these guys can continue in this upward trend by competing in both series and making a career of it?

PARNELLI JONES INTERVIEW -- May 10, 1998 (cont.)

JONES: "I think if you're a good race driver, you can drive anything. I take exception to that somewhat because, in fact, a lot of drivers come out of the north and do pavement, been raised on pavement. They usually don't do very well on dirt. However, I think drivers who grew up on dirt are more adaptable to pavement. I think good drivers can go race anything, really, in most cases. I know a couple real good race drivers who run good on pavement (and) it was just hard to get them to do well on dirt. The other way around, they usually adapt pretty good over a period of time."

Q: When you were racing SCCA in late '60s, your nemesis was "500" winner Mark Donohue. How did that tumultuous rivalry get started?

JONES: "Of course Mark Donohue was Roger Penske's driver and they were pretty well dominating the series with Chevrolet. My crew was with Ford Motor Co. So Ford wanted to go over there and stop the bleeding, so they got Gurney and I to do the Mercury Cougars, when they first came out with that. We didn't do that well. The first year in the Fords we ran the second year, which was '69, we actually had the better car and should have cleaned house but we were on Firestone tires. The tires were not adequate. Finally, we got them to make us a tire toward the end of the year and we came back to win the championship for 'em in '70. It was a great series because you had so many of the manufacturers involved. You had Pontiac, American Motors, General Motors, Chevrolet, you had Ford and you had a lot of teams. You had Jim Hall and the Bud Moore team and the Penske team. It was pretty exciting. Sam Posey was there with the Pontiac. It was a great series. The problem when you have so many manufacturers like that, some are able to go over and win some races and there's only one winner at the end of the season and lots of losers. Sometimes they don't want to continue. But it was a great series."

Q: If you could race again, would you do trucks, NASCAR, IRL...what would you do?

JONES: "If I had to start over again, I'd certainly take out the high-banked race tracks. I don't think I could hold my breath long enough. I would probably be more like Tony. I'd want to do both, stock car racing and IRL."

Q: You were the first driver who really established himself as an owner, creating the first superteam in Indy cars, also helped introduce tobacco into American motorsports. What were the challenges in starting that team and how do you think they may associate with P.J.'s experiences with major motorsports now?

JONES: "As a car owner, we had Firestone...certainly was one of my major backers going clear back even before the turbine cars. Vel (Miletich) and I had a car together which George Snider drove here the same year I drove the turbine car in the race. Then in '68, Joe Leonard was our driver, and we loaned him to Andy Granatelli to run the turbine car. I did all the chassis work on the turbine car that year. And we sat on the pole and was leading the race with nine laps to go and that car quit. Firestone wanted Andy to campaign that car for the rest of the year and they wanted me to go with it and set it up. I said I didn't want to work for anybody else, if you give me the car, I'll run it. We scared the hell out of them everywhere we went, but we never won a race. But we certainly got a lot of press, had a lot of interest and had a lot of fun with it."

Q: Owners and drivers seemed to be much more charismatic a long time ago. They seem to be more businesslike now. Is that a realistic view?

JONES: "A lot of that is changing because of the expense of the cars and the corporate sponsors that are involved. Today, you can hardly compete without a sponsor. It's such a financial thing that you can go broke in a hurry spending your

PARNELLI JONES INTERVIEW -- May 10, 1998 (cont.)

own money. There's an old saying, 'I have the money to last me the rest of my life unless I buy a race car.' You need sponsorship money and because of that, it puts pressure not only on the car owner but also on the driver. The driver has to be a good spokesperson for the team. He has to have personality, be able to talk to people, much more than they used to. The images of the driver outside of the race car are much more important today."

Q: The craziness 30 years ago...

JONES: "I guess they still have fun. Pain has no memory. We had a lot of fun, did a lot of things, things you just would never do today. I can remember going to Atlanta to run a stock car race and Foyt and I having twin beds and staying in the same motel room and then (Jim) Hurtubise showing up without a room and putting a rollaway bed in there for him. Things like that. I think the nice thing about the camaraderie in racing is we were like brothers. We'd fight with each other but nobody on the outside better mess with us. It's that kind of attitude. Racing's dangerous. I think that gives us that unnoticed feeling toward each other."

Q: Who's the best race driver you ever saw?

JONES: "That's very difficult because not all of them have the same qualities. I've always said A.J. Foyt was a good race driver. I don't think he was the best race driver. I think he was an excellent race driver. You can teach somebody how to drive or you can have the talent to drive but you have to have the will to win, and Foyt certainly had more will to win than any race driver that I've ever come up against. Part of the reason for that was he was from Texas and they gave him 10 percent more. I can remember being down in Texas with A.J. and (Gordon) Van Liew who owned a car...we were down there and he (Van Liew) went out and bought a brand-new Cadillac. A.J. saw that Cadillac he was driving and he went down to the same dealer and told that dealer he wanted a brand-new Cadillac with more extras on it than Van Liew had. Texans are from a different country, frankly. I loved it. I thought it was great."

Q: When was the last time you were called Rufus (his first name)?

JONES: "I have people who call me that occasionally. Carroll Shelby calls me that all the time, calls me Rufe. As long as they call me...I feel so glad to come back here and be recognized. I come back every year and intend to come back every year. It's nice to be honored, appreciated."

Q: You had an opportunity to come here in 1960 and turned it down...how do you know when you're ready to run here?

JONES: "Drivers here in 1960 when Jim Hurtubise drove here in that Travelon car. He and I were pretty close about that time. We drove in IMCA before that. I had two or three offers before I came to the Speedway. I was a big fish in a small pond. I was winning a lot of races and I thought if I ever came to Indianapolis, I'd make sure I had a good car. After Jim went out and set fastest qualifying speed ever here at 149 miles an hour, I was in pits with him and he said, 'That ain't nothin', wait till Parnelli comes here.' He was probably just pumping me up. It was a great thrill to see him do that and it was a great thrill for him to speak that highly of me."

BOBBY UNSER INTERVIEW -- PARADE OF CHAMPIONS - May 11, 1998

QUESTION: Robby seems to be a deep thinker and seems to be different from you.

UNSER: "Robby is a rare race driver in this modern day because he is total mechanic, he's a fabricator, he can do chassis set ups, he can build engines - he can do all that. He's a little too lazy sometimes but he can do all those things and as some of you know that is a big advantage in motor racing - any type of motor racing. So if he clicks off and keeps things going - kind of hard today with the cost of it, sponsors are almost more important than race drivers but that's alright. If he happens to hit a good lick here and he has good luck in the race, which I know he's not going to win it, he knows he's not going to win it. But if he can just have a good day, finish good, he'd be alright. That would open the doors that he needs to get opened and take care of that vacation he had for awhile."

Q: Is it another advantage having you as his dad just to be able to partake some knowledge? What have you been able to pass on to him about getting around this place?

UNSER: "For sure. Robby's listened to me for years talk about the Speedway and it's no secret among the racers that Bobby Unser had a different groove around here. He's been studying that for a long time. And hopefully he'll pick up that groove and just develop it very much the same way that I did. It's different. Most the drivers run the same groove around here. Some of them have different grooves. I was able to do that and Robby's working hard on it. But only time can get a lot of that done. He can't build his whole thing in one year. He just needs to have a good year. Hopefully a year without any problems. That's the secret, you know. You see, some of these drivers that are crashing these cars--I feel sorry for them. It's almost like they have too much pressure on them. They're almost driving blind. They're going into the turns, and like Jimmy Kite yesterday. I was sitting in Al's coach and we just happened to be watching that. And he realizes that it's lack of experience. But how long can a guy doing that until he gets hurt or runs out of money. These cars cost a lot of money. Most drivers have to get the pressure off of them. Some how or another these young drivers, and there are some damn good ones coming up here in the IRL, but somehow they've got to ease up on this pressure and start using their heads a little bit instead of just their foot. We're hoping that Robby does that. I mean that's what the whole message is about. And we're trying to preach the same thing to that. Al talks to him that way and whenever I talk to him the same way. We want him to get some speed here - which he's already run pretty good. We'd like for him to have it firmly in his hand instead of just doing it blindly."

Q: For your family, is it important to have an Unser in this race? Has something developed in the last four decades where you feel you must have an Unser in this race?

UNSER: "We've never felt that way. When I came here I had no idea that I was good enough to come here. I came here because Parnelli Jones told me I was good enough and brought me here. He got the car for me to take my test in and lined me up with the Novi, with Granatelli, the whole ball of wax. I was totally knowing in my own mind that I was not capable of going to Indianapolis. But it turns out maybe I was. I just didn't know the capabilities. Parnelli saw it and I didn't see it. Well, I mean we don't feel an Unser has to be here because of that. It's just like people write about Pike's Peak the same way. Do we have to have an Unser there? It's not true. Whatever Unsers do the racing, whether it's Johnny Unser or Robby Unser or no matter who it might be, we just want them to do good and want to come here and appreciate the place and like it as much as Al and I did and do."

BOBBY UNSER INTERVIEW -- May 11, 1998 (cont.)

Q: Have you come back with mixed emotions?

UNSER: "It isn't that I don't like or never liked the league. I've always liked the concept -- to have an oval track racing association, which is the IRL, is fine and dandy. What I don't like is the war. Those people are just not going to force me into liking the war. I don't like it now, I didn't like it then. It's dragging open-wheel racing down, way down. It takes too long to build back up. It seems like NASCAR racing, and I'm not mad a NASCAR -- I think Bill France has done a lovely job, a tremendous job. I will always believe that we have a better show. I think we have more of an American thoroughbred racing. Why NASCAR has to be a thoroughbred racing of the world today I just don't understand. I don't agree with it and I never will. I think NASCAR is good racing and I love it. I totally believe that Indy car racing, whether it be CART or IRL is still the finest thoroughbred racing that we have in the western hemisphere. It's better than Formula One today by far. Unfortunately, it always seems to suffer. The TV ratings are down. I know what they are. I look at them. NASCAR, for every point we lose, NASCAR has gained that point. Now that's sad because again, I do believe we have the best. I believe that this thing is going to be good. I just think it would be better if we weren't fighting a war while we're trying to make this thing grow."

Q: Would you address your feelings and thoughts on the new drivers coming out of USAC and these young men getting to advance through the IRL?

UNSER: "I'm tickled to death for these new drivers that are coming out of USAC. Lord only knows that's where I came from. That doesn't make me right. I think talent can come from anywhere but I really do like to see - and I'm not against foreign entries. Don't anybody ever write that I don't like foreigners. To me I've always said that people are people. It doesn't make any difference what language they speak. There's good and there's bad every place. So there are a lot of good race drivers all over the world. But I really would like to see more Americans involved. I think our answer to that obviously is to have oval track series, which we have. So I like it. I like that. I just wish we had the big names here. Not the guys trying to make a name but the big names. I'd like to see Little Al and Michael. And I'd like to see Zanardi. I'd like to see all of those guys here. Then you have the real contest. Then you have what this whole thing has always been about - the finest in the world. That's what Indianapolis Speedway has always stood for."

Q: Are these guys going to have trouble dealing with the track?

UNSER: No - they'll adapt to it and for sure. There's problems. I'm seeing wrecks I don't like to see. I saw them at Phoenix. I see them all over. That's young guys that are eager. I mean they're trying to get stardom quick. Shortcut to stardom. I think it's almost like a frenzy. The opportunity is here and I've got to take that opportunity quick before it gets away. And that's what I see in a lot of these young drivers. For sure they are talented. Some of them have so much talent that it's scary. But I think that they should not feel the pressure. I think they should slow down themselves - not their lap speeds but of course ultimately they'll have to slow down to get to where they know what they're doing. It's like Jimmy Kite said this morning. He goes in the turn and thought he was OK. Zappo - he drives straight into the wall. Now not very often do you see someone go straight into the wall unless something broke. He needs experience. They need to slow down. Make the race and get some races under his belt. Learn how this place works. Without doubt, this is one of the hardest places on earth to race - it really is. You got 4 corners - a very fast place and very unforgiving."

BOBBY UNSER INTERVIEW -- May 11, 1998 (cont.)

Q: It seems the longer the big names are away that that series is also taken a loss to its luster.

UNSER: "This whole deal is not helping anybody. That's the point I've been making. I hope you got that. I mean I think that the total industry is going down. I think it even affects sprint car racing, midget racing. I think that open wheel racing needs to not have a war for a long time. When CART came in USAC was here. None of us liked USAC. We didn't like USAC for a long time. We thought USAC had too many cancers that were incurable. Turns out, maybe we were right and that's funny that Leo Mehl finally fired them in doing things different. Now if you think I didn't have a lot of friends over there, you're crazy. It doesn't make any difference. USAC was a concept that was not a livable concept. It hurt motor racing and it held it up for a long time. I mean it, they just got fired recently, why wasn't that done 20 years ago. There would have never been a CART. There would have never been that war. We'd all been in harmony all that time. Look at how much time we lost. So we just didn't have leadership over here to stop it. USAC was always a big buffer for the Indianapolis Motor Speedway. Finally Tony George comes along, hires Leo Mehl and he says, "Hey, I can't live with this." He ran Goodyear. He knew what was going on so he said he had to change it. Well it's better now. Everybody's happier now. And it will make USAC better too because we need the USACs. They need to run the midgets and sprint cars. That's a feeder series that you need here."

Q: When they develop a star like Tony Stewart, after this year he's going to NASCAR.

UNSER: "It's our own fault. Remember what I said. We started the wars way back when CART came on board. CART came on board because they had to. USAC wouldn't let anybody get going. It was going to hold motor racing down. So Tony Stewart comes along at a time when all these wars... It's like after the second World War. You're seeing the remnants of it. So Tony Stewart sees opportunity over in NASCAR. He's not the only one that's gone over there. I don't like it. You don't like it. But God bless him, he's not going to make or sink the IMS or the IRL so he needs to go wherever he needs to go and be happy there. I certainly know he'll do good. We'll have other superstars that will come along and they'll be dang good - you just watch."

Q: Do you see the two sides any closer together?

UNSER: No I don't right now. I don't think anybody can see CART and IRL getting together right now. It's going to have to be where they have some reason to start talking in earnest with each other. What's going to cause this reason, I don't know. But I do know one thing, if the press hammers it enough that will get their attention. The press, as we all know, is the strongest thing there is whether it's politics or sports. So if you people believe in it as much as I hope you do, you'll write about it, you'll talk about it enough to where these guys with the giant ego problems will finally come down to earth and say we really do need to do something about it. We have the world in our hands. What can we do about it? Leo Mehl, for example, has done a fantastic thing for motor racing. I mean, coming over to run the IRL straightened out a lot of the problems the IRL might have been heading toward. But he's making it better. He understands the same thing I'm telling you. I think we would all like to see that. But everybody needs to talk about it and everybody needs to push for it. We need to get Andrew Craig over there, Pat Patrick, and Roger Penske and all those other guys with these votes that they think are so magic and they need to get humble too. They need to realize they need the IMS. We still could have the single largest

BOBBY UNSER INTERVIEW -- May 11, 1998 (cont.)

sporting event on the earth. All we need to do is get everybody back together again - one race a year. Not too bad - it makes sense."

Q: With the issue of the egos, do you see the 2 organizations coming together to run here while keeping both series?

UNSER: The whole problem is a lot simpler than you might think. Egos are a problem. There's no other problem. Now the longer time goes on the worse physical problems start coming up. The rules get further apart. The investments get greater. The chance of changing gets harder to do. Egos are at least 98% of the problem right now. What they need to do somehow or another, step down together. There should be secret meetings with no one else involved and they should come up with a set of rules that would satisfy both outfits. Let CART, for example, go run the road circuit, go run the international races and run a few ovals in the country. There's nothing wrong with what they're doing already. IRL, which stands for a totally different thing - let them do their thing and both of them come together in a non-political good race the month of May. Go back to the full month again. I know that CART doesn't like that but I also know that's good for motor racing. Whenever I was here, for all the years I was here, I saw a lot more press than what I'm seeing here right now and that was good because it gave me all month to rag you guys, talk with you, further my career, help the sponsors, help everybody. Make a big thing. But now this thing has been shrinking and I don't like it. It's not necessary. So that's my point. It should go back to the same thing. I know the guys over there at CART would say right now, "Oh my God, that Unser wants us to go back to the full month again." Well, I do and I like that and I know it's hard. It's hard on everybody. But it did more to help automobile racing than you could ever imagine. All because of the press. Press and sponsors - the things that are important."

Q: What do you think of the possibility of Roger Penske or Carl Haas having an IRL team?

UNSER: I think that is totally possible but they're just not going to go and do it. In other words, they would not want to come over here after these guys, for example, have been running 2-5 years. To come over here under this set of rules, this set of circumstances and get beat all because they're not into this kind of racing. It takes too long to learn - too long to get your team up and running good. We all know that. If you run a lot you're a better race driver. If a car owner runs a lot of races his team gets better. So they're not going to want to come and do that. They have to sit down and come up with a set up rules that are really close together - both sides. Who says they have to have a 2.5 million budget over in CART for turbo-charged engines? It's so high-tech. You got guys like Penske. Rog is one of my very dear, close friends but he doesn't have to own an engine company that builds turbo-charged engines. He can own an engine company that builds these types of engines. The whole thing needs to go open that way. We used to always say this, and some of you people have been around a long time, Formula One and USAC should have come together but they never did. They never even tried. But they should have so the Formula One guys could come over here and we would have just had the race bigger and bigger in those days. That's all I'm saying about CART and IRL. It should be done and it could be done. In my opinion, they need to change their engine formula and it wouldn't hurt Tony to do a little bit also. You see? Egos - back to the same problem."

Q: If there had not been a split do you think the opportunity for a Billy Boat or a Davey Hamilton would have been almost non-existent?

BOBBY UNSER INTERVIEW -- May 11, 1998 (cont.)

UNSER: "It would have been non-existent - for sure. They've run the cost of racing up so high that they cannot afford to train new drivers. Back to the foreign contingent again-they'll take an ex Formula One driver because he is use to doing number one-road racing; number two-he's use to horsepower and expensive automobiles. A Billy Boat is never going to get a chance-no different than a Tony Stewart. Tony Stewart would have never had a chance to come over here under CART's situation. It just wasn't going to happen - and don't think I'm proud of that. I'm ashamed to admit it. I think Tony Stewart is one of the finest young drivers I've seen come down the road. If you think I'm not ashamed to see him going to NASCAR instead of over here, you're crazy."

GORDON JOHNCOCK INTERVIEW -- PARADE OF CHAMPIONS - May 12, 1998

QUESTION: How do you feel about what is going on with the IRL?

JOHNCOCK: "That's one of the main things I really like about the IRL. The guys that came up from the sprint cars and came up the hard way around here that drove all the super modifies and the sprint cars and all that get a chance to come here. I would say 70% - 80% of them would have never had the chance to come here because they don't have \$10 million in their back pocket to go to a car owner and buy a ride. It gave a lot of guys a chance to come here and really show that they had the ability to really get the job done, especially the first year they came here in '96. All the comments came from the CART drivers and owners on how they were going to kill themselves here, have all that trouble. I don't think I've every seen a cleaner May here during the practice time then I did the first year of the IRL. I think it kind of bit the CART drivers back on the start of the race at the U.S. 500 at Michigan when the front row wrecked. I think that kind of bit them a little."

Q: Are you still farming or out traveling and enjoying yourself?

JOHNCOCK: "No, we quit farming last year, sold all the cattle in December, bought a mobile home and went west. We went out to Denver for a week and we went to Las Vegas for a month and stayed there and went on to Arizona, Texas, Florida, Carolinas, and came back home. I started farming, and if anybody knows about farming, you have very little time to do anything when you're farming. It's about a 24-hour a day job. You had to stay home when you had cattle all the time. You couldn't get any relief and if you went anywhere you always worried there was something wrong. So we were pretty much locked at home but now we're not and so we're doing a little traveling."

Q: Do you see both CART and IRL surviving?

JOHNCOCK: "I think they are going to survive. I think you're seeing CART go more and more to foreign countries and run. I think maybe that's what they have the idea of doing. The IRL has done a tremendous job. They have lots of teams now and no longer than they've been in existence - I think they've done a tremendous job of coming as far as they have. I think they need to get their drivers out in the public a little bit more to get recognized. I watch RPM every night that I can on TV to get all the racing updates and you see very little news about the IRL. It's most all NASCAR and I think they need to do some things like that to get their drivers out and get them known so the people have something to look forward to coming to see."

Q: Do you see the 2 sides ever getting back together?

JOHNCOCK: "I don't really know because I don't really keep up on it that much. In some ways it would be nice if they could get back together because I think the IRL definitely needs some more names, you know like the Unsers and Andrettis - there's no question about that."

Q: As Bobby alluded to yesterday, if both sides got together, maybe one could do the road courses and one could do the ovals. He felt it would strengthen the overall situation. What do you feel about that?

JOHNCOCK: "Well, certainly I think it would help. If they could come to some agreement like that where CART would run mostly the road races and, like I said, they're going to foreign countries and they have mostly foreign drivers that the race fans around here don't really know them. They don't know where they came from, they've never seen them before, they've never heard of them. I think it has hurt open wheel racing a lot just because of that."

GORDON JOHNCOCK INTERVIEW -- May 12, 1998 (cont.)

Q: Back in '65 you were the last driver to finish in the top 10 in a roadster. How was the transition between the roadster into the rear-engine cars?

JOHNCOCK: There were only 2 of us who made the race with roadsters in '65. I think I qualified 14th and finished 5th and I think the qualifying speed that year I qualified was about 155 MPH. I don't think the transition was that tough. I think if you're born with the natural ability to drive a race car you can get in most any kind of race car and drive it. You have the natural act, talent to do it. I think race car driving is quite a bit different than being a professional basketball or baseball player. A lot of that stuff can be taught but I don't know if I can tell a driver how to drive a race car. When you drive a race car it comes from the seat of your pants. I never forget the saying that Mario Andretti said one time, "You let your head override your butt and you're going to be in the wall instantly." Not a truer thing said than that because you get the feel from the seat of your pants. I'll never forget when Gordon Smiley got killed here at the Speedway. He was upset because he wasn't running that fast and I remember him saying that if you guys can run 200 MPH I'm going to do it too. He went out and tried it and it didn't work. I don't think it was that much. Some guys can get into any race car and drive it and I think the one that was the best able to do that - jump in any race car and able to win - was Al Unser, Jr. Foyt was good at it, Mario was pretty good at it, but I think Al, Jr. was the best because it shows up in IROC. When you see what he does in IROC against the NASCAR guys, that will tell you right there how he's capable of winning because there are not too many guys out of the NASCAR ranks that went down there and won."

Q: What do you hear of the fans' perception of what's going on in open-wheel racing?

JOHNCOCK: "I do hear a lot from the fans. I make appearances around here and there. I was just out to Harrisburg, PA and very, very few of the people talked about open-wheel racing. About everything was NASCAR. But I'll tell you what the ones do say, there's too many foreign drivers in open-wheel racing. Not our guys in the sprint cars. You're losing Tony Stewart, we lost Jeff Gordon, Kenny Irwin - all the guys who were coming up people did know in open-wheel racing they went to NASCAR. If you didn't have to have \$8 - \$10 million dollars to drive a CART car and an opportunity to go, the fans don't know the drivers. The foreign drivers coming over here, they don't know them and can't pronounce their names. Those are the 2 things they say to me."

Q: Kenny Irwin said he'd love to be here but it was not available to him

JOHNCOCK: How much money does it cost you to get a ride in CART when it was here? The guys have already made their decision now. Had this been a few years back they very likely would have been right here in the IRL but they made their decisions and made their deals. They got their recognition. Every time you turn the TV on ESPN, TNN, or TNT you're seeing NASCAR."

Q: What are your thoughts on the reduced schedule here?

JOHNCOCK: "I'm sure the car owners like it better and some of the drivers and some of the teams. But some of them really don't get to run that much - I suppose it kind of hurts them a little bit. Some of the smaller teams don't have the money to go out and test and do a lot of practice. This was their chance to get a lot of that done so it hurts some of them and helps some of them. Back in the days I ran here it seems like it was something we looked forward to. We always came the last week in April and I think we all looked forward to it really. I think now days the way it is with expenses and everything I'm sure some of them would like to be here two weeks and then go on to the next race."

GORDON JOHNCOCK INTERVIEW - May 12, 1998 (cont.)

Q: Do you ever see this event, with the 2 factions separate, ever getting back to what it was years ago?

JOHNCOCK: "I think it will eventually. It's probably going to take a little time. I can't picture Michael Andretti going through his racing career without coming here and trying to win Indianapolis. Little Al's a little different - he's won it twice. Michael, Jimmy Vasser, Scott Pruett, Bryan Herta - they can say they don't care if they ever come here or not but I know they're not telling the truth if they say that. And I'm sure they're looking forward to the day that they're going to get back here. I'm kind of surprised, in a way, that some of the drivers have not tried to form some organization to put CART and IRL together and try to do something. Don't think Michael's going to go through his career without trying to win Indianapolis."

Q: If you were racing here and won this race, would you feel cheated in any way?

JOHNCOCK: "It's tough to answer that. I don't think after watching the guys run an IRL race on TV - it's really competitive. It's a lot more competitive than you would have thought it would have been from the beginning. I was really surprised how close the racing was and how good the IRL races are. I know it has to be pretty tough and it's probably just as tough as it was back when I was here. Maybe the way you might feel cheated is because you're not running against the Foyts and Rutherfords and the Unsers and the Andrettis and some of that. The majority of us came up together and you knew who you had to beat and who you were running against. They need to get the IRL drivers out in the public more and get their names out and get them known - shop talk programs on ESPN like you see with NASCAR and all that. I think that's some of the things they need to get done."

Q: Do you think the reason CART hasn't picked up some the sprint car drivers is because they don't have the money to bring to them?

JOHNCOCK: "I'm sure that's it. Another thing is, with the road races that CART runs, it is a little tough for a guy that comes from the sprint cars to compete against a foreign driver that he was brought up on. Some of these circuits they have are so tight and close, like Long Beach. Some of those tracks they run are more for go-karts than they are for champ cars that run 200 MPH. I think that's one thing that made it tough. But you have young guys like Jimmy Kite that surely has the capability of going out there and winning the race and doing a great job."

Q: What race car driver do you know who's come up to the top who hasn't had to have somebody backing him one way or the other from a big money standpoint?

JOHNCOCK: "I'm sure it's a lot more that way now days than it was - I didn't have one and I don't think Rutherford had one. I don't think the Unsers had one. Back in those times I don't think very many guys did have. Normally the driver didn't bring the sponsor. I really never brought a sponsor. Maybe some of the other guys did. Certainly now days you have to bring a sponsor or sugar daddy - somebody along - unless you have exceptional ability you aren't going to get picked up. If you have a car owner that sees that and he can get a sponsor and this is the driver that he wants, then possibly you have a chance."

Q: What do you think happened in that lost generation of drivers who should have developed in the '70's?

JOHNCOCK: "I think the one thing that happened started in the rear-engine cars and foreign drivers started coming along with money little by little and maybe there wouldn't have been a group of guys like that."

GORDON JOHNCOCK INTERVIEW -- May 12, 1998 (cont.)

Q: Do you think the lack of speed hurts fan interest?

JOHNCOCK: "I never hear anybody talk about - slowing the cars down. To me they never bring it up. They never say it hurts to race, it ruins the race because the cars are going slower. I think they'd put on a better race if they only ran 200 MPH. I think you would see cars running closer and dicing around on the track, passing one another and putting on a better race. I don't think the fans would really realize it that much. I know they're only running 220-223 and to drop them down another 20 MPH would make for better racing myself."

Q: What do you think about further changes to the formula of the cars?

JOHNCOCK: "I don't stay on top of the rules and regulations. I'm really not a mechanic or designer. I think somehow - its really too bad they didn't do it when they started the IRL to drop them down then. I think maybe they thought they were going to drop them down to 200 or just a little bit above. I talked to one or two of the engine men at one time and asked them how fast they thought they'd run and they said 205 - 210. Here they ended up running in the 220's. If they could have dropped them down then I think that would have been the time to do it. Phase it somehow so 2 years from now we're going to do this or running that and that's what it's going to be. Like CART last year out in California at that new track - 242 MPH. They're very, very lucky they didn't kill somebody. I don't know if you were watching on it TV and saw some of those horrendous crashes or not, they're very lucky they didn't kill somebody out there last year traveling those kinds of speeds. They don't need that. I don't think that the race fan wants to see anyone killed in a race car. I think the majority like to see a good race. I'm not saying they don't like to see a few good spins and crashes like that, but they don't need to be going 240 MPH when they do it."

Q: A lot of speed changes were made during your career, do you think reducing the speed had anything to do with how much the fans enjoyed the race?

JOHNCOCK: "Me, as a driver, I really didn't object to it. As a race fan, I've never heard a fan complain that the speeds are 10 mph slower this year than they were last year. I can't ever remember anyone complaining because the speeds were down over last year."

JOHNNY RUTHERFORD INTERVIEW --PARADE OF CHAMPIONS - May 13, 1998

QUESTION: What have you been doing this month with the rookies?

RUTHERFORD: "We were here a couple of weeks ago in April to conduct the rookie orientation program. We had 8 - 10 drivers go through their test and it was gratifying to see these young men take to the Indianapolis Motor Speedway in the cars they were driving extremely readily - very well. We've got a great crop and of course we've had that from the beginning. Last year we put something like 44 drivers through various tests at tracks around the country. We had very few participants that I felt like there was any question about. I think that the proof of the IRL strength is that the drivers that are coming along are capable and the cars are obviously very good for them. They adapt readily, very quickly and I've been thrilled with the rookie program. I've enjoyed it a lot - meeting a lot of these young drivers who might never have gotten a chance to make the transition to Indianapolis car racing or the Indianapolis 500. I'm thrilled with the talent I see and what they're doing. They've all been very easy to work with. They ask the right kind of questions. They're not shy. They ask the questions and I think that's the key to their success if that they do question something and find out from someone who knows what the answer is. They key on that and they solve their problems and they go right on with their program. I'm thrilled and I think that it's exciting to see these young guys getting a chance."

Q: Do you feel a little more camaraderie with these rookies since they have come up on the same path as you?

RUTHERFORD: "I could speak their language, I think because they did come from sprint cars and midgets and different types of racing other than road racing and the same type of car that CART has or something similar. I think there is a kinship there that I feel because of where they come from and the type of racing they do. I think it proves one point that maybe driving a midget or sprint doesn't necessarily teach you how to drive or relate closely to driving a rear-engine, independent suspended sky rocket but it does teach you how to race. That's the name of the game - racing. These guys we're seeing come along today to get in these cars are racers. They make up the difference. They go out and they'll race you. We've got a great group of guys and the program is plenty healthy."

Q: Are there 2 or 3 things these rookies have to learn to make that jump to a rear-engine, aero-dynamic, independently sprung car?

RUTHERFORD: "No, I think if you would interview them independently and ask them the question what's the one thing that most impresses you about this type of car, I know my answer would be the fact that it has so much grip and runs so fast. Getting used to that is the big thing and most of these guys.... Driving a sprint car, midget, or silver crown car is like slapping a mountain lion in the hind end with a handful of cockleburs - you better be ready. That tends to lend itself to making a guy ready for just about anything. To get in one of these cars is probably like getting into a Cadillac out of a Volkswagon. If they're set up properly they run straight and they're amazing at what they'll do and how fast they'll go. Just getting used to that and getting seat time is the big thing for a young driver to do. Coming from sprint cars and midgets and silver crown cars and other forms of super modified racing, I think it lends itself well to the oval track racer coming into an IRL car."

Q: What about the transition from a roadster to a rear-engine car for you?

RUTHERFORD: "To come here when I did, back in 1963, to go out of a sprint car into the Watson roadster that I drove was not a big jump. It was just a car that was a little bigger and ran a lot faster and the technique was basically the same - straight axle car, engine in the front. So that's the way it transitioned. These cars now you've

JOHNNY RUTHERFORD INTERVIEW -- May 13, 1998 (cont.)

got a handle on the handling and they all work well. They're comfortable to drive. Obviously the guys jump into them and go fast right away so I think it's very good."

Q: How do you feel about the changes with the IRL and CART? Do you think it has been good for the Indianapolis 500 and the sport of racing?

RUTHERFORD: "I think what we're seeing at Indianapolis today speaks for itself as far as what has happened at the Indianapolis Speedway. We're seeing a great metamorphosis. It's changing rapidly coming into the 21st century. If there's any one place in the world that is based on tradition - this is it. And we're seeing the transition from that great tradition to some new traditions or something that's building. We're seeing Fanfest, which is pushing the sport, getting the fans involved with the interactive games and the things that go on at Fanfest, the demonstrations and the displays and everything. We're seeing it change to a bigger business than it was and it's exciting. I think the future - the IRL has secured the future of the IMS and Indianapolis car racing. I think what we're seeing is new and we're creatures of habit so we're comfortable with things that happen traditionally, over and over. I think what we're seeing is a brand new program, 3 years old, the IRL is getting a following. In another year or two I think we're going to see some of the legend stories about the IRL appear probably. I really feel good about it. I'm proud to be involved with the IRL and with the Indianapolis Motor Speedway because that's what made the name Johnny Rutherford what it is if it is anything today. It's my participating and the IMS and what it has done for me."

Q: How did you feel when you almost bumped Al Unser off the pole in 1970?

RUTHERFORD: "That was one of the fun times, for sure, here at the IMS for me and for Mike Devon, who was my crew chief. It still is the closest run for the pole in the history of the IMS. Al Unser had George Bignotti and the Johnny Lightning team, Parnelli Jones, and they had a new Lola car and it was state of the art. We had a 1966 Dan Gurney Eagle that we had built some new bodywork for. Eldon Rasmussen and Mike Devon put a new wedge body shape on it and we really derived that from the turbine cars. We could see that there might be some benefit from having that sort of a shape--to get some down force or stabilize the car to go fast. But we came here the month of May and started out with the car and started one direction with the setup and changing the setup on the car. By Friday before qualifying on Saturday we were down to 161 mph. We went back to the garage that afternoon and just decided to go back to square one with the car setup. Mike Devon and crew got in there and changed everything and put it back to square one. We added one little piece to the front of the car - the chin spoiler. That's what I think helped balance the car. We took it back out that afternoon and by 6:00 Friday evening we were running right at the speed that Al had been running. Parnelli caught it. Parnelli doesn't miss a lot around this place. He didn't then and he still doesn't. He was timing us. He watched us go by and said he realized that we were really hauling. He asked where we found all that and I told him just blind luck. We changed the setup and went back the other way. We started making changes from the base setup the other way and it started working. We had qualifying the next day, and Al went out and I think it was a new track record. Next it was our turn, and we went out. Bob Laycock explained it to me this way: Had Al and I started our runs together at the start finish line and run the four laps, when we finished our runs, Al would have been two-and-one-half feet in front of me. That's how close one-one thousandths of a mile-an-hour difference is. It is still the record here for closeness for a pole position run. They dropped the green flag (on race day) and I beat Al into the first turn, then on the backstretch he passed me like I was painted on the fence. So anyway, I didn't

JOHNNY RUTHERFORD INTERVIEW -- May 13, 1998 (cont.)

get to lead the first lap, but it was one of my favorite moments at the Indianapolis Motor Speedway.

Q: A question the other champions have answered: Do you see any common ground in the future for CART and the IRL?

RUTHERFORD: I think the door is open here. All they have to do is buy one of these cars and engines, and put together a program and run. It's open to anybody who wants to, and always has been. I don't see that unless they want to follow our rules we need to worry about that. We've got our program. There's 70 or 73 cars in existence now. By the end of the summer there will be 90 or better. We've got depth, we've got distance, we're picking up sponsors and it's getting better. They say we're creatures of habit, and this is a brand new habit and it's gaining daily. The IRL is here, and if the CART group wants to participate, come on.

Q: Along the same lines, one of the issues of the last couple years is that the fans couldn't distinguish between IRL and CART. Do you feel that the fans understand the separate series, and also, you said earlier that the IRL has secured the future of the Indy 500. Was it insecure, were you worried about the future of this race?

RUTHERFORD: To answer the first question, yes, we're gaining fans, because the drivers we're seeing here today came from the midget and sprint car ranks and the fans get to follow them to the bigtime, so we're building our fan base as we speak. (Answer to the second question) It was getting so expensive to do business under the CART rules, and it still is expensive, that it greatly limiting the number of players, and so they're producing maybe 28 or 30 cars maximum for an event. It takes 33 cars to run this race. Of course you have multiple entries and attempts at qualifying, but it was getting slim. For the last few years CART was here, I think 36 car-and-driver combinations was about as big a group as we ever saw. We've had 52 cars on the track so far, 43 bona-fide car-driver combinations. That seems to me to be pretty healthy, and it says something for the future of this place. That's what I mean when I talk about the future of this place. It's healthy, and it's the future of IMS and Indy car racing.

Q: Could you talk a little about the relationship between you and Team McLaren in the early '70s. During the '70s that was the signature team, and two of your three wins were with that team. Could you talk about how that all got started post-Peter Revson, how it developed and what happened at the end?

RUTHERFORD: I had driven part of the '72 season, picking up driving at Pocono, my first race, for Fred Gerhart and Phil Casey as my crew chief. We finished that season. If you'll recall, Jim Malloy was their driver here. He was killed in the third turn during practice, and they didn't have another Eagle. They had one in California that wasn't finished yet. So we went to Milwaukee and I drove for them because I had been with Pat Patrick, and he had shut down the team to develop the team that ultimately would be Gordy Johncock and George Bignotti. So I drove that year for Fred, and I finished that year with my first single-digit number; I finished seventh in the national standings. That fall, we were here testing for Goodyear, and Casey dropped the bombshell that he was going to quit. So I spent the time looking for something else. I went down to see Herb Porter, who I had driven for and who is one of my great mentors, and told Herb the situation. He said Teddy Mayer's in the country looking and talking to drivers. He called Teddy and I talked to Teddy in Herb's office in the old garages here. The next morning Teddy and I met at the Holiday Inn Northwest here for breakfast and he signed me up and I started driving for Team McLaren in 1973. We had success immediately. I always maintained that if

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I could find somebody who wanted to race as badly as I did, I would be a winner. In the ten years previous that I had run the Indianapolis 500 I had never finished the race. The first time I finished the race, in 1974, I won it. So McLaren was good for me and I hope I was good for them. We had a lot of success.

Q: If you hadn't have been in Herb's garage that day talking to him, your whole career might have changed, might it?

RUTHERFORD: I might have been. It's funny how things turn out. My first big splash in racing was 1963. My rookie year here (1963), I drove Smokey Yunich's stock car at the Daytona 500. This year was the 40th annual Daytona 500, that was the 5th annual Daytona 500 when I drove Smokey's car. Never driven a late model car in my life and went down there and set a world record for stock cars on a closed course. I set the track record at Daytona and won one of the 100-mile qualifying races. That's one of the marks in this business that I'm proud of; I'm one of six drivers in NASCAR that ever won the first race they ran in. So that was a big thrill for me, and it boosted my stock because I was running fast on a big track in stock car and George Walther called me to come over here to the Speedway in May and take my driver's test.

Q: So far this week we've honored Parnelli Jones, Bobby Unser, Gordon Johncock and now you. I believe there's only two races where all of you ran together - 1965 and 1967. Can you give us your thoughts on running with those three drivers?

RUTHERFORD: They are all great drivers. We've all had our times. Bobby Unser and I, during the '70s, were probably the ones competing against each other the most. Gordy was certainly there. He was a strong competitor and a good racer. Parnelli was – I raced sprint cars a lot with Parnelli, and Jim Hurtubise and Roger McCluskey back in the early '60s, and through the '60s and '70s, and Parnelli was one of the best drivers I've ever seen in any kind of racecar. I think he and A.J. Foyt, they were the ones who battled each other so much in all forms of racing. Parnelli was a smart one. He took the money he made and invested it with the right people and secured his future.

Q: Which of your victories here was your favorite, and conversely, which year were you most disappointed?

RUTHERFORD: You're never disappointed at winning the Indy 500. If I had to categorize them, I'd say the 1974 victory, due to the qualifying incident where we had the energy crisis and they cancelled the two days of qualifying and did it all in one weekend and split the days into halves, and so there was the pole day and second day all on the Saturday, and the third and fourth day were crammed into Sunday, we blew an engine in practice Saturday morning. We had a new chief steward in Tom Binford. Al Unser and I lost engines, and the crews were working in Gasoline Alley. My guys replaced an engine in 58 minutes, and brought the car back out to the line. But Tom interpreted the rule that you had to be in line when practice was over, and he sent guys with clipboards down to record who's in line and we weren't there. The way Harlan Fengler (sic?) had interpreted the rules was that if you were in line when your turn came up to go through tech you were able to go qualifying. Tom didn't call it that way, so we were relegated to third day qualifying and 25th starting spot with probably the fastest car in the field - actually the second fastest because A.J. was on the pole and he beat us by a little bit. We didn't make an effort but to just qualify after that. The green flag dropped on race day and after 12 laps I was running third from 25th starting spot. The car was running good. In fact, I saw Clarence Cagle, who was superintendent of grounds at that time later that day

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and said 'Clarence, if you had put a mower on my car I could've cut the grass for you,' because it was working so good. A.J. and I had a hammer and tong battle during the middle third of the race, during the long period between pit stops. It was fun, and it was racing. A.J. sprung a leak, and covered my car and the track with oil, and I settled down and went on to win my first Indy 500. That was the one that was so gratifying and thrilling because we came from so far back. The second would have to be with the Pennzoil Chaparral because we dominated. We had fast time ever day but one during practice. Sat on the pole, led the most laps and won the race. It was a different kind of feeling, kind of a dominant feeling. Course the third would be the 102 laps with the rain. I was the first driver, I was told, to walk into victory lane. All of them had something about them. It was fun, and anytime you can win an Indy 500 it's very, very gratifying.

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QUESTION: What have you been doing this last week with all the rookies here?

UNSER: "I walk around and first talk to them and try to tell them what the race track is like and what to kind of expect. Get them familiarized with the race track and what the rules are, what the place can do to you from the stand point of excitement and try to make them understand it's just another race track. There isn't anything any different other than it's still the greatest race there is. I tell them you might go to different racetracks and make mistakes and spin and hit the wall. No one knows about it. But you spin and hit the wall at the Indianapolis 500 everybody in the world knows about it. It's up to you to make sure that doesn't happen and try to make it not happen. It happens to all of us but you try to explain to them there is a lot of pressure at this place. It's to their benefit to listen and make the car go faster."

Q: Have you had quite a few rookies searching you out this week?

UNSER: "You get asked many questions so you try to help them. I don't go around trying to get them to talk but if they come and talk to me I try to tell them the way I think and what I think they should expect. There's been quite a bit of that. It's good."

Q: How do you feel about large number of midget and sprint drivers coming into the IRL?

UNSER: "I still think the IRL is a good thing for them - the way Tony George has done it. I still say there's enough room for both series. They can run the road courses and the IRL can run the ovals. I wish they would get back together by that. I still think there should be one race they all should go to and have it out and where else would it be but the Indianapolis 500. This is still the biggest and greatest race there is. You get the most prestige and biggest purse. They should sit down and look at this and, for some reason, the owners don't want to. I wish they would. There's room for both series -- just like basketball, football or baseball. Look at how many series there are in each group or each leg of it and they have one deal at the end of the year that determines which one of them is the best. I wish they would do that here."

Q: Your feelings about the transition from front-engine to rear-engine cars?

UNSER: "I use to do both. I've done stock cars and dirt cars and everything there is to do. I still don't think there's any difference. There is and there isn't. Once you learn how a race car handles it doesn't make any difference. So it you're running a dirt car or a sprint car or a pavement car or a stock car - the biggest difference is between stock cars and Indy cars because of the size and the weight. I think once you learn how to race that you're able to come over here. Just like anything, you take a guy who runs nothing but Indy cars and then he goes to sprint cars or dirt cars or pavement cars, it takes him a while to adjust to it. Or it you go over to Formula One cars, they just don't go it automatically right away. I think the drivers when they come over, if they're good drivers it shows right away in this series. That's what makes this series so good because they are able to bring in drivers from other organizations and they are competitive."

Q: Do you think the guys will have trouble going back and forth between USAC and IRL?

UNSER: "No. I don't think they have any problem whatsoever. I used to run, in one weekend, stock cars, dirt cars, and Indy cars all at the same weekend. I'd go from one night or one day from the next day to the next day. It never bothered me and I don't think it bothers them. It takes you maybe 5 minutes in the car. It used to take me about 3 laps and I was adjusted to the car from the difference from yesterday until today. If the car and your crew are capable, they do all the work for you and you

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have to adjust yourself, your own mind and get everything going. I don't think they have any problems-no."

Q: Is the Indy 500 as good, better, or not as good as when you were here?

UNSER: "I think it is still the greatest race there is. I will still say, as I think we all agree, when you win this race you want everybody there is in the world who think they're good enough to be here so you can out run them. They're not all here right now. You take my son or Michael, whatever ones you want to list, and even though I believe in this series I would still like to have them all here if I was still running. I think the drivers that are here feel the same way. It's just like in their organization, when they win a race, are they happy. Can they sit there and say they've beaten the best there is? If they do they're kidding themselves because there are a group of guys over here that go very fast and are very good. They probably do say that - we are the best. I wish they'd all come over here and see if they are the best. Just like it would be answered if we sent over there. They've got to come over here and run under these rules and if you go over there you have to run under their rules. I think this is still the greatest race but I think there should be one winner who wins all of it. Like what I've said before, when I won this race and walked away that day I had beaten the very best there is. You can say they fell out, or whatever, but they had the opportunity to be here to race against you as I did. The guy who walks away a winner is the guy who has the best team and holds his head up the highest."

Q: Is it hard being here and not having Little Al here?

UNSER: "Yes it is. It always is. I still believe in this place and he does to. Most drivers do. There are just a few who disagree with wanting to be here. Yes, I would like to see Al here. I went to Milwaukee with him yesterday to watch him test and I was on the telephone quite a bit trying to find out what my nephews were doing over here and I told them this was getting old. I can't split myself doing this and worrying about this. I'd rather go back to driving - then I wouldn't worry about any of them. I wish he was here - yes, I really do."

Q: What about the IROC series coming this year?

UNSER: "Well the IROC series coming here is under NASCAR. Al's in the series and I think he'll be excited to come here. I think if he isn't he's crazy. Rather it's here or where, it's a neat series. To come here to the Speedway it just shows that somebody must think something of it and the race track here."

Q: Will the IROC drivers be able to prove something between themselves in running here?

UNSER: "With the IROC cars, I don't mind saying this, I think the NASCAR guys have the advantage. It's a car they are used to. They're out there running their stock cars at the same time and the cars are similar in many ways. The IROC cars are pretty close to their stock car. Now it might not be the same because of horsepower and handling might not be the same but they are very similar acting. Therefore they are most used to them because they're running a stock car at the same time and the other drivers who are not in that series of NASCAR are not. I think they're at a disadvantage, whether it's this race track, Michigan, or wherever - so it makes it hard."

Q: Are drivers at a disadvantage going from Indy cars to NASCAR?

UNSER: "No. I think Tony Stewart is a capable race car driver. He'll make it happen. He doesn't mind bumping wheels. He doesn't care. It doesn't make any difference. If

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they want to lean, I'll lean. Any organization in a group of men, if you become competitive, they're going to stick together on their own side until you prove yourself to them. If he's having a hard time over there (I haven't been watching the races that much) but he ran second the other day and he must have been doing a heck of a job. He's capable and I bet he feels the same way. If they want to rub fenders he'll do it - he doesn't care. Any of them do. They lean on each other once in a while and get upset. I think it's funny. It's just racing. You can't do it in these cars. In these cars if you lean on each other both of you are usually in the wall and it hurts. It hurts in those stock cars too."

Q: Little Al's going to be here tomorrow walking around?

UNSER: "He said he'd see me but you know how kids are. They have a tendency to talk sometimes and not produce."

Q: Could you see him coming back here as early as next year?

UNSER: "It's possible. Anything's possible. I would like to see Penske come back with Al. I'd like to see Chip Ganassi and Carl Haas. I want them all back here. Let it all hang out here. Let them figure out who's the best again - which is only fair. Again, they have to come back under IRL rules and they don't want to do that so far. But to answer your question, yes, I'd like to see him back. Yes, I really would. I would do anything I could to help him get back here - but I'm not going to buy him a car."

Q: Do you feel the split has caused a dilution in interest in both series?

UNSER: "I bet you if Foyt or myself was going to come back I bet this room would be full. This is just a day of Al Unser. I think it's good news. I wish the room was full but it's not. There has been some drop in activity on the press but I don't think it has been that bad. Again, you can kind of back up and look at everything and say last year these were brand new cars and brand new motors. Look what they have done in a year's time. It's going to take a little while for the series to catch on. We've all known that. I think it's catching on. I can name you several items that I think are better this year with more people and more activity than last year. Any time you split a group of men, a series, it takes awhile. Remember when CART left USAC, it took a while for CART to catch hold. What IRL has done -- its going to take a while for it to catch hold. But it is happening. You look at last year (and I won't pull any punches) every time a car pulled out we were afraid it was going to blow up. Today they just keep running and running out there. I don't know how many miles and laps they've already run this week (1300). It was just like Orlando last year. When it started raining we were happy. I won't pull any punches about it - the cars were not capable and now they are. And next year, instead of having 45 or 50 cars ready to qualify I hope there are 60 cars. Last year we had 35, if that many, of real capable cars. This year there are 45 cars capable. They're not talking about the spares in the garages - cars that Menard has or Foyt has, whoever else has. There are 45 capable cars and this weekend I think it will be a very interesting weekend. You'll see some very serious running now instead of like it used to be. Forget about a year ago. Just go back 5 years when the second weekend of qualifying you guys forgot what you were writing about because there wasn't anything to write about. There were only 2 or 3 cars out there running to fill the last spots even back then."

Q: What is your most memorable victory here at Indianapolis and what makes it stand out in your mind?

UNSER: "You can talk about your first one. When I first came here I wanted to pass my rookie test and they weren't even going to let me do that. They weren't even

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going to let me take it. Then you want to go fast enough to make the race. Then you want to finish the race. The next year you want to finish better than you did before. Then you're able to win the race. It's an accomplishment that is very high. Within yourself you know you have accomplished what you set your goals to do. Then you have some guy come up to you and ask you when you're going to retire. I said, "Retire? "I just woke up." That's the way it used to be. When you won this race you were suppose to retire because you got \$1 million. I couldn't see a \$1 million - I really couldn't. I'd have to look in the book to see what I won, \$170,00. I got a percentage of that and then Uncle Sam got a percentage of that and then my ex-wife got a percentage of that - so I didn't come out with a million dollars. Winning and then coming back and winning again - you sit down and ask yourself how do I do it. You come back the next year, you don't win it and then you're finally able to win it again. I think you appreciate it more after that. I think you learn within yourself knowing how hard it is to win this race, it's very difficult when you have 32 other guys out there who want to win as bad as you do. The last year I came back here without a ride - now that was something that was very difficult because I turned down quite a few rides I didn't think were capable of winning the race. If you don't have a least 50% of your marbles in the right bag you really don't have a chance. If you have 100% effort you maybe have a 60% chance of winning. When you have a 50% effort you have a 25% chance. Below that you might as well not...it's a crude way of putting it but it's really true. If Al would have qualified the first weekend I was going to go home. I wasn't going to even stay here. He didn't get qualified. He had to wait until the second weekend so I stayed here. Danny Ongais had his problems the first week that went into the second week when they said they wouldn't release him. Penske asked me to run the car and I said yes. With a team like that - he said they had an old race car. I said I didn't care. When it comes from your stable... to come and do what I did - winning the race - was really a storybook race. It was something unheard of."

Q: Did you have any hesitation about winning even though the car was coming from the Penske stable?

UNSER: "Any time I started this race (not any time - there were a few years I started this race that I knew I wouldn't)...That year I felt very confident that I could do well in it but not win it. Those are your hopes of having everything go right. It started the race when Josele Garza spun in front of me. If you remember back they had a lot of trouble that month of cars spinning. I took it easy. In less than 25 laps Mario went by me - Holy Christ - I got mad and I stood straight up in that car. It woke me up and he didn't lap me any more. When you get lapped within that distance that means you're asleep. I was taking it too easy. That's when we went after it. Of course, if Mario hadn't fallen out none of us would have caught him. Of course, you have to finish to win. I was able to stay on the second place guy from then on. I stayed on the same lap after that. Mario was the only one that went by me. When I made my late pit stop Roberto Guererro lapped me but yet we knew once he pitted we knew I'd come back on the same lap which we did. Then he had his problems with the clutch, stalled the motor. That put me up another lap and then I went another lap. There at the last, I let him go by me to unlap himself because I knew he couldn't make it up and I just stayed right on his bumper. I didn't want him behind me. You're leading the race and you don't want the second place car behind you a lap down. He can maybe cause you problems so I let him go back around me. Than Mario stalled his motor on the backstretch like my brother did the other day when they had his day. I think Bobby was just cheating still. He probably had something in his pop-off valve he had to get out so he quit."

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Q: You and Rick Mears seem to be the two most savvy drivers ever at the IMS. Can you speak to that?

UNSER: "Rick was a driver who was a very thinking driver. One year I fell out with car problems. He gets almost two laps down and ends up winning the race. I've used this with the new drivers quite a bit. Here he was, almost two laps down and he bided his time, he made pit stops and worked with his mechanics and adjusted the car. Before you know it, he won the race. Those other drivers did not fall out. They didn't fall out. Rick was very, very capable of that with Roger Penske - they were able to adjust the car during the race under the pit stops. I remember him several times under one yellow making three or four stops. He'd just go back to the back of the line. When they dropped the green, every time here he came. Every time he got the car working better and better. He was a very capable race car driver to think and be able to tell Roger or his crew what the car was doing. Between them and Rick they would make the decisions on what to change on the car when he came in. He was always off pretty soon - there he was. Rick was a thinker."

Q: You always seemed to know what was going on around you.

UNSER: "The thing about it is I always figured, and I've told my son, first you have to finish to finish first. Without that you can't win. In other words, if you don't finish the race, regardless of where you're at, you can't win it. If your car's capable and everything is going good, at the end you should be up in the front running part of it. I always figured that when I started this race I wanted to finish. If the car was capable we were always right there. Take the last year I ran here in '93, at the last 50 laps I was in the right place, I was third or fourth. I came down after a restart and the engine went bad and started missing. You can have all you can say about ifs and ands, that day we were running good enough I would have made the guys nervous there at the last. The way I always figured this was that you had to, during the race, think and make your car work for you. If you want the car to do all the thinking it won't do it. It will make a mistake and go in the wall. They do have that habit sometimes."

TOM SNEVA INTERVIEW -- PARADE OF CHAMPIONS - May 14, 1998

QUESTION: Do you have any opening statements?

SNEVA: "Hey, it's nice to be here. It's fun to come back. I think this program they're doing with some of the old drivers is neat. Some of these guys are having a good time with it and the fans seem to be getting a kick out of seeing the old cars come back and take some laps. I was pretty excited. We went over this morning and we still fit in the old Texaco Star. That was goal number one."

Q: You were an activist in the 80's to get the speeds slowed down. What has been done?

SNEVA: "It's tough to keep them down. Actually we did that. I think we realized real early that what people wanted to see was close racing. They really can't tell how fast they're going. You can't tell if they're going by at 180 or 220. I knew from an entertainment standpoint we needed to run close. The faster we go the harder it is to run close in these cars because of the turbulence and stuff like that. I just figured that was one to not just make it safer but make it more entertaining for the spectators. That's the only way the sport is going to grow is to make the entertainment value better. That was really the reason to get them slowed down in my mind. And actually, slower sometimes isn't safer. You slow them down and get them all bunched up, one guy makes a mistake, and he can cause trouble for a lot of other guys. If it was easy anybody could do it and they wouldn't pay them big money to come and do it. Unfortunately in racing it's close racing. Close and slow is not necessarily safer than fast and spread out."

Q: What are some of the ways to let racing back into the cars?

SNEVA: "Number one - it's real hard to accomplish because the tire development has been so tremendous. It's real difficult to do that. It's sort of a catch 22. You'd like to bring driving skill back into it as a driver but to do that then you've got a situation where you can't run the race track flat out. You've got to get in and out of the throttle. There's a lot of different ways to do that. Formula One has made the cars and tires narrower, trying to get it so they don't have so much corner speed. There's just a bunch of ways to do it aerodynamically. You take some of the down force out by flattening up the bottoms and reducing the wing angles and all those kinds of things. But I'm not sure that would lead to a better show. If you look at NASCAR tracks, for instance, the places that they really run close are Talladega and Daytona where they just run flat out and they all stay close together. The new tracks they've built in Texas and California, where they have to get in and out of the throttle, they're a lot more spread out. I don't know if you've noticed some of those races but they haven't been real exciting because somebody gets their car working better than the next guy and he just drives off. They don't stay in a bunch. It's a tough deal. If you want it to be a driver's series then you got to get it so the cars are real hard to drive and the driver has to get in and out of the throttle and work the thing. That situation is not going to lead to very entertaining racing. Some guys are going to get the car figured out better than the others and they'll drive off. I think what we have now will be a very entertaining race here this year because all these cars are pretty close and seem to be pretty good. What I find interesting is there are a bunch of different combinations of springs and all the tech head stuff different guys are using and they're all still going about the same speed. Not one trick thing is getting them better than anyone else. I think we're going to see the speeds real close and that will provide great racing. It seems like the younger guys can catch on and be more competitive quicker one lap, maybe not in traffic, but for qualifying everybody's a lot closer and gets there a lot quicker than they ever used to. That just says the technology has had a

TOM SNEVA INTERVIEW -- May 14, 1998 (cont.)

tremendous gain and the cars are actually a little bit easier to drive when you're by yourself than some of those in the past."

Q: What do you think about CART and IRL getting together?

SNEVA: "I'd like to see them together all the time. If you're only going to do it once, this is the place. It's real simple to do. Anybody can go buy a car and a motor. They keep saying they have to buy a whole different engine thing and that is true. But the year Penske came and built the motor for this one race and ended up winning it with the Mercedes, he spent a lot of money just for one race. I guarantee you could buy an IRL car and motor package and come to Indy and actually spend less money than he did that year. I've told a few people that. If Penske came and ran the IRL and was forced to run the same stuff as everyone else he'd have a lot more success and cost about \$20 million less each year. They have the opportunity. There's nothing keeping them from coming now."

Q: Do you see the two sides any closer than they were a year ago?

SNEVA: "I don't know. The egos of people are way bigger than the common sense side of them. I don't know if they are. I think the IRL is slowly growing and getting better and the shows are great. If you look at the common sense of it - do you want to spend \$10 million a year to go race for \$7 million or spend \$6 million a year and go race for \$17 million? You can't make good economic sense out of being a car owner no matter what form of racing you're talking about."

Q: Do you believe with safety improvements on the ovals there is even more speed to be found in places like this or is that smart?

SNEVA: "You're never going to outgrow a race track. This place is virtually the same as it was in 1911 or whenever they started. I remember talking to Pete DePaolo and he was the first guy to do 100 mph here. When I ran 200 mph he was just shaking his head. He relayed the story to me. You think they'll run 200 mph here when he ran 100. He said no, you'd have to be mentally derailed even to think about it but yet he was still alive. That's why they're still putting a brake pedal, a throttle, and a steering wheel in these things. The drivers' got to use their head. Anytime you have a brake and a throttle and a steering wheel you can drive under any condition. Sometimes you can't go as fast as you would like to go."

Q: What is your perspective between the difference between you (retiring at 45) and Jack Hewitt (a rookie at 46)?

SNEVA: "Everybody's different. Jack could be having a lot better time if he had this experience when he was 26 instead of 46. He'd be having a little bit easier time with it. But when is it time to stop--I don't know. It's different for every individual. You got Foyt who ran at whatever age he was. The age is more a mental thing as much as anything else. I noticed as I got older I might not have been as quick in one aspect with the reaction time but I got smarter so I knew not to get in the position where I need that reaction time. Some people can go a lot longer. Andretti was still pretty competitive at the end of his career. Every individual is different."

Q: Would you still be driving now if you hadn't won?

SNEVA: "I don't think that would have been a factor with me. I didn't look at it that way. We just went out to do the best we could each day. If it worked, it worked and if it didn't it didn't. I guess I was a slow learner. It took me 18 years to figure out I could hurt myself. When I finally figured that out I stopped."

TOM SNEVA INTERVIEW -- May 14, 1998 (cont.)

Q: How did winning the Speedway change your life?

SNEVA: "At the time I didn't think it was a big deal but I didn't realize how much of a bigger deal it was. At the time you were suppose to be out there winning races and it was obviously a big event but it was something I'd been trying to do for a bunch of years before and we finally won it. I was happy that we did. As time went on I became more aware of how big a deal it is because that Indy winner tag behind your name opens a lot of doors - not necessarily did the next year or the next 2 or 3 years but for the rest of your life. That tag has opened a lot of doors and gets you into places where you can talk to people and do things you otherwise wouldn't be able to do. It's gotten bigger, actually, since the twilight of our career and since we retired, it's probably more important to me now than when we were still active."

Q: Do you feel the cars are safer today than when you had the accident with Eldon Rasmussen?

SNEVA: "I know we were very fortunate that day and, if for no other reason, you go into shock so quick you don't have to go through it all until you saw it on the replay. Safety has come a long way - no question about that. I'm happy to see that. They're still not made to hit things at 200 mph but they've done an excellent job of making them as safe as they can. I was really disappointed in the '80s when we were tearing people up when we sat farther forward in the car. I was real unhappy with the progress we made there, thinking it was a lot slower than it should have been on how to help the driver out. We were more concerned about what would make the car go faster instead of addressing the problem. We finally did but it took us most of the '80s to get there. It should have happened a lot quicker."

Q: Did you ever talk to March or Lola and say the drivers need to be moved back farther in the car?

SNEVA: "We did. I did I know. I was one of the first instigators to try to get the drivers organized. It got me in a lot of trouble with the owners because they knew if the drivers got strong as a unit it would hurt their ability. What makes it so tough in racing is that the guys you need to help are the guys on top at the time. The guys on the top don't really need any help. They think they've got it made for the rest of their careers. It was interesting to see how that developed. Guys who weren't too concerned because they thought they had it made when they were doing well and then as they weren't doing well or towards the end of their career or didn't have the best team or car after a couple of year - all the sudden some of these things about the drivers getting together as a group made a lot more sense to them. Being out there on a limb and trying to do what was good for the drivers at that time didn't help me with the ownership side and a lot of times I couldn't get the support of the drivers. That was one of the depressing things for me in the sport as we went through."

Q: What makes the Speedway special and keeps people coming back?

SNEVA: "It's hard to explain why. It's a big event. I don't know if it's all the tradition that goes with it and the build up to Race Day and 400,000 - 500,000 people out there at the beginning of the race. You meet guys who have had success in other sports (and I've brought guys back here who have been in the World Series and the Super Bowl as active participates) and they'll tell you they had more adrenaline flow through them just watching the start of this race than they did when they participated in their own event. It's hard to explain - it just happens. There is some electricity in the air when they come around to start this race."

TOM SNEVA INTERVIEW -- May 14, 1998 (cont.)

Q: Is there an adrenaline rush for the drivers as they start the race?

SNEVA: "There's plenty of electricity for the driver too - adrenaline flow. They talk about getting psyched up for a race. For this race you need to get psyched down because the natural high is so strong. You have to really need to work at settling yourself down not psyching yourself up for the race. That's why we have problems at the beginning every once in awhile. You do things quicker and faster than normal and it can lead to problems."

Q: What's the difference between starting at the front and starting at the back?

SNEVA: "Starting at the back, if anyone gets in trouble you're exposed to it. If you start in the front there's a good chance you are going to be in front of the trouble. That's the biggest thing. You've just got to be more careful. I started on the pole a few different times but never led the first lap because I was more concerned about having a safe start for the whole field than I was about leading the first lap. I didn't lead the last lap enough times either."

Q: As a TV commentator, what are your reactions to the fans and to looking down on the track at the drivers?

SNEVA: "As a driver, when you were driving, I had a hard time convincing other drivers, or anybody that I had any common sense or knew what I was talking about. Very seldom can I get anybody to believe me now. You can make up stuff and they believe you on TV - it's great. The farther away you get the less intense it gets. That's the bad thing about our sport is TV. For whatever reason, it just can't do it justice. A lot of times, to the spectator or TV audience, it looks like the guy is just driving around the corners and it's hard to portray the feel that the guy's on the edge of control on each one of those corners. We haven't figured out how to do that. We try with in-car cameras and all these different things, speed shots. We haven't been able to give the feel that you had when you're driving the thing and if we could it would be great for the TV audience I know that. That part is hard to do. In basketball, the guy makes a 30 footer and everybody gets fired up. That's easy to see and feel. It's hard to feel what that driver is thinking and all the emotions going through his head. The fact that the guy who is running 20th is probably working harder to save his life every quarter than the guy who is leading the race. We haven't done a very good job with that."

Q: Do you think we can ever drive 300 mph here? Why or why not?

SNEVA: "I think we have the technology today to do it tomorrow if we wanted to. In fact I'm sure the technology is there to run 300 mph easily. The problem is it wouldn't be very entertaining because the cars couldn't run very close together when they run that fast. 30 - 40 years ago there weren't that many forms of sports entertainment and racing could be real big. Now you have to compete with other forms of racing and so much more sports entertainment that TV has brought to the average person so you have to be concerned about the show you put on and being entertaining. At 300 mph, if you couldn't run them pretty close together it wouldn't be very entertaining."

Indianapolis Motor Speedway, 1999 Schedule

The 83rd Indianapolis 500

May 30, 1999

Month of May Schedule

Saturday	May 15	Opening Day & Practice
	May 16-21	Practice Days
Saturday	May 22	Pole Day – 1 st day of qualifications
Sunday	May 23	Bump Day – 2 nd day of qualifications
Thursday	May 27	Carburetion Day (Final Practice)
Saturday	May 29	Driver's Meeting (Victory Lane)
		500 Festival Parade (Downtown)
Sunday	May 30	82 nd Indianapolis 500
		ABC TV & IMS Radio Network Live
Monday	May 31	Victory Dinner

Check local TV and radio listings for extensive national and international coverage on ABC-TV, ESPN, ESPN2, TNN and IMS Radio Network.

Brickyard 400

NASCAR Winston Cup Event

August 1, 1999

Thursday	August 5	Practice, Qualifying 1-20
Friday	August 6	Practice, Qualifying 21-40
		IROC Race
Saturday	August 7	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, TNN and IMS Radio Network.

Comfort Classic at the Brickyard

SENIOR PGA TOUR Golf Tournament

September 6-12, 1999

Tournament week features pro-am tournaments and pro exhibitions (long drive & putting contests, skins game, etc.) in addition to championship play.

Friday	September 10	Round 1 (ESPN Live)
Saturday	September 11	Round 2 (ESPN2 Live)
Sunday	September 12	Final Round (ABC Live)