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84th INDIANAPOLIS 500
Indy Racing Northern Light Series
OFFICIAL ENTRY LIST

Car	Driver Residence	Car Name Chassis/Engine/Tire	Entrant	Chief Mechanic
1	Greg Ray Plano, Texas	Team Conesco/Quaker State/ Moen/Menards - D/O/F	Team Menard	Chris Sumner
1T	Greg Ray Plano, Texas	Team Conesco/Quaker State/ Moen/Menards - D/O/F	Team Menard	Chris Sumner
3	Al Unser Jr. Albuquerque, N.M.	Galles ECR Racing Tickets.com Starz Encore Superpak - G/O/F	Galles ECR Racing	Darren Russell
3T	Al Unser Jr. Albuquerque, N.M.	Galles ECR Racing Tickets.com Starz Encore Superpak - G/O/F	Galles ECR Racing	Darren Russell
4	Scott Goodyear Carmel, Ind.	Pennzoil Panther Dallara D/O/F	Panther Racing	Kevin Blanch
4T	Scott Goodyear Carmel, Ind.	Pennzoil Panther Dallara D/O/F	Panther Racing	Kevin Blanch
5	Robby McGehee St. Louis	Meijer/Energizer Advanced Formula/Mall.com - G/O/F	Treadway Racing	Rick Hurford
5T	Robby McGehee St. Louis	Meijer/Energizer Advanced Formula/Mall.com - G/O/F	Treadway Racing	Rick Hurford
6	Jeret Schroeder Vineland, N.J.	Kroger/Tri Star Motorsports Inc. D/O/F	Tri Star Motorsports	Derrick Stepan
6T	Jeret Schroeder Vineland, N.J.	Kroger/Tri Star Motorsports Inc. D/O/F	Tri Star Motorsports	Derrick Stepan
7	Stephan Gregoire Indianapolis	Mexmil/Tokheim/Viking Air Tools/ Dick Simon Racing - G/O/F	Dick Simon Racing	Rich Simon
7T	Stephan Gregoire Indianapolis	Mexmil/Tokheim/Viking Air Tools/ Dick Simon Racing - G/O/F	Dick Simon Racing	Rich Simon
8	Scott Sharp Carmel, Ind.	Delphi Automotive Systems/ MCI WorldCom - D/O/F	Kelley Racing	Robert Perez
8T	Scott Sharp Carmel, Ind.	Delphi Automotive Systems/ MCI WorldCom - D/O/F	Kelley Racing	Robert Perez
9	R Juan Montoya Bogota, Colombia	Target G/O/F	Target/Chip Ganassi Racing	Steve Gough
9T	R Juan Montoya Las Vegas	Target G/O/F	Target/Chip Ganassi Racing	Steve Gough
10	Jimmy Vasser Las Vegas	Target G/O/F	Target/Chip Ganassi Racing	Gary Neal
10T	Jimmy Vasser Las Vegas	Target G/O/F	Target/Chip Ganassi Racing	Gary Neal
11	Eliseo Salazar Santiago, Chile	Rio A.J. Foyt Racing G/O/F	A.J. Foyt Enterprises	Bill Spencer
11T	Eliseo Salazar Santiago, Chile	Rio A.J. Foyt Racing G/O/F	A.J. Foyt Enterprises	Bill Spencer
12	Buzz Calkins Denver	Bradley Food Marts/Sav -O-Mat D/O/F	Bradley Motorsports	Todd Tapply

OFFICIAL ENTRY LIST (continued)

Car	Driver Residence	Car Name Chassis/Engine/Tire	Entrant	Chief Mechanic
12T	Buzz Calkins Denver	Bradley Food Marts/Sav -O-Mat D/O/F	Bradley Motorsports	Todd Tapply
14	Jeff Ward San Juan Capistrano, Calif.	Harrah's A.J. Foyt Racing G/O/F	A.J. Foyt Enterprises	David Milby
14T	Jeff Ward San Juan Capistrano, Calif.	Harrah's A.J. Foyt Racing G/O/F	A.J. Foyt Enterprises	David Milby
15	R Sarah Fisher Indianapolis	Walker Racing Cummins Special D/O/F	Walker Racing	Ron Catt
15T	R Sarah Fisher Indianapolis	Walker Racing Cummins Special R/O/F	Walker Racing	Ron Catt
16	Davey Hamilton Las Vegas	TeamXtreme/Lycos/G Force G/O/F	TeamXtreme Racing	John King
16T	Davey Hamilton Las Vegas	TeamXtreme/Lycos/G Force G/O/F	TeamXtreme Racing	John King
17	Scott Harrington Indianapolis	Nienhouse Motorsports Racing Special - D/O/F	Nienhouse Motorsports	Steve Dunlap
17T	Scott Harrington Indianapolis	Nienhouse Motorsports Racing Special - D/O/F	Nienhouse Motorsports	Steve Dunlap
18	R Sam Hornish Jr. Defiance, Ohio	Hornish Bros. Trucking/Advantage Powder Coating - D/O/F	PDM Racing	Paul Murphy
18T	R Sam Hornish Jr. Defiance, Ohio	Hornish Bros. Trucking/Advantage Powder Coating - D/O/F	PDM Racing	Paul Murphy
19	Andy Michner Ann Arbor, Mich.	Logan Racing Special D/O/F	Logan Racing	TBA
20	Tyce Carlson Indianapolis	Hubbard Photographics/Immke Auto Group/Dallara - D/O/F	Hubbard-Immke Racing	Greg Beck
20T	Tyce Carlson Indianapolis	Hubbard Photographics/Immke Auto Group/Dallara - D/O/F	Hubbard-Immke Racing	Greg Beck
21	Dr. Jack Miller Westfield, Ind.	Milk Chug/Opalescence/Century 21/Tristarmall.com - D/O/F	Tri Star Motorsports	Derrick Stepan
21T	Dr. Jack Miller Westfield, Ind.	Milk Chug/Opalescence/Century 21/Tristarmall.com - D/O/F	Tri Star Motorsports	Derrick Stepan
22	Johnny Unser Hailey, Idaho	Delco-Remy/Microdigicom/Homier Tools/G Force/Olds - G/O/F	Indy Regency Racing	Mark Killgo
22T	Johnny Unser Hailey, Idaho	Delco-Remy/Microdigicom/Homier Tools/G Force/Olds - G/O/F	Indy Regency Racing	Mark Killgo
24	Robbie Buhl Indianapolis	Team Purex Dreyer & Reinbold Racing - G/O/F	Dreyer & Reinbold Racing	John O'Gara
24T	Robbie Buhl Indianapolis	Team Purex Dreyer & Reinbold Racing - G/O/F	Dreyer & Reinbold Racing	John O'Gara
25	TBA TBA	Walker Racing Special R/O/F	Walker Racing	Tim Broyles
25T	TBA TBA	Walker Racing Special R/O/F	Walker Racing	Tim Broyles

OFFICIAL ENTRY LIST (continued)

Car	Driver Residence	Car Name Chassis/Engine/Tire	Entrant	Chief Mechanic
27	Jimmy Kite Stockbridge, Ga.	Founders Bank Group/ZMAX/ Blueprint Racing Special - G/O/F	Blueprint Racing Enterprises	Randy Ruyle
27T	Jimmy Kite Stockbridge, Ga.	Founders Bank Group/ZMAX/ Blueprint Racing Special - G/O/F	Blueprint Racing Enterprises	Randy Ruyle
28	Mark Dismore Greenfield, Ind.	On Star/GM BuyPower/Bryant Heating & Cooling - D/O/F	Kelley Racing	Glenn Scott
28T	Mark Dismore Greenfield, Ind.	On Star/GM BuyPower/Bryant Heating & Cooling - D/O/F	Kelley Racing	Glenn Scott
29	Robby Unser Albuquerque, N.M.	Jonathan Byrd-McCormack/ Jonathan Byrd's Cafeteria - R/O/F	Jonathan Byrd/ McCormack Motorsports	Mike Haisley
29T	Robby Unser Albuquerque, N.M.	Jonathan Byrd-McCormack/ Jonathan Byrd's Cafeteria - R/O/F	Jonathan Byrd/ McCormack Motorsports	Mike Haisley
30	R Ronnie Johncox Jackson, Mich.	Jonathan Byrds/WorldBestBuy.com R/O/F	Jonathan Byrd/ McCormack Motorsports	Mark Olson
30T	Ronnie Johncox Jackson, Mich.	Jonathan Byrds/WorldBestBuy.com G/O/F	Jonathan Byrd/ McCormack Motorsports	Mark Olson
32	Robby Gordon Cornelius, N.C.	Team Conseco/Quaker State/ Moen/Menards - D/O/F	Team Menard	Chris Sumner
33	R Jaques Lazier Vail, Colo.	Miles of Hope/Truscelli Team Racing - G/O/F	Truscelli Team Racing	Bill Winkelblech
33T	R Jaques Lazier Vail, Colo.	Miles of Hope/Truscelli Team Racing - G/O/F	Truscelli Team Racing	Bill Winkelblech
37	TBA TBA	Nienhouse Motorsports Racing Special - G/O/F	Nienhouse Motorsports	TBA
40	TBA TBA	Team Coulson G Force G/O/F	Team Coulson Racing	Tony Turco
40T	TBA TBA	Team Coulson G Force G/O/F	Team Coulson Racing	Tony Turco
41	TBA TBA	Foyt Brack Motorsports G/O/F	A.J. Foyt/Kenny Brack Motorsports	Craig Baranouski
41T	TBA TBA	Foyt Brack Motorsports G/O/F	A.J. Foyt/Kenny Brack	Craig Baranouski
43	R Doug Didero Mooresville, N.C.	Mid America Motorsports Inc / Western Star Trucks - D/O/F	Mid America Motorsports	David Didero
43T	R Doug Didero Mooresville, N.C.	Mid America Motorsports Inc / Western Star Trucks - D/O/F	Mid America Motorsports	David Didero
44	R Guy Smith Indianapolis	March Racing D/O/F	March Racing International	Joe Kennedy
44T	R Guy Smith Indianapolis	March Racing D/O/F	March Racing International	Joe Kennedy
48	R Andy Hillenburg Charlotte, N.C.	The Sumar Special D/O/F	Fast Track Racing Enterprises	Tim Bumps

OFFICIAL ENTRY LIST (continued)

Car	Driver	Car Name	Entrant	Chief Mechanic
	Residence	Chassis/Engine/Tire		
48T	R Andy Hillenburg Charlotte, N.C.	The Sumar Special D/O/F	Fast Track Racing Enterprises	Tim Bumps
50	R Jason Leffler Cornelius, N.C.	United Auto Group Special G/O/F	Treadway Racing	Jamie Nanny
50T	R Jason Leffler Cornelius, N.C.	United Auto Group Special G/O/F	Treadway Racing	Jamie Nanny
51	Eddie Cheever Jr. Orlando, Fla.	#51 Excite@Home Indy Race Car D/I/F	Team Cheever	Owen Snyder
51T	Eddie Cheever Jr. Orlando, Fla.	#51 Excite@Home Indy Race Car TBA/I/F	Team Cheever	Owen Snyder
52	R Ross Cheever Tampa, Fla.	Team Cheever/Infiniti/Firestone D/I/F	Team Cheever	TBA
52T	R Ross Cheever Tampa, Fla.	Team Cheever/Infiniti/Firestone D/I/F	Team Cheever	TBA
54	Hideshi Matsuda Kawasaki, Japan	Beck Motorsports D/O/F	Beck Motorsports	TBA
54T	Hideshi Matsuda Kawasaki, Japan	Beck Motorsports D/O/F	Beck Motorsports	TBA
55	Raul Boesel Key Biscayne, Fla.	EPSON G/O/F	Treadway -Vertex Cunningham Racing	TBA
75	Richie Hearn Henderson, Nev.	Pagan Racing IRL Special D/O/F	Pagan Racing	Jack Pegues
75T	Richie Hearn Henderson, Nev.	Pagan Racing IRL Special D/O/F	Pagan Racing	Jack Pegues
77	Wim Eyckmans Herentals, Belgium	Dick Simon Racing/EGP/Millennium Gate - G/O/F	Dick Simon Racing	John Martin
77T	Wim Eyckmans Herentals, Belgium	Dick Simon Racing/EGP/Millennium Gate - G/O/F	Dick Simon Racing	John Martin
81	Billy Boat Phoenix	Team Pelfrey D/O/F	Team Pelfrey	Tim Whiting
81T	Billy Boat Phoenix	Team Pelfrey D/O/F	Team Pelfrey	Tim Whiting
82	R Memo Gidley San Rafael, Calif.	Team Pelfrey D/O/F	Team Pelfrey	TBA
82T	R Memo Gidley San Rafael, Calif.	Team Pelfrey D/O/F	Team Pelfrey	TBA
88	R Ailton Daré Bauru, Brazil	TeamXtreme/USACredit.com/ G Force - G/O/F	TeamXtreme Racing	Mark Lubin
88T	R Ailton Daré Bauru, Brazil	TeamXtreme/USACredit.com/ G Force - G/O/F	TeamXtreme Racing	Mark Lubin
90	Lyn St. James Daytona Beach, Fla.	Dick Simon Racing G/O/F	Dick Simon Racing	Steve Melson
90T	Lyn St. James Daytona Beach, Fla.	Dick Simon Racing G/O/F	Dick Simon Racing	Steve Melson

OFFICIAL ENTRY LIST (continued)

Car	Driver Residence	Car Name Chassis/Engine/Tire	Entrant	Chief Mechanic
91	Buddy Lazier Vail, Colo.	Delta Faucet/Coors Light/Tae-Bo Hemelgarn Racing - D/O/F	Hemelgarn Racing	Dennis LaCava
91T	Buddy Lazier Vail, Colo.	Delta Faucet/Coors Light/Tae-Bo Hemelgarn Racing - D/O/F	Hemelgarn Racing	Dennis LaCava
92	Stan Wattles Sewall's Point, Fla.	March Indy International/Hemelgarn Racing - R/O/F	Hemelgarn Racing	John West
92T	Stan Wattles Sewall's Point, Fla.	March Indy International/Hemelgarn Racing - R/O/F	Hemelgarn Racing	John West
93	R Dan Drinan Indianapolis	Hemelgarn Racing D/O/F	Hemelgarn Racing	Jimmy Drinan
93T	R Dan Drinan Indianapolis	Hemelgarn Racing D/O/F	Hemelgarn Racing	Jimmy Drinan
98	Donnie Beechler Springfield, Ill.	Cahill Racing D/O/F	Cahill Racing	Rob Long
98T	Donnie Beechler Springfield, Ill.	Cahill Racing D/O/F	Cahill Racing	Rob Long

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 – SATURDAY, MAY 13, 2000

Welcome to the 84th running of the Indianapolis 500. Our media center staff, headed by Indianapolis Motor Speedway/Indy Racing Northern Light Series Director of Public Relations Mai Lindstrom and Media Center 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>, and the official Indy Racing Northern Light Series Web site, <http://www.indyracing.com>. Performance histories will be issued at the end of each day in the Media Center and on the Web site.

The #4T Pennzoil Panther Dallara/Oldsmobile/Firestone driven by Scott Goodyear was the first car on pit lane this morning. The #21 Milk Chug/Opalescence/Century 21/Tristarmall.com Dallara/Oldsmobile/Firestone driven by Dr. Jack Miller was the second car on pit road.

As of 10:35 a.m., 58 cars were in the Gasoline Alley garages. Thirty-four cars had passed technical inspection.

Rookie Sarah Fisher will not participate in today's practice. She is scheduled to start practice Sunday, according to Walker Racing officials.

Entry change: The Tri Star Motorsports entry driven by Jeret Schroeder now is the #6 Kroger/Tri Star Motorsports Inc. Dallara/Oldsmobile/Firestone.

Event notes:

- Pit-road speed limit is 80 mph for the entire event.
- Thirty-six of the 45 drivers named so far to attempt to qualify for this year's event have tested at the Speedway this year, said Brian Barnhart, Indy Racing League director of racing operations.

The Sam Schmidt Benefit on May 15 at Morton's of Chicago, The Steakhouse in Indianapolis has sold out.

Schmidt was the primary driver for Treadway Racing until a testing accident in early January left him a quadriplegic. Schmidt will make a guest appearance at the benefit.

More than 27 drivers and various racing officials will attend the benefit. All proceeds will be donated to The Sam Schmidt Foundation.

Schmidt is participating in a program at Barnes -Jewish Hospital in St. Louis that is designed to optimize neural activity in the injured spinal cord and reverse his quadriplegia. He has recovered enhanced ability to spontaneously breathe and has begun to gain motor and sensory function below his original level of injury.

Mitch Marine, the drummer for popular rock band Smash Mouth, will serve as a crew member on the #88 TeamXtreme/USACredit.com G Force/Oldsmobile/Firestone driven by rookie Airton Daré. Smash Mouth will be the featured performers during the Coors Carb Day Concert on May 25 at the Speedway.

DAY 1 – SATURDAY, MAY 13, 2000 (cont.):

Yellow Freight System announced today that it has agreed to be primary sponsor of a Dick Simon Racing car driven by Lyn St. James at this year's Indianapolis 500.

St. James, 1992 Indianapolis 500 Bank One Rookie of the Year, will attempt to make her seventh Indianapolis start this year. She is the second woman to participate in the race and is one of an unprecedented two women attempting to qualify for this year's race, along with rookie Sarah Fisher.

This is Yellow's first Indy Racing sponsorship. The company is in its third year of sponsorship in NASCAR, serving this year as the primary sponsor of the Busch Series car driven by P.J. Jones.

Yellow decided to expand its commitment to motorsports through Indy Racing due to favorable demographics, including a high percentage of women and fans with advanced education, company officials said.

Yellow is a national carrier offering the widest range of services for transportation and related movement of goods and materials. Services include *Standard Ground*SM, featuring the most reliable service and broadest North American coverage; *Definite Delivery*SM, a guaranteed on-time service with 24-hour, seven-day-per-week monitoring and *Exact Express*SM, an expedited, time-definite air and ground delivery service featuring the industry's only 100-percent satisfaction guarantee.

Based in Overland Park, Kan., Yellow Freight is the largest subsidiary of Yellow Corporation (NASDAQ: YELL), serves more than 300,000 customers and employs 24,000.

LYN ST. JAMES: "I'm thrilled beyond words to be back with Dick Simon and this team. I'm very excited that there are two women attempting to qualify, but I'm not done. I'm not the teacher, I'm the driver." (Editor's note: Rookie Sarah Fisher has attended St. James' driving school.) (About sponsorship from Yellow Freight System): "It means everything."

DICK SIMON: "We've assembled a very strong crew, with an engine from Roush and a 2000 G Force chassis. We also have a qualifying motor." (About Lyn St. James rejoining his team): "Lyn won Rookie of the Year for us (in 1992) and then out-qualified some world champions the next year." (About failing to qualify last year with driver Stephan Gregoire): "We are back with a vengeance." (About this year's field): "It just dawned on me that the men are going to be surrounded by women, with Sarah (Fisher) being the youngest (19) and Lyn being the oldest (53)."

GREG REID (Senior vice president-marketing and sales, Yellow Freight): "At Yellow, we are becoming known as the Yes We Can! company. Lyn St. James is the Yes We Can! driver. She is proving that she can compete and win in a male-dominated sport. We could not have picked a more dynamic representative than Lyn, both because of her persistence, determination and resourcefulness on the track and for her commitment to many causes and organizations that are working hard to make all our lives a little better."

PRACTICE REPORT:

Official one-lap track record: 237.498 mph, Arie Luyendyk, May 12, 1996
Fastest unofficial lap during Open Test in April 2000: 222.833, Greg Ray.
At 10:55 a.m., the ambient temperature was 63 degrees with northwest winds at 18 mph and a relative humidity of 75 percent. The track temperature was 94 degrees, according to the Pennzoil Panther crew.

10:55 a.m. -- #7 Stephan Gregoire is in car with engine fired.

DAY 1 – SATURDAY, MAY 13, 2000 (cont.):

PRACTICE REPORT (cont.):

11 a.m. – **GREEN.** 84th Indianapolis 500 practice opens. #7 Stephan Gregoire is first car on track, driving #7 Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing G Force/Oldsmobile/Firestone fielded by Dick Simon, who traditionally has attempted to put the first car on track for Opening Day practice for many years at the Indianapolis 500.

DICK SIMON: “It’s good to start with the first car out. It’s a tradition we’ve had for a long time, and I’m happy we can do it again.” (About possible attempt of Pennzoil Panther team to be first on track): “They were trying to do it in a quiet manner, kind of nonchalantly, I think. I saw the momentum picking up in their pits as we got closer to 11. My son (chief mechanic Rich Simon) borrowed Foyt’s pit so we had a better shot at being first. A.J. was kind enough to loan it to us.”

11:01 a.m.: #4T Scott Goodyear is second car on track.

11:07 a.m. -- #21 Dr. Jack Miller is third car on track.

11:13 a.m. – **YELLOW.** Track inspection.

11:23 a.m. – **GREEN.**

11:30 a.m. -- #21T Miller fastest at 209.064 mph.

11:50 a.m. -- #4T Goodyear fastest at 209.458.

11:53 a.m. -- #5 Robby McGehee, 1999 Indianapolis 500 Bank One Rookie of the Year, on track for first time.

11:59 a.m. -- #1 Greg Ray, defending Indy Racing Northern Light Series champion, on track for first time.

12:10 p.m. -- #5 McGehee fastest at 211.974.

12:14 p.m. – **YELLOW.** Track inspection.

12:24 p.m. – **GREEN.**

12:44 p.m. -- #20T Tyce Carlson fastest at 214.682.

1:35 p.m. -- #3 Al Unser Jr. on track for first time for Indianapolis 500 practice since 1995. Fans in Tower Terrace grandstand give Unser rousing ovation as he re-enters pits.

1:56 p.m. – **YELLOW.** Track inspection.

2:05 p.m. – **GREEN.**

At 2:05 p.m., the track temperature was 117 degrees, according to Pennzoil Panther crew members.

2:27 p.m. – **YELLOW.** Track inspection.

2:35 p.m. – **GREEN.**

At 2:35 p.m., the wind was from the northwest at 20 mph, with gusts to 25 mph.

2:39 p.m. – **YELLOW.** #51T Cheever makes contact with outside retaining wall in Turn 2. The car started to spin in the short chute between Turns 1 and 2, did one complete spin and hit the outside retaining wall with the right rear of the car. The car stopped near the outside retaining wall at the exit of Turn 2 with heavy damage to the rear. Cheever climbed from the car without assistance.

Medical update from Dr. Henry Bock, Speedway medical director: #51T Eddie Cheever Jr. was evaluated at the Clarian Emergency Medical Center, released without injury and cleared to drive.

EDDIE CHEEVER JR.: “I was actually on my way in the pits. (Chief mechanic) Owen (Snyder) had radioed the lap before for me to come in, and I had not heard his urgency. So I thought I’d go one more. It appears that a rear caliper was catching. I was already down to 180 (mph). When I went to brake, the caliper must have caught on the rear tire. I’m just glad this didn’t happen on Race Day when our telemetry will be running on sports.excite.com . It’s no fun to screw up in front of all of those eyes.”

DAY 1 – SATURDAY, MAY 13, 2000 (cont.):

PRACTICE REPORT (cont.):

2:56 p.m. – **GREEN.**

3:28 p.m. – **YELLOW.** Debris on track.

3:29 p.m. – **GREEN.**

3:37 p.m. -- #8T Scott Sharp fastest at 214.633.

3:44 p.m. -- #27 Jimmy Kite second fastest at 214.592.

3:53 p.m. -- #51 Eddie Cheever Jr. on track in primary car for first time since crash this afternoon in backup car.

4 p.m. -- #51 Cheever fastest at 216.433.

4:07 p.m. – **YELLOW.** Debris on track.

4:14 p.m. – **GREEN.**

Entry note: The backup car in which #51T Eddie Cheever Jr. crashed today was a Dallara/Infiniti/Firestone entry.

4:25 p.m. -- #51 Cheever fastest at 216.775. #20T Carlson second fastest at 215.275, with #8T Sharp third fastest at 214.633.

4:46 p.m. -- #16 Davey Hamilton slows on front straightaway, pulls into Turn 1 pit exit area. Team reported binding in brakes, with brakes stuck in partially applied position, team manager John Lopes said.

4:49 p.m. – Greg Ray on track in #32 entered for Team Menard teammate Robby Gordon, who is expected to start practicing with the team tomorrow, team spokesman Ted Quackenbush said.

4:57 p.m. -- #17 Scott Harrington second fastest at 216.469. #7 Gregoire third fastest at 215.799.

5:04 p.m. -- #91 Buddy Lazier fastest at 216.809.

5:09 p.m. -- #3T Unser fastest at 217.226.

5:35 p.m. -- #7 Gregoire second fastest at 217.036.

5:47 p.m. -- #90 Lyn St. James on track for first time.

6 p.m. – **CHECKERED.** End of practice. #3T Al Unser Jr. fastest at 217.226 mph.

PRACTICE QUOTES:

SCOTT GOODYEAR: “We tried a number of different things on this first day of practice at Indianapolis Motor Speedway. But with the heavy wind, it’s hard to be consistent and assess how effective the car is running. The guys are doing a great job, and we’re ready to hit the track first on Day 2 of practice.”

JIMMY KITE: “We had the car loaded down with downforce. I wanted to go faster, but the team said to bring it in for the day because of the conditions. In Turn 2, there was a good side wind. In the middle of (Turn) 3, the headwind pinned the nose of the car. But we had the car so loaded with downforce, you probably couldn’t have shook the car loose. Today was perfect temperature-wise. If we don’t have the wind, it’s a perfect day.” (What speed could you have reached today without wind?): “221 to 222 (mph).”

AL UNSER JR.: “Today was a special day for me being back at the Indianapolis Motor Speedway. We went out on the track today with a plan to just shake the cars down and get used to the track. We are happy with the feel of the car, but we have six more days of running ahead of us, so we are just going to stick to the plan that we have and go from there. Not everyone was out on the track today, like (Juan) Montoya and (Jimmy) Vasser, so there will definitely be some tough

DAY 1 – SATURDAY, MAY 13, 2000 (cont.):

PRACTICE QUOTES (cont.):

(Al Unser Jr. – cont.) competition in the days ahead. It felt really neat to get the response I did from the fans, and I can't tell you how much it means to me to be back here. The Indy 500 is everything, and I want nothing more than to be back here and racing again. What we are going to concentrate the most on for the next six days is getting into the show. Once we do that then we will start thinking about Race Day."

TYCE CARLSON: "The last run felt really good. We like to run on days like this because there might be wind like this on Race Day. Turning into (Turn) 3, there was a lot of downforce on the car. We tried to find a balance. We didn't want the car great in one corner and terrible in another corner. We'd run two to three good laps, and a big gust of wind would come up. But that is Indiana weather in May."

STEPHAN GREGOIRE: "It was the first time out with this car, the same car we crashed in Las Vegas. We replaced 90 percent of it because of the crash. It was the first time after the crash. We need to build confidence. My confidence is very high. It is very windy, and we didn't want to stay out too long. No need to, the first day of practice. The first day was very good." (About repairs to the car after Vegas crash): "We are starting good. The car tub is fixed, the back end is changed. The team did a good job putting it back together." (About failing to qualify at Indy in 1999): "It was disappointing. We were very determined last year. The car was very consistent. We need to make the race. It's very competitive (this year). After you make the show, anyone can win. We are like anyone else. We have a good team." (About car's suspension): "Last year, yes, very tricky. You had to be right on it. But that's not the reason we didn't make the show. This year, it is standard G Force."

SAM HORNISH JR.: "I didn't run too many laps. I'm pleasantly surprised with the '99 G Force. (Editor's note: Hornish finished third in the Vegas Indy 300 last month in the '99 car.) I missed some time due to a wheel (problem). The Firestone tires gave us a lot of confidence for our first day of practice. Not a bad start. We're planning on taking the 2000 car out tomorrow. It depends on the weather."

BUDDY LAZIER (About the wind): "It definitely was (a factor), definitely a reason speeds are down. Just for us particularly, it was difficult because it's our first day in the car. We don't know what is car and what is wind." (Where was the wind the worst?): "Turns 1 and 2, but the wind affects you everywhere. Turn 1, particularly. There's a hole in the grandstands that when you go by, it gusts." (About speeds if conditions were better): "A lot of guys didn't run today, so it's tough to say what guys will run."

LYN ST. JAMES: "It felt great. It's the first car I've had that felt, out of the box, that it wanted to fly. We still may struggle with new-car things. The sponsor (Yellow Freight System) waited all day to see us get out, and we have great sponsor enthusiasm." (About Sunday's practice): "We will see what works, and we need to put miles on the car."

SCOTT HARRINGTON: "I think we're going to have a good month of May. We tested here last week and ran 220's. The car was fantastic. It was good to get out. We have a great team, a great car. We ran 12 laps at speed. We have a lot more left in the car." (About wind): "The wind affected you a lot in the late part of

DAY 1 – SATURDAY, MAY 13, 2000 (cont.):

PRACTICE QUOTES (cont.):

(Scott Harrington – cont.) (Turn) 1. It wasn't like the car was pushing, it was like the whole car wanted to move up toward the wall. I was careful not to run out of road. In the middle of (Turn) 3, the front would get really pinched down, and the back would become loose. (Turn) 4 was 4. We were super-conservative today, and we were pleasantly surprised at how well we ran. There was no rubber on the track, but conditions-wise, without the wind, it's ideal. It's a funny place. You can be running great, break for lunch, come back, and it's a totally different place. But that is the game of May."

EDDIE CHEEVER JR. (More about crash): "I went out to perform the routine checks, but for some reason I couldn't get up to speed. My chief mechanic, Owen Snyder, radioed for me to pit, but I didn't sense the urgency in his voice, and I stayed out for another lap. As I began to slow down to come into the pits, something in the left rear wheel locked up, and I spun in Turn 2. When the crew looked over the #51 Excite@Home machine in the garage, they discovered that the left rear drive flange had failed, causing the brakes to lock. The incident was an unfortunate reminder of how quickly things can go wrong here at Indy. This is serious business. In the blink of an eye, we could have destroyed the car. Although it cost us \$80,000, we were lucky to escape with only that much damage." (About excitement surrounding Indianapolis 500): "I remember the first time I came to Indy I was very anxious. It's important to pace yourself. It's nice to see all the fans come out. It's an event, and it means a lot to the people of Indianapolis, in particular. Everyone is at the Speedway to see the racing drivers and teams, and there's a real sense of excitement and anticipation. But as a driver, you have to be able to remove yourself from all the hoopla and concentrate on the technical aspects of getting a racing car around the track as fast as you can. At Indy, that's hard to do sometimes, especially if you're a rookie. The biggest job you have as a rookie is to focus on the car and separate yourself from the other distractions. A driver can't focus on the fact that there are thousands of people watching, or on the fact that it's the Indianapolis 500, because the Indianapolis Motor Speedway will eat your lunch if you don't pay attention."

AL UNSER JR. (About fan reception to him when he entered the track): "The word is overwhelming. To have that kind of reception when I was a rookie was great. A.J. (Foyt) was the only one really who used to get that kind of reception. It's special to be out here. It's the greatest racetrack in the world. It's great to see that the fans are welcoming me with open arms." (About conditions): "It was windy, real windy right in the hours of 2 to 4. Then it calmed down, and the conditions were perfect. When we brought out the T car, it had calmed down to the point where the conditions were perfect." (About significance of Vegas victory): "It closed a chapter in my life and opened a new one. Last year, nothing went our way, either on the track or off the track. There was just so much that that race meant. More than half of my guys are the same guys when I won Indy in '92." (Is track any different now than in 1995?): "When you're out on the racetrack, if you're checking out the new tower and the fans, you're not paying attention to what you should be. The Indianapolis Motor Speedway is the billiard (table) of all racetracks." (Was your confidence lacking before Vegas victory): "I guess it really wasn't my confidence. I just kept believing in myself. My dad was a real big help. I've been trying to win a race to show my daughter (Cody) that if you keep working hard, things do turn around. It was to show my children that you have to work hard to get anywhere in life." (About being a key star in the growth of Indy Racing, especially revived rivalry with Scott Goodyear): "I

DAY 1 – SATURDAY, MAY 13, 2000 (cont.):

PRACTICE QUOTES (cont.):

(Al Unser Jr. – cont.) just pray to the good Lord that it ends up the way it did in '92. I just wish Scott would end up a little further back." (Predict the PPG Pole speed, and are you a contender for the pole?): "The front row is very important. The pole is hugely important. It gives you \$100,000, and it gives you an edge into the first turn. I'll answer it the way my father would answer it: The speed is what the speed is going to be. The pole is what the pole is going to be." (About competition in the Indy Racing Northern Light Series): "The competition is extremely fierce, and so close. By the time these two weeks are over, those 33 cars are going to be at the best they possibly can be." (About rare spinal virus suffered by his 13-year-old daughter, Cody): "My faith has always been in the good Lord above. He's given me the strength and the talent to do what I do. There's hundreds and thousands of cases of what my little girl is going through with transverse myelitis. I've just stayed close to my family." (Were you nervous when you first exited Gasoline Alley and entered the pits today?): "I came out the first time, and the fans gave the reception. I just kept thinking, 'Just make sure I get out of the pits and don't spin it out on the backstretch.'" (What did you feel like when you jumped out the car with the top speed?): "It's great to be able to come and see the appreciation on their (fans) faces. All I can do is show my appreciation with a smile or an autograph. The fans are what make this all possible. Without the fans, there is no race." (About not participating in the Indianapolis 500 Open Test last month): "We'd test in April (in the past) and find out that the racetrack in April is a whole different racetrack than what it is in May. Because of what we learned (in the past), we decided to give up the Open Test in April, and it gave me more time to spend in Vegas that I needed. And it paid off." (The anxiety of one weekend of qualifying, new since Unser last participated in this event): "It's not all that much different. You have one week to get your act together and to get that car together." (About missing the 500 in the past few years): "The only thing that saved me was (cousins) Robby and Johnny (Unser) giving me someone to root for and to know that there was still an Unser in the race." (About after practice): "Johnny (Unser) asked me about the setup. He asked me what's the difference between the primary and the T car. I said, 'Well, the primary is the primary, and the T car has a T on it.'"

GREG RAY: "We had a lot of trouble this morning with some mechanical components on the primary car. So we went to the 32 car. We had a drastic setup, plus it was so windy out there that we decided to park the car and regroup for tomorrow. The car just didn't have the feel that I wanted."

Andy Hillenburg completed the final phase of the Rookie Orientation Program during private testing April 27, said Brian Barnhart, Indy Racing League director of racing operations. Hillenburg completed the first three phases of the test during the Indianapolis 500 Open Test from April 9-12.

Rookies Russ Gamester and Doug Didero, who completed three phases of ROP during the Open Test, have not completed the fourth and final phase of the test, Barnhart said.

PDM Racing announced today a promotional relationship with the United States Air Force. The team's Hornish Bros. Trucking/Advantage Powder Coating entries driven by rookie Sam Hornish Jr. are displaying the red, white and blue paint scheme of the famous Thunderbird precision flying team at this year's Indianapolis 500.

DAY 1 – SATURDAY, MAY 13, 2000 (cont.):

The PDM crew toured the Thunderbirds facilities at Nellis Air Force Base in Las Vegas during the Indy Racing Northern Light Series Open Test in February at Las Vegas Motor Speedway. Air Force Sgt. David Pullen will attend practice at this event to publicize the Thunderbirds and PDM Racing.

SAM HORNISH JR.: “The Thunderbirds are an example of the excellence and dedication of our military. I think the new paint scheme is a great tribute to a great bunch of people.”

PAUL DIATLOVICH (Co-owner, PDM Racing): “The United States Air Force, along with the men and women of our Armed Forces, doing their jobs well is the reason why we can pursue ours. The same spirit that makes the Thunderbirds great is what we intend to show our collective audience.”

Internet giant Excite@Home, the leading online broadband service provider, will allow race fans to enjoy unprecedented access to Eddie Cheever Jr. and the #51 Excite@Home Indy Race Team during the month of May via <http://sports.excite.com/teamcheever>.

Special features to be unveiled this month include live Webcasts, virtual tours, live telemetry on Race Day, and daily diaries starting May 13 of Cheever’s experiences leading up to the Indianapolis 500.

More details on this “all-access” opportunity will be provided early next week. More information on the #51 Excite@Home Indy Race Team can be found at <http://sports.excite.com/teamcheever>.

1998 Indianapolis 500 champion Eddie Cheever Jr. was presented with a key to the City of Indianapolis on May 5 by Mayor Bart Peterson. The honor, reserved for visitors to Indianapolis who have made significant contributions to the city, was presented by Assistant Deputy Mayor Melina Maniatis Kennedy on behalf of the mayor.

The key was one of the first awarded since the Peterson administration took office in January.

More than 20.9 million cans of Pepsi showcasing #51 Excite@Home driver Eddie Cheever Jr. and nine other Indy Racing Northern Light Series drivers are being distributed throughout Indiana and surrounding states as part of a two-month promotional campaign.

The Pepsi can featuring an image of Cheever is also displayed on several billboards in Indianapolis. In-store displays at major retailers, convenience stores and mass merchandisers will offer consumers free practice-day admission coupons for the 84th Indianapolis 500.

Twenty-five cars and 22 drivers were on track today, running 559 laps. Cars on track today: #1 Ray, #3 A. Unser, #3T A. Unser, #4T Goodyear, #5 McGehee, #6 Schroeder, #7 Gregoire, #8T Sharp, #16 Hamilton, #17 Harrington, #18T Hornish, #20T Carlson, #21 Miller, #27 Kite, #28T Dismore, #29 R. Unser, #30 Johncox, #32 Ray, #48 Hillenburg, #51 Cheever, #51T Cheever, #81T Boat, #88T Dare, #90 St. James, #91 B. Lazier.

There were seven yellow flags for one hour, four minutes. Forty-one cars have passed initial technical inspection, with 59 cars on the grounds. Forty-one drivers have passed physicals by 6 p.m. Saturday, said Dr. Henry Bock, Speedway medical director.

DAY 1 – SATURDAY, MAY 13, 2000 (cont.):

The track is open from 11 a.m.-6 p.m. Sunday for practice. Gates open at 9 a.m. The Legends of the Speedway celebration starts Sunday with a salute to driver Joe Leonard.

TOP 10 DRIVERS OF THE DAY

1	3T	Al Unser Jr.	Galles ECR Racing Tickets.com Starz Encore Superpak	217.223
2	7	Stephan Gregoire	Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing	217.035
3	91	Buddy Lazier	Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing	216.810
4	51	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	216.773
5	17	Scott Harrington	Nienhouse Motorsports Racing Special	216.471
6	18T	Sam Hornish Jr.	Hornish Bros. Trucking/Advantage Powder Coating	216.076
7	20T	Tyce Carlson	Hubbard Photographics/Immke Auto Group/Dallara	215.538
8	16	Davey Hamilton	TeamXtreme/Lycos/G Force	214.833
9	8T	Scott Sharp	Delphi Automotive Systems/MCI WorldCom	214.633
10	27	Jimmy Kite	Founders Bank Group/ZMAX/Blueprint Racing Special	214.592

AL UNSER JR. FASTEST ON OPENING DAY IN FIRST DAY AT INDY SINCE '95

INDIANAPOLIS, Saturday, May 13, 2000 – Two-time Indianapolis 500 winner Al Unser Jr. proved today that his five-year absence from the Indianapolis Motor Speedway hasn't diminished his ability to go fast.

Unser posted the top speed in the opening day of practice for the 84th Indianapolis 500 with a lap of 217.223 mph in the #3 Galles ECR Racing Tickets.com -Starz Encore SuperPak G Force/Oldsmobile/Firestone.

"Today was a special day for me being back at the Indianapolis Motor Speedway," said Unser. "We went out on the track today with a plan to just shake the cars down and get used to the track. Not everyone was out on the track today, like Juan (Montoya) and Jimmy (Vasser), so there will definitely be some tough competition in the days ahead. It felt really neat to get the response I did from the fans, and I can't tell you how much it means to be back here.

"What we are going to concentrate the most on for the next six days is getting into the show. Once we do that then we will start thinking about Race Day."

The last time that Unser, of Albuquerque, N.M., participated in official Indianapolis 500 practice was 1995, when he drove for Penske Racing. Penske entered cars for Unser and teammate Emerson Fittipaldi that year, but neither driver qualified for the race.

After Penske and Unser parted ways at the end of 1999, Unser signed with car owner Rick Galles to drive in the Northern Light Series fulltime. Galles was Unser's car owner for his first Indianapolis 500 victory in 1992. He won again in 1994 with Penske.

Experience was key to finding speed today, as former Indianapolis 500 winners recorded three of the four top speeds. The only exception was Stephan Gregoire, who was second fastest at 217.035 in the #7 Dick Simon Racing Mexmil-Tokheim -Viking Air Tools G Force/Oldsmobile/Firestone.

Buddy Lazier, the 1996 Indianapolis 500 winner, was third at 216.810 in the #91 Hemelgarn Racing Delta Faucet-Coors Light-Tae Bo Dallara/Oldsmobile/Firestone, while Eddie Cheever Jr., the 1998 race winner, was fourth fastest at 216.773 in the #51 Excite@Home Dallara/Infiniti/Firestone.

Cheever's speed came less than two hours after he crashed in Turn 2 in his backup car. A mechanical malfunction caused Cheever to do a full spin in the short chute between Turns 1 and 2. The right rear of his car hit the outside retaining wall, causing heavy damage.

Scott Harrington, the 1999 Northern Light Series Rookie of the Year, was fifth at 216.471 in the #17 Nienhouse Motorsports Dallara/Oldsmobile/Firestone.

Twenty-two drivers practiced in 25 cars today, completing 559 laps. Brisk westerly winds remained steady throughout the day, with gusts up to 25 mph.

Gregoire was first on the track when official practice began at 11 a.m. A Dick Simon Racing car has traditionally been the first car on the 2.5-mile oval for practice since the days when Simon was a driver.

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DAY 2 - SUNDAY, MAY 14, 2000

Rookie Sarah Fisher will participate in today's practice after turning no laps Saturday, team spokesperson Lisa Sommers said.

Former Indy Racing standout Sam Schmidt is visiting the Indianapolis Motor Speedway today. Schmidt was the primary driver for Treadway Racing until a testing accident in early January left him a quadriplegic.

Schmidt is participating in a program at Barnes -Jewish Hospital in St. Louis that is designed to optimize neural activity in the injured spinal cord and reverse his quadriplegia. He has recovered enhanced ability to spontaneously breathe and has begun to gain motor and sensory function below his original level of injury.

Today is driver Stephan Gregoire's 31st birthday.

Dick Simon Racing driver Stephan Gregoire received a 31st birthday present today from Anebel.com, which will serve as an associate sponsor of the #7 Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing G Force/Oldsmobile/Firestone driven by Gregoire.

Anebel.com, headquartered in Indianapolis with a slogan of "The Ultimate In Good Taste," specializes in the e-retail sales business, offering online customers a wide selection of home accessories, exquisite giftware, gift registry, chocolates, coffees, teas and an upscale selection of wine, spirits, beer, cigars and related items.

Starting this month, Anebel.com will offer approximately 2,000 fine wines from around the world, around 200 premier liquors and more than 150 micro-brewed beers. Anebel.com's state-of-the-art distribution center will carry giftware, coffees, chocolates and teas that will be produced by the respective leaders of those industries. Anebel.com will also distribute its trademark items produced by these leaders.

The official launch of Anebel.com is scheduled for May 27, the day before the 84th Indianapolis 500.

DICK SIMON (Team owner): "The Indy Racing Northern Light Series provides an excellent demographic fit for Anebel.com. It also provides tremendous global exposure with the ABC TV package and a natural high-performance, high-technology image association for consumers. Anebel.com is a perfect partner for Dick Simon Racing, and I encourage everyone to log on and check out the Anebel.com shopping experience."

PHILIPPE ROUAS (President and CEO, Anebel.com): "Anebel.com is very pleased to start a relationship with Dick Simon Racing and the #7 car. The fit between the Internet and the Indy Racing Northern Light Series is a great one. We believe that the Indianapolis 500 is the best sporting event in the world to launch a company like Anebel.com."

Driver Stephan Gregoire completed the 500 Festival Mini Marathon in Indianapolis on May 6. Gregoire completed the 13.1-mile foot race, which includes a lap around the Indianapolis Motor Speedway, in one hour, 25 minutes. He finished 110th overall in a field of more than 20,000 runners.

Gregoire, an avid distance runner, finished 96th overall in 1996 and 76th overall in 1997.

PRACTICE REPORT:

Official one-lap track record: 237.498 mph, Arie Luyendyk, May 12, 1996

Fastest lap Saturday: 217.223, Al Unser Jr.

Fastest unofficial lap during Open Test in April 2000: 222.833, Greg Ray.

DAY 2 – SUNDAY, MAY 14, 2000 (cont.):

PRACTICE REPORT (cont.):

At 10:55 a.m., the ambient temperature was 55 degrees with northwest winds at 12 mph, gusting to 21 mph, and a relative humidity of 43 percent. The track temperature was 107 degrees, according to the Pennzoil Panther crew.

11 a.m. – **GREEN**. #4T Scott Goodyear first car on track. #6 Jeret Schroeder second car on track.

11:11 a.m. -- #5 Robby McGehee fastest at 214.671 mph.

11:24 a.m. -- #16 Davey Hamilton fastest at 216.764.

11:25 a.m. – **YELLOW**. Debris on track.

11:31 a.m. – **GREEN**.

11:40 a.m. -- #12 Buzz Calkins on track for first time at this event, fifth fastest at 213.243.

11:41 a.m. -- #1 Greg Ray second fastest at 216.038.

11:47 a.m. -- #15 Sarah Fisher on track for first time at this event.

11:48 a.m. – Greg Ray will start the session in the #32 Team Menard entry to be driven by Robby Gordon. Ray is scheduled to turn over the car to Gordon later in the session.

11:54 a.m. – Track personnel clean fluid in and adjacent to pit of #93 Dan Drinan. Gearbox oil line broke when car was started, Drinan said. The line will be replaced, and Drinan said he will return to practice this afternoon.

11:57 a.m. – **YELLOW**. Track inspection.

Noon – Track temperature is 113 degrees, according to Firestone engineers.

12:07 p.m. – **GREEN**. #48T Andy Hillenburg, a native of Indianapolis, preparing to enter track for first time at this event.

12:09 p.m. -- #1 Ray fastest at 217.727, fastest speed of event.

12:11 p.m. -- #12 Calkins coasts to stop at end of pit lane. Team reported a misfire caused by an electrical problem. Problem fixed, crew reported.

12:20 p.m. – Indy Racing Northern Light Series points leader #24 Robbie Buhl on track for first time at this event.

12:25 p.m. -- #1 Ray improves fastest speed to 218.070, best of event.

12:27 p.m. -- #8T Scott Sharp fastest at 218.238, best of event.

12:48 p.m. – **YELLOW**. Debris.

1998 Indianapolis 500 winner Eddie Cheever Jr. turned just two laps this morning before returning to the pits in his #51 Excite @Home Indy Race Car Dallara/Infiniti/Firestone.

EDDIE CHEEVER JR.: “We went out for two installation laps in the #51 Excite@Home car, but something didn’t look right. We chose to come in and check things out rather than risk it. We were getting some abnormal readings from the pressure sensor, so that’s what the guys are looking at right now.”

12:54 p.m. – **GREEN**.

1:10 p.m. -- #50 Jason Leffler on track for first time at this event. Leffler finished 24th in the Busch 200 NASCAR Busch Series event Saturday at New Hampshire International Speedway.

1:13 p.m. -- #93 Drinan on track for first time at this event. Drinan attempted to enter track earlier today, but a gearbox oil line broke when the engine was started in the pits.

1:14 p.m. -- #91 Buddy Lazier fastest at 218.386, best of event.

1:16 p.m. -- #12 Calkins returns to track after crew fixed electrical problem.

Top rookie today as of 2:05 p.m.: #88T Airton Daré, 215.528, eighth overall.

DAY 2 - SUNDAY, MAY 14, 2000 (cont.):

Andy Brown, chief engineer for Pennzoil Panther driver Scott Goodyear, helped engineer and design the car that Al Unser Jr. drove to victory over Goodyear by .043 of a second in the 1992 Indianapolis 500. He described the differences between Goodyear's 2000 Dallara chassis at this year's Indianapolis 500 and Unser's Galmer chassis at the 1992 Indianapolis 500.

ANDY BROWN: "The 2000 car I'm engineering for Goodyear is as different as night and day to the 1992 car I helped design for Little Al. Today's car you have to trim out a lot more. And the underbody dynamics are more restricted, so the car's ride height is more sensitive now. Also, the mechanical setup of the car is far more important today. (Crew chief) Kevin Blanch and I are working closely to continue the car's positive response to the adjustments we make."

PRACTICE REPORT (cont.):

2:33 p.m. -- #22 Johnny Unser on track for first time at this event.

At 2:50 p.m., #32 Robby Gordon was in the Team Menard pits in street clothes.

3:13 p.m. -- #7 Gregoire fastest at 218.401 on his 31st birthday.

#48 Andy Hillenburg is the only driver to turn laps in both his primary and backup cars today.

3:25 p.m. – **YELLOW**. Debris on track.

3:28 p.m. – **GREEN**.

3:32 p.m. -- #17 Scott Harrington fastest at 218.966, best of event.

3:33 p.m. – **YELLOW**. Track inspection.

At 3:45 p.m., the Legends of the Speedway tribute to Joe Leonard took place. Leonard won the pole for the 1968 Indianapolis 500 in the STP Oil Treatment car powered by a turbine engine. He led with nine laps remaining when a fuel shaft broke, ending his race. He was credited with 12th place.

The car was nicknamed the "whoosh mobile" due to the unique sound emitted by the turbine engine. Four-time Indianapolis 500 winner Al Unser drove two ceremonial laps today, in honor of Leonard, in a turbine-powered car that was driven by Art Pollard at Indy in 1968. The car has a Lotus chassis and a Pratt & Whitney aircraft turbine engine.

Leonard couldn't attend today due to family commitments, as his wife and mother recently died within a week of each other.

AL UNSER (About driving turbine car): "I always wanted to run this car. Now that I've done it, I can say it's a different game. At that time, you never thought of it being competitive or reliable, with the turbine and the four-wheel drive. But they had us outclassed." (About Joe Leonard): "Joe was a true champion. He was a strong competitor and a teammate of mine. He was always a very, very strong competitor."

PRACTICE REPORT (cont.):

3:55 p.m. – **GREEN**.

3:56 p.m. -- #14 Jeff Ward, #11 Eliseo Salazar on track for first time at this event. They are teammates for A.J. Foyt Enterprises.

4:02 p.m. -- #98T Donnie Beechler on track for first time at this event.

4:03 p.m. -- #3T Al Unser Jr. fastest at 219.217, best of event.

4:19 p.m. -- #5 McGehee fastest at 219.783, best of event.

4:20 p.m. -- #3T Unser fastest at 220.686, best of event.

4:28 p.m. – **YELLOW**. Track inspection.

4:39 p.m. – **GREEN**. #1T Ray in backup car.

DAY 2 - SUNDAY, MAY 14, 2000 (cont.):

At 4:43 p.m., the Dick Simon Racing team presented driver Stephan Gregoire with a birthday cake in the pits.

Fifteen Indy Racing Northern Light Series drivers joined Special Olympians and their families at the 20th annual "Save Arnold" barbecue this afternoon in the infield of the Speedway. Special Olympians competed in the softball throw, standing long jump and the 50-yard dash, with Indy Racing drivers serving as coaches.

Drivers present were: Billy Boat, Sam Hornish Jr., Andy Hillenburg, Tyce Carlson, Jeret Schroeder, Robby McGehee, Jason Leffler, Eddie Cheever Jr., Ross Cheever, Buddy Lazier, Jaques Lazier, Al Unser Jr., Buzz Calkins, Dr. Jack Miller and Mark Dismore.

Also participating were two-time Indianapolis 500 winner Arie Luyendyk and three-time Indianapolis 500 winner Johnny Rutherford.

Speedway Chairm an of the Board Mari Hulman George presented two checks to Dennis Schmidt, executive director of Special Olympics of Indiana. One check was for \$50,000 – this year’s proceeds – and another check for \$1,544,000, the total proceeds for the event in the last 20 years.

MARI HULMAN GEORGE: "We have so much to be grateful for over the years. This is my favorite day of the month. I enjoy seeing their faces and happy smiles. It's a good day to have it (Mother's Day)."

TONY GEORGE (Speedway president and CEO): "I'm happy we're having such good weather today for the athletes competing. She (Mari Hulman George) has put a lot into this, and so has everyone that's been involved over the years. It's amazing that it's our 20th year to host this event. We've been thankful to host such an event at IMS."

Winners of the Save Arnold competition:

	5-7 age group	8-11 age group
Softball Throw	Melissa Russell (Indianapolis) Alex Yancey (Indianapolis)	Justin Livesay (Putnam County)
Standing Long Jump	Larry O'Conner (Indianapolis)	David Paul (Putnam County)
50-Yard Dash	Melissa Russell (Indianapolis) Larry O'Conner (Indianapolis)	Jordan Cisco (Clarke County)

Entry updates:

- Ron Heck is the crew chief for the #20 and #20T Hubbard-Immke Racing entries driven by Tyce Carlson.
- The residence of #90 Lyn St. James is Indianapolis.
- The car name of the #90 and #90T entries fielded by Dick Simon Racing and driven by Lyn St. James is Yellow Freight System/Dick Simon Racing.
- The car name of the #92 and #92T entries fielded by Hemelgarn Racing and driven by Stan Wattles is Hemelgarn/Metro Racing.
- The chassis of the #51T entry fielded by Team Cheever and driven by Eddie Cheever Jr. is a Dallara.

PRACTICE REPORT (cont.):

5 p.m. – The air temperature was 64 degrees with west winds at 18 mph and a relative humidity of 37 percent. Track temperature was 105 degrees, according to Firestone engineers.

5:07 p.m. -- #75 Richie Hearn on track for first time at this event.

DAY 2 - SUNDAY, MAY 14, 2000 (cont.):

PRACTICE REPORT (cont.):

5:25 p.m. -- #18 Sam Hornish Jr. slow on pit road. Team reported fuel pump malfunction.

5:28 p.m. – **YELLOW**. #20 Tyce Carlson hit outside retaining wall in exit of Turn 1, skidded across short chute and stopped along inside wall at entrance of Turn 2.

5:50 p.m. – **GREEN**. #1T Robby Gordon first on track. First time Gordon is on track at this event.

Medical update from Dr. Henry Bock, Speedway medical director: #20 Tyce Carlson is being transported to Methodist Hospital for evaluation and further examination after complaining of pain in his left ankle. Carlson is conscious and alert. A further update will be provided at 8 p.m.

5:57 p.m. -- #51 Cheever fastest at 220.878, best of event.

6 p.m. – **CHECKERED**. End of practice.

PRACTICE QUOTES:

AL UNSER JR.: “We feel very comfortable with the car, but every day everyone is going to go a little bit quicker. I think that we can get a bit more out of the car, but it is all going to depend on track conditions. Once the track conditions change, meaning temperature, everyone’s car is going to change. We need to make sure that we can adapt to those changes, because that is what can catch people out at the Indianapolis Motor Speedway. We need to make sure that we can run quick in all conditions. If you don’t take every little thing into account, it will turn around and bite you. We don’t care what other people are doing, as long as we stick to our game plan and the car is doing what we want it to do. It is going to get real close out there with the speeds in the next few days, and qualifying is going to be a really good show.”

RICK GALLES (Owner, #3 Unser): “We are glad to be where we are, but there are going to be a lot of guys that are going go a lot faster than they are now. We are going to focus on qualifying and make sure that we get a fast enough time to get into the show. Al is right in what he says about this place can turn around and bite you if you aren’t careful, so we are just going to use the experience that we have around here and stick with the plan we came here with.”

SARAH FISHER: “Today was a pretty good start for us. Right off the bat, the amount of wind out there today made a difference in how the car reacted on this track. It was really neat to see all the fans’ support out here today, and I’d like to thank them for coming out on Mother’s Day. Happy Mother’s Day to my mom, Reba, too.” (About goals for today): “We’ve accomplished what we set out to do, according to our plan, so we’re happy with the progress we’ve been making in the car so far.”

MARK DISMORE: “The car is great. However it’s still too windy to really work on anything. We wouldn’t gain anything by being out there for a long period of time. We are going to run first thing in the morning (Monday). We’re going to continue to develop the race car.”

DAY 2 - SUNDAY, MAY 14, 2000 (cont.):

PRACTICE QUOTES (cont.):

SCOTT GOODYEAR: "We continue to try new things, and everything is going pretty well. The changes we made last night are good, and the car is more predictable, which is always a plus. The best part of today, besides it being Mother's Day, is that I have a great crew, and I'm very pleased with the adjustments we continue to make." (About the track): "Besides a little wind, the track is good."

ROBBY McGEHEE: "We just trimmed the car out, working from the baseline from the Open Test. We've got more to pull out, but that's the most we want to do on a day like this with so much wind." (About differences returning to Indy this year as a veteran): "It's just all the difference in the world. The last time I was here, I knew the track, but I didn't know the mystique of the Indy 500. Basically, I was terrified. All the drivers were talking about how it was so different. You do something the first time, and it's a lot easier the second time around. This is just an extreme case of that. Plus being with a 500-winning team makes my job a lot easier."

JASON LEFFLER: "The car felt really good today. We're just slowly working up to it. Even though it's my first Indy, I don't feel intimidated yet. I'm just settling in. The car ran the same most of the day. We only made minimal changes. We were a little bit loose and had a little bit of push. We have plenty of time."

SCOTT SHARP: "We're extremely happy with where we are. We are making strides in the right direction. We wanted to see how fast we could go. We put on some new tires. We are satisfied. We trimmed up the car, and we are in the top five. That's great. It just takes baby steps to get the car where we want it to be."

JIMMY KITE: "Going into this month, I had a great feeling about the #27 Blueprint Racing G Force, and after two days I still have it. We have a very strict test plan that Brad (McCanless, Blueprint Racing team manager and engineer) put together, and so far we are right on it. The wind is really bad out there so we aren't even working on aero changes. We have made some mechanical changes to the Founders Bank/ZMAX Blueprint car to find speed but nothing that will give us the big speeds to crack 220 (mph) yet. That is for later in the week. Brad is keeping me from getting too far ahead of where we want to be. That isn't easy to do because I love the Speedway, and I love to go fast here! I think, right now, we have a top-10 car for time trials. That is where we came in wanting to qualify, so we are very pleased with where we are. The top-speed would have made a nice Mother's Day gift for Mom, but an Indy 500 win would mean more to her, and that is what we are working for all this month."

ANDY HILLENBURG: "Oh, yeah, it's really, really great to be at the Indianapolis Motor Speedway. We were sneaking up to 215 (mph), and there's more left in the car. Really, I feel like there's more in a couple of areas of the car." (About growing up near the Speedway): "If my mind gets swaying too much on pit road, I about come to tears. I've been really good, but yesterday a good friend of mine, (ABC announcer) Bob Jenkins, told me he was really proud of me and then about lost it. And I did, too. It's been tough to get out to the car (without emotions)."

DAY 2 - SUNDAY, MAY 14, 2000 (cont.):

PRACTICE QUOTES (cont.):

BUDDY LAZIER: "The seat fits better, and it's a fast car. The guys do a great job. They build this car in a week to 10 days, and I'm happy to have the team that can do that. Ron Dawes and Lee Kunzman have done a real good job setting up the car. We have no experience in this car. Dennis (LaCava), my chief mechanic, has done a great job. The team is working really, really hard. A lot of teams have been testing their cars since December, but this is a new car for us. It's only our second day in the car. We need to find more speed every day, and we're working toward that. Hopefully, with not as much wind, I think speeds will steadily creep up."

SCOTT GOODYEAR: "We're working on a car that will be comfortable for the race, and it's not going too bad. We learned a lot of valuable things today, and it's still just warm-up time. We picked up three more mph from yesterday, and if we can do that tomorrow we'll be leading the hunt. The crew did an excellent job, and we're ready to be the first on the track again tomorrow. And one of the great things about this race is we have a full week of practice. This gives us plenty of time to fine-tune our qualifying setup. The 'Pack' will definitely be a strong contender for a great qualifying position next Saturday and Sunday."

SAM HORNISH JR. (About 2000 car): "I think our combination of the Firestone tires, Dallara chassis and Oldsmobile engine are going to be very effective in qualifying. I think if we wouldn't have had the fuel-pump problem, we would have been in the 219's today. We spent most of the day making sure the new car was set up properly. We're working on a race setup. Tomorrow I hope that the weather is nice, and we can run 219's or faster."

SCOTT HARRINGTON: "It is nice to be quick for the day, but it's not pay day. We're putting together another car. We're going to go back and evaluate the engine program. We're watching the mileage on the engines."

LYN ST. JAMES: "Pretty good. We have a hole in the tub when we ran over a big block of black stuff in the third turn. Yesterday was great. Today was good. We have work to do. That's what this is about."

JOHN MENARD (Owner, #1 Ray, #32 Gordon) (Why do you always compete at Indy?): "I ask myself that same question. It is the greatest race. Some day, by golly, we have to win this race."

ROBBY GORDON: "It's nice to get back out there. We're not turning laps to be quickest but more for driver comfort. To get used to the steering wheel, dash, just where everything is. It was nice. We have a long way to go to be the quickest. That's what we are all here for. It's more of an install deal."

BUZZ CALKINS: "So-so. We went out this morning and had engine problems. We went out this afternoon. I think we went backward with some of the adjustments we made."

JEFF WARD: "The day went fine. It was a shakedown run. We ran about eight laps. We got to speed and got our line down. That's the way A.J. (Foyt) likes to do it. Not everybody comes here and mashes the pedal to do a 220 (mph) lap. We will learn from this and get after it tomorrow."

DAY 2 - SUNDAY, MAY 14, 2000 (cont.):

PRACTICE QUOTES (cont.):

ELISEO SALAZAR: "We went pretty well. A.J. (Foyt) wanted to shake down the car. That's the way he has done it for many years, and it has worked for him."

STEPHAN GREGOIRE: "We did very well, especially for a middle-of-the-day run. We went 218 (mph). We found a little oil leak, and we didn't want to take a chance. The track temperatures are decreasing, so we could have done a 220 easily. But that's not all that important. It does show the team, however, that you can do it. This birthday has gone very well, but I can't celebrate too much because I have to run tomorrow."

EDDIE CHEEVER JR.: "It's kind of like having the best grades on the first day of school, but today was a lot of fun. Today was for the mechanics—they've worked really hard. The #51 Excite@Home car wasn't perfect --we had some push in Turn 2 -- and the westerly wind was making things very tricky. The winds will actually move you over about 10 feet going through the corners, and it's not a nice feeling when you're going 230 mph. You have to take a deep breath and hope the car sticks all the way around. The Infiniti engine was just tremendous today, we are extremely pleased with the performance of the Firestone tires, and the #51 Excite@Home Dallara is handling very well. It's not quite right. I had a big push in (Turn) 2 today. I'm very happy right now." (About the windy conditions.): "You have to just tune the car for it. I think the westwardly wind is the worst wind you can have here." (About coming back from yesterday's accident): "I think Owen (Snyder, chief mechanic) tried to get us all to focus today. The Infiniti engine has been very fast here today, unlike most other places. It was our intention to get everything we could out of the car here today." (About beating Al Unser Jr. here today.): "I find it so funny that people have said that Al is done, he's washed up, he's finished. As far as I know, Unsers give up when they want to give up. I do get great pleasure out of beating the red-head today." (Pole speed prediction): "I think the Menards always have a trick up their sleeve. I don't mean that in an illegal manner. I believe the time will be somewhere with in the 220 to 222 range." (How many cars are in serious contention for pole?): "Ten, maybe even 15." (Opinion on Sarah Fisher.): "I think she's very talented and extremely brave. I don't look at her as a female racing competitor. I look at her as a very dedicated, hungry, aggressive competitor. I see her as a true competitor." (About Infiniti engine's development.): "We made a conscious decision to work on reliability of the engine. I'm a little shocked at the speed of the engine. Do I think we're a contender for the pole? No. If we do put it up in the front two rows of the field, I will go up to Frank Honsowetz (manager of motorsports for Nissan North America) and give him a great big kiss on the forehead. I don't see us using the 35A (engine) just because of the schedule for the next two races. I do, however, believe that it will be the engine that dominates."

ROBBIE BUHL: "We're real happy with the car. It's all race stuff. We haven't even begun to trim the car for speed. So at this point, we're very pleased." (About holding series points lead): "I don't even think about the points race. This is all about winning the race. But it is good to be in the lead."

DAY 2 - SUNDAY, MAY 14, 2000 (cont.):

PRACTICE QUOTES (cont.):

DONNIE BEECHLER: "We just got on the track at about 3:30, and we went 215 (mph). But the front end pushed. We made some adjustments, which made the car worse. But I can figure things out quickly without ruining engines or wearing out tires. So we came back quickly and made some more adjustments, and we'll see how they work."

JERET SCHROEDER: "(Last year) I had two days of ROP, which put us a little ahead of where we're at this year. We had a severe push yesterday, so we took the time to go over the car completely. We had problems with a part. So today we went back to our baseline, which we used at the Open Test, where we had gone 218 (mph). That cut down the push, and we're able to go 217. So we'll keep working to get a good setup for qualifying. We're on target. However, I would have enjoyed more track time yesterday. I'm definitely more comfortable (this year). The more seat time you get, the more comfortable you should get. And I have a lot of confidence in Larry (Curry) and Tony (Stewart)."

RICHIE HEARN: "It was good. Everything ran well right out the box. The power feels good. It has a little bit shorter power curve than what I'm used to, but at a place like this, it doesn't matter because you run flat out all the time. It's just like what I'm used to. I haven't been in a car in a couple of months, so I have to get my brain back in gear. The track is great. It hasn't changed at all. Going down the pit lane for the first time, it was cool. It looks the same. I'm not as intimidated as I was the first time I went out there. Nevertheless, you have to give this track a lot of respect and build up your speed quietly."

DAVEY HAMILTON: "It was a good day. This was only my second day back to the Speedway since the race last year. I hope we can find more speed, but it's good to be ninth on the speed chart. We're creeping up and up, so I think we'll be OK come next weekend."

Thirty-five cars and 33 drivers were on track today, running 1,323 laps. Cars on track today: #1 Ray, #1T Ray/Gordon, #3T A. Unser, #4 Goodyear, #5 McGehee, #6 Schroeder, #7 Gregoire, #8T Sharp, #11 Salazar, #12 Calkins, #14 Ward, #15 Fisher, #16 Hamilton, #17 Harrington, #18 Hornish, #20 Carlson, #21 Miller, #22 J. Unser, #24 Buhl, #27 Kite, #28 Dismore, #29 R. Unser, #30 Johncox, #32 Ray, #48 Hillenburg, #48T Hillenburg, #50 Leffler, #51 Cheever, #75 Hearn, #81 Boat, #88T Dare, #90 St. James, #91 B. Lazier, #93 Drinan, #98 Beechler.

There were eight yellow flags for one hour, 12 minutes. Forty-nine cars have passed initial technical inspection, with 61 cars on the grounds. 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. The Legends of the Speedway celebration continues with a salute to driver Duke Nalon.

DAY 2 - SUNDAY, MAY 14, 2000 (cont.):

TOP 10 DRIVERS OF THE DAY

1	51	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	220.881
2	3T	Al Unser Jr.	Galles ECR Racing Tickets.com Starz Encore Superpak	220.686
3	5	Robby McGehee	Meijer/Energizer Advanced Formula/Mall.com	219.780
4	8T	Scott Sharp	Delphi Automotive Systems/MCI WorldCom	219.769
5	91	Buddy Lazier	Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing	219.453
6	17	Scott Harrington	Nienhouse Motorsports Racing Special	218.967
7	27	Jimmy Kite	Founders Bank Group/ZMAX/Blueprint Racing Special	218.441
8	7	Stephan Gregoire	Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing	218.399
9	16	Davey Hamilton	TeamXtreme/Lycos/G Force	218.362
10	1T	Greg Ray	Team Conesco/Quaker State/Moen/Menards	218.298

CHEEVER PULLS OFF 220 IN FINAL MINUTES TO TAKE TOP SPOT IN PRACTICE

INDIANAPOLIS, Sunday, May 14, 2000 – 1998 Indianapolis 500 champion Eddie Cheever Jr. unseated fellow Indy champ Al Unser Jr. from the top of today's speed chart in the closing minutes of Indianapolis 500 practice May 14 with a lap of 220.881 mph, the fastest of the event.

Cheever, driving the #51 Excite@Home Dallara/Infiniti/Firestone, turned his top lap in windy conditions at 5:57 p.m., just three minutes before the end of practice.

"It's kind of like having the best grades on the first day of school, but today was a lot of fun," Cheever said. "Today was for the mechanics –they've worked really hard. The #51 Excite@Home car wasn't perfect --we had some push in Turn 2 -- and the westerly wind was making things very tricky. But I'm very happy now."

Unser sat atop the speed chart for most of Sunday afternoon after turning a lap of 220.686 in the #3T Tickets.com -Starz Encore Super Pak G Force/Oldsmobile/Firestone. He was fastest on Saturday's opening day of practice for the 84th Indianapolis 500 at 217.223 in his primary car.

"I find it so funny that people have said that Al is done, he's washed up, he's finished," said Cheever. "As far as I know, Unsers give up when they want to give up. I do get great pleasure out of beating the red-head today."

1999 Indianapolis 500 Bank One Rookie of the Year Robby McGehee was third fastest at 219.780 in the #5 Meijer/Energizer Advanced Formula/Mall.com G Force/Oldsmobile/Firestone, Scott Sharp fourth at 219.769 in the #8T Delphi Automotive Systems/MCI WorldCom Dallara/Oldsmobile/Firestone and Buddy Lazier fifth at 219.453 in the #91 Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing Dallara/Oldsmobile/Firestone.

Speeds increased today throughout the field compared to Saturday. Twelve drivers turned faster laps today than Unser's top speed Saturday.

Thirty-three drivers completed 1,323 laps in 35 cars.

The only incident of the day occurred at 5:28 p.m. (EST) when Tyce Carlson, driving the #20 Hubbard Photographics/Immke Auto Group Dallara/Oldsmobile/Firestone, made contact with the Turn 1 outside retaining wall. Carlson, of Indianapolis, was transported to Methodist Hospital for further tests. He was awake and alert, complaining of pain in his left ankle.

Robby Gordon turned laps on the 2.5-mile oval for the first time this year, about 20 minutes before the end of practice. Gordon, who drives full time on the NASCAR Winston Cup Series, is a teammate to Team Menard driver Greg Ray.

Gordon completed only three laps in Ray's backup Conseco-Menards Dallara/Oldsmobile/Firestone, reaching 178.423.

Other drivers who practiced for the first time were Donnie Beechler, Buzz Calkins, Dan Drinan, Sarah Fisher, Richie Hearn, Jason Leffler, Johnny Unser, A.J. Foyt Racing teammates Jeff Ward and Eliseo Salazar, and Robbie Buhl, the Indy Racing Northern Light Series points leader.

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DAY 3 - MONDAY, MAY 15, 2000

11 a.m. Monday medical update from Dr. Henry Bock, Speedway medical director: Driver Tyce Carlson remains at Methodist Hospital and is listed in good condition. Carlson is suffering from a concussion and bruised left foot. Carlson is likely to be released this afternoon, according to Bock. His participation in the Indianapolis 500 will be evaluated on a day-by-day basis.

An update on Carlson's condition will be provided as soon as one becomes available.

Entry updates:

- The #92 Hemelgarn Racing entry driven by Stan Wattles is now a 2000 Dallara chassis.
- The #92T Hemelgarn Racing entry driven by Stan Wattles is now a Riley & Scott chassis. It is the chassis that the team previously entered as the primary car for Wattles.

PRACTICE REPORT:

Official one-lap track record: 237.498 mph, Arie Luyendyk, May 12, 1996

Fastest lap, Sunday: 220.881 mph, Eddie Cheever Jr.

Fastest lap, event: 220.881 mph, Eddie Cheever Jr., Sunday, May 14

Fastest unofficial lap during Open Test in April 2000: 222.833, Greg Ray.

At 11 a.m., Firestone tire engineers reported an ambient temperature of 76 degrees and a track temperature of 111 degrees. Skies are sunny with west winds at 8 mph and 40 percent humidity.

11 a.m. – **GREEN.** #50 Jason Leffler first on track. #7 Stephan Gregoire also enters track for practice.

11:04 a.m. – #50 Leffler up to 217.124 mph.

11:11 a.m. – **YELLOW.** Track inspection.

11:21 a.m. – **GREEN.**

11:22 a.m. – Robby Gordon on the track in the #1T, the backup car for driver Greg Ray.

11:23 a.m. – #50 Leffler fastest of the day at 218.047.

11:24 a.m. – #7 Gregoire fastest of the day at 219.086. #27 Jimmy Kite second fastest at 219.137.

11:28 a.m. – **YELLOW.** Track inspection.

11:37 a.m. – **GREEN.**

11:39 a.m. – **YELLOW.** Heavy smoke from the back of the #4 Scott Goodyear car exiting Turn 2. Car comes to a stop in the Turn 3 warm-up lane. IMS Safety Crew reports no debris or liquid from the car and will tow car back to the Pennzoil Panther Racing pit stall on pit lane.

KEVIN BLANCH: "I think we lost an engine." (After watching the replay monitor): "Yep, that's an engine."

Goodyear reports he felt the engine begin to vibrate, so he engaged the clutch to prevent further damage.

11:47 a.m. – **GREEN.**

11:51 a.m. – #3 Al Unser Jr. third fastest of day at 218.267.

11:53 a.m. – #50 Leffler third fastest of day at 218.957.

The Pennzoil Panther team reports it is returning to the garage area to try to find the cause of the engine malfunction of the #4 Goodyear car. The team will then decide whether to bring out the #4T car for practice or change the engine in the #4 car.

DAY 3 - MONDAY, MAY 15, 2000 (cont.):

PRACTICE REPORT (cont.):

TOP FIVE DRIVERS AS OF NOON:

1. #7 Stephan Gregoire 219.806
2. #27 Jimmy Kite 219.766
3. #50 Jason Leffler 219.199
4. #3 Al Unser Jr. 218.267
5. #1T Robby Gordon 217.768

12:14 p.m. – #17 Scott Harrington fastest of the day 220.317.

12:24 p.m. – **YELLOW.** Track inspection.

12:35 p.m. – **GREEN.**

12:35 p.m. – #51 Eddie Cheever Jr. fastest of the day at 220.650.

At 1 p.m., Firestone tire engineers reported a track temperature of 124 degrees and an ambient temperature of 76 degrees.

1:17 p.m. – #10 Jimmy Vasser is rolled onto pit lane for the first time.

1:18 p.m. – **YELLOW.** Debris on the track.

1:25 p.m. – **GREEN.**

1:26 p.m. – Greg Ray is being strapped into the #32 car, while Robby Gordon is testing in Ray's #1T.

1:28 p.m. – **YELLOW.** #93 Dan Drinan makes light contact with outside retaining wall in the north short chute. The car made a slow 180-degree spin exiting Turn 3, corrected itself then made light contact with the right front wheel.

1:37 p.m. – **GREEN.** Target Chip Ganassi Racing teammates #9 Juan Montoya and #10 Jimmy Vasser on track for the first time. Greg Ray on track in the #32 Team Consecoco car.

ROBBY GORDON: "Greg Ray is getting in all the cars to see which one he likes, and what he feels comfortable in. He, Tom Knapp (Team Menard team manager) and I will sit down and compare notes." (When asked if he and Ray's driving styles require that the cars be set up differently): "No. Last year I drove a car setup much like Greg's."

1:45 p.m. medical update from Dr. Henry Bock, Speedway medical director: Driver Dan Drinan is uninjured and has been cleared to drive.

DAN DRINAN: "We just bent a wishbone. We may be out later. We made three different changes at once. I did one warm-up lap and then it just stepped out. We were only doing about 208, and it just caught me by surprise."

1:48 p.m. – **YELLOW.** Debris on track.

1:52 p.m. – **GREEN.**

1:56 p.m. – #9 Montoya fifth fastest at 219.212 after 11 laps of practice.

1:58 p.m. – #10 Vasser third fastest at 220.148 after eight laps of practice.

TOM ANDERSON (Target/Chip Ganassi team manager, on the team's plan for its first day of Indianapolis 500 practice): "Just to basically shake down the cars and get less than a dozen laps in each of the four chassis, then get the guys some rest. The bulk of the crew will be here tomorrow. They get in around 8:30 a.m., and we'll get after it in earnest tomorrow."

Vasser and Montoya competed Sunday in the CART series race at Motegi, Japan.

DAY 3 - MONDAY, MAY 15, 2000 (cont.):

PRACTICE REPORT (cont.):

2:28 p.m. – Montoya out in the #9T.

2:30 p.m. – Vasser out in the #10T.

2:35 p.m. – #32 Ray fastest of the week at 221.736.

JIMMY VASSER: “It’s a beautiful day, lot of sunshine. We’re just shaking down the cars. Tim, my engineer, is the only one (crew member) here. Everyone else comes in tomorrow. We just wanted to shake the cars down so we could get a fresh start tomorrow.” (How it feels to be back at the Indianapolis Motor Speedway): “Great. It’s going to be a great race. The first thing is to make the race. I’m still a little drowsy. The place looks beautiful. It was a little different during testing, but now that it’s practice the place looks great.”

JUAN MONTOYA: “Everything’s fine. We are just shaking down the cars.”

2:50 p.m. – #43 Doug Didero on track for the first time during official practice.

2:54 p.m. – **YELLOW.** Track inspection.

3:03 p.m. – **GREEN.**

3:05 p.m. – #52 Ross Cheever on track for the first time.

3:08 p.m. – **YELLOW.** Track inspection.

3:12 p.m. – **GREEN.**

3:38 p.m. – **YELLOW.** Debris on the course, and Duke Nalon “Legends of the Speedway” ceremony.

3:56 p.m. – **GREEN.**

Hubbard-Immke Racing announced in a 2:30 p.m. press conference today that Hideshi Matsuda will drive its entry in the 84th Indianapolis 500. Matsuda is practicing in the #54 Beck Motorsports Dallara/Oldsmobile/Firestone, but will move to Hubbard-Immke’s #20 Dallara/Oldsmobile/Firestone as soon as the car can be fitted for him.

Hubbard-Immke’s full-time driver, Tyce Carlson, was injured in a Turn 1 accident yesterday. Carlson suffered a concussion and bruised left foot.

He was admitted to Methodist Hospital in good condition but has not yet been cleared to drive.

JIM IMMKE (Co-owner, Hubbard-Immke Racing): “I just left Tyce about an hour and a half ago. I informed him that he would not be released to drive and that he would be replaced by Hideshi Matsuda. There’s a time in your life when you have to consider the more important things in life, your family and your future. We’ve given Tyce a three-year extension on his driver’s contract. We’d been talking about contract extensions from the beginning of the year. He’s probably the most devastated he’s ever been in his life, and we wanted to show our dedication to him.” (About the merger): “This is a simple merger involving the driver of one team with the equipment of another. Chief engineer Greg Beck has such experience and confidence with Hideshi that it allows us to easily do this program that works for both groups.”

GREG BECK (Owner of Beck Motorsports and Chief mechanic of Hubbard-Immke Racing) (Can you describe what happened in Carlson’s accident? We didn’t see a replay.): “I didn’t either. You guys probably saw as much as I did. It was on the third lap. He had just turned a lap at 207. The wind was pretty tough in Turn 1 yesterday. But we really don’t know what happened.” (Now that Hideshi is in the #20 will you put another driver in your car?): “Right now that’s not my biggest concern. Potentially, it’s a car that could be run. Right now we need to just focus on getting Hideshi up to speed. He’s going to go out later today in my car. We need to focus on the job at hand.” (About the damage to the car): “The actual tub damage is pretty minor. The majority of the repairs can be made with bolt-on parts.”

DAY 3 - MONDAY, MAY 15, 2000 (cont.):

PRACTICE REPORT (cont.):

4 p.m. – Firestone tire engineers report that the track temperature is 117 degrees, and ambient temperature is 76 degrees. Skies are mostly sunny with calm winds. Relative humidity is 26 percent.

4:08 p.m. – **YELLOW**. Debris on track.

4:12 p.m. – **GREEN**.

4:14 p.m. – **YELLOW**. #18 Sam Hornish Jr. makes contact with the Turn 4 wall. Smoke trailed from the rear of the car through Turn 3 and the north short chute. Car did a 90-degree spin and made contact with the rear and right side of the car. Hornish exited the car without assistance.

SAM HORNISH JR.: “I started to turn in (Turn 4), and the back started to pass the front. I knew my line wasn’t that bad, so I was just along for the ride. We’re not sure what happened yet. We’ve had days like this ... stuff happens. I have a great team. If the car can be repaired, these are the guys to do it. I banged my knee a bit, but Wednesday’s tetanus shot hurt worse. I guess we’ll see what happens.”

Medical update from Dr. Henry Bock, Speedway medical director: #18 Sam Hornish Jr. was evaluated at the Clarian Emergency Medical Center, released without injury and cleared to drive.

Legend of the Speedway Duke Nalon took laps around the Speedway today in a 1995 Chevrolet Corvette Official Pace Car with three-time Indianapolis 500 winner Johnny Rutherford behind the wheel. Nalon competed in 10 races from 1938 to 1953, with a best finish of third in 1948. He was also AAA Sprint Car champion in the Midwest in 1941 and in the East in 1938.

DUKE NALON: “The day has been very good. The track is a lot smoother than when I raced here, and it was a pleasure to spend time with a great champion, Johnny Rutherford. I have lots of good memories of this place, and I have been active with the Oldtimers, which is a great organization. I looked forward to this day. I got a letter from Tony George in December, and I readily accepted the invitation. This place has been my life, but if I would have devoted as much time to business as I did racing, I would be a millionaire.” (About racing the Novi): “I was fortunate to be ready for the Novi when they needed help, and I was able to work with great people, Bud Winfield, Lou Welch and Jean Marcenac. I raced with a lot of hot dogs like Ted Horn, Rex Mays, Wilbur Shaw. I don’t think today’s drivers mix as well as we did. Maybe they’re afraid to get close. Maybe they’re afraid someone will get hurt. I think we had more fun. I never thought about getting hurt.”

PRACTICE REPORT (cont.):

4:42 p.m. – **GREEN**.

CHIP GANASSI (Owner, Target/Chip Ganassi Racing): “We just shook down the cars. They’ve all got new engines, so we wanted to see how they work. The crew isn’t here yet. They get in tomorrow so we’ll hit it hard tomorrow.” (About being back at Indy): “Certainly this place holds a lot of memories for me. It’s nice to relive some of those, and some are not too nice to relive.”

4:44 p.m. – #33T Jaques Lazier on the track for the first time at this event.

4:49 p.m. – **YELLOW**. #52 Ross Cheever showing smoke. Car also brushed outside retaining wall in short chute between Turns 1 and 2.

ROSS CHEEVER: “I’d had a pushing car from the front of the corner to the exit. We tried to soften it. We had a strong understeer. I tried to drive through it and just ran out of road.”

4:51 p.m. – **GREEN**.

4:58 p.m. -- #32 Robby Gordon on track.

DAY 3 - MONDAY, MAY 15, 2000 (cont.):

PRACTICE REPORT (cont.):

5:09 p.m. -- #43 Doug Didero completed the final phase of the Rookie Orientation Program, said Brian Barnhart, Indy Racing League director of racing operations. Didero finished the first three phases of the test during the Indianapolis 500 Open Test last month.

5:55 p.m. medical update from Dr. Henry Bock, Speedway medical director: Driver Tyce Carlson was released from Methodist Hospital during the mid-afternoon.

Driver Tyce Carlson was in the garage area late this afternoon on crutches after being released from Methodist Hospital in Indianapolis. Carlson crashed during practice Sunday afternoon and suffered a concussion and a bruised left foot. He has not been cleared to drive and will be replaced for this event by Hideshi Matsuda, Hubbard-Immke Racing officials announced earlier today.

TYCE CARLSON: "It's part of the job. I'm getting better and getting ready for Texas (Casino Magic 500 on June 10). I'm here to give support to my guys. Hideshi (Matsuda) will drive the car, and I'm behind him 100 percent." (About his accident): "I went through the corner, and the car came around on me. That's part of this track. You go around one time perfect. The next time you go around on it. That's why only the best come here."

PRACTICE REPORT (cont.):

5:35 p.m. -- #3 A. Unser third fastest at 221.310. #91 B. Lazier fourth fastest at 221.250.

5:40 p.m. -- #27 Kite fifth fastest at 221.218.

5:42 p.m. – **YELLOW**. Track inspection.

5:50 p.m. – **GREEN**.

5:54 p.m. -- #3 Unser fastest at 221.863 mph, best of event.

5:55 p.m. -- #32 Gordon fastest at 222.686, best of event.

5:56 p.m. -- #1 Ray returns to track.

5:57 p.m. -- #32 Gordon fastest at 223.122, best of event.

6 p.m. – **CHECKERED**. End of practice. #32 Robby Gordon fastest of day. Best lap: 40.336 seconds, 223.122 mph. Best of event.

PRACTICE QUOTES:

MARK DISMORE: "We're just working on the race setup right now. We are trying some new parts from Dallara, and we're seeing what works and what doesn't work. My OnStar team is working their butts off. We're trying to determine what package we want to race with. Overall, I'm pleased with today's work."

SCOTT HARRINGTON: "The conditions are good. We've made little changes every day, and it's starting to pay off. We are picking it up every session." (Any speed left in the car?): "I think so. I'm really happy. I don't know what other guys are doing, but we did our lap with no tow. Because in qualifying, you've got to run four laps on your own. And we're trying to stay away from other cars."

DAY 3 - MONDAY, MAY 15, 2000 (cont.):

PRACTICE QUOTES (cont.):

ROBBY UNSER: "Well, we went a little bit faster today than we did yesterday, so that's pretty good. But I'm not as comfortable with the car today. We played with the weight jacker and the sway bars and tried some different combinations with the shocks and springs, but none of that helped us make any gains. So even though we took the speed up a tick, I really feel like we went backward with some of the changes we made. But it's also good to find out what doesn't work and to get those things out of the way early in the week, so we can look for what will bring us up to a competitive qualifying speed."

SCOTT SHARP: "We're continuing to make good progress in our race car. We're just trying different things for the upcoming conditions. I'm pretty happy with our progress this far. Tomorrow, we'll work on some qualifying setups, and the weather might be a little questionable. We'll play it by ear and see what goes."

SARAH FISHER: "Today was a great day. It proved we could pull ourselves out of a rut as easily as we could get in one. After lunch, we got into a small rut, but we went back out and worked on the car and got it dialed back in again. We are just working on making the car better and better, one step at a time. Tomorrow will be another good day for us, as long as it doesn't rain, that is, so we can get in as many laps as possible. We still have more changes to try and more things we can learn."

EDDIE CHEEVER JR.: "My brother Ross has done very well for us so far. He was running 216-mph laps in last year's car ('99 Dallara) today. I think that makes it the fastest old car that's here. The Infiniti engines are holding up very well. We are trying to give Ross mileage. I seriously doubt that he'll be trying to qualify the '99 car, but it is possible. He might try to qualify the '99 car if he gets very comfortable with it. We have to give him mileage so he gets used to everything. There's a fine line between giving somebody too many miles and not enough miles. Obviously the biggest expert on that is A.J. Foyt. I never knew how he came to the decision when to run. He'd let you run, then stop you, and let you run, then stop you. And by the time qualifying came around, you hadn't left your fight in the gym."

ROSS CHEEVER: "Today went well. I'm just working on getting more experience in the car. We changed the setup a little bit from when we were here for the Open Test in April, and then we put it back. We had some push, but we were dialing it out and the car was getting better and better." (About brushing wall in Turn 1): "I usually use as much of the road as I can, but with the changing conditions and trying to dial out our understeer, I used a little bit more road than I wanted to. I just brushed the wall enough to whitewall the tires, but there was no damage. Actually, one of the first lessons that Eddie taught me about the Indianapolis Motor Speedway is how to brush the wall. He told me to make sure you don't come at the wall at an angle, you've got to come at it straight. It's not like I was trying to do that, but it was in the back of my mind as I saw this white thing approaching me very quickly."

BUDDY LAZIER: "Yeah, it was nice to see how the car was with no wind. We learned some things. We wanted to make one more run, but we had no fuel for the run. And to go back and get fuel takes too long. We are pleased with the speed. We ran a 221. The track was fast. For it to be Monday, you know it's our third day in the Dallara. For the third day in the car, we're pleased with the progress. It's an awesome race car."

DAY 3 - MONDAY, MAY 15, 2000 (cont.):

PRACTICE QUOTES (cont.):

JIMMY KITE (About track conditions): "They are about as close to perfect as they can get. Pretty darn good. It's perfect for a 223 like Robby (Gordon) just did." (Do you want these conditions on Pole Day?): "Yeah, it wouldn't hurt our feelings. We feel we have a top-10 car. I think we've proven that this week, being in the top 10 every day." (Any speed left in the car?): "Yeah, there is still some left. On the 221, I had to lift in (Turn) 1. I'd still like to drive it flat."

DOUG DIDERO (About completing Rookie Orientation Program): "It's a big relief, given that we left it to do this week. And to get up to speed is just a great feeling. I have been trying to get to the IRL since its inception, and I hung out with Ron Hemelgarn's group, and they helped a lot. But we couldn't get the finances together. But then my cousin (David Didero) stepped up, and he was at a place in his life and financially that he could help. And this feels great. And I think we can be a force." (About Canadian roots): "I think there is interest in Canada, and it will grow as we go forward with this program. The supermodifieds were a great training ground."

AL UNSER JR.: "Things are going pretty well right now, and we are having a good time out there. It is really starting to get competitive, and the week has only just begun. I think that qualifying weekend is going to be one of the best shows yet at the Indianapolis Motor Speedway. We are right there with everyone at the moment, but we are still going with our game plan of making sure that we get into the show. Like I said, the competition is going to be tough, and we need to be on the ball 100 percent. The track conditions were great today, and there were more cars out there than previously." (About track debut this year of former CART rivals Jimmy Vasser and Juan Montoya): "The competition is great in the Indy Racing Northern Light Series, and I am glad that Montoya and Vasser are here to add to that competition. They will add to some great racing that already goes on in this series. There are a lot of guys out there that are going to be tough to beat, and I just want to beat all of them, I don't care who they are."

ROBBY McGEHEE: "The car was awesome. We ran on full tanks and could run 217 every lap. We've got a great race car. All the yellows kept us in the pits a lot, but we ran a 220.5 on old tires with 40 laps on them. We called it a day when we saw some grease on a CV joint. We decided to regroup and start again tomorrow."

JEFF WARD: "The car feels good. We ran a 219.7, and I think Eliseo did a 220.3. We're pretty happy, but we still have a little way to go. I'm pretty confident with the car. We have to trim it for qualifying. We hope to get some more track time before or after it rains. I've ran three races here so I know what to expect. We know what we need to do. For qualifying, we'll get ready later in the week. We can do that in a day. We just need to take off whatever is causing drag, and it doesn't take long to do that."

DONNIE BEECHLER: "We're getting up to speed. Yesterday, we had some problems with some bodywork on the car, which held us back. We got that fixed so we're back in the hunt. We'll mileage out the engine we have in the car now. Then on Wednesday, we'll put a new bullet in the car and start trimming the car out for qualifying."

DAY 3 - MONDAY, MAY 15, 2000 (cont.):

PRACTICE QUOTES (cont.):

JAQUES LAZIER: "It's great to be back. I'm extremely proud of our team. They thrashed the last two days. In 23 laps, we did a 214.9, which included a big lift in Turn 4. I think realistically the car has a high 215 in it. We think we have a good setup that we can transfer over to our 2000 program." (Can a 1999 chassis make the race?): "I think it is possible. This is Indy, after all. You've got around 10 cars fighting for the last three spots, so a '99 could do it."

LYN ST. JAMES: "It just wasn't our day. We broke something in the rear, and we need to find it. And we had electronic glitches, too. Eleven laps a day is not going to cut it." (About last-second nature of deal to race at Indy): "When you put a team together at the last minute, it's not an ideal circumstance. It is a handicap, but it does not prevent success. But then there is the rain, and that figures in, too. True, it's only Monday, but you don't want to play catch-up all week. We'll go to work and get better."

ROBBIE BUHL: "I'm very happy with things. Again, we're still focusing on where our race car has to be. We thought about trimming it for speed but thought against it." (About conditions): "Fantastic." (What speed do you seek?): "220's would be ideal." (Pole speed prediction): "You never know what the weather is going to do, but it looks like it's going to take 222."

ROBBY GORDON (How many laps did you do today?): "Total. I did quite a few laps today. I don't think we ran the most laps, by any means. Tom Knapp (team manager for Team Menard) has a very defined schedule that he wants to follow here. Greg (Ray) is to work on qualifying setup the first two days, and I'm to work on race setup. Tonight, the speed I have to give that credit to Greg. In the blue car, I did a 25-lap stint in the green (#1) car. I did a 25-lap stint in the blue (#32) car. I probably did about 80 laps today." (Opinion on the Indy Racing Northern Light Series cars): "The gearboxes are very nice. The cars were very nice to drive last year, they're even nicer to drive this year. I'm fortunate that Tom is on his game. He's working on the (Indianapolis) 500 all season long while working on all the other IRL races." (About chemistry or friction working with Tom Knapp and Greg Ray): "I think there's going to be friction with any team. I'm sure there's friction between Juan Montoya and Jimmy Vasser. All race car drivers are very competitive. We wouldn't be good race car drivers if we weren't. He's (Ray) probably one of the most focused guys I've ever seen, and I'm the opposite of that. I'm more nonchalant. I just kind of walk around and hop in the car and go." (About status of his Winston Cup schedule during May): "We will do the double-header next weekend (race weekend) but not this weekend (qualifying weekend). We will fly back for Carb Day." (What is the speed you can run by yourself?): "That was by myself. I don't want to go off and toot our horn. It's way too early for that. I know Tom (Knapp) has a few more tricks up his sleeve. In 65 degree weather, you might see a 225 to 225 and a half (mph lap)." (Has it been determined which chassis you will drive and which one Greg will drive?): "I really don't believe the chassis makes a difference. We're evaluating different stuff, shocks and springs, on all the cars." (About returning to open-wheel racing): "I love racing open wheel. The last couple of years have been a struggle, they have been a struggle for numerous reasons. I made a big mistake at the end of '96, and I've been struggling to get back on top and align myself with a package that is top notch." (About your growth as a driver): "I've learned a lot. I think if you ask John Menard and people like that they'll say I've learned a lot. The maturity with age and experience around this place means a lot."

DAY 3 - MONDAY, MAY 15, 2000 (cont.):

PRACTICE QUOTES (cont.):

JASON LEFFLER: "Things went pretty good today. We made some changes from yesterday, and things went well. I feel comfortable in the car, but you never want to feel too comfortable here, as others have told me, because it can reach up and bite you. The difference between the Busch Series and these cars is like apples and oranges. But midgets prepare you for everything. You learn to race close and wheel to wheel. I'm having fun racing in different cars, but everywhere I go I'm a rookie. I feel, with Treadway Racing and with the help of Roger Penske, that I could win this race. I'm not saying that we will win the race, but we have everything it takes to do so."

SCOTT GOODYEAR: "We made it back out today around 4:30, and we're pleased with the new engine. We continue to try new things, and tomorrow we'll do the same thing with the main difference being that we'll have a lot more practice time to experiment. We got a nice lift in our pits prior to the end of today's happy hour when (co-owner, San Diego Chargers quarterback) Jim Harbaugh gave us a call to see how we're doing. Both his team and our team are practicing hard these days."

ANDY HILLENBURG: "It was a great day for us. This morning we ran a 215. We made some adjustments, came out at 4:30 and ran a 216.7. I feel really good about it. For having a '99 car, we feel really good. As long as we keep making steps in the positive direction, I'm happy."

EDDIE CHEEVER JR.: "We didn't quite get the balance right at the end, but we think we've found something that should give us some speed tomorrow. It was a good qualifying run. We did a bunch of laps above 221 mph by ourselves so it's a good indication of what we can do in qualifying. If I can repeat that in qualifying, I'll be very happy, but it's not quite as fast as we can go. We still have a little more work to do. It's really hard to tell if Robby (Gordon) did 223 mph with or without a tow. But whether he did it with a tow or without a tow, it's a damn fast lap. I'd say that Greg Ray has his hands full."

RICHIE HEARN: "We have to look at this as our first practice session. We haven't been out here three days running. If the weather cooperates, I don't think we'll have any problem. We need to be out there at 11 (a.m.) and run all day."

JERET SCHROEDER: "We need to find some more speed. New tires, old tires, it doesn't seem to matter. We don't know what's wrong, but the Tri Star Motorsports crew is hard at work going over the data and trying to diagnose the problem. We got rid of the push. It was way loose this morning, and we calmed that down significantly this afternoon, but we still only went 213. But then at the end of happy hour, we went out and did a 217.404, so that was better. I really don't know why, though. The Kroger car felt the same to me. As long as we're going faster, I'm not complaining."

DAY 3 - MONDAY, MAY 15, 2000 (cont.):

Forty-one cars and 36 drivers were on track today, running 1,779 laps. Cars on track today: #1 Ray, #1T Gordon, #3 A. Unser, #4 Goodyear, #5 McGehee, #6 Schroeder, #7 Gregoire, #8 Sharp, #9 Montoya, #9T Montoya, #10 Vasser, #10T Vasser, #11 Salazar, #12 Calkins, #12T Calkins, #14 Ward, #15 Fisher, #16 Hamilton, #17 Harrington, #18 Hornish, #22 J. Unser, #24 Buhl, #27 Kite, #28 Dismore, #28T Dismore, #29 R. Unser, #30T Johncox, #32 Gordon, #32 Ray, #33T J. Lazier, #43 Didero, #48 Hillenburg, #50 Leffler, #51 E. Cheever, #52 R. Cheever, #75 Hearn, #81 Boat, #88T Dare, #90 St. James, #91 B. Lazier, #93 Drinan, #98 Beechler.

There were 14 yellow flags for two hours, 19 minutes. Fifty-three cars have passed initial technical inspection, with 63 cars on the grounds. Forty-nine 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. Tuesday for practice. Gates open at 9 a.m. The Legends of the Speedway celebration continues with a salute to driver Emerson Fittipaldi.

TOP 10 DRIVERS OF THE DAY

1	32	Robby Gordon	Team Conesco/Quaker State/Moen/Menards	223.120
2	3	Al Unser Jr.	Galles ECR Racing Tickets.com Starz Encore Superpak	221.861
3	32	Greg Ray	Team Conesco/Quaker State/Moen/Menards	221.735
4	51	Robby Gordon	#51 Excite@Home Indy Race Car	221.506
5	17	Scott Harrington	Nienhouse Motorsports Racing Special	221.397
6	91	Buddy Lazier	Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing	221.250
7	27	Jimmy Kite	Founders Bank Group/ZMAX/Blueprint Racing Special	221.217
8	98	Donnie Beechler	Cahill Racing	220.702
9	50	Jason Leffler	UnitedAuto Group Special	220.448
10	5	Robby McGehee	Meijer/Energizer Advanced Formula/Mall.com	220.383

**GORDON LEADS MONDAY PRACTICE WITH 223-MPH LAP
Target/Chip Ganassi Teammates Montoya, Vasser On Track**

INDIANAPOLIS, Monday, May 15, 2000 – Teamwork put Robby Gordon on top of the speed chart in practice for the 84th Indianapolis 500 on May 15, with Gordon recording a fast lap of 223.120 mph around the 2.5-mile oval in the #32 Dallara/Oldsmobile/Firestone fielded by Team Menard.

Gordon and teammate Greg Ray took turns driving each other's cars throughout the day. Ray practiced in the #32 car for 50 laps today, while Gordon spent most of the morning and early afternoon in Ray's #1T Team Conesco/Quaker State/Moen/Menards Dallara/Oldsmobile/Firestone. Each gained feedback from the other about how to best set up their cars, according to Gordon.

"Tom Knapp (Team Menard team manager) has a very defined schedule that he wants to follow here," Gordon said. "Greg is to work on qualifying setup the first two days, and I'm to work on race setup. I have to give credit to Greg (for the speed today).

Ray was third fastest overall today in the #32 car at 221.735.

Gordon is racing the Indianapolis 500 despite his status as a full-time driver on the NASCAR Winston Cup Series. Gordon ran out of fuel while leading with 1½ laps remaining in the Indianapolis 500 last year, eventually finishing fourth.

"The cars were very nice to drive last year," Gordon said. "They're even nicer to drive this year. I'm fortunate that Tom is on his game. He's working on the (Indianapolis) 500 all season long while working on all the other races."

For the second consecutive day, Al Unser Jr. was second fastest, at 221.861, in the #3 Galle ECR Racing Tickets.com Starz Encore Superpak G Force/Oldsmobile/Firestone. Unser was fastest on the first day of testing Saturday.

Eddie Cheever Jr., who was fastest Sunday, was fourth today in the #51 Excite@Home Indy Race Car Dallara/Infiniti/Firestone at 221.506, and Scott Harrington was fifth in the #17 Nienhouse Motorsports Dallara/Oldsmobile/Firestone at 221.397.

Speeds have increased dramatically in the first three days of official practice for the Indianapolis 500, which takes place May 28. The top seven drivers were faster today than Cheever's top speed for Sunday, 220.881. On Sunday, 12 drivers were faster than Unser's top speed on Saturday.

Target/Chip Ganassi Racing teammates Juan Montoya and Jimmy Vasser practiced briefly for the first time this month in their primary and backup cars. Vasser, driving the #10 Target G Force/Oldsmobile/Firestone, ran 220.146 with only nine laps of practice, good for 13th fastest of the day. Montoya ran 219.213 with 12 laps of practice in the #9 Target G Force/Oldsmobile/Firestone, 19th fastest of the day.

"We just shook down the cars," said Chip Ganassi, team owner. "They've all got new engines, so we wanted to see how they work. The crew isn't here yet. They get in tomorrow so we'll hit it hard then."

The Target/Chip Ganassi team competed in the CART series event at the Twin Ring Motegi oval Sunday in Japan.

Thirty-six drivers were on the track today, completing 1,779 laps.

Two drivers were unhurt in accidents. Just before 1:30 p.m., Dan Drinan, of Indianapolis, did a 180-degree spin in Turn 3 and made light contact with the outside retaining wall. The #93 Hemelgarn Racing Dallara/Oldsmobile/Firestone suffered only light damage to the right front wheel.

At 4:14 p.m., Indy Racing Northern Light Series rookie Sam Hornish Jr. made contact with the Turn 4 outside retaining wall. The car suffered rear-end and right-side damage.

GORDON FASTEST MONDAY AT INDIANAPOLIS (cont.)

Hubbard-Immke Racing announced today that Beck Motorsports driver Hideshi Matsuda will drive its entry at this event, substituting for the injured Tyce Carlson.

Carlson was released Monday from Methodist Hospital after suffering a concussion and bruised foot in an accident Sunday. He has not been cleared to drive.

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DAY 4 - TUESDAY, MAY 16, 2000

Entry updates:

- Hideshi Matsuda is the driver of the #20 and #20T Hubbard-Immke Racing entries.
- The driver of the #54 and #54T Beck Motorsports entries will be determined since Hideshi Matsuda, originally assigned to those entries, will drive the #20 and #20T Hubbard-Immke Racing entries. Donnie Basala is the chief mechanic for both Beck Motorsports entries.

Galles ECR Racing and Hemelgarn Racing earned two of the final three spots for the Coors Indy 500 Pit Stop Challenge during trials this morning.

Galles ECR and driver Al Unser Jr. completed a simulated pit stop with its #3 entry in 9.42 seconds, while Hemelgarn and driver Buddy Lazier did a stop in its #91 entry in 13.48 seconds.

The final spot in the competition will go to the fastest first-day qualifier for the Indianapolis 500 who already hasn't earned a spot in the Challenge.

The winning team in the annual contest during Coors Carb Day on May 25 will earn \$42,500, with \$5,000 of that total donated to a charity designated by the winners. The runner-up team will earn \$12,500 from the total event purse of \$80,000. The contest is scheduled to start at 1:30 p.m. (EST).

In each round of the Challenge, teams will change all four tires on the car while making a simulated fuel hose connection to the fuel tank for at least five seconds. The faster team in each pairing will advance until the top two teams meet in the final.

Pairings will be determined by a blind draw. The four teams that draw positions 1-4 will receive a first-round bye. The eight remaining teams will compete in Round 1.

Nine teams earned a spot in the Challenge due to winning the Coors Light Pit Performance Award – recording the fastest pit stop of the race – at the seven 1999 Indy Racing Northern Light Series events after the Indianapolis 500 and the three events so far this season. The teams:

- Team Menard (Car #1, driver Greg Ray)
- Panther Racing (Car #4, driver Scott Goodyear)
- Treadway Racing (Car #5, driver Robby McGehee)
- Kelley Racing (Car #8, driver Scott Sharp)
- A.J. Foyt Enterprises (Car #14, driver Jeff Ward)
- Dreyer & Reinbold Racing (Car #24, driver Robbie Buhl)
- Kelley Racing (Car #28, driver Mark Dismore)
- Team Cheever (Car #51, driver Eddie Cheever Jr.)
- Team Pelfrey (Car #81, driver Billy Boat)

Galles Racing won the Coors Indy 500 Pit Stop Challenge last year. It was the sixth victory for Galles, tying Team Penske for the most victories in the 23-year history of the contest.

PRACTICE REPORT:

Official one-lap track record: 237.498 mph, Arie Luyendyk, May 12, 1996

Fastest lap, Monday: 223.120 mph, #32 Robby Gordon

Fastest lap, event: 223.120 mph, #32 Robby Gordon, Monday, May 15

Fastest unofficial lap during Open Test in April 2000: 222.833, Greg Ray.

At 11 a.m., the air temperature was 61 degrees with south winds at 14 mph and a relative humidity of 55 percent. Skies were overcast. The track temperature was 71 degrees, according to Firestone engineers.

DAY 4 - TUESDAY, MAY 16, 2000 (cont.):

PRACTICE REPORT (cont.):

11 a.m. – **GREEN**. #15 Sarah Fisher is first on track, followed by #29 Robby Unser.
11:05 a.m. -- #15 Fisher fastest at 215.490 mph.
11:20 a.m. -- #12 Buzz Calkins fastest at 218.129, followed by #90 Lyn St. James at 217.172.
11:21 a.m. -- #88 Airton Daré on track in primary car for first time at this event. He previously had turned laps only in his #88T backup car.
11:28 a.m. -- #81 Billy Boat fastest at 218.327.
11:29 a.m. – **YELLOW**. Light rain reported on course.
11:37 a.m. – **GREEN**.
11:39 a.m. -- #1 Greg Ray fastest at 220.582.
11:42 a.m. -- #1 Ray fastest at 221.251.
11:43 a.m. – **YELLOW**. Debris on track.
11:57 a.m. – **GREEN**. #82 Memo Gidley on track for first time at this event.
12:02 p.m. -- #1 Ray fastest at 221.740. #51 Cheever second fastest at 218.930, #4 Goodyear third fastest at 218.878.
12:03 p.m. -- #90 St. James second fastest at 219.973.
12:19 p.m. -- #51 Cheever second fastest at 221.085.

Driver Tyce Carlson and the Hubbard-Immke Racing team will start from the pole in a celebrity mini-Indy kart race during the Cars & Stars Gala this Sunday in the Blue Ribbon Pavilion at the Indiana State Fairgrounds.

Carlson will drive an electric kart against other celebrities, including award-winning country singer LeAnn Rimes, and actors Andrew Keegen, Beverly Mitchell and Bryton.

Also scheduled to attend are Billy Boat, Robbie Buhl, Buzz Calkins, Mark Dismore, Sarah Fisher, Stephan Gregoire, Davey Hamilton, Sam Hornish, Jr., Jaques Lazier, Jack Miller, Scott Sharp, Jeff Ward, 1999 Indianapolis 500 Bank One Rookie of the Year Robby McGehee, 1996 Indianapolis 500 winner Buddy Lazier, two-time Indianapolis 500 winner Arie Luyendyk and 1999 Indy Racing Northern Light Series champion Greg Ray.

The evening will include silent and live auctions of unique items, including a mini-Indy kart and team entry in the celebrity race. Following the race, guests will be entertained by The Beach Boys. Tickets are still available and are \$150 each. Tickets can be purchased by calling Alphabet Junction at (517) 278-1356 or visiting www.alphabetjunction.org.

Festivities start at 6 p.m. Proceeds will benefit the Alphabet Junction, Team RADD and Indiana Children's Wish Fund programs.

More than \$80,000 was raised for the Sam Schmidt Foundation and the Sam Schmidt Family Trust on Monday evening during the Sam Schmidt Benefit at Morton's of Chicago restaurant in Indianapolis.

The sold-out benefit drew more than 350 individuals from the corporate and racing communities in an effort to raise funds for Schmidt, who suffered paralysis in a testing accident in January.

Schmidt was joined at the benefit by drivers such as Arie Luyendyk, Eddie Cheever Jr., Jimmy Vasser, Robbie Buhl, Ross Cheever, Jeff Ward, Billy Boat, Robby McGehee, Jimmy Kite, Sam Hornish Jr. and many others, as well as Indy Racing League Founder Tony George.

DAY 4 - TUESDAY, MAY 16, 2000 (cont.):

SAM SCHMIDT: "There aren't enough words. I mumbled something in ICU (intensive care unit) in the beginning, and three weeks later I realized that the foundation was already created and running, thanks to the help of board members Jeff Jones, Ed Mattix, Scott Cronk and my father. And I hadn't even been to a (board) meeting yet."

PRACTICE REPORT (cont.)

12:26 p.m. – **YELLOW**. #11 Eliseo Salazar stalls on backstretch, pulls car into infield grass. Car had an electrical short, team spokesperson Anne Fornoro said.

12:33 p.m. – **GREEN**.

12:55 p.m. – **YELLOW**. Rain.

EDDIE CHEEVER JR.: "We made some changes to the back end of the #51 Excite@Home Infiniti, and the car is a little bit better. The wind is totally different now. It's pushing to the north, so you're almost 8 miles an hour faster on one straightaway than the other. The car ran well, though -- so far, so good. We're continuing to put miles on the #51 Excite@Home car and we made a lot of progress this session. It was a good day."

Two-time Indianapolis 500 winner Emerson Fittipaldi was honored today during the week-long Legends of the Speedway celebration. Fittipaldi won the "Greatest Spectacle in Racing" in 1989 and 1993.

EMERSON FITTIPALDI (About returning to the Speedway): "Well, I'm very surprised at the place. They did a beautiful job. F1 will be very happy here. I don't know of any facility in the world like it. Now, with NASCAR and F1 (joining Indy Racing), it is the racing capital of the world, in my opinion." (About former teammate Al Unser Jr. returning to Indy): "I'm very pleased to see Junior here. He will be very successful in this series. He needed a change and a new challenge." (About his decision to compete in Indy Racing after a taking a break after his F1 career): "It was the most enjoyable part of my career, being an Indy driver." (About failing to qualify at Indy in 1995 and never returning to the Speedway to race again, was it hard?): "It was. To (Al Unser) Junior, it was very difficult. It was very disappointing in '96. It was a losing situation for everyone, the sponsors, the drivers, the teams." (What thrills you now?): "I drive a very slow motor yacht. But there are very fast Sea-Doos inside of it. I like spending time with the family and enjoy boating a lot." (You've had many great moments at the Speedway. What are your worst memories?): "Obviously, the year we didn't qualify was tough. However, in '94, it was very difficult to lose, and I found a way. Usually it's hard to win. That year, it was difficult to lose. It was the biggest mistake of my life." (Which Indy victory was your favorite, 1989 or 1993): "The first was very emotional. The first win was like my second career. I was 40 years old. I dreamed all my life to win Indianapolis, and that dream came true in '89. Incredible emotion." (About Formula One coming to Indianapolis): "F1 will have the greatest opportunity to succeed here. The crowd will be exciting. It will be great for the sport, F1 and Indianapolis."

Eight-time Indianapolis 500 starter Stan Fox is helping to provide a fun day at the Indianapolis Motor Speedway for head-injury victims this week as part of his work with Friends of the Fox, a head-injury support group that he formed.

Fox is leading track, pit and garage tours for groups of approximately 30 people each day. Fox suffered head injuries in a first-lap crash during the 1995 Indianapolis 500.

DAY 4 - TUESDAY, MAY 16, 2000 (cont.):

The Friends of the Fox program is expanding this year to include tours at other major races around the country. For more information or to make a donation to the Indianapolis-based group, call (317) 431-7500.

Two-time Indianapolis 500 winner Emerson Fittipaldi and his oldest daughter, Juliana, took ceremonial laps around the Speedway starting at 3:42 p.m. in the Chevrolet Z28 Camaro Pace Car that led the field to the green flag in 1993, when Fittipaldi earned his second victory.

Retired two-time Indianapolis 500 champion Emerson Fittipaldi hasn't lost his touch behind the wheel. He turned a lap of approximately 115 mph during his ceremonial laps this afternoon in the 1993 Chevrolet Z28 Camaro Pace Car with his oldest daughter, Juliana, in the passenger seat.

PRACTICE REPORT (cont.)

At 3:50 p.m., the air temperature was 65 degrees with south winds at 9 mph and 57 percent relative humidity. Skies were cloudy. The track temperature was 77 degrees, according to Firestone engineers.

3:51 p.m. – **GREEN**. #91 Buddy Lazier first on track.

-- Practice was delayed for two hours, 56 minutes due to rain and wet track conditions.

3:52 p.m. -- #92 Stan Wattles on track for first time during this event.

3:54 p.m. -- #10 Jimmy Vasser third fastest for the day at 220.721.

3:59 p.m. -- #9 Juan Montoya fifth fastest at 219.147.

4:07 p.m. – **YELLOW**. Track inspection.

4:16 p.m. – **GREEN**. #6 Tony Stewart first on track. Stewart, 1996-97 Indy Racing League champion and 1999 NASCAR Winston Cup Rookie of the Year, is a co-owner of the car.

4:19 p.m. -- #54 Hideshi Matsuda on track for first time at this event.

4:20 p.m. – **YELLOW**. Smoke from #54 Matsuda. Smoke caused by oil leak, team spokesman Paul Gatsos said.

4:27 p.m. – **GREEN**.

4:28 p.m. -- #32 Robby Gordon fourth fastest at 220.238.

4:29 p.m. -- #6 Stewart 14th fastest at 218.123.

4:32 p.m. -- #43 Doug Didero fourth fastest at 220.516.

4:37 p.m. -- #10 Vasser second fastest at 221.640.

4:39 p.m. – **YELLOW**. Track inspection.

4:48 p.m. – **GREEN**.

4:50 p.m. -- #9 Montoya fastest at 222.104.

4:51 p.m. – **YELLOW**. #98 Donnie Beechler hits outside retaining wall in Turn 1 and Turn 2. Car did half-spin in Turn 1, hitting outside retaining wall with left rear wheel and left side of car. Car did 1½ spins in short chute between Turns 1 and 2, clipping outside retaining wall with right rear wheel in Turn 2. Car did another half spin and slid backward down back straightaway, stopping about halfway down back straightaway. Heavy damage to left-side and rear of car, with moderate damage to right side of car. Beechler climbed from car without assistance.

5 p.m. medical update from Dr. Henry Bock, Speedway medical director: #98 Donnie Beechler was examined and released without injury from the Clarian Emergency Medical Center. He was cleared to drive.

5:12 p.m. – **GREEN**.

5:16 p.m. -- #8T Scott Sharp second fastest at 221.890.

DAY 4 - TUESDAY, MAY 16, 2000 (cont.):

PRACTICE REPORT (cont.)

5:20 p.m. – **YELLOW**. #93 Dan Drinan hit outside retaining wall in Turn 1. Car did half-spin in Turn 1, hitting outside retaining wall with left rear wheel and left side of car. Car then did three full spins in short chute between Turns 1 and 2, stopping near inside of track at entrance of Turn 2. Heavy damage to left side of car, moderate damage to rear of car. Drinan climbs from car without assistance.

5:25 p.m. medical update from Dr. Henry Bock, Speedway medical director: #93 Dan Drinan was examined and released without injury from the Clarian Emergency Medical Center. He was cleared to drive.

5:34 p.m. – **GREEN**. #6 Jeret Schroeder on track. His team co-owner, Tony Stewart, turned 11 laps in the car earlier this afternoon with a top speed of 218.124.

5:42 p.m. – **YELLOW**. Smoke from #54 Matsuda.

5:45 p.m. – **GREEN**.

5:50 p.m. -- #8T Sharp fastest at 223.936.

5:54 p.m. – **YELLOW**. Cut tire. Track inspection.

5:59 p.m. – **GREEN**.

6:01 p.m. – **CHECKERED**. End of practice. #8T Scott Sharp is fastest of day and event with best lap of 40.190 seconds, 223.936 mph.

PRACTICE QUOTES:

MARK DISMORE: “The day is going fairly well. We have two different lists: a ‘To Do’ and ‘Not To Do’ list. We’re just trying different stuff. I’ve been getting a good feel for the car. Trying to get more grip and lose less speed while trying to get that grip. We’re really trying to find a good car for racing. I’m happy with the OnStar car, and the progress is very positive.”

SCOTT GOODYEAR: “We’re continuing to work on the Race Day setup of our #4 Pennzoil Panther car. We keep trying new things, using different setups. As for today, we concentrated on running various shock and spring packages. I’m feeling good about the car, and we’re only getting faster. As always, my guys are doing an excellent job, and we’re making strides with improvements to the car. Every practice day that passes I grow more and more anxious for this weekend’s qualifications.”

JUAN MONTOYA: “The car is really good. I am happy with the speed that we got in the half day we ran. We made some changes but didn’t get a chance to get back out again. So we’ll see how they run tomorrow.” (About jet lag from trip to Indy from CART race in Japan): “I feel great. I had a great night’s sleep and feel very rested.”

JIMMY VASSER: “I’m pretty pleased with the car. Coming out and really only making changes for a half day. We’re still working on the car, so I’m sure tomorrow will look a little different. But overall, I’m pretty happy.”

JEFF WARD: “We didn’t run the primary car too much. We had some problems with the gearbox, and then it rained. We wanted to run the backup car a little. We had some gearbox problems with that, too, and lost a little time there. But the car seems pretty well balanced. Most of our runs have been on used tires because we’re saving the new ones to do qualifying runs later in the week.”

DAY 4 - TUESDAY, MAY 16, 2000 (cont.):

PRACTICE QUOTES (cont.):

ELISEO SALAZAR: “We did 22 laps today and got in the 220 club again. We’re just checking for little things to prepare for qualifying setups, which we’ll run Thursday and Friday.” (About early problems): “It was a short-circuit in a wire in the dash. Nothing major. But it produced a lot of smoke so I got out of the car in a hurry, just in case.”

TONY STEWART: “Well, I wanted to play a bit. And I also felt that I was not working enough with Jeret (Schroeder). I wanted to get a feel for the car and feed that back to Jeret. We’re not where we want to be, but Jeret is doing a good job. He is giving the same info to Larry (Curry), and that should give him confidence that what he is feeling is accurate. Jeret had questions, Larry had questions, and I had questions. And we wanted to get answers. These cars are a lot of fun. I don’t know if I like the new engines. They seem lazy. This is probably the only time you will see me in the car.” (Did you need your arm to be twisted to get in the car?): “No. Perhaps my little finger.” (Did you think no one would recognize that you were in the car?): “Maybe. But the yellow killed us.” (Does NASCAR car owner Joe Gibbs know you are doing this?): “He does now. There’s no contractual issues.”

JERET SCHROEDER: “We went backward yesterday, and we made some changes to free up the car. And Tony (Stewart) was checking those out, and it seemed to have worked. Yes, it’s good to get his feedback. But really, he misses this place, and he wanted to play.” (Was ‘play’ Stewart’s main motivation for turning laps today?): “Yes, I think so.”

ROBBY GORDON: “We did what we wanted to do. We wanted to try a couple of things and got to do that.” (Pole speed prediction): “Another car was 222 today. I think a four-lap average of about 223. I said yesterday and I still believe someone will run a 225.” (Can you do that?): “I don’t know. There’s a handful of us that should be able to do that.”

ROBBIE BUHL (About rain): “We kept sticking along with our plan, which was fine for us. In the morning, we ran our car in those conditions. This afternoon, we trimmed it out and got to 217. Tomorrow and the next day, we’ll trim it out some more and hit 220.” (About track conditions): “The conditions right now are perfect.”

STEPHAN GREGOIRE: “Well, we did a good job. We improved our speed significantly to 221. So that was good. We had a lot of changes this afternoon with setups. I’m very pleased. We just need to keep it up because it’s going to be very competitive. I had a bad gear setting, and I was hitting the rev limiter way too early. I think with a better gear setup, we can hit 22. It’s not perfect, but that’s good. So we can make it even better this month.”

BUDDY LAZIER: “We didn’t have a bad day. We tried a bunch of things. We didn’t get out this morning. It rained as we were rolling out. We had another good day learning the car. Hemelgarn Racing is the type of team that will make the decisions that we need to have to win.” (Did rain today affect your preparation?): “It threw us off a little bit, and it threw us out of momentum. They said there’s supposed to be more rain this week, so we need to take advantage of the track time.”

DAY 4 - TUESDAY, MAY 16, 2000 (cont.):

PRACTICE QUOTES (cont.):

AL UNSER JR.: "Today was one of those days at the Speedway where weather dictates what your running day is going to be like. Hopefully the rain will stay away tomorrow. I feel good about the car, but those speeds are still climbing out there, and I keep saying over and over that we are absolutely just focusing on getting our Tickets.com Starz Encore Superpak G-Force qualified. We know that we have to use all of our track time valuably, because with the weather changing and the yellows that come out at the end of the day, you just never know how much track time you are really going to get."

STAN WATTLES: "I can't tell you what a thrill it is to be back here. We took delivery of our car a week ago, and these guys did a great job getting it ready for competition. The car was delivered in more pieces than normal, but they were able to chase down the parts and get me out on the track. The shakedown was good, and I'm looking forward to getting back out there tomorrow. I'm going to attempt to parallel the speed at which the guys put the car together out on the track. With any luck, the rain will stay away, and we'll be able to get in a full day of running."

EDDIE CHEEVER JR.: "The cars are all very close, and we're just slugging away, one day at a time. You just try to learn something every time you go out. In the afternoon, we went out to shake down the spare car that I crashed on Saturday, but we had an engine problem and that ended our day."

DOUG DIDERO: "We were hoping to just start off today where we left off yesterday, not only with the car but mentally. We're very pleased. Our fastest lap of the day was done on tires that had 53 laps on them. So tomorrow, we'll just start with some small things and gradually move forward. We're still working on our comfort zone. We haven't worried about qualifying, and we're still in race trim. I think it will take 218 to make the race, and we're there now. But I've only done 120 laps or so, total, at this place. Over the years, I have tried to stay humble and focused and not get ahead of myself. I'm just so happy to be here, and we're fortunate. When I started racing, it was my dream to come to Indy. But being from a small town in Canada, I didn't know how I would get here. But it's taken a lot of sacrifice. My wife, Cindy, has sacrificed. There were moments when I didn't think it would happen. I have been talking to veterans here. Crew chiefs with 40 or 50 years of experience. You can't buy experience. But right now, things are going great. We could use some sponsorship, but perhaps this will help."

DONNIE BEECHLER: "We were just fine-tuning the car. I was going into the turn, and it just turned around. Just a little adjustment here makes a big difference. That's why these cars are so close in times. But really, the car felt great this morning. But it never felt good this afternoon. We probably strayed too far with our adjustments. We've got a new car, and we'll probably start with our baseline setup."

DAVEY HAMILTON: "We didn't get in too many laps today. We did a major motor change. We'll come back tomorrow and see what happens. Yesterday, we made some changes and went backward. Today, we made some changes and went forward. And yesterday we practiced with full tanks. But I feel confident we'll make the race. We have the right people. People often think about the one-lap time when, in actuality, it's a four-lap average. I think it will take 217.5 (to make the field)."

DAY 4 - TUESDAY, MAY 16, 2000 (cont.):

PRACTICE QUOTES (cont.):

(Davey Hamilton – cont.) (About new ride with TeamXtreme): “I need a home, and I hope with Freel and TeamXtreme this is it.”

SARAH FISHER: “It was great that we broke the 220 barrier. That’s good for a rookie to do. It gives us more momentum. Now we just need to keep running that consistently. We did the same thing with the 218 and 219 speeds -- ran those consistently and in two steps -- so I’m confident we can run in the 220’s the same way. I’m getting a lot more comfortable with running at the Indianapolis Motor Speedway. I’m comfortable in three out of the four turns now, and we’re working on breaking that last corner into segments so we can master that one, as well. But once again, it is good that we broke the 220 barrier. It’s good for me, for Rob Edwards our engineer and for (owner) Derrick (Walker) and the team because they’ve all worked so hard.”

JAQUES LAZIER (How was your day on the track?): “Excellent. We’ve gone as far as we’re going to go with the ‘99. We did a 217.9 today. I believe 217 of that was the car, and the rest was from a tow. I think we’re pretty close up to speed where we could get a ‘99 in the field if we have to. But we’re excited about our 2000 program. I believe if we had a 2000 (car) we would be in the program solidly.” (What speed will it take to make the race?): “I think it’s going to take a 218 or 218.5 to make the race.”

MEMO GIDLEY (Are you suffering from jet lag from trip from CART race in Japan?): “Yeah. I was feeling better yesterday. I got up at 3:30 this morning and couldn’t go back to sleep. So I decided to go work out.” (About the Indianapolis Motor Speedway): “I think the track is great. It’s very unique. It’s fast. You get to feel the car through the wheel a lot because the speeds are so fast. You really get the sensation through the seat of your pants and the steering wheel. It’s amazing how much a little adjustment to the car will increase the speed.” (Can you make the race?): “We’re facing a challenge. The only budget we had coming here was 30 grand, and that’s what we were using. Our budget is a small percentage of some of the other teams. But that is what the Indy Racing League is all about. It’s great running out here. It’s a cool deal. The guys from Forsythe are volunteer mechanics. I’ve got my uncle here. We got a check today for 200 dollars, so it’s really an underdog effort.” (About Dale Pelfrey’s help): “Dale put me through our rookie test. After doing that, he liked what we were about and what we were doing, so he provided me with a car and a motor.”

SCOTT SHARP: “The Delphi team has been working really hard. It was great to be able to do that and get them pumped up for all the long nights they’ve been putting in. The car’s pretty good on the long run. Then we decided to see what the car could do. We took a little wing out, thinking we could get in the mid 222’s. Then, wow, I saw it pop up there (on the dash), and we decided to come in. It’s only Tuesday, and you have to put four of those laps together.” (What can you run by yourself?): “We’ve been having a lot of that opportunity (running alone). We’ve been working more on just getting a good car.” (About the influence of the Target team’s presence): “I pretty much ignore it. I don’t know how fast they’re going to run. I don’t know how fast Greg Ray is going to run.” (About Kelley Racing’s performance): “We made some big hurdles in the last couple of days. We have been trying to sort out our engineering program. Just yesterday we decided to truly work together to develop the car as a two-car team. I think you can see we have reaped the benefits

DAY 4 - TUESDAY, MAY 16, 2000 (cont.):

PRACTICE QUOTES (cont.):

(Scott Sharp – cont.) of that already.” (The difference in the driving style between Sharp and Kelley Racing teammate Mark Dismore): “It differs on the track that you go to. Mark and I started out about the same (driving style). Then, Mark and I had engineers that kind of directed us in different paths. Somehow today we both like the same car. Typically, I like the front end to be a little bit more responsive than Mark does. I think he likes to have a little bit more of a push. But it (the difference between the two’s driving styles) depends on which track you’re at.” (How have you fixed your engine problems that you were obviously displeased with at Vegas?): “Most people assume that the three engine failures that day were related. Even as close to it all as I am, I assumed the same and reacted in a very heated situation. But when it came to find out, that wasn’t the case. They were all three different. I think if you look back at the last three years, (engine builder) Comptech has got everybody covered (in reliability).” (What was your previous best qualifying effort at the Indianapolis Motor Speedway?): “Last year was my best qualifying effort. We qualified sixth, but we didn’t start from that position. We started from the pits.” (What do you expect the pole speed to be?): “I think, unless it’s cool, you won’t see the speeds that you’ve seen today. The pole run might have a couple of (2)23’s in it, but it’s going to have a couple of (2)22’s, too.”

ROBBY UNSER: “We gained a little bit in the first session, but we basically ended up where we started. When we went back out after the rain, the track was different. Happy hour was a zoo, and the track seemed to be in a bad mood. The spirits were stirring in Turn 1, and it was hungry for race cars. I was getting a funny feeling every time through there. Sometimes you just don’t know about this place. It’s got a personality all its own.”

Thirty-six cars and 34 drivers were on the track today, running 1,121 laps. Cars on track today: #1 Ray, #3T A. Unser, #4 Goodyear, #6 Schroeder/Stewart, #7 Gregoire, #8T Sharp, #9 Montoya, #10 Vasser, #11 Salazar, #12 Calkins, #12T Calkins, #14 Ward, #14T Ward, #15 Fisher, #16 Hamilton, #21 Miller, #22 J. Unser, #24 Buhl, #28 Dismore, #29 R. Unser, #32 Gordon, #33T J. Lazier, #43 Didero, #50 Leffler, #51 Cheever, #51T Cheever, #54 Matsuda, #75 Hearn, #81 Boat, #82 Gidley, #88 Dare, #90 St. James, #91 B. Lazier, #92 Wattles, #93 Drinan, #98 Beechler.

There were 11 yellow flags for four hours, 26 minutes, including a rain delay of two hours, 56 minutes. Fifty-seven cars have passed initial technical inspection, with 63 cars on the grounds. Fifty-one drivers have passed physicals by 6 p.m. Tuesday, with Raul Boesel and Brian Tyler passing physicals today, said Dr. Henry Bock, Speedway medical director.

The track is open from 11 a.m.-6 p.m. Wednesday for practice. Gates open at 9 a.m. The Legends of the Speedway celebration continues with a salute to driver Rick Mears. Also on Wednesday, champions from numerous short-track open-wheel racing series will be honored during Champions Day ceremonies. The champions will take rides around the track with three-time Indianapolis 500 winner Johnny Rutherford and 1998 Indianapolis 500 PPG Pole winner Billy Boat, attend seminars presented by Indy Racing legend Rick Mears and current Indy Racing standout Davey Hamilton, meet with the media, watch practice and tour Gasoline Alley.

DAY 4 - TUESDAY, MAY 16, 2000 (cont.):

TOP 10 DRIVERS OF THE DAY

1	8T	Scott Sharp	Delphi Automotive Systems/MCI WorldCom	223.936
2	9	Juan Montoya	Target	222.102
3	10	Jimmy Vasser	Target	221.773
4	1	Greg Ray	Team Conseco/Quaker State/Moen/Menards	221.740
5	7	Stephan Gregoire	Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing	221.397
6	51	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	221.087
7	15	Sarah Fisher	Walker Racing Cummins Special	220.881
8	91	Buddy Lazier	Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing	220.810
9	11	Eliseo Salazar	Rio A.J. Foyt Racing	220.610
10	43	Doug Didero	Mid America Motorsports Inc./Western Star Trucks	220.518

**SHARP FASTEST IN INDIANAPOLIS PRACTICE
WITH LATE-DAY 223.9 MPH LAP**

INDIANAPOLIS, Tuesday, May 16, 2000 – Scott Sharp, Juan Montoya and Jimmy Vasser added their names to the lengthy list of Indianapolis 500 PPG Pole contenders today by taking the top-three positions in practice at the Indianapolis Motor Speedway.

Sharp, driving the #8 Delphi Automotive Systems/MCI WorldCom Dallara/Oldsmobile/Firestone, nearly broke the 224-mph barrier with a lap of 223.936 during “Happy Hour,” the final hour of practice when track conditions are most ideal for higher speeds.

“The Delphi team has been working really hard,” said Sharp. “It was great to be able to do that and get them pumped up for all the long nights they’ve been putting in.

“The car’s pretty good on the long run. Then we decided to see what the car could do. We took out a little wing thinking we could get in the 222s. Then, wow, I saw it pop up there (on the dash), and we decided to come in. It’s only Tuesday, and you have to put four of those laps together.”

Montoya, the defending CART champion, sat atop the speed chart for most of the afternoon with a lap of 222.102 in the #9 Target G Force/Oldsmobile/Firestone entered by Target/Chip Ganassi Racing. Vasser was third in the #10 Target G Force/Oldsmobile/Firestone at 221.773.

“The car is really good,” said Montoya. “I am happy with the speed we got in the half day we ran. We made some changes but didn’t get a chance to get back out again. So we’ll see how they run tomorrow.”

Persistent showers halted practice in the early afternoon for nearly three hours.

Greg Ray, the defending Indy Racing Northern Light Series champion, was fourth fastest in the #1 Team Conesco/Quaker State/Moen/Menards Dallara/Oldsmobile/Firestone at 221.740, and Stephan Gregoire was fifth at 221.397 in the #7 Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing G Force/Oldsmobile/Firestone.

1996-97 Indy Racing champion Tony Stewart, who is part-owner of the Tri Star Motorsports team, turned 11 laps in the #6 Kroger-Tri Star Motorsports Inc. Dallara/Oldsmobile/Firestone normally driven by Jeret Schroeder. Stewart recorded a fast lap of 218.123.

Two drivers were unhurt in accidents.

At 4:51 p.m., the #98 Cahill Racing Dallara/Oldsmobile/Firestone driven by Donnie Beechler hit the outside retaining wall in Turn 1 and Turn 2, incurring heavy damage to the left side of the car.

At 5:20 p.m., the #93 Hemelgarn Racing Dallara/Oldsmobile/Firestone driven by Dan Drinan hit the outside retaining wall in Turn 1, causing heavy damage to the left side of the car.

Thirty-four drivers were on the track today, completing 1,121 laps.

Two-time Indianapolis 500 champion Emerson Fittipaldi visited the Speedway as part of the weeklong Legends of the Speedway celebration. Fittipaldi, who won the “500” in 1989 and 1993, took several ceremonial laps in the 1993 Chevrolet Z28 Camaro Pace Car.

Four-time Indianapolis 500 winner Rick Mears will be saluted Wednesday. Mears will drive the #9 Penske Racing Gould Charge for several ceremonial laps around the 2.5-mile oval. Mears won the 1979 Indianapolis 500 with the #9 Gould Charge, his first victory at Indianapolis. Mears repeated as winner in 1984, 1988 and 1991.

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DAY 5 - WEDNESDAY, MAY 17, 2000

Entry Update:

•The primary car of Fast Track Racing Enterprises is now a 2000 Dallara chassis. The previous primary, a 1999 Dallara, is now the backup. The team's previous backup, also a 1999 Dallara, has been withdrawn from the event.

PRACTICE REPORT:

Official one-lap track record: 237.498 mph, Arie Luyendyk, May 12, 1996
Fastest lap, Tuesday: 223.936 mph, #8 Scott Sharp
Fastest lap, event: 223.936 mph, #8 Scott Sharp, Tuesday, May 16
Fastest unofficial lap during Open Test in April 2000: 222.833, Greg Ray.

At 10:55 a.m., the air temperature was 72 degrees with south winds at 9 mph and a relative humidity of 68 percent. Skies were overcast. The track temperature was 81 degrees, according to Firestone engineers.

10:57 a.m. – Flagman displays “three minutes to green,” then pulls it back due to precipitation.

11:03 a.m. – Safety crew reporting light rain on north end of the oval.

11:12 a.m. – “Three minutes to green” signal given, then rescinded due to wet spot in north short chute.

11:24 a.m. – **GREEN.** #21 Dr. Jack Miller first car on track.

11:27 a.m. – #21 Miller fastest of day at 217.019.

11:28 a.m. – #9 Juan Montoya fastest of the day at 221.566.

11:31 a.m. – #28 Mark Dismore third fastest of the day at 215.513.

11:33 a.m. – #10 Vasser second fastest of the day at 219.492. #12 Buzz Calkins third fastest at 217.106.

11:34 a.m. – #10 Vasser faster at 219.800, still second of the day.

11:42 a.m. – #3 Al Unser Jr. fourth fastest of the day at 218.183. #28 Dismore second fastest at 219.919.

11:44 a.m. – #28 Dismore faster at 220.171, still second fastest of the day.

#8T Scott Sharp fourth fastest at 218.726.

11:45 a.m. – #8T Sharp second fastest at 220.885.

11:50 a.m. – #1 Ray fifth fastest at 219.295.

11:54 a.m. – #91 Buddy Lazier second fastest at 221.510.

11:54 a.m. – Eighteen cars have been on the track in the 30 minutes since practice began.

11:57 a.m. – **YELLOW.** Rain on the south end of the oval.

Top Ten Drivers as of Noon:

1. #9 Juan Montoya 221.566
2. #91 Buddy Lazier 221.510
3. #8T Scott Sharp 220.886
4. #28T Mark Dismore 220.395
5. #10T Jimmy Vasser 219.800
6. #1 Greg Ray 219.674
7. #12 Buzz Calkins 219.157
8. #16 Davey Hamilton 218.647
9. #3T Al Unser Jr. 218.183
10. #88 Ayrton Daré 217.765

DAY 5 - WEDNESDAY, MAY 17, 2000 (cont.):

At 1:15 p.m., four-time Indianapolis 500 winner Rick Mears conducted a press conference with the media. Mears is being honored today as part of the weeklong Salute to Indy Legends celebration. Here are excerpts of the press conference. A complete transcript will be available at the end of the day:

RICK MEARS: "It's great to be back. It really is. This place has been our home away from home for many years. It's so great to be back and see many familiar faces." (Have you ever considered being a car owner?): "Yes, I've considered it, and it was 'no.' I'm not cut out to be a team owner." (About the excitement of Casey Mears, Rick's nephew, completing his rookie test in April): "Obviously I was very excited. The first words out of his mouth were, 'This place is really narrow. The first thing I thought of is how did you get around Michael on the outside here?'" (Asked if he ever wanted to come back after retiring at the end of the 1992 season): "I've never had any regrets or second thoughts." (Asked what was his preferred line at Indy): "It's mainly high in (into the corner), low in the middle and high out (of the corner). You want an extremely late entry to have a fast lap, this place especially the entry determines the exit." (Asked if Roger Penske was hard to work for): "To this day he's never said, 'Rick you ought to do this.' It's like after the accident in '84, he said the seat would always be ready. Take your time. He can be tough to work for if you don't work. It's good that he realizes that not everybody is made like him." (About the fans welcoming you back to Indianapolis): "The fans here are race fans, and that's why they're here. They're true race fans." (Did you think you would ever be back here?): "I always figured I would be back here for something, or sometime. It's too much of home not to be back. Nobody does not want to be here. Everybody wants to be back here." (Asked if when he hit the wall and broke his wrist here in a 1992 practice accident, was that when you decided to retire): "No, I was already thinking about it about a year or so before, but that just helped speed it up. I thought about running another year, but said, 'no you're crazy.' If you're thinking about it it's time to get out." (About the Penske team missing the Indianapolis 500 in 1995): "It's probably the only time it crossed my mind about getting in a car. It came and went quicker than it will take me to tell you this story. I just thought if I could get in and feel the car I could help those guys out." (About the race with Michael Andretti in 1991): "Our goal was to make it through the first 100 laps. We wanted to be ready for a shootout at the end, but usually it doesn't set up like that. But Michael was at his fastest at the end, and we had some left up our sleeve before the last pit stop. Michael had a little bit of an understeer, but didn't dial it out as much because we didn't show all we had. If we had shown all our speed, he would have trimmed it out and may have been able to get us. That's why you leave some in your sleeve. Once Michael got around me I got to (Turns) 3 and 4 and kept it in the throttle. We picked up his tow. He was staying in the middle just as I got to him, he committed to the inside. I went to the outside and hoped I had enough room. If I could make it through two flat-out and put him in some turbulence and get through (Turns) 3 and 4 we could put some distance between him." (About the yellow light, when Mario Andretti had an engine malfunction and stopped just outside the pits): "Mario decided he couldn't make it to the pits. I've blown it in Turn 1 and made it back. He blew it in two and couldn't make it. We laughed about it. He knows that I know." (About whether Indy makes stars or the stars make Indy): "I'm kind of down the middle. I think Indy helps make some stars, and I also think the stars help make Indy."

DAY 5 - WEDNESDAY, MAY 17, 2000 (cont.):

RAIN DELAY QUOTES:

SCOTT SHARP: "Luckily, the Delphi car has gained a lot of ground the last two days. If we do get rained out, I don't think it's going to have any effect on us. We're in good position. We're pretty well dialed in."

BUZZ CALKINS: "We've been working real hard to find a baseline that we can go back to day after day, condition after condition. It's (the rain) affected more of our race strategy because we would like to go out and run more full-tank race setup sessions. Yesterday afternoon was pretty ideal, and we didn't run. What's important is just to have a baseline in all of these different conditions so we can make a few adjustments to get the car to work no matter the conditions we have."

BUDDY LAZIER: "You know, we had a feeling the rain was coming. Ron Dawes, my engineer, said I'd only have about 10 minutes on the track. We ran four or five laps at speed. We had the new practice motor, and it ran really good. The car ran good. We ran a 221.5, and we're happy with that speed. It was funny. It was so dark in Turns 3 and 4. It felt like about 7 at night, and (Turns) 1 and 2 were really bright."

DAVEY HAMILTON: "We didn't run much. We're OK with the car, just not that good with the car. We're running decent speeds, but not great speeds. We're trying a couple things to gain a mile per hour and it's not happening. We're frustrated a little bit, but we're confident with the car. We just need to keep getting more track time."

MARK DISMORE: "The rain is going to make for some catch-up the next two days. We're a little behind on our qualifying setup. We need to get this car into the big show. Next two days will be total focus on the qualifying setup. I feel we have a good race car."

JIMMY VASSER: "It's wet. It gets tough waiting around because we would really like to be out there running. You can get everything done in the time allotted, but we haven't gotten much time yet so I really want to get on the track."

At 3:45 p.m., Legend of the Speedway Rick Mears took two ceremonial laps around the Indianapolis Motor Speedway in the #9 Penske Racing PC6 Gould Charge, the car in which Mears won the Indianapolis 500 for the first time in 1979. Mears repeated as champion in 1984, 1988 and 1991.

RICK MEARS (Asked how it felt to get back out in the #9 Gould Charge): "Great. There's a lot of fond memories in this car. This is a style of car I started out with in '78 driving for Roger (Penske), and we kept the car in '79 and the car was good to us. Just a lot of fond memories."

PRACTICE REPORT (cont.):

At 4:03 p.m., Indianapolis Motor Speedway officials announced that the track is closed for the day due to rain. Practice will resume tomorrow at 11 a.m.

DAY 5 - WEDNESDAY, MAY 17, 2000 (cont.):

PRACTICE NOTES:

Today marks the fourth time since 1971 that the first five days of practice have had a different driver as fastest of the day.

In 1985, 1989 and 1994, the first five days of practice saw five different drivers lead the day's practice. In 1991, the first six practice days had six different drivers that were fastest of the day. This is the most based on records available.

Seventeen drivers were on the track today in 17 cars, completing 217 laps.

POST-PRACTICE QUOTES:

JUAN MONTOYA (Asked if he is still adjusting to the Indy Racing Northern Light Series car): "I think you have to make the car better handling-wise." (About the difference between the two cars): "They're a bit different. They're pretty simple to drive. They're a bit slower to react, and momentum is important. If you even blip the throttle it takes more than a lap to make up and it costs you a mile an hour." (How would it feel if you had the opportunity to drive the CART cars here?): "It would be very exciting, because we wouldn't be talking about 220. We'd be talking about 230s or 240s. It would be really fast." (Asked if Roberto Guerrero, who is also a native of Columbia, is a hero of his): "I watched him most of the time. I used to be a big fan of his when I was a little kid." (Has Jimmy (Vasser) given you any insight on running here?): "Jimmy said it would be very simple, and it was. It only took me four laps to do 217." (How long will it take you to get to know the drivers you are running against at the Indianapolis 500?): "It won't take you long to realize who's aggressive and who you can run side-by-side with." (Since Target/Chip Ganassi Racing is based in Indianapolis, have you had the opportunity to spend time here, or have you not been 'home' much?): "Whew, yeah. It's pretty long, because we've been on the road pretty long. This city is nice. There's a few things to do downtown. It's not your bed, it's not your house, it's a hotel." (You don't seem to be intimidated by any racetrack): "It's not about being intimidated. Some tracks you like more than others." (About running at Nazareth and then immediately Indy, and how that will affect his focus): "We're going to go out and run. Not until Thursday will we think about this. You don't have to be first in first corner to win the race here. You just have to cruise for 400 miles then race. I think it's going to be really exciting. We're going to be coming straight from Nazareth, which is a very small place. And when we come here I'm sure it will be like 'whew, Jesus.'" (What are your feelings about the reception fans have given Jimmy): "It's cool. I'm sure that a lot of fans are really excited. I'm sure that Jimmy and I aren't coming here to show who's better, or if CART's better. I just came here to have fun." (About practice here): "We've done a run on a full tank, and we're going to do a few more of those and we will be ready."

EDDIE CHEEVER (on Rick Mears): "Rick drove with the best team with the best history at the Indy 500 – Penske. You'd have to say that it was the best team with the best driver that had the best results. I once had the pleasure of flying with Rick to Australia. I asked him a question about a corner at Indy, and I got some very good insight into how his mind worked. He talked about Turn 1 for over an hour. He has a very in-depth understanding of how this place works. He was extraordinarily fast and had a very different way of racing than anybody else did. He would kind of just hang there until about the last 20 or 30 laps and by then, he was the one to beat. He was blindingly fast in qualifying and very fast in the last few laps of the race. Rick was a great strategist and it was amazing how he could run a car on an oval."

DAY 5 - WEDNESDAY, MAY 17, 2000 (cont.):

POST-PRACTICE QUOTES (cont.):

RICHIE HEARN: “We finally got out there on time. I was able to run 16 laps, just a handful of laps. We ran a hundred times better than we did right out of the box. We ran faster than I had been running. That’s the good news. The bad news is, it’s raining and we still need another six mph to be comfortable. Hopefully we’ll get to run tomorrow. The car definitely felt like a real race car. It was working properly, but this is where we should have been the other day. We can’t do anything about that now, so we’ll just have to keep working on it.”

The Indy Racing Northern Light Series conducted a press conference this afternoon with rookie driver Sarah Fisher and Walker Racing team owner Derrick Walker. Fisher drives the #15 Walker Racing Cummins Special Dallara/Oldsmobile/Firestone. Here are excerpts from the press conference:

SARAH FISHER: (Did your Las Vegas experience boost your confidence?): “Sure it did. It shows that Derrick is a really good spotter and that we are a really good team. Sparks are flying, our team is together and we’re ready to roll.” (Are you being viewed as just a race driver?): “A little bit, but not as much as I like because you brought it up.” (Do you think of yourself as a role model?): “A little bit. Boys and girls do have someone to look up to because I’m so young. I’ll feel like a bigger role model when I actually accomplish something. I just arrived.” (When did you first think about racing Indy and when did you first think it might happen?): “The first time I knew I wanted to be at Indy was when I was around 10 (years old), but the first time I thought it was possible was when I first sat in a car at Texas (in October 1999).” (How do people react when they learn you drive Indy Racing cars?): “They laugh. I look like I just got my drivers license and I’m a girl, but this isn’t a media stunt.” (About the fans’ response): “A bunch of screaming kids, but the kind of support we’ve gotten is tremendous. It’s females, older women, and men too.” (What driver did you idolize growing up?): “Steve Kinser.” (How did you react to Adam Petty’s death?): “When it’s time for you to go it’s time for you to go. As a race driver, you can’t think about that. It’s sad because like me I think he had potential.” (Have you spoken with Lyn St. James and what role has she played?): “Lyn kicked the door open. I want to blow the door open. I want to win the Indy 500.” (How have you been dealing with the pressure of the Indianapolis 500?): “I went to a couple of Pacers’ games. I went to a sprint car race Friday night at Terre Haute and saw some of my old friends. But I’m a very focused person.”

DERRICK WALKER: (What made you choose Sarah as your driver?): “I originally wanted to start a team with a rookie driver and build from the ground up, and I wanted an American driver. When I first met her, I was impressed with her focus. The first time I actually saw her run was in our car at Vegas.” (Is there a driver that Sarah reminds you of in terms of driving style?): “She has a similar style to Rick Mears. Rick had a feel for the car and was very smooth. When Rick first started testing at Phoenix he crashed all the time, but when it came time to race there he had it figured out and he became the master of the place.” (When asked how good Fisher could be): “She has a good opportunity to learn her craft. It’s as much our challenge as hers. I wouldn’t have hired her if I didn’t think she could do it. We don’t do this just to have fun.”

DAY 5 - WEDNESDAY, MAY 17, 2000 (cont.):

Champions from numerous short-track open-wheel racing series were honored during Champions Day ceremonies today. The champions took rides around the track with three-time Indianapolis 500 winner Johnny Rutherford and 1998 Indianapolis 500 PPG Pole winner Billy Boat. The participants attended seminars presented by Indy Racing legend Rick Mears, Indy Racing standout Davey Hamilton and Indy Racing team owner Rick Galles. Afterward they watched practice, toured Gasoline Alley and met with the media.

The sanctioning bodies and short track champions that were honored include: American IndyCar Series (AIS); American Motor Racing Association (AMRA) and champion John Burdette; American Mini Sprint Association (AMSA) and champion Eric Edwards; ARCA Auto Value Midget Series and champion Gene Lee Gibson; Badger Midget Auto Racing; International Championship Auto Racing (INCAR) and champion L.J. Lines; Interstate Racing Association (IRA) Outlaw Sprints and champion Donny Goeden; Keystone Auto Racing on Speedways (KARS) and champion Dale Hammaker; Midwest Auto Racing Association (MARA) and champion Don Lehmann; North American Minichamp Racing Association and champion Scott Miller; NAMARS and champion Kevin Newton; Sprint Car Racing Association (SCRA) and champion Richard Griffin; Sprints On Dirt (SOD) and champion Dain Naida; Supermodified Racing League and champion Troy Regier; Tampa Bay Area Racing Association (TBARA) and champion Dude Teate; United Midget Auto Racing Association (UMARA) and champion Steve Thinnes; United Midget Racing Association (UMRA) and champion Terry Goff; United Sprint Car Series (USCS) and champion Marshall Skinner; United States Auto Club (USAC) and series champions Marc DeBeaumont, Josh Wise, Ron Smoker, Bud Kaeding and Dave Darland.

TOP 10 DRIVERS OF THE DAY

1	9	Juan Montoya	Target	221.566
2	91	Buddy Lazier	Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing	221.510
3	8T	Scott Sharp	Delphi Automotive Systems/MCI WorldCom	220.885
4	28T	Mark Dismore	On Star/GM BuyPower/Bryant Heating & Cooling	220.935
5	10T	Jimmy Vasser	Target	219.800
6	1	Greg Ray	Team Consecro/Quaker State/Moen/Menards	219.674
7	12	Buzz Calkins	Bradley Food Marts/Sav -O-Mat	219.157
8	16	Davey Hamilton	TeamXtreme/Lycos/G Force	218.647
9	3T	Al Unser Jr.	Galles ECR Racing Tickets.com Starz Encore Superpak	218.183
10	88	Airton Daré	TeamXtreme/USACredit.com/G Force	217.765

Practice for the 84th Indianapolis 500 continues Thursday from 11 a.m.-6 p.m. Gates open at 9 a.m. Mario Andretti, the 1969 Indianapolis 500 winner, will be saluted as a Legend of Indy Racing with ceremonial laps around the track at 3:45 p.m. Andretti will sign autographs at the Pepsi Stage immediately after the ceremonial laps.

A press conference will take place with Andretti from 1:15-1:45 p.m. in the Trackside Conference Room.

MONTOYA FASTEST IN SHORT, WET PRACTICE AT INDIANAPOLIS

INDIANAPOLIS, Wednesday, May 17, 2000 – Juan Montoya turned the fastest lap, 221.566 mph, today during Indianapolis 500 practice that lasted only 33 minutes due to rain.

Practice started 24 minutes past the 11 a.m. (EST) scheduled start due to morning rain and was halted at 11:57 a.m. due to thunderstorms. Indianapolis Motor Speedway officials closed the track for the day at 4 p.m. after another wave of showers thwarted attempts to dry the historic 2.5-mile oval.

When the track was open, reigning CART champion Montoya wasted little time climbing to the top of the speed charts in his primary #9 Target G Force/Oldsmobile/Firestone, turning his fast lap just four minutes into the session on his sixth lap of the day. Montoya completed just nine laps today.

“I think the car has been really good, but today didn’t do much,” Montoya said. “We didn’t get in both cars, so we’ll see. You’ve got to make the car better, handling-wise.

“We’re not worried about how the car handles in traffic yet. We have to make it go fast before anything else.”

1996 Indianapolis 500 champion Buddy Lazier was second fastest at 221.510 in the #91 Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing Dallara/Oldsmobile/Firestone. Scott Sharp, fastest May 16, was third fastest today at 220.886 in the Delphi Automotive Systems/MCI WorldCom Dallara/Oldsmobile/Firestone.

Sharp’s teammate, Mark Dismore, was fourth fastest at 220.395 in the #28T OnStar/GM BuyPower/Bryant Heating & Cooling Dallara/Oldsmobile/Firestone. Montoya’s teammate, Jimmy Vasser, was fifth fastest in the #10T Target G Force/Oldsmobile/Firestone at 219.800.

Seventeen drivers were on the track during the brief practice, completing 217 laps. Reigning Indy Racing Northern Light Series champion Greg Ray was sixth fastest at 219.674 in the #1 Team Consec/Quaker State/Moen/Menards Dallara/Oldsmobile/Firestone, while two-time Indianapolis 500 winner Al Unser Jr. was ninth best at 218.183 in the #3T Galles ECR Racing Tickets.com Starz Encore Superpak G Force/Oldsmobile/Firestone.

Four-time Indianapolis 500 champion Rick Mears visited the Speedway as part of the weeklong Legends of the Speedway celebration. Mears, who won the “500” in 1979, 1984, 1988 and 1991, dodged raindrops to take ceremonial laps in the Gould Charge that he drove to victory in 1979.

1969 Indianapolis 500 winner Mario Andretti will be saluted Thursday. Andretti will drive ceremonial laps around the track.

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DAY 6 - THURSDAY, MAY 18, 2000

PRACTICE REPORT:

Official one-lap track record: 237.498 mph, Arie Luyendyk, May 12, 1996

Fastest lap, Wednesday: 221.566 mph, #9 Juan Montoya

Fastest lap, event: 223.936, #8T Scott Sharp, Tuesday, May 16

Fastest unofficial lap during Open Test in April 2000: 222.833, Greg Ray.

At 11 a.m., the air temperature was 74 degrees. Winds were from the southwest at 22 mph with gusts to 29 mph, and the relative humidity was 68 percent. Skies were partly cloudy. The track temperature was 107 degrees, according to Firestone engineers.

11 a.m. – **GREEN**. #20 Hideshi Matsuda is first on track, followed by #5 Robby McGehee and #27 Jimmy Kite.

11:10 a.m. -- #9 Juan Montoya fastest at 217.634 mph after six laps. #50 Jason Leffler second fastest at 215.032 after 10 laps.

11:13 a.m. – **YELLOW**. Debris on track.

11:17 a.m. – **GREEN**.

11:18 a.m. -- #9 Montoya fastest at 217.896.

11:19 a.m. -- #51T Eddie Cheever Jr. second fastest at 215.799.

11:20 a.m. -- #10 Jimmy Vasser second fastest at 216.106.

11:29 a.m. – **YELLOW**. Debris on track.

11:34 a.m. – **GREEN**.

11:41 a.m. – **YELLOW**. Debris on track.

11:47 a.m. – **GREEN**.

11:49 a.m. -- #51T Cheever fastest at 219.670. #50 Leffler third fastest at 216.520.

11:51 a.m. – **YELLOW**. Spray from #98 Donnie Beechler. Team reports no problems with car.

DONNIE BEECHLER: "This is a brand-new car that we are shaking down. We've had it since Thanksgiving. We were holding it to run at Indianapolis but not under these circumstances (Beechler crashed in his primary car Tuesday). The guys are doing a great job."

11:55 a.m. – **GREEN**.

Noon -- #50 Leffler second fastest at 218.241.

12:12 p.m. – **YELLOW**. Debris.

12:17 p.m. – **GREEN**.

12:20 p.m. -- #50 Leffler second fastest at 218.801.

12:21 p.m. – Winds were from the southwest at 23 mph, with gusts to 28 mph.

12:22 p.m. -- #28 Mark Dismore fourth fastest at 216.892.

12:33 p.m. – **YELLOW**. Track inspection.

12:43 p.m. – **GREEN**.

12:54 p.m. -- #27 Jimmy Kite fastest 219.810.

12:58 p.m. – **YELLOW**. #10 Vasser stops on back straightaway. Tow-in. Team reports mechanical problem.

1:04 p.m. – **GREEN**.

At 1:09 p.m., the ambient temperature was 79 degrees and track temperature 93 degrees, according to Firestone engineers.

KECO Coatings will play host to an autograph session with Indy Racing Northern Light Series drivers for Indiana Children's Wish Fund children and their families at 11 a.m. Sunday at the Flag #2 Hospitality tent (chalet). *Racing for Corey's* quarter midget will be on display, and lunch will be served.

DAY 6 - THURSDAY, MAY 18, 2000 (cont.):

Video News Releases of highlights from Pole Day, MBNA Bump Day and Coors Carb Day at the 84th Indianapolis 500 will be available on satellite Saturday, May 20, Sunday, May 21 and Thursday, May 25.

Feeds will include on-track video and driver interviews from the Indianapolis Motor Speedway, where teams are preparing for the "Greatest Spectacle in Racing" on May 28.

Pole Day is May 20, with MBNA Bump Day May 21 and Coors Carburetion Day May 25.

Details of the Video News Releases:

Saturday, May 20 (Pole Day):

- Time: 7:30-7:45 p.m. (EDT)
- Coordinates: SBS 6, Transponder 9; Audio 6.2-6.8, KU band

Sunday, May 21 (MBNA Bump Day):

- Time: 7:30-7:45 p.m. (EDT)
- Coordinates: SBS 6, Transponder 9; Audio 6.2-6.8, KU band

Thursday, May 25 (Coors Carb Day):

- Time: 6-6:15 p.m. (EDT)
- Coordinates: SBS 6, Transponder 9; Audio 6.2-6.8, KU band

1999 Indianapolis 500 Bank One Rookie of the Year Robby McGehee joined famous crash test dummies Vince and Larry, and other industry leaders today in the Trackside Conference Room to help promote Buckle Up America Week and passenger-car safety in the state of Indiana.

ROBBY McGEHEE: "I wouldn't even consider pulling into race traffic without my seatbelt. Even a brush up against another vehicle is enough to eject me from mine. My best chance of avoiding injury is to stay in the car."

DAVE BURSTEN (Indiana State Police 1st Sergeant): "No one ever expects to be involved in a crash. The whole idea behind wearing your seatbelt is to be prepared for the unexpected. And if you're not concerned about your own life, how about your passengers' lives? Research shows that if a driver is unbuckled, 70 percent of the time, children riding in that vehicle won't be buckled either."

1969 Indianapolis 500 winner Mario Andretti met the media Thursday as part of Legends of the Speedway ceremonies.

MARIO ANDRETTI: "I missed the place, as you could imagine. It's amazing, all of the work and the transformation. (Speedway president) Tony (George) and I drove around the Grand Prix course and tried to knock a few tires down. It looks very interesting. It will be a good home for Formula One in the United States." (About racing in a variety of cars during his career): "It helped expand our dimensions, in terms of skill, by being able to learn the different disciplines. But the commitments now are more demanding in the top series. The owner wants to own the guy. They don't want them to get injured. They do more testing. When I ran the Hoosier Hundred, I might run in a midget and then in a sprint car and then in the race. Today, every champ race is a three-day commitment." (About Formula One coming to the Speedway): "The more racing, the merrier. It is a solid home for Formula One, and it is a solid commitment made here. F1 has been missing from these shores for too long. It's been a makeshift situation. All the praise for Tony George for having the foresight to do this." (About his Indianapolis 500 career): "To be here 29 years and to win one time makes you think, 'Gee, what was he doing those other years?' But I have led more laps here than some four-time winners. I was a force here." (About qualifying at Indy): "I never hyperventilated anyplace but here."

DAY 6 - THURSDAY, MAY 18, 2000 (cont.):

PRACTICE REPORT (cont.):

2:14 p.m. -- #28T Dismore third fastest at 218.827.
2:24 p.m. – **YELLOW**. Track inspection.
2:34 p.m. – **GREEN**.
2:47 p.m. – **YELLOW**. Debris on track.
2:50 p.m. – **GREEN**.
3:03 p.m. – **YELLOW**. Rain.

At 3:45 p.m., 1969 Indianapolis 500 winner Mario Andretti turned laps in the Dean Van Lines car that he drove to the pole in 1967. Car slowed and stopped just short of pit entrance on his first ceremonial lap. Target/Chip Ganassi pit crew drives pit cart to Andretti's car to tow him to pits. Car refired in pits but engine then stopped without Andretti returning to track.

MARIO ANDRETTI: "It's always nice to be able to reacquaint yourself with machinery that gave you so much pleasure. There are too many cobwebs. It's nice to clear them out. This car, properly set up and in its day, was an awesome car."
(About today at the Speedway): "It's been great being here. A great day."

PRACTICE REPORT (cont.):

4:07 p.m. – **GREEN**. The ambient temperature was 72 degrees with south winds at 14 mph and a relative humidity of 78 percent. The track temperature was 85 degrees, according to Firestone engineers.
4:12 p.m. -- #10T Vasser second fastest at 219.705.
4:13 p.m. -- #55 Raul Boesel on track for first time at this event.
4:18 p.m. – **YELLOW**. Debris on track.
4:20 p.m. – **GREEN**.
4:25 p.m. -- #91 Buddy Lazier fourth fastest at 218.913.
4:41 p.m. – **YELLOW**. Track inspection.
4:50 p.m. – **GREEN**.
4:55 p.m. -- #9T Montoya fastest at 221.307.
5:12 p.m. -- #5 Robby McGehee second fastest at 220.964.
5:30 p.m. -- #10T Vasser third fastest at 220.508.
5:47 p.m. -- #10T Vasser fastest at 221.681.
6 p.m. – **CHECKERED**. End of practice. #10T Jimmy Vasser fastest at 221.681 mph.

Four-time Indianapolis 500 winner Rick Mears was in the pits of #50 Jason Leffler this afternoon. Leffler is sponsored by UnitedAuto Group, owned by Roger Penske. Mears earned all four Indy victories in Penske-owned cars and remains as a driving consultant to Team Penske.

Six Indy Racing drivers will be guests on "Indy Live," a special one-hour program from 9-10 p.m. (EDT) tonight on the Indy Racing Radio Network. The drivers: Robbie Buhl, Lyn St. James, Jason Leffler, Mark Dismore, Jeff Ward and Eliseo Salazar.

The local IRRN affiliate is WIBC 1070 AM, and "Indy Live" also can be heard on the Internet at www.indyracing.com.

DAY 6 - THURSDAY, MAY 18, 2000 (cont.):

PRACTICE QUOTES:

SCOTT SHARP: "Our focus today has been on the race setup. We have a race car that is extremely steady. I'm very happy with the Delphi car. Overall, I have a good feel for the car. We are still trying to make improvements. Progress has been positive."

MARK DISMORE: "The wind is making it hard to find out about the car. We are trying to get a well-balanced qualifying car, but like I said, the wind is much too strong. Early this morning, we worked on our race setup, and I'm totally happy with where we are there."

STEPHAN GREGOIRE: "We wanted to get our backup car out today but decided not to. We have too much work to do. We took our race car out, and it rained just enough to bother us. We feel ready. We wanted to be sure the race car would work in these conditions. We tried heavier fuel and more wing."

AIRTON DARÉ: "We found we struggled a little bit with the wind. The day before yesterday, we had a solid car with little downforce. We tried to run that today, and it didn't work too well. We just need more downforce, but we are ready."

SAM HORNISH JR.: "We wanted to go out and make sure the car was capable of running the same speeds we turned earlier in the week (before crash). Also I wanted to regain my confidence in the car." (Confident about qualifying?): "Yes, I feel we're prepared. I just hope we can get a full day of running tomorrow. We have a few adjustments we'd like to try before qualifying." (Effect of wind today): "You just have to be careful how much steering input you put into the car. You need to keep the car under you and be ready for the wind gusts." (Is the event longer or shorter than you expected?): "It's going pretty quick. It was real long on Monday, but we're back on pace now. Saturday will be here before we know it."

JERET SCHROEDER: "Things are going very well. We made major improvements. The car is very comfortable. We could have trimmed the wings and gone much faster, but it's much too windy to do that." (Did Tony Stewart's input from his driving stint Tuesday help the car?): "Not really. (Team manager) Larry (Curry) is good at what he does, and we made a lot of changes based on what we had learned." (Was the wind a factor?): "In the morning, you could really feel the wind push the car, but we dialed that out." (About goals for this event): "You have to be consistent, not get in trouble and finish the race. First you have to qualify well. You want to get out of mid-pack. If we do that, we're consistent and stay out of trouble, we could win the race."

HIDESHI MATSUDA: "I ran a different car (#54) the day before, so it was like starting over (today). But it's going fine." (Which car do you prefer?): "It's difficult to say. We really haven't tried anything yet to know." (About relationship with chief mechanic Greg Beck): "We have been around each other for years and so Greg knows exactly what I want. He sets it up for me so it's very comfortable." (About his ability to qualify with limited practice): "The No. 1 reason is Greg Beck and the crew. I trust his work. The moment I leave Indiana for Japan, I begin thinking about the next race (Indianapolis 500). I visualize running this race every day when I'm in Japan."

DAY 6 - THURSDAY, MAY 18, 2000 (cont.):

PRACTICE QUOTES (cont.):

RICHIE HEARN: "The car is slower than (heck). We're not going to make the show if we don't find speed. I hope it doesn't rain tomorrow so we can find some speed."

LYN ST. JAMES: "We had a good car, and then we didn't have a good car early today. It, quite frankly, put a frantic in me because this is exactly what happened to me last year. It was déjà vu. We lost the handling on the car last year and never got it back. We just ran one lap before the rain came, and we've got our race car back. We are going to work on it from here, work on trimming it out and getting our qualifying setup. We're not sitting hunky-dory because of the rain, but we're in much better shape than we were (earlier)."

JASON LEFFLER: "We're just working on some things. The last run we did (before the rain delay) was full-tank sessions. I think we're right where we want to be. The rain didn't help us any, but we're right where we need to be. We're really happy with the car today. It felt much better. We concentrated on Race Day setups this morning but ran a few hot qual laps this afternoon."

EDDIE CHEEVER JR.: "It was very, very windy out there today. It was probably the worst day for wind that we've had. We did four full-tank runs, and we're very happy with the #51 Excite@Home Infiniti. We've put almost 500 miles on this engine with absolutely no problems. The car was a lot better. We didn't really see much point in going out and trying to set a time right now."

ROBBY McGEHEE: "We ran the same setups today but just added more downforce. Our speed problem yesterday was the fact that we were running on old tires. Every time we put stickers on, it started to rain. So today we actually got lucky and ran several laps with stickers, and that made all the difference in the world. We've worked on both Race Day and qual setups today."

JIMMY KITE: "I'm very happy. To be on top before Happy Hour proves we can run well. We could have someone pull us around, too, but it's not ideal conditions." (Your thoughts about this weekend?): "Great. We said we wanted to be in the top 10 every day and be in the top 10 in qualifying. This is the first time out for us since Monday, so to be this good out of the box, that's great. I'm excited for this weekend, but I'm really excited about next Sunday. It's good to know we can pick up where we left off. In this windy and overcast weather, to do the lap we did was really good. We have a couple more (mph) in the car. We actually put some wing back in the Founders Bank/ZMAX G Force to run those laps due to the wind. We can run quicker than that. We haven't shown our hand yet. That quick lap was the first hot lap. I went to do a second one that was going to be a lot quicker. I came down the front straight and looked at the windsock, and it was pointed due south. I got to (Turn) 2, and it had swapped and was pointing straight east! I was bringing the car out of the turn, and the wind just picked it up and moved it 2 feet closer to the wall. We decided right then that we didn't need that. It wasn't worth the risk. We were top 10 again, and that was our goal. It's nice being higher, but that wasn't our goal. I'd like to have been out there in the last hour having someone pull me around but that doesn't do you any good. It doesn't hurt having a drafting partner, even in Indy Racing, but you won't have that on Saturday (Pole Day). On Saturday, teammate or not, it won't do you any good."

DAY 6 - THURSDAY, MAY 18, 2000 (cont.):

PRACTICE QUOTES (cont.):

THOMAS KNAPP (Team manager, #1 Ray, #32 Gordon) (Why team didn't run today): "We were going out to run when it started raining. Then we decided to change engines."

RICK GALLES (Owner, #3 A. Unser): "We did not want to run with the winds as high as they were today. If we are going to be on the track, we want to make sure that we are getting quality laps in that are going to help us in qualifying and the race. We did not feel that we would gain enough on the track to chance running in the high winds."

DONNIE BEECHLER: "The car was good. I am glad we went out a second time. With this kind of weather, it is hard to trim the car. We are being very careful right now in setting up the car for qualifications. A lot of drivers parked it this afternoon, but I am glad we went out again. Tomorrow will be cooler and better weather. It should help us on our qualification setups."

SCOTT GOODYEAR: "It was a productive day, particularly in the last hour. We learned some things that are really going to help us. I try not to drive on the fine line, but I like to be comfortable. I like the car to be driver-friendly. We'd like to be in the top dozen in qualifying, and we'll take wing out of it in search of speed tomorrow." (Did engine problems earlier this week delay progress?): "Not really. We lost a couple of hours. We had a problem with the timing chain, and we've had that before. So we put a new motor with a new timing chain in." (Does your experience here help during preparations?): "Well, I can probably just practice a day and qualify, but nothing can prepare you for this event like racing this event. No matter how much you think you're ready, it's still the Indy 500."

STEPHAN GREGOIRE: "Twelfth fastest was OK, but I was not happy with the handling. Whatever we changed on the car didn't work, and I didn't like it. I was able to do a decent speed, but really it was too hard to drive. I think my engineer, Hayden, saw something funny on the telemetry on the right-rear suspension. So we will check that out. We did a 218, which is decent, but the way my car feels, we need to do some more work on it."

STAN WATTLES: "This was the first time we really had a chance to work with the car. I'm pretty pleased with today's outcome given the adverse weather conditions. We were hoping to be in the 215 to 216 range, but we had a few gremlins to deal with. I know that there's a great deal left in the car, so hopefully we'll be able to get some dry time in tomorrow before we have to qualify on Saturday. We need to kick it up another 8 mph to get where we need to be. I still feel good about Saturday and Sunday. We just need a little more time. I have a good crew with a ton of experience, and they've done a great job so far."

JEFF WARD: "We haven't trimmed the cars out yet, so we'll put qualifying setups on tomorrow. Overall, the week has gone well. We solved some problems with the gearboxes. We lost some time just due to unlucky timing. Changing things on the car when the track was open, and when we were ready to go out, it rained. But we'll be fine."

DAY 6 - THURSDAY, MAY 18, 2000 (cont.):

PRACTICE QUOTES (cont.):

JIMMY VASSER: (About the 'Who needs milk' comment in Michigan in 1996): "You get over it. Certainly you want to be here, but as you can see I'm here and I'm OK. The first year it wasn't so bad. I mean who needs milk, right? I think it was taken out of context. Every driver on the circuit wants to be here, and it is the biggest race in the world. Hopefully, we can make the race and have a chance to win." (About Indy Racing League officiating): "They're doing a fantastic job. A lot of what they're doing would be good in CART. We haven't run a race yet so it's hard to comment. Maybe after the race, I'll have some other comments. There are still a lot of yellow shirts here though, so I guess they didn't go out with USAC." (If you win will it be a victory for CART?): "As far as flying CART flags, I don't feel that way. We're not trying to make a political statement. We're here to race. If we don't make the CART guys proud, we'll make them cry in Milwaukee like we have the last four years. Some of my most exciting memories in life was qualifying for my rookie year. This is still the biggest motor race in the world. Since arriving from Japan we've just had to work on the car. We don't really have the opportunity to sit back and realize, 'Wow, this is cool.'"

CHIP GANASSI (Owner, #9 Montoya, #10 Vasser) (About returning to the Indianapolis Motor Speedway): "It's nice to come back here in terms of the reception we've received from the fans and the media. So far everything this week has gone well for us. These cars are a lot different than the cars we're used to." (About the changes in the May schedule): "The biggest difference is you don't have as much time. It used to be you could take apart your race engines and take a methodical approach. One of the biggest challenges is that you don't have the time here you once had. You don't have that kind of time anymore. You don't have that luxury anymore. For me and Jimmy, it's an adjustment. For Juan (Montoya), it's just another race. We shouldn't have stayed an extra day in Japan, especially after our performance there." (Do you think more CART teams could/should have come?): "I don't know. I certainly can't speak for other owners. I can tell you this, it took the entire ownership group to open up this weekend. I certainly think some of them could have, but I don't know. I'm finding it fun, and I'm happy to be here." (About Indy Racing League officiating): "Brian Barnhart (Indy Racing League director of racing operations) is the kind of official we need. Guys that have been around this type of equipment."

JUAN MONTOYA (About competing in two races in two days next weekend): "Being on ovals, it should be OK. If it were a road course for 500 miles, it would be hard. I think as long as we drink, we should be OK. And sometimes you test for a full day, so I don't think it will be that bad." (Is practicing for a week here almost like an extended test session, in terms of time?): "It's not that much time really. You do one, two or three runs then you stop for lunch. You go back in the garage area and make adjustment and it takes time, it takes forever. So you don't do that many laps, surprisingly." (About competing in the Indianapolis 500): "Chip (Ganassi) gave me a car. I'll just drive it as fast as I can, simple."

This is the first time since 1991 that six different drivers have been the fastest during the first six days of practice for the Indianapolis 500, and only the second time the feat has been achieved since 1971.

DAY 6 - THURSDAY, MAY 18, 2000 (cont.):

Thirty-nine cars and 33 drivers were on the track today, running 1,950 laps. Cars on track today: #3 A. Unser, #4 Goodyear, #5 McGehee, #6 Schroeder, #7 Gregoire, #8 Sharp, #8T Sharp, #9 Montoya, #9T Montoya, #10 Vasser, #10T Vasser, #11 Salazar, #12T Calkins, #14 Ward, #14T Ward, #15 Fisher, #16 Hamilton, #17 Harrington, #18 Hornish, #20T Matsuda, #21 Miller, #22 J. Unser, #24 Buhl, #27 Kite, #28 Dismore, #28T Dismore, #29 R. Unser, #50 Leffler, #51 Cheever, #51T Cheever, #55 Boesel, #75 Hearn, #81 Boat, #82 Gidley, #88 Dare, #90 St. James, #91 B. Lazier, #92 Wattles, #98 Beechler.

There were 12 yellow flags for two hours, one minute, including a rain delay of one hour, four minutes. Fifty-nine cars have passed initial technical inspection, with 63 cars on the grounds.

The track is open from 11 a.m.-6 p.m. Friday for practice. Gates open at 9 a.m. The Legends of the Speedway celebration continues with a salute to team owner Andy Granatelli.

TOP 10 DRIVERS OF THE DAY

1	10T	Jimmy Vasser	Target	221.681
2	9T	Juan Montoya	Target	221.555
3	5	Robby McGehee	Meijer/Energizer Advanced Formula/Mall.com	220.964
4	28T	Mark Dismore	OnStar/GM BuyPower/Bryant Heating & Cooling	220.896
5	8T	Scott Sharp	Delphi Automotive Systems/MCI WorldCom	219.922
6	27	Jimmy Kite	Founders Bank Group/ZMAX/Blueprint Racing Special	219.810
7	51T	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	219.670
8	91	Buddy Lazier	Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing	218.913
9	50	Jason Leffler	UnitedAuto Group Special	218.801
10	20T	Hideshi Matsuda	Hubbard Photographics/Immke Auto Group/Dallara	218.659

VASSER LEADS THURSDAY PRACTICE AT INDY
Target/Ganassi Racing star is sixth different driver to top charts
in first six days

INDIANAPOLIS, Thursday, May 18, 2000 – Jimmy Vasser topped the speed chart during practice for the 84th Indianapolis 500 today, turning a lap of 221.681 mph in the #10T Target G Force/Oldsmobile/Firestone.

His Target/Chip Ganassi Racing teammate, Juan Montoya, was second fastest in the #9T Target G Force/Oldsmobile/Firestone at 221.555. Both drivers turned their fastest laps in the last two hours of practice, after a 64-minute rain delay cooled the track and the air temperature.

“First of all, the reception has been fantastic from the fans and officials,” said Vasser. “Since arriving from (CART race in) Japan, we’ve just had to get to work on the car. We don’t really have the opportunity to sit back and realize, ‘Wow, this is cool.’ Some of my most exciting memories in life was qualifying here my rookie year. This is still the biggest motor race in the world.”

1999 Bank One Rookie of the Year Robby McGehee was third fastest at 220.964 in the #5 Meijer-Energizer Advanced Formula-Mall.com G Force/Oldsmobile/Firestone.

Mark Dismore was fourth in the #28T OnStar/GM BuyPower/Bryant Heating & Cooling Dallara/Oldsmobile/Firestone at 220.896, and his Kelley Racing teammate, Scott Sharp, was fifth at 219.922 in the #8T Delphi Automotive Systems-MCI WorldCom Dallara/Oldsmobile/Firestone.

Vasser was the sixth different driver to lead the speed charts during the first six days of practice on the 2.5-mile Indianapolis Motor Speedway, the first time that feat has been achieved since 1991 and only the second time since 1971.

Thirty-three drivers practiced today, recording 1,950 laps, the most of any day this week.

1969 Indianapolis 500 champion Mario Andretti visited the Speedway as part of the weeklong Legends of the Speedway celebration. Legendary car owner Andy Granatelli will be saluted Friday.

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DAY 7 - FRIDAY, MAY 19, 2000

Two-time Indianapolis 500 winner Al Unser Jr. and his team owner, Rick Galles, met with the media this morning to talk about Unser's return to this event for the first time since 1995.

AL UNSER JR.: "First off, we're running good. The setup was close when we unloaded. Monday was the last full day we were on the track. Tuesday was weather, Wednesday was weather, Thursday there was wind, and all you're going to learn there is how to fix your car. Hopefully the wind will die down, and we'll be able to run. We're here to qualify and put it in the show. The car feels good. The guys worked diligently on it. It's a lot different from four years ago. We still remember what it was like. Every time you're at Indy, you learn a lot. In '95 (when he failed to qualify), I learned what not to do. I'm going for the pole. We're working on trying to get the pole. The team is capable. The G Force is a good car, and Oldsmobile has given us a good engine. The team has done a great job." (About returning to the Speedway): "Every memory I'd had came back. It was great to be back, attend the functions, and the reception from the fans has been exceptional. It's been like a homecoming." (About Michael Andretti calling him in Victory Lane after Unser won last month at Las Vegas): "Michael did call me in Vegas. I thought it was a joke, but he did call. It meant a lot. At least they (Mario and Michael Andretti) are taking an interest by watching our racing. Rick Mears told me he also has been watching." (About end of relationship with Team Penske): "Rick (Galles) was on the phone right away, asking me to drive his car. I was going to other teams, talking to them. My biggest thing was getting to Indy. CART teams said, 'Well, we're not going to do that.' And I said, 'OK, then.' I confided in a friend of mine, Robby Gordon, at St. Louis and said I will not miss Indy again. And Robby came here and let the cat out of the bag. Thanks, Robby. It put a big hole in my chest not to be here. But it's awesome to be back. I had negotiations with a couple of stock-car owners, and NASCAR is the most popular series in America right now. But I love driving a single-seat open-wheel race car. I enjoy driving the most sophisticated cars in the world." (About his relationship with Rick Galles): "Rick and I are good friends. He brought me to Indy, and it was my rookie year and his rookie year. I'm proud to be a friend of the whole Galles family." (About low moments during his winless streak that ended at Las Vegas): "In racing, you try your best. Maybe we didn't have the right luck, or we didn't have the tires. It wasn't the car. The engine let me down in '96 at Elkhart Lake. No one can call that one. I went back and told the crew, 'We had this race won, but it just blew up with two corners to go.' It made me work all day. I'd rather it would have broken on the first lap than make me have to work all day. But all the low moments are behind me, and I'm excited to be back at Indy." (About the Indianapolis 500): "The event hasn't lost any of its luster. It's the greatest spectacle in racing. What the Hulman family has built is bigger than all of us." (Describe your feelings if you earned your third victory and tied your Uncle Bobby as a three-time winner): "I would be equaling Johnny Rutherford as well as Uncle Bobby. Any time you can win, it's a big day."

RICK GALLES (Owner, #3 A. Unser): "You have a whole lot of time. You have to be patient. If not, the Speedway will bite you. The team has a lot of practice with pit stops. I learned that you have to be patient with the track." (About Al Unser Jr.): "I think he is the same. As a driver, he has matured a lot. He's had some problems in his life that we all do and has grown up a lot." (Do you have a curfew for Al?): "No. He has a curfew for me. I'm proud of the IRL. Everything happening to me is a big deal now. We have the best drivers in open-wheel racing, and the neatest thing about the month of May is the reception we've gotten from the fans and the

DAY 7 - FRIDAY, MAY 19, 2000 (cont.):

(Rick Galles – cont.) people around the track. There's a whole lot of emotion at the Speedway. You have to pinch yourself to let yourself know where you're at. Even though it's our 18th year here, you still get the same feeling every year. I think it's kind of funny." (About return of Target/Ganassi Racing to Indy): "I listened to the press conference yesterday. There are some great drivers in the IRL. No, there are a hell of a lot of good drivers in the IRL. I put the IRL guys toe to toe with the CART guys."

Entry updates:

•Roberto Guerrero was named as the driver of the #41 and #41T A.J. Foyt/Kenny Brack Motorsports entries. He will drive the team's Foyt Brack Motorsports G Force/Oldsmobile/Firestone cars.

Guerrero will not need to take a refresher test due to his vast experience at the Speedway, said Brian Barnhart, Indy Racing League director of racing operations.

•Davy Jones was named as the driver of the #40 and #40T Team Coulson Racing entries. The car name is now the Team Coulson Special G Force/Oldsmobile/Firestone. The team withdrew its original primary car and purchased a G Force chassis from Dick Simon Racing to become its primary car. Dick Simon Racing withdrew its backup #77T chassis so it could be sold to Team Coulson as a primary car.

Jones must pass a refresher test consisting of 10 laps at 210 mph or faster before being allow to make a qualification attempt, said Brian Barnhart, Indy Racing League director of operations.

Jones last competed at Indianapolis in 1996, when he finished second to Buddy Lazier. Jones suffered serious injuries in a practice crash at Walt Disney World Speedway in January 1997 and hasn't competed in an Indy Racing event since.

•Truscelli Team Racing withdrew its primary #33 Miles of Hope/Truscelli Team Racing Dallara/Oldsmobile/Firestone and entered another primary car, a G Force/Oldsmobile/Firestone, that the team purchased from TeamXtreme. TeamXtreme withdrew its primary #16 chassis so it could be sold to Truscelli Team Racing. TeamXtreme then moved its backup #16T to become its primary car.

1999 Indy Racing Northern Light Series champion Greg Ray shared a few thoughts about his practice week for the Indianapolis 500 this morning.

GREG RAY (How is the car running?): "The Team Menard group is doing a great job. We've had limited track time, windy, cloudy, sunny and overcast conditions -- and it's pretty inconsistent. From our previous track time here, we had 130-degree track temps, so we've got some good baselines. It's running OK, I think, on a relative perspective to everybody else. We're still not completely happy with the handling and feel of the car, and we're still working on that. But at the end of the day, it becomes a relative thing. Last year we were the dominant car every day. This year it's different - - meaning the cars are different and the track is certainly different from last year. We have room for improvement, but I think we're doing OK." (Would you like to be higher on the speed charts?): "Not so much concern about running faster than everyone else. There are 10 cars, come Pole Day, that really probably have a shot at it. It'll be very, very close, and beyond that you're looking at Race Day where there's 33 cars on the field. Some have won from the back row, some from the front -- 500 miles is a very, very long way, seven or eight pit stops, very long day, very emotional day. Some get it right, some get it wrong." (Your predictions for Race Day?): "I've really gone away from predictions. What I can tell you is that day in and day out, this team

DAY 7 - FRIDAY, MAY 19, 2000 (cont.):

(Greg Ray – cont.) does a great job. All the mechanics, the technicians and each guy is very, very focused on their effort. You can tell that they do it more than just the job for the pay check. For me, on a daily basis, I try to prepare myself the best that I can mentally and physically so that I can carry good karma with me. I don't want to make any predictions, but what I can tell you is that I have high expectations for myself and prepare to do the best job I can do."

Treadway Racing today announced the formation of a partnership with Phoenix Networks, a national broadband services provider which markets residential and business-class high-speed DSL Internet access. The company also provides a security solution, e-mail hosting, Web hosting and on-site technical services under the DSL brand. As part of the sponsorship agreement, Treadway Racing will feature the PhoenixDSL logo on the #5 car of Robby McGehee for the duration of the Northern Light Series schedule.

Walker Racing driver Sarah Fisher will provide insight and perspective on competing at the Indianapolis 500 through the "Walker Racing Garage" section of SpeedWRX.com, a new comprehensive racing site on the World Wide Web that was launched Thursday.

SpeedWRX.com created a strategic and exclusive partnership with Walker Racing to have access to information rarely available to the general public. The "Walker Racing Garage" section of SpeedWRX.com will bring readers inside the day-to-day operations of Walker Racing, including daily updates on Fisher's progress at all Indy Racing Northern Light Series events.

AOSafety, the "Preferred Hearing Protector" of the Indianapolis 500, is launching a new product line specifically geared toward auto racing. The five new racing products are a youth earplug, an adult earplug, a banded hearing protector, a youth/small earmuff and an adult earmuff. Each product is designed to protect wearers from harmful levels of noise while still allowing spectators to comfortably hear the crowd and cars, and enjoy the race.

AOSafety makes several models of foam or plastic earplugs that are inexpensive, easy to use and easy to carry. These products are available in hardware, home improvement, drugstore and other retail outlets across the country.

AOSafety is a registered trademark of internationally based Aearo Company, headquartered in Indianapolis. Aearo Company, formerly Cabot Safety Corporation, is one of the world's leading manufacturers and marketers of a broad range of personal protective equipment and energy-absorbing products.

A new partnership announced today between Hubbard-Immke Racing, Beck Motorsports and Purdue University will allow Purdue students to delve into the technology of the #20 car driven by Hideshi Matsuda in the 84th Indianapolis 500.

Engineering and technology students will examine engine design and performance, learn about the assembly and tuning of a race car, and study tire, track conditions and weather conditions. Students also may have access to design engineers and aerodynamics experts.

Matsuda's car, sponsored by Japanese clothing company Collaboration, will carry the Purdue name. The car is painted in the gold and black colors of the school. The affiliation with Purdue was designed as an educational venture only and is not a sponsorship, said Greg Beck, owner of Beck Motorsports.

DAY 7 - FRIDAY, MAY 19, 2000 (cont.):

DON K. GENTRY (Dean, Purdue School of Technology): "This is a great opportunity for our students, who are already known for their technological expertise and the annual Grand Prix race. The Indianapolis 500 Mile Race represents some of the highest levels of engineering and technology in automotive development. With this partnership, we will be able to provide students with hands-on opportunities that few people outside the racing community have."

GREG BECK (Owner, Beck Motorsports): "Purdue's investment is not financial but represents a commitment to work with our team to bring academics and motorsports together in a way that can be beneficial to both. In racing, we depend heavily on expertise in technology, engineering, aeronautics, business and several other areas. While we can benefit from the university's expertise, the students will benefit from the practical involvement with an Indiana-based business. Overall, it will be a wonderful partnership."

PRACTICE REPORT:

Official one-lap track record: 237.498 mph, Arie Luyendyk, May 12, 1996

Fastest lap, Thursday: 221.681, #10T Jimmy Vasser

Fastest lap, event: 223.936, #8T Scott Sharp, Tuesday, May 16

Fastest unofficial lap during Open Test in April 2000: 222.833, Greg Ray.

At 11 a.m., the air temperature was 58 degrees, with northwest winds at 8 mph and relative humidity of 86 percent. Skies were cloudy. The track temperature was 82 degrees, according to Firestone engineers.

11 a.m. – **GREEN**. #48 Andy Hillenburg was first on track.

11:15 a.m. -- #27 Jimmy Kite fastest at 221.384 mph. #14 Jeff Ward second fastest at 220.723.

11:18 a.m. – **YELLOW**. Smoke reported from #98 Beechler, who pulls off to inside of track at exit of Turn 2. Engine malfunction, Beechler said.

11:42 a.m. – **GREEN**.

11:55 a.m. -- #9T Juan Montoya second fastest at 221.348.

12:07 p.m. – **YELLOW**. Debris on track.

12:15 p.m. – **GREEN**.

12:17 p.m. – **YELLOW**. Debris on track.

12:18 p.m. – **GREEN**.

12:27 p.m. – Smoke coming from #43 Didero parked in pits.

12:28 p.m. -- #9T Montoya fastest at 222.156.

12:30 p.m. – **YELLOW**. Track inspection.

12:38 p.m. – **GREEN**.

12:45 p.m. -- #8T Scott Sharp second fastest at 221.403.

12:49 p.m. – **YELLOW**. #43 Didero stops on course, needs tow-in. Car ran out of fuel, team reported.

12:54 p.m. – **GREEN**.

1:08 p.m. -- #43 Didero back on track.

1:14 p.m. -- #32 Robby Gordon second fastest at 221.602.

1:17 p.m. -- #91 Buddy Lazier lightly brushes outside retaining wall, continues.

At 1:20 p.m., the ambient temperature was 66 degrees and track temperature 87 degrees, according to Firestone engineers.

1:20 p.m. -- #27 Kite second fastest at 221.677.

1:21 p.m. -- #27 Kite fastest at 222.700.

1:29 p.m. -- #32 Gordon fastest at 222.901.

DAY 7 - FRIDAY, MAY 19, 2000 (cont.):

1:42 p.m. – **YELLOW**. #30T Johncox made light contact with outside retaining wall in Turn 2. Car did half-spin in Turn 2 and brushed outside retaining wall with left front of car, clipping off left-front wing. Car slid through Turn 2 and stopped on infield grass at start of back straightaway, with nose of car pointing toward track. Light damage to front of car. Johncox climbed from car without assistance.

Medical update from Dr. Henry Bock, Speedway medical director: #30T Ronnie Johncox was evaluated and released without injury from the Clarian Emergency Medical Center and cleared to drive.

1:51 p.m. – **GREEN**.

1:59 p.m. – **YELLOW**. Debris on track.

2 p.m. – **GREEN**.

2:11 p.m. – **YELLOW**. Track inspection.

2:22 p.m. – **GREEN**.

Legendary team owner Andy Granatelli met with the media this afternoon as part of the Legends of the Speedway celebration. Granatelli is being honored today.

ANDY GRANATELLI: "It's my 54th year here. I'm pleased that Tony George is putting money back into the track. When I came here in 1946, there were weeds growing up in the track. Buildings were in shambles. It's time for the people of Indianapolis, particularly the press, to help get people back here. It's time to bury the hatchet. By that, I mean, it's time to go on. I came here penniless in 1946. We literally drove the race car down here. I believe the IRL is making progress. The cars are doing fine – 220 mph is fine. The greatest races here were run at 150 mph. When drivers came by you, you can see them. You knew who the driver was by how they held the wheel. The faster the cars, the worse the show. Today's drivers say the car ran good all day long. The car doesn't run all day long any more. It runs for three hours. The cars used to run all day long." (About the legendary turbine-engine car that he fielded at Indianapolis): "I had the Novi here in 1965. I was testing side-by-side. Parnelli (Jones) had announced his retirement and would only come back under the condition that the race would be a lock. We built the turbine car from scratch. Everything except the wheels and the turbine were built in-house. We didn't want anyone to know we were building a specialty car. We tested the car at Phoenix with Parnelli. It only had 480 horsepower, but it would go anywhere you wanted it to. On the front straightaway here, he would drive along the wall like he was coming in because it was the shortest way around the racetrack. Parnelli knew he had a lock on the race because the car had set a track record at Phoenix in seven or eight laps. We didn't do anything special to set the car up here. It was like we had set it up in Santa Monica. The first turbine car was very heavy even though the turbine engine was light. I've always been asked about disappointments. But I always looked forward to my next job or the next chore. I never looked back. I always watched the race to see what I could learn for next year. After the race, I would go to Gasoline Alley, shake the fuel tanks, see who was cheating, try to understand why who was fast." (Who was the greatest driver you've seen?): "Here or anywhere? Well, I'll tell you. The greatest driver, although I'm unhappy with his remarks yesterday, is Mario Andretti. He won Formula One, Daytona and here. So for me, he had done it all. And that's not to take anything away from (A.J.) Foyt. In the roadsters, which were really like trucks, it was Parnelli Jones. He learned a new diamond groove here. The coolest driver, the driver who could give you the best report and the smoothest, was Jimmy Clark. Although Clark never ran dirt, sprints or midgets, so in terms of being the greatest, that's a little more difficult. When I came here in 1946, Ralph Hepburn

DAY 7 - FRIDAY, MAY 19, 2000 (cont.):

(Andy Granatelli – cont.) sat on the pole at 133.94. You say, 'Big deal.' But when he came off the fourth turn, there was blue smoke coming off of all four wheels. Look, the bravest guy to ever race here was the first guy to race here. Those were the bravest, and they have become less brave ever since." (About your experience with the legendary Novi car): "I loved the Novi. It was the only car you could hear all the way around the racetrack, and I ruined the sound. I drove the Novi in 1961 myself at 149 mph.

Delphi Automotive Systems' second-generation Accident Data Recorder (ADR2) will enhance safety for all drivers in the 84th Indianapolis 500. Delphi, the official electronics provider to the Indy Racing Northern Light Series, will debut the new system on Race Day.

The ADR2 senses and records key vehicle parameters just before, during and after an accident. The unit has led to advancements in learning about the effectiveness of crash barriers, race car design and driver protection. The ADR2 is used now in Formula One and F3000 competition.

Delphi has engineered ADR2 to be 40 percent lighter and 45 percent smaller than the first-generation model. Other improvements include an enhancement in the detail of data provided and the unit's internal sensor set.

Delphi is the primary sponsor of the Kelley Racing entries driven by Scott Sharp.

PRACTICE REPORT (cont.):

2:50 p.m. – **YELLOW**. Debris on track.

3 p.m. – **GREEN**.

RONNIE JOHNCOX: "We were trying to do a qualifying simulation, and when I went into (Turn) 2, the car was a little bit too free. The back end slid out, and it was all over from there. I was a passenger from that point. There's not much damage. The guys will get the car fixed in no time at all, and we'll get back out and try it again later this afternoon."

3:17 p.m. – **YELLOW**. #21 Dr. Jack Miller makes contact with outside wall exiting Turn 1 and hits wall again in Turn 2. Miller moved high out of the groove in Turn 1 and brushed the outside retaining wall at the exit of Turn 1. The car then did a three-quarter spin in the short chute between Turns 1 and 2 and clipped the outside retaining wall in Turn 2 with the left front and nose of the car. Car slid to stop in Turn 2. Miller climbs from car without assistance. Light damage to front and right side of car.

3:27 p.m. – **GREEN**.

Medical update from Dr. Henry Bock, Speedway medical director: #21 Dr. Jack Miller was evaluated and released without injury from the Clarian Emergency Medical Center and cleared to drive.

3:45 p.m. – **YELLOW**. Ceremonial lap for Legend of the Speedway Andy Granatelli. Vince Granatelli, Andy Granatelli's son, took ceremonial laps in the #70 STP Oil Treatment turbine-engine car owned by Andy Granatelli in which Formula One World Champion Graham Hill qualified second in 1968. Granatelli and his wife followed in the 1969 Chevrolet Camaro Pace Car. Mario Andretti won the 1969 Indianapolis 500 in a car owned by Granatelli.

4:05 p.m. – **GREEN**.

4:06 p.m. -- #41 Roberto Guerrero on track for first time at this event.

4:39 p.m. -- #14 Ward fastest at 222.949.

5:11 p.m. -- #8T Sharp tied #14 Ward for top speed of day, 222.949 mph.

Drivers had identical times of 40.3679 seconds.

DAY 7 - FRIDAY, MAY 19, 2000 (cont.):

PRACTICE REPORT (cont.):

5:18 p.m. -- #1T Greg Ray fastest at 223.948, top speed of event.

5:20 p.m. – **YELLOW**. #20 Hideshi Matsuda made contact with inside retaining wall at pit entrance. Matsuda did a full spin after exiting Turn 4 and hit the PEDS-2 barrier lining the inside retaining wall at the entrance of the pits with the left side of the car. Matsuda continued to coast down the pit road after contact. Heavy damage to the left front wheel and suspension of the car.

Matsuda's car was the first Indy Racing car to hit either of the two PEDS barriers installed on the inside of the pit entrance wall in Turn 4. The first PEDS barrier was installed for the 1998 Indianapolis 500. The improved PEDS-2 barrier was installed before the 1999 Indianapolis 500. Arie Luyendyk made heavy contact with the original PEDS barrier during the IROC at Indy stock-car race in August 1998.

Medical update from Dr. Henry Bock, Speedway medical director: #20 Hideshi Matsuda was evaluated and released without injury from the Clarian Emergency Medical Center and cleared to drive.

5:33 p.m. – **GREEN**.

5:43 p.m. – **YELLOW**. Track inspection.

5:49 p.m. – **GREEN**.

5:57 p.m. – **YELLOW, then CHECKERED**. End of practice. #28 Mark Dismore hits inside retaining wall at exit of pits in warmup lane. Car suddenly turned left into wall. Damage to left side of car. Dismore climbed from car without assistance.

#1T Greg Ray fastest of day and month at 223.948 mph.

Medical update from Dr. Henry Bock, Speedway medical director: #28 Mark Dismore was evaluated and released without injury from the Clarian Emergency Medical Center and cleared to drive.

Entry update:

•The #12 Bradley Motorsports entry driven by Buzz Calkins is now the Bradley Motorsports/Team CAN Dallara/Oldsmobile/Firestone.

Two-time Indianapolis 500 winner Eddie Cheever Jr. announced today that Team Cheever will focus its remaining efforts at this event on his #51 Excite@Home Indy Race Car Dallara/Infiniti/Firestone, as Cheever's brother, team test driver Ross Cheever, will not make a qualification attempt in the team's #52 entry.

EDDIE CHEEVER JR.: "Unfortunately we didn't find the necessary resources to field a first-class effort for the #52 car. This is the Indianapolis 500. It's serious business. My crash on Opening Day (caused by failure on left rear drive flange) put us a bit behind, and there's too much at stake for all of us not to go into this fully prepared. Ross has done an excellent job testing for Team Cheever and Infiniti, and he has contributed a great deal to the success of our engine development program. Ross is a racer. I know he'll get over this disappointment."

ROSS CHEEVER: "I learned a lot through my experience testing for Team Cheever and Infiniti, and I am very grateful for the opportunity. Now it's time for me to make my own way and go racing. I'm disappointed that it won't be with Team Cheever, but I know that there are other opportunities out there that I'll now be able to pursue more aggressively."

DAY 7 - FRIDAY, MAY 19, 2000 (cont.):

PRACTICE QUOTES:

SCOTT SHARP: “We’re basically working on our qualifying setup. We’re trying to accelerate the car to the current weather conditions and the forecasted weather conditions. The Delphi car is very balanced, and we’re trying to do some final tweaking of the chassis. I’m ready for tomorrow. Indianapolis brings a lot of anxiety, and I’m trying to stay calm. Right now, we don’t want to show our full hand.”

MARK DISMORE: “We were making great progress, and then we made a little mistake. We went out on cold tires, in a hurry, and just got a little anxious. The other car is just as good, so we’ll work with it in the morning and run it in the race. This happened to us last year, and we still ended up in the second row.”

ROBBY GORDON (What speed will be needed to qualify?): “Probably 220.” (About practice today): “It went pretty good. I didn’t get to simulate a run late in the day, but Greg Ray did, and that’s good. My run was in the middle of the day. It went good.”

JIMMY KITE: “We just put together three laps of 222 (mph) right there. If I hadn’t been such a wuss on the first lap, it would have been four in a row but I lifted a little. I think that should put us in the top-two rows.” (About competition for the PPG Pole): “I think it will take a 222-mph average to win the pole. We can do that. I feel good that we can go out and run in Time Trials tomorrow what we ran in practice today. If anyone else can put together four laps like that tomorrow, then they deserve to be in front of us.”

MEMO GIDLEY: “The car is handling good through the corners. We have taken out as much wing as possible, and we’re not going to do anything different (in qualifying).”

AL UNSER JR.: “We feel comfortable with the car, which is good. I can tell you that qualifying is going to be one heck of a show tomorrow. The field is so close, that it is really hard to predict what is going to happen because there are so many factors that go into qualifying, from the position that you draw on the grid to the weather. We are just trying to stay as focused as we can, and go as fast as we can. My crew has done a great job all week, and I am excited for my sponsors Tickets.com and Starz Encore Superpak that they get to experience qualifying at the Indianapolis 500 for the first time. They are new to motorsports, so every day here is new to them. We just want to give them a good solid starting position in the Indianapolis 500.”

JASON LEFFLER: “Hopefully we can do the same thing tomorrow. It made me feel good. The boys at Treadway are doing a great job. Hopefully we can get a solid run tomorrow and relax next week. Anything can happen.”

ROBERTO GUERRERO: “It’s awesome. I was very twitchy because the last time I was in an Indy car was May of last year. But after a couple of laps, I felt very comfortable. The car is set up so beautiful. We ran a 218.5 (mph), and he (owner A.J. Foyt) wouldn’t let me take on tires or put in more downforce. But the car was on rails. We’re ready to go first thing tomorrow. I hope he lets me take tires and put in downforce.”

DAY 7 - FRIDAY, MAY 19, 2000 (cont.):

PRACTICE QUOTES (cont.):

BUZZ CALKINS: "We went out this morning and lost 2 mph from what we did earlier this week. We took the backup car out this afternoon but then brought out the primary car. We gained a little bit. It's interesting. You gain a mile an hour, you gain 15 spots. You lose a mile an hour, you lose 15 spots."

ROBBIE BUHL (Do you seek less drama for yourself in qualifying this year than last year, when you were the last driver to make the field?): "That's for sure." (About today's practice): "Good. We kept trimming the car out more, and the numbers kept coming up. Everything is good. We'll see what the weather is tomorrow and try to get in the show solid."

BILLY BOAT: "You know, this team doesn't have the resources we've had in the past. And we're probably not a contender for the pole. The weather will play a part. But with a little luck, we'll get in the top 10. We ran our fastest speed today, just like everyone else seems to have. It's going to be a guessing game on gearing and conditions tomorrow."

DONNIE BEECHLER: "Yeah, I think we've struggled all day and all week with the crash, and we lost a motor today. The guys are struggling a little bit. We have a mile to mile-and-half per hour left in her, and that should put us in the show. The conditions will be about the same (tomorrow), maybe a little warmer. We'll see about the same speeds, maybe a little less. Some cars have a tow, but that's part of the game."

LYN ST. JAMES: "This is the race car I'm used to having. It feels great."

BUDDY LAZIER: "There are so many factors that play into capturing the pole. We have consistently run in the top five all week. I have my car out on the edge, and it is responding well to what we're asking. The pole will depend on how many teams pull out their demon qualifying motors! I believe the driver who rolls the dice between 5 and 6 p.m. will capture the pole. The new 3.5-liter engine runs better when the weather conditions are cooler, making for an even a happier 'Happy Hour.' I think we could see pole speeds between 223-225 mph. It all depends on the weather."

RICHIE HEARN: "It was quite a bit different than what we ran all week. It was good right out of the box. We did 216 right out of the box and then struggled a little bit. We were able to come back and run some mid-218's on tires that had 25 laps on them. Near the end of the day, we ran out of miles on the engine so we had to stop. Hopefully, we'll put new tires on it and make a few changes for tomorrow. I'd really like to run 219's. If I could do that, I'd feel confident that I'd be mid-pack for the race."

STAN WATTLES: "We've really been playing catch-up this month, and I think we're finally there. We were able to find over 6 mph today, and that's what we were looking for. My crew has been awesome, and I have to thank (team owner) Ron Hemelgarn and Dallara for all their help this week. That 220 felt very comfortable, and if we hadn't run out of fuel going into Turn 4, that next lap would have been in the 221 range. We're putting our qualifying motor in tonight, and hopefully that will give us a little more speed. We just need to remember that patience is the key ingredient to a successful run at Indy."

DAY 7 - FRIDAY, MAY 19, 2000 (cont.):

PRACTICE QUOTES (cont.):

AIRTON DARÉ: “We started to play with our primary car today but went back to the ‘T’ car and ran well. We had to put all the parts back on the ‘T’ car, and that took awhile. And then we had a problem with the motor. We’ll be all right tomorrow. I think we’ll be in the top 15.”

JEFF WARD: “It feels pretty good, but I didn’t get a real clean lap, so I don’t know I’ll run by myself. I think we’ll be OK.”

ELISEO SALAZAR: “There was no one in sight, and I was on used tires when I did the 222.9. New tires and a little tow, and it would have been a 224 easy. I think we’re knocking on the door for the front row.”

EDDIE CHEEVER JR.: “The last day before qualifying is always very difficult because you have to find a balance in both cars, so if one fails you have the other. We went out in our #51 Excite@Home primary car earlier today, and it was the most difficult session we’ve had so far. We were wrong on the settings, the weather changed, and we didn’t really find anything until we went to the backup car, which handled like a jewel. We took all of that information off the ‘T’ car and put it on the primary car for our late afternoon run, but I’m still not happy with it. I’m having a continuous argument with the #51 Excite@Home primary car. My chief mechanic, Owen Snyder, is trying to get us to kiss and make up, but I’d like to divorce her for this weekend. I’m glad that we have one car that’s running very well, but the other one is a little bit dubious right now.”

STEPHAN GREGOIRE: “We didn’t have many engines, so we were using an old engine. It had about 600 miles on it. For Pole Day, we’re going to put a brand-new engine in it and fine-tune some stuff. The engine in it today was real tired, so that’s why we didn’t go so quick. I’m not going to fight for the pole. I don’t think we have the potential for the pole. That’s not the goal for the team. We need to get in the field. That’s very important for us. As you know anything can happen. I feel more pressure this year than I have so far because I remember last year. I’m going to make sure it doesn’t happen again. It’s so competitive, if you have a problem, you may miss the race. You just hope you don’t get into trouble like we did last year.”

GREG RAY: “We were running two drivers out of one stable which has limited us on track time and it’s been a bit of an issue. The setups that we’ve been running are hybrid setups that Tom (Knapp) and I’ve had since ‘98. Between the weather and some of the timing, we haven’t had much on-track time. I think we’d (Ray and Robby Gordon) both agree, we have a similar driving style.” (About not sitting atop the speed charts as much as Team Menard typically does): “I think there were a couple of times this week we could have posted the top time. We’ve been out of sync somehow. We’d get a good lap going and then we’d hit a yellow. Finally, we got a little bit of open track space.” (Is the car where you want it for qualifications?): “The car is very close for these conditions.” (About not being happy with the car previous to posting the fastest lap of the day): “We couldn’t get the car to get the tires warm enough quick enough.” (About the closeness expected for qualifications): “Between the teams and drivers it’s going to be bloody, not only to post the quickest lap but the best four-lap average. You may see someone post the fastest one-lap but not the four-lap average. It’s going to be bloody competitive tomorrow.” (About not breathing the throttle in order to post the fastest lap): “One of the key issues here at

DAY 7 - FRIDAY, MAY 19, 2000 (cont.):

PRACTICE QUOTES (cont.):

(Greg Ray – cont.) Indy, if you look back historically, has been rhythm.” (Do you have all your cards out on the table?): “I don’t think we’ve had all the right pieces together at the right time. I still believe there are 225-mph laps that are capable, that these guys are capable of. It’s going to be very tight. The past couple of years have been very competitive up front, but this year it’s going to be bloody tight. It’s going to be tight, tight, tight.” (Do you think A.J. Foyt will pull something out of his sleeve?): “A.J. is a good friend. He’s a very good friend. He’s very crafty. If you judge A.J. by the cover of the book, you’re in deep, deep trouble.” (About the Target/Chip Ganassi team): “That team has won the last four championship with three different drivers. Let me tell you folks, that is no mistake, that’s not an accident. They’ve got an excellent team and two extremely talented drivers. But I don’t put anymore focus on them than I do any other team.” (Does posting that lap make you more comfortable going into qualifications): “It’s going to make me sleep a hell of a lot better than I would’ve if we would’ve quit two sessions before that.” (About PPG Pole Day): “It’s not any other day, but you have to treat it like any other day.” (It doesn’t seem like the final practice session prior to qualifications is beneficial?): “All you need is a couple of warm-up laps and one good lap so you get a feel for the car.”

JIMMY VASSER: “The car was on and off today. And I was happy with the speed. We just need to do some minor adjustments on the steering. The car was a little loose, but we should be ready for qualifying tomorrow. We’re fortunate to have the resources and ability to do both the Indianapolis 500 and compete in the CART series. It’s a testament to this team and quality personnel that we have. It feels good to be back here. I think, especially for an American driver, it doesn’t get any bigger or better than this. I’m glad to be back.”

JUAN MONTOYA: “We were trying some things today, and we made some gains on the car. It was just a little bit, but we’re comfortable where we are at. Testing today was a lot of fun, and it gives me a chance to see the tendencies of the other drivers. I’ve known about the Indianapolis 500 since I was very young, and I’m excited to compete here.”

Jonathan Byrd/McCormack Motorsports driver Robby Unser will drive a Dick Simon Racing backup G Force/Oldsmobile/Firestone car during practice tomorrow. If Simon Racing driver Stephan Gregoire qualifies safely for the field Saturday, Unser will attempt to qualify in that car, team co-owner Dennis McCormack said.

Jonathan Byrd/McCormack Motorsports still is seeking a car for driver Ronnie Johncox, whose primary car was damaged and cannot be repaired in time for qualifications. The team decided to pursue other cars for Unser due to a performance problem with its Riley & Scott chassis.

DENNIS McCORMACK (Co-owner): “After working with the engineers for Riley & Scott, we have discovered a performance issue that cannot be addressed quickly. Right now, this race is what’s important, and we can’t risk not making the show. We’re looking at what our options are, and based on history and my experience, we’re confident that there will be good cars available after tomorrow’s first qualifying round. We intend to work as hard as possible to give ourselves a chance at making the field.”

DAY 7 - FRIDAY, MAY 19, 2000 (cont.):

JONATHAN BYRD (Co-owner): "Even though we're stepping away from the Riley & Scott for Indianapolis, we are committed to the future of the program. In winning earlier this year, this car has shown what it is capable of, and it has tremendous upside. But there's just not enough time to smooth out the rough edges."

BRUCE ASHMORE (President, Reynard North America): "I wish to thank Jonathan and Dennis and their staff for a first-class effort with the car all week. Unfortunately, at present the car isn't ready to qualify. We know it would be a great race car, as it has shown at every other event this season. I join in Dennis and Jonathan's thanks to Robby Unser, a driver whose talent, work ethic, dedication, engineering feedback and enthusiasm have been a wonderful bright spot all week. We look forward to our long-term association with Robby and Jonathan Byrd/McCormack Motorsports and wish the best for them in qualifying and the race."

Pole Day Schedule:

7 a.m. – Public gates open

8-10 a.m. – Preliminary practice

10:01 a.m. – Qualification ceremonies

11 a.m.-6 p.m. – PPG Pole qualifications

6 p.m. – Track closes

6:10 p.m. – PPG Pole sitter ceremony – Victory Podium area

The PPG Pole Award will be presented by Dan Logan, director of North American Sales for PPG Industries. The Oldsmobile Pace Car Award will be presented by Peter Langenhorst, brand manager for Silhouette. The Toro Tractor Award will be presented by Tony Fowler, corporate account manager for Toro.

Forty-seven cars and 39 drivers were on the track today, running 2,212 laps. Cars on track today: #1 Ray, #1T Ray/Gordon, #3 A. Unser, #3T A. Unser, #4 Goodyear, #5 McGehee, #6 Schroeder, #7 Gregoire, #8 Sharp, #8T Sharp, #9T Montoya, #10 Vasser, #10T Vasser, #11 Salazar, #12 Calkins, #12T Calkins, #14 Ward, #15 Fisher, #16 Hamilton, #17 Harrington, #17T Harrington, #18 Hornish, #20 Matsuda, #21 Miller, #22 J. Unser, #24 Buhl, #27 Kite, #28 Dismore, #30T Johncox, #32 Gordon, #33 J. Lazier, #41 Guerrero, #43 Didero, #48 Hillenburg, #50 Leffler, #51 Cheever, #51T Cheever, #55 Boesel, #75 Hearn, #81 Boat, #82 Gidley, #88 Dare, #88T Dare, #90 St. James, #91 B. Lazier, #92 Wattles, #98 Beechler.

There were 14 yellow flags for two hours, nine minutes. Sixty-five cars have passed initial technical inspection, with 71 cars on the grounds. Fifty-three drivers have passed physicals by 6 p.m. Friday, said Dr. Henry Bock, Speedway medical director.

DAY 7 - FRIDAY, MAY 19, 2000 (cont.):

TOP 10 DRIVERS OF THE DAY

1	1T	Greg Ray	Team Conesco/Quaker State/Moen/Menards	223.948
2	14	Jeff Ward	Harrah's A.J. Foyt Racing	222.949
3	8T	Scott Sharp	Delphi Automotive Systems/MCI WorldCom	222.949
4	11	Eliseo Salazar	Rio A.J. Foyt Racing	222.921
5	32	Robby Gordon	Team Conesco/Quaker State/Moen/Menards	222.901
6	27	Jimmy Kite	Founders Bank Group/ZMAX/Blueprint Racing Special	222.700
7	9T	Juan Montoya	Target	222.551
8	28	Mark Dismore	OnStar/GM BuyPower/Bryant Heating & Cooling	222.117
9	51	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	221.965
10	3T	Al Unser Jr.	Galles ECR Racing Tickets.com Starz Encore Superpak	221.836

**RAY MAKES BEST OF “FAST FRIDAY” BY LEADING PRACTICE AT 223.9 MPH
Driver’s Fastest Lap of the Month Comes on the Eve of Pole Day Qualifying**

INDIANAPOLIS, Friday, May 19, 2000 – Just when everyone was wondering what happened to Greg Ray, the defending Indy Racing Northern Light Series champion ripped off a lap of 223.948 mph today, the fastest lap of the month at Indianapolis Motor Speedway.

Ray, who made it into the top five in practice only three of the seven days this week, turned his fast lap in the #1T Conseco/Quaker State/Moen/Menards Dallara/Oldsmobile/Firestone at the most appropriate time – the afternoon before qualifying Saturday for the PPG Pole.

“We’ve had some ups and downs,” said Ray. “Whatever good happens, we’ll take it. If the weather’s similar tomorrow as today, I’ll feel pretty good. We tested here May 1 and 2, and the track’s changed. We’ve had very little track time, and it’s been an issue.”

Ray and most of the 38 other drivers who turned laps today used the ideal weather conditions – cloudy skies and cool air temperatures – to get their cars ready for qualifying. Weather predictions point to similar conditions Saturday.

Pole Day begins at 8 a.m. (EST) with a two-hour practice session. The chase for the \$100,000 PPG Pole Award will start at 11 a.m. Billy Boat, driver of the #81 Team Pelfrey Dallara/Oldsmobile/Firestone, drew the first qualifying position during today’s qualifying draw ceremony after practice.

Jeff Ward drove his way into the top five for the first time today, posting a lap of 222.949 in the #14 Harrah’s A.J. Foyt Racing G Force/Oldsmobile/Firestone, second fastest of the day.

Scott Sharp was third at 222.949 in the #8T Delphi Automotive Systems-MCI WorldCom Dallara/Oldsmobile/Firestone, while Ward’s teammate, Eliseo Salazar, was fourth at 222.921 in the Rio A.J. Foyt Racing G Force/Oldsmobile/Firestone. Robby Gordon, Ray’s Team Menard teammate, clocked a lap of 222.901 in the #32 Team Conseco/Quaker State/Moen/Menards Dallara/Oldsmobile/Firestone, good for fifth.

By leading practice today, Ray became the seventh different driver to lead practice in seven days of practice since Opening Day. This is the first time since modern-day Indianapolis 500 records were first kept in 1971 that seven different drivers have led the first seven days of practice.

Four cautions came due to accidents. No drivers were injured. At 1:42 p.m., Ronnie Johncox made light contact with the Turn 2 outside retaining wall. At 3:17 p.m., Dr. Jack Miller made contact with the outside retaining wall exiting Turn 1 and then clipped the Turn 2 wall.

At 5:20 p.m., Hideshi Matsuda did a full spin off Turn 4 and made contact with the inside retaining wall at the entrance of the pits with the left side of the car.

At 5:57 p.m. – only three minutes before the end of practice – Mark Dismore hit the outside retaining wall at the exit of pit lane. The car was entering the Turn 1 warm-up lane when it suddenly turned left into the wall, sustaining damage to the left side of the car.

Northern Light Series drivers recorded 2,212 laps today, the most of any day this week. From May 13 through today, drivers completed a total of 9,230 laps, or 23,075 miles of practice.

Andy Granatelli visited the Speedway today as part of the weeklong Legends of the Speedway celebration. Granatelli, who won the Indianapolis 500 twice as a car owner, took several ceremonial laps around the 2.5-mile oval in the 1969 Chevrolet Camaro Pace Car. Mario Andretti won the 1969 race for Granatelli, and Gordon Johncock won in Granatelli’s car in 1973.

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DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY

The first hour of the pre-qualifying practice this morning will be split into two groups, with the first half of the qualifying order on track from 8-8:30 a.m. and the second half of the order on track from 8:30-9 a.m. All cars in the order will practice from 9-10 a.m.

INDIANAPOLIS 500 QUALIFYING PROCEDURES:

- 1) The qualifying draw for positions is conducted in first-come, first-serve order.
- 2) The fastest 33 qualifiers start the race, regardless of when or on which 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 re-qualify. The driver, if the car is bumped or withdrawn, may qualify in another car.
- 5) When the field is full at 33 cars, the slowest qualifier, regardless of its position in the provisional lineup, is always "on the bubble" and may be bumped by a faster qualifier. A successful qualifier is always inserted into the field according to its speed ranking within the day on which it posted its official time and speed. This process continues until the allotted time for qualifications expires.

The PPG Pole Award of \$100,000 and a 2000 Oldsmobile Silhouette worth \$37,000 head the list of qualifying awards for the 2000 Indianapolis 500. The PPG Pole Award was started in 1989. Other awards include:

- GTE "Front Runner Awards" -- \$30,000 (\$10,000 to each front-row qualifier)
- Monarch Beverage "Inside Track" Awards -- \$11,000 (\$1,000 to each of the 11 inside-row starters)
- MBNA Motorsports "Fastest MBNA Bump Day Qualifier" Award -- \$10,000
- Toro 5XI Tractor worth \$8,000 to the PPG Pole winner
- Ameritech "Youngest Starting Driver" Award -- \$7,500
- Nissan or Oldsmobile Pole Winner Award -- \$5,000
- Snap-On/Championship Association of Mechanics "Top Wrench" Award -- \$5,000
- Mi-Jack "Top Performance" Award -- \$5,000
- T.P. Donovan "Top Starting Rookie" Award -- \$5,000
- Ferguson Steel "Most Consistent Qualifier" Award -- \$5,000
- Buckeye Machine/Race Spec "Final Measure" Award -- \$5,000
- American Dairy Association "Fastest Qualifying Rookie" Award -- \$5,000
- Buildings To Go "Most Consistent Rookie Qualifier" Award -- \$5,000
- Raybestos/Dana Brake & Chassis Chief Mechanic of Pole Winner Award -- \$1,500

PRE-QUALIFYING PRACTICE REPORT:

Official one-lap track record: 237.498 mph, Arie Luyendyk, May 12, 1996
Fastest lap, Friday: 223.948, #1T Greg Ray
Fastest lap, event: 223.948, #1T Scott Sharp, Friday, May 19
Fastest unofficial lap during Open Test in April 2000: 222.833, Greg Ray.
At 8 a.m., the air temperature was 55 degrees, with north winds at 6 mph and relative humidity of 93 percent. Skies were cloudy. The track temperature was 61 degrees, according to Firestone engineers.

DAY 8 -- SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

PRE-QUALIFYING PRACTICE REPORT (cont.):

8 a.m. – **GREEN**. Start of first group. #17 Scott Harrington was first on track, followed by #81 Billy Boat and #15 Sarah Fisher.

8:13 a.m. – **YELLOW**. Spray from #11 Salazar. Spray is water overflow, team spokesperson Anne Fornoro said.

8:21 a.m. – **GREEN**.

8:22 a.m. -- #27 Jimmy Kite fastest at 222.581 mph.

8:24 a.m. – **YELLOW**. #27 Kite did three-quarter spin in grass adjacent to warm-up lane when exiting pits. No contact with retaining walls. Kite kept engine running, drove car to exit of pits. Liquid dripping from rear of car, reported as water overflow due to an overheating radiator.

JIMMY KITE: "I was in second gear and got on the throttle a little, and it came around on me. The tires were just cold. I sure wasn't the only one out there with that problem this morning. I told Brad (McCanless, Blueprint Racing team manager) that his on-track setup was great, but his apron setup just wasn't very good. I saw my entire life flash before my eyes when I was going backward. It wasn't because I was afraid I was in danger but because I didn't want to risk such a great race car. The Blueprint G Force has been perfect all month, and I didn't want to risk that. If you can't win, then be spectacular, right? Well, I guess we're trying to do both."

8:32 a.m. – **GREEN**.

8:37 a.m. – **YELLOW**. Tow-in for #6 Schroeder. Car stopped on inside of backstretch, just past exit of Turn 2. Car ran out of fuel, team reported.

8:43 a.m. – **GREEN**. #27 Kite back on track.

8:45 a.m. -- #14 Jeff Ward second fastest at 222.552.

8:48 a.m. – **YELLOW, then CHECKERED**. End of group. #22 Johnny Unser out of fuel, car stopped on warm-up lane in Turn 3.

8:55 a.m. – **GREEN**. Start of second group.

8:58 a.m. – **YELLOW**. #51T Eddie Cheever Jr. spun in exit of Turn 2, no contact. Cheever drives to pits.

9:02 a.m. – **GREEN**.

9:05 a.m. -- #14 Jeff Ward second fastest overall at 222.552. #10T Jimmy Vasser third fastest overall at 222.393.

9:10 a.m. – **YELLOW**. Track inspection.

9:20 a.m. – **GREEN**.

9:23 a.m. -- #51T Cheever fastest at 223.892. #8T Scott Sharp second fastest at 222.872.

9:27 a.m. -- #9 Juan Montoya second fastest at 223.246.

9:34 a.m. – Track opened to all cars for practice.

9:36 a.m. -- #32 Robby Gordon second fastest at 223.515. #10T Vasser third fastest at 223.447.

9:40 a.m. -- #11 Eliseo Salazar fastest at 223.964.

9:48 a.m. – **YELLOW**. #5 Robby McGehee did quarter-spin in Turn 3. No contact. #55 Raul Boesel, trailing McGehee, narrowly missed McGehee, moving toward wall to avoid McGehee, who stayed under power and drove to pits.

9:52 a.m. – **GREEN**.

9:56 a.m. – **YELLOW, then CHECKERED**. End of practice. #48 Andy Hillenburg made contact with outside retaining wall at exit of Turn 2 after exiting warm-up lane. Car wiggled at apex of warm-up lane adjacent to Turn 2, slid across infield grass and track, hitting outside retaining wall in Turn 2 with right side of car. Moderate damage to right front wheel and suspension. Hillenburg climbed from car without assistance.

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

PRACTICE QUOTES (cont.):

Medical update from Dr. Henry Bock, Speedway medical director: #48 Andy Hillenburg was evaluated and released without injury from the Clarian Emergency Medical Center and cleared to drive.

Top Five Speeds of Pre-Qualifying Practice

1. #11 Eliseo Salazar 223.964 mph
2. #51T Eddie Cheever Jr. 223.892
3. #32 Robby Gordon 223.515
4. #10T Jimmy Vasser 223.447
5. #9T Juan Montoya 223.246

PRE-QUALIFYING PRACTICE QUOTE:

STEPHAN GREGOIRE: "It's good timing and a good feeling to feel the car so good before qualifying. We picked up good speed today thanks to Roush power. The qualifying engine is working really well. Indy is so important to have horsepower. If you don't have horsepower, you can be chasing the right setup for your car all day. That's what we did all day yesterday, and you can never go fast if you don't have horsepower. Today I have good power, and my car is stable. We did 221 (mph lap) with a lot of fuel in the car. That's very good, and I feel ready for qualifying. We won't touch anything on my car right now."

MicroDigiCom, a broadband technology company based in Indianapolis and Australia, announced Friday that it is sponsoring the #22 Delco-Remy/MicroDigiCom/Homier Tools/G Force/Olds/ G Force/Oldsmobile/Firestone driven by Johnny Unser at this event.

Video News Releases of highlights from Pole Day, MBNA Bump Day and Coors Carb Day at the 84th Indianapolis 500 will be available on satellite today, tomorrow and Thursday, May 25.

Feeds will include on-track video and driver interviews from the Indianapolis Motor Speedway, where teams are preparing for the "Greatest Spectacle in Racing" on May 28.

Pole Day is May 20, with MBNA Bump Day May 21 and Coors Carburetion Day May 25.

Details of the Video News Releases:

Saturday, May 20 (Pole Day):

- Time: 7:30-7:45 p.m. (EDT)
- Coordinates: SBS 6, Transponder 9; Audio 6.2-6.8, KU band

Sunday, May 21 (MBNA Bump Day):

- Time: 7:30-7:45 p.m. (EDT)
- Coordinates: SBS 6, Transponder 9; Audio 6.2-6.8, KU band

Thursday, May 25 (Coors Carb Day):

- Time: 6-6:15 p.m. (EDT)
- Coordinates: SBS 6, Transponder 9; Audio 6.2-6.8, KU band

Bill Marvel, involved with the Indianapolis 500 for 50 years, is missing his first Pole Day qualifications Saturday in more than a half-century.

The veteran official is recovering from cancer treatment at his home in Liberty, Ky. He hopes to attend the race.

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

Marvel, whose father, Clem, was an Indy-car mechanic in the 1930s, is a retired United States Auto Club official. He was first editor of the Speedway Daily Trackside Report, working 20-plus years in the IMS press room. He also is a board member of the 500 Oldtimers Club.

Marvel would like to hear from his many racing friends. His address is 4866 Ky. 49, Liberty, Ky. 42539.

The 22nd annual National Auto Racing Memorabilia Show will take place May 26-27 at the Indiana Convention Center (attached to the RCA Dome) in downtown Indianapolis. Times are 2-8 p.m. on Friday and 9 a.m.-4 p.m. Saturday. Friday's \$10 admission price allows for attendance on Saturday, too. Saturday's admission price is \$7, with children under 10 admitted free.

At 10:45 a.m., three-time Indianapolis 500 winner Johnny Rutherford turned ceremonial laps in the Pennzoil Chaparral in which he won the pole and race in 1980. It was his third victory. 1963 Indianapolis 500 winner Parnelli Jones also took ceremonial laps in the #70 STP Oil Treatment turbine-engine car owned by Andy Granatelli in which Formula One World Champion Graham Hill qualified second in 1968.

At 11 a.m., the air temperature was 51 degrees with northwest winds at 6 mph and a relative humidity of 82 percent. Track temperature was 69 degrees, according to Firestone engineers.

PPG POLE QUALIFYING CHRONOLOGY:

11:02 a.m. #12	BUZZ CALKINS/Denver Bradley Motorsports/Team CAN - D/O/F	
QA - 1	1 - 40.886 - 220.124 2 - 41.966 - 214.459 3 - waved off	UA - 1
11:08 a.m. #3T	AL UNSER JR./Albuquerque, N.M. Galles ECR Racing Tickets.com Starz Encore Superpak - G/O/F	
QA - 2	1 - 41.429 - 218.187 2 - 40.863 - 220.248 3 - 40.664 - 221.326 <u>4 - 40.643 - 221.440</u> T 2:43.419 - 220.293	Q - 1
11:13 a.m. #22	JOHNNY UNSER/Hailey, Idaho Delco-Remy/Microdigicom/Homier Tools/G Force/Olds - G/O/F	
QA - 3	1 - 41.474 - 217.003 2 - 41.431 - 217.229 3 - waved off	UA - 1

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

PPG POLE QUALIFYING CHRONOLOGY (cont.):

11:17 p.m. #51T EDDIE CHEEVER JR./Orlando, Fla.
 #51 Excite@Home Indy Race Car - D/I/F

 QA – 4 1 – 40.718 – 221.032 Q – 2
 2 – 40.648 – 221.413
 3 – 40.656 – 221.370
 4 – 40.676 – 221.261
 T 2:42.697 – 221.270

11:22 a.m. #24 ROBBIE BUHL/Indianapolis
 Team Purex Dreyer & Reinbold Racing - G/O/F

 QA – 5 1 – 40.797 – 220.604 Q – 3
 2 – 40.615 – 221.593
 3 – 40.599 – 221.680
 4 – 40.622 – 221.555
 T 2:42.633 – 221.357

11:27 a.m. #27 JIMMY KITE/Stockbridge, Ga.
 Founders Bank Group/ZMAX/Blueprint Racing Special -
 G/O/F

 Spun in Turn 1 and hit outside retaining wall on second
warm-up lap.

Kite did half-spin on second warm-up lap in Turn 1, hit outside retaining wall at exit of Turn 1 with left side of car. Car did half-spin after impact and slid through short chute between Turns 1 and 2, stopping in Turn 2. Kite climbed from car without assistance. Heavy damage to left side of car, moderate damage to rear and front of car.

Medical update from Dr. Henry Bock, Speedway medical director: #27 Jimmy Kite was evaluated and released without injury from the Clarian Emergency Medical Center and cleared to drive.

11:42 a.m. #50 JASON LEFFLER/Cornelius, N.C.
 UnitedAuto Group Special - G/O/F

 QA – 6 1 – 40.934 – 219.866 Q – 4
 2 – 40.818 – 220.491
 3 – 40.801 – 220.583
 4 – 40.774 – 220.729
 T 2:43.327 – 220.417

11:48 a.m. #98T DONNIE BEECHLER/Springfield, Ill.
 Cahill Racing - D/O/F

 QA – 7 1 – 41.331 – 217.754 UA – 1
 2 – 41.185 – 218.526
 3 – 41.080 – 219.085
 4 – waved off

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

PPG POLE QUALIFYING CHRONOLOGY (cont.):

11:53 a.m. #14	JEFF WARD/San Juan Capistrano, Calif. Harrah's A.J. Foyt Racing - G/O/F	
QA - 8	1 - 40.419 - 222.668 2 - 40.427 - 222.623 3 - 40.423 - 222.646 <u>4 - 40.428 - 222.618</u> T 2:41.697 - 222.639	Q - 5
11:57 a.m. #15	SARAH FISHER/Indianapolis Walker Racing Cummins Special - D/O/F	
QA - 9	1 - 40.890 - 220.103 2 - 40.871 - 220.205 3 - 40.872 - 220.200 <u>4 - 40.827 - 220.442</u> T 2:43.460 - 220.237	Q - 6
12:02 p.m. #8T	SCOTT SHARP/Carmel, Ind. Delphi Automotive Systems/MCI WorldCom - D/O/F	
QA - 10	1 - 40.434 - 222.585 2 - 40.278 - 223.447 3 - 40.414 - 222.695 <u>4 - 40.448 - 222.508</u> T 2:41.573 - 222.810	Q - 7
12:07 p.m. #11	ELISEO SALAZAR/Santiago, Chile Rio A.J. Foyt Racing - G/O/F	
QA - 11	1 - 40.347 - 223.065 2 - 40.285 - 223.408 3 - 40.222 - 223.758 <u>4 - 40.414 - 222.695</u> T 2:41.268 - 223.231 Light spray or smoke visible from rear of Salazar's car on final two qualification laps.	Q - 8
12:12 p.m. #28	MARK DISMORE/Greenfield, Ind. On Star/GM BuyPower/Bryant Heating & Cooling - D/O/F	
QA - 12	1 - 40.714 - 221.054 2 - 40.967 - 219.689 3 - waved off	UA - 1

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

PPG POLE QUALIFYING CHRONOLOGY (cont.):

12:17 p.m. #5 ROBBY McGEHEE/St. Louis
Meijer/Energizer Advanced Formula/Mall.com - G/O/F

McGehee received yellow flag from starter because Treadway Racing crew didn't signal starter to start qualification run before McGehee crossed start-finish line to begin qualification run, race control reported.

12:20 p.m. #4 SCOTT GOODYEAR/Carmel, Ind.
Pennzoil Panther Dallara - D/O/F

QA – 13	1 – 40.952 – 219.769	Q – 9
	2 – 40.808 – 220.545	
	3 – 40.710 – 221.076	
	<u>4 – 40.698 – 221.141</u>	
	T 2:43.170 – 220.629	

12:29 p.m. #17 SCOTT HARRINGTON/Indianapolis
Nienhouse Motorsports Racing Special - D/O/F

Spun in Turn 4, hit outside retaining wall and then inside retaining wall on front straightaway on second warm-up lap.

#17 Scott Harrington did a half-spin in Turn 4 and hit outside retaining wall at the top of the front straightaway with the rear of his car. The car crossed the front straightaway and hit the inside retaining wall on the front straightaway with the left front of the car. Moderate damage to the left front, light damage to the rear of the car. Harrington climbed from car without assistance.

Medical update from Dr. Henry Bock, Speedway medical director: #17 Scott Harrington was evaluated and released without injury from the Clarian Emergency Medical Center and cleared to drive.

12:42 p.m. #81 BILLY BOAT/Phoenix
Team Pelfrey - D/O/F

QA – 14	1 – 41.107 – 218.941	UA – 1
	2 – 41.250 – 218.182	
	3 – 41.122 – 218.861	
	4 – waved off	

12:47 p.m. #6 JERET SCHROEDER/Vineland, N.J.
Kroger/Tri Star Motorsports Inc. - D/O/F

QA – 15	1 – 41.445 – 217.155	UA – 1
	2 – 41.279 – 218.029	
	3 – waved off	

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

PPG POLE QUALIFYING CHRONOLOGY (cont.):

12:51 p.m. #41	ROBERTO GUERRERO/San Juan Capistrano, Calif. Foyt Brack Motorsports - G/O/F	
QA - 16	1 - 41.227 - 218.304 2 - 41.168 - 218.616 3 - 41.247 - 218.198 4 - waved off	UA - 1
12:55 p.m. #75	RICHIE HEARN/Henderson, Nev. Pagan Racing IRL Spcl. - D/O/F	
QA - 17	1 - 41.382 - 217.486 2 - 41.202 - 218.436 3 - waved off	UA - 1
1:00 p.m. #91	BUDDY LAZIER/Vail, Colo. Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing - D/O/F	
QA - 18	1 - 41.063 - 219.175 2 - 41.041 - 219.293 3 - 41.055 - 219.218 4 - waved off	UA - 1
1:05 p.m. #88T	AIRTON DARÉ/Bauru, Brazil TeamXtreme/USACredit.com/G Force - G/O/F	
QA - 19	1 - 41.021 - 219.400 2 - 41.023 - 219.389 3 - 41.018 - 219.416 4 - waved off	UA - 1
1:09 p.m. #1	GREG RAY/Plano, Texas Team Conseco/Quaker State/Moen/Menards - D/O/F	
QA - 20	1 - waved off	UA - 1
1:14 p.m. #90	LYN ST. JAMES/Indianapolis Yellow Freight Systems/Dick Simon Racing - G/O/F	
QA - 21	1 - 41.351 - 217.649 2 - 41.212 - 218.383 3 - waved off	UA - 1

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

PPG POLE QUALIFYING CHRONOLOGY (cont.):

1:19 p.m. #9T JUAN MONTOYA/Bogota, Colombia
Target - G/O/F

QA – 22 1 – 40.244 – 223.636 Q – 10
 2 – 40.290 – 223.380
 3 – 40.316 – 223.236
 4 – 40.316 – 223.236
 T 2:41.166 – 223.372

Team Menard pulled the #1T for driver Greg Ray out of the qualifying line.
JOHN MENARD: "Both cars (#1 and #1T) had a big push. It's early. We're trying to get the pole today, and we want to make sure everything is right."

1:24 p.m. #10T JIMMY VASSER/Las Vegas
Target - G/O/F

QA – 23 1 – 40.521 – 222.107 Q – 11
 2 – 40.508 – 222.178
 3 – 40.558 – 221.904
 4 – 40.594 – 221.708
 T 2:42.180 – 221.976

1:29 p.m. #32 ROBBY GORDON/Cornelius, N.C.
Turtle Wax/Burger King/Moen/Johns Manville/Menards -
D/O/F

QA – 24 1 – 40.637 – 221.473 UA – 1
 2 – waved off

1:33 p.m. #7 STEPHAN GREGOIRE/Indianapolis
Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing -
G/O/F

QA – 25 1 – 40.982 – 219.609 UA – 1
 2 – 40.952 – 219.769
 3 – waved off

1:38 p.m. #55 RAUL BOESEL/Key Biscayne, Fla.
EPSON - G/O/F

QA – 26 1 – 41.328 – 217.770 UA – 1
 2 – 41.148 – 218.723
 3 – 41.209 – 218.399
 4 – waved off

Mid America Motorsports pulled #43 Doug Didero out of qualifying line.

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

PPG POLE QUALIFYING CHRONOLOGY (cont.):

1:43 p.m. #18 SAM HORNISH JR./Defiance, Ohio
Hornish Bros. Trucking/Advantage Powder Coating -
D/O/F

QA – 27	1 – 40.891 – 220.097	Q – 12
	2 – 40.772 – 220.740	
	3 – 40.803 – 220.572	
	<u>4 – 40.803 – 220.572</u>	
	<u>T 2:43.268 – 220.496</u>	

1:52 p.m. #82 MEMO GIDLEY/ San Rafael, Calif.
Team Pelfrey - D/O/F

QA – 28 1 – Spun in Turn 1, hit outside wall UA – 1

#82 Memo Gidley did a quarter-spin in Turn 1 after the car wiggled in the turn and the left-front tire crossed the grass. The car hit the outside retaining wall at the exit of Turn 1 with the left rear and did another quarter-spin forward, sliding through the short chute between Turns 1 and 2 before stopping at the entrance of Turn 2. Moderate damage to left rear of car. Gidley climbed from car without assistance.

Medical update from Dr. Henry Bock, Speedway medical director: #82 Memo Gidley was evaluated and released without injury from the Clarian Emergency Medical Center and cleared to drive.

2:05 p.m. #92 STAN WATTLES/Sewall's Point, Fla.
Hemelgarn/Metro Racing – D/O/F

QA – 29	1 – 40.680 – 221.239	Q – 13
	2 – 40.561 – 221.888	
	3 – 40.609 – 221.626	
	<u>4 – 40.671 – 221.288</u>	
	<u>T 2:42.522 – 221.508</u>	

Entry update:

•The #32 entry fielded by Team Menard and driven by Robby Gordon is now the Turtle Wax/Burger King/Moen/Johns Manville/Menards Dallara/Oldsmobile/Firestone.

At 2:15 p.m., no cars were in the qualification line, so the track opened for practice. Cars initially on track: #5 Robby McGehee, #7T Robby Unser, #28T Mark Dismore, #43 Doug Didero, #88 Airton Daré, #91 Buddy Lazier, #98 Donnie Beechler.

At 3:25 p.m., the air temperature was 56 degrees with north winds at 6 mph and a relative humidity of 77 percent. The track temperature was 67 degrees, according to Firestone engineers.

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

PPG POLE QUALIFYING CHRONOLOGY (cont.):

3:29 p.m. #28T	MARK DISMORE/Greenfield, Ind. On Star/GM BuyPower/Bryant Heating & Cooling - D/O/F
QA - 30	1 - 40.634 - 221.489 Q - 14 2 - 40.812 - 220.523 3 - 40.745 - 220.886 <u>4 - 40.728 - 220.978</u> T 2:42.918 - 220.970
3:34 p.m. #12T	BUZZ CALKINS/Denver Bradley Motorsports/Team CAN - D/O/F
QA - 31	1 - 41.034 - 219.330 Q - 15 2 - 40.876 - 220.178 3 - 40.883 - 220.140 <u>4 - 40.946 - 219.802</u> T 2:43.739 - 219.862
3:38 p.m. #98T	DONNIE BEECHLER/Springfield, Ill. Cahill Racing - D/O/F
QA - 32	1 - 40.803 - 220.572 Q - 16 2 - 40.846 - 220.340 3 - 40.831 - 220.421 <u>4 - 40.798 - 220.599</u> T 2:43.279 - 220.482
3:44 p.m. #91T	BUDDY LAZIER/Vail, Colo. Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing - R/O/F
QA - 33	1 - 40.840 - 220.372 Q - 17 2 - 40.842 - 220.361 3 - 40.810 - 220.534 <u>4 - 40.788 - 220.653</u> T 2:43.279 - 220.482
3:49 p.m. #1	GREG RAY/Plano, Texas Team Conseco/Quaker State/Moen/Menards - D/O/F
QA - 34	1 - 40.240 - 223.658 Q - 18 2 - 40.287 - 223.397 3 - 40.268 - 223.503 <u>4 - 40.300 - 223.325</u> T 2:41.095 - 223.471

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

PPG POLE QUALIFYING CHRONOLOGY (cont.):

3:53 p.m. #6 JERET SCHROEDER/Vineland, N.J.
Kroger/Tri Star Motorsports Inc. - D/O/F

QA – 35 1 – 41.065 – 219.165 UA – 2
2 – 41.084 – 219.063
3 – waved off

At 4:03 p.m., no cars were in the qualification line, so the track opened for practice. Cars initially on track: #88 Airtón Daré, #5 Robby McGehee, #9 Juan Montoya, #10 Jimmy Vasser, #90 Lyn St. James.

The Team Menard #1T assigned to Greg Ray and the #32 assigned to Robby Gordon were parked side-by-side in the pits after Ray earned the provisional pole in the team's #1 entry.

4:08 p.m. – **YELLOW**. Debris in Turn 4.

4:17 p.m. – **GREEN**.

4:17 p.m. #5 ROBBY McGEHEE/St. Louis
Meijer/Energizer Advanced Formula/Mall.com - G/O/F

QA – 36 1 – 40.852 – 220.307 Q – 19
2 – 40.802 – 220.577
3 – 40.739 – 220.919
4 – 40.754 – 220.837
T 2:43.146 – 220.661

4:29 p.m. #88T AIRTON DARÉ/Bauru, Brazil
TeamXtreme/USACredit.com/G Force - G/O/F

QA – 37 1 – 40.884 – 220.135 Q – 20
2 – 40.915 – 219.968
3 – 40.920 – 219.941
4 – 40.940 – 219.834
T 2:43.659 – 219.970

4:35 p.m. #32 ROBBY GORDON/Cornelius, N.C.
Turtle Wax/Burger King/Moen/Johns Manville/Menards -
D/O/F

QA – 38 1 – 40.637 – 221.473 UA – 2
2 – 40.427 – 222.623
3 – waved off

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

PPG POLE QUALIFYING CHRONOLOGY (cont.):

4:40 p.m. #7	STEPHAN GREGOIRE/Indianapolis Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing - G/O/F	
QA – 39	1 – 41.054 – 219.223 2 – 41.022 – 219.394 3 – waved off	UA – 2
4:45 p.m. #33	JAQUES LAZIER/Vail, Colo. Miles of Hope/Truscelli Team Racing - G/O/F	
QA – 40	1 – 41.140 – 218.765 2 – 41.187 – 218.516 3 – 41.070 – 219.138 4 – waved off	UA – 1
4:51 p.m. #20	HIDESHI MATSUDA/Kawasaki, Japan Collaboration/Purdue University/Hubbard-Immke/Dallara - D/O/F	
QA – 41	1 – Spun in Turn 1, hit wall ***	UA – 1
<p>#20 Hideshi Matsuda did a quarter-spin in Turn 1 and hit the outside retaining wall with the left rear and left side of the car. The car slid backward in the short chute between Turns 1 and 2, tapping the outside retaining wall at the entrance of Turn 2 with the rear and left rear of the car. The car then slid through Turn 2, stopping at the beginning of the back straightaway. Heavy damage to rear and left side of car. Matsuda climbed from car with assistance from track safety personnel and walked to transport vehicle for evaluation.</p> <p>Medical update from Dr. Henry Bock, Speedway medical director: #20 Hideshi Matsuda was evaluated and released without injury from the Clarian Emergency Medical Center and cleared to drive.</p> <p>***</p>		
5:09 p.m. #75	RICHIE HEARN/Henderson, Nev. Pagan Racing IRL Spcl. - D/O/F	
QA – 42	1 – 40.949 – 219.786 2 – 40.938 – 219.845 3 – 40.945 – 219.807 <u>4 – 40.942 – 219.823</u> T 2:43.773 – 219.816	Q – 21

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

PPG POLE QUALIFYING CHRONOLOGY (cont.):

5:14 p.m. #32 ROBBY GORDON/Cornelius, N.C.
Turtle Wax/Burger King/Moen/Johns Manville/Menards -
D/O/F

QA – 43	1 – 40.378 – 222.894	Q – 22
	2 – 40.371 – 222.932	
	3 – 40.378 – 222.894	
	<u>4 – 40.391 – 222.822</u>	
	<u>T 2:41.518 – 222.885</u>	

5:19 p.m. #81 BILLY BOAT/Phoenix
Team Pelfrey - D/O/F

Car slowed on backstretch due to electrical problem on first warm-up lap, pulled into pits.

5:21 p.m. #7 STEPHAN GREGOIRE/Indianapolis
Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing -
G/O/F

Car pulled into pits on warm-up lap.

5:24 p.m. #41 ROBERTO GUERRERO/San Juan Capistrano, Calif.
Foyt Brack Motorsports - G/O/F

QA – 44	1 – 41.083 – 219.069	UA – 2
	2 – 41.210 – 218.394	
	3 – 41.254 – 218.161	
	4 – waved off	

5:30 p.m. #90 LYN ST. JAMES/Indianapolis
Yellow Freight Systems/Dick Simon Racing - G/O/F

St. James hit wall in Turn 2 on warm-up lap.

#90 Lyn St. James did a half spin in the short chute between Turns 1 and 2, hitting the inside retaining wall with the right side of the car. The car rebounded from the impact, slid up the track on its side, tilted down to the track on all four wheels and hit the outside retaining wall in Turn 2 with the right side of the car before stopping in Turn 2. Heavy damage to right side and rear of car. St. James climbed from car with assistance from track safety personnel and walked to transport vehicle for evaluation.

Medical update from Dr. Henry Bock, Speedway medical director: #90 Lyn St. James was evaluated and released without injury from the Clarian Emergency Medical Center and cleared to drive.

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

PPG POLE QUALIFYING CHRONOLOGY (cont.):

5:48 p.m. #55 RAUL BOESEL/Key Biscayne, Fla.
EPSON - G/O/F

Pulled into pits after first warm -up lap.

5:50 p.m. #43 DOUG DIDERO/Mooresville, N.C.
Mid America Motorsports Inc./Western Star Trucks -
D/O/F

QA – 45 1 – 41.335 – 217.733 UA – 1
2 – 40.991 – 219.560
3 – waved off

5:55 p.m. #7 STEPHAN GREGOIRE/Indianapolis
Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing -
G/O/F

QA – 46 1 – 41.012 – 219.448 Q – 23
2 – 40.948 – 219.791
3 – 40.771 – 220.745
4 – 40.928 – 219.898
T 2:43.659 – 219.970

5:59 p.m. #6T JERET SCHROEDER/Vineland, N.J.
Kroger/Tri Star Motorsports Inc. - D/O/F

Pulled into pits after warm -up lap.

There were 54 qualifying presentations (cars leaving qualifying line), with 46 official attempts and 23 cars that qualified for the field.

Two drivers, #7 Stephan Gregoire and #32 Robby Gordon, used all three of their attempts to qualify.

Entry changes:

•The #20 entry driven by Hideshi Matsuda is now the Collaboration-Purdue University/Hubbard-Immke Dallara/Oldsmobile/Firestone.

•Target/Chip Ganassi Racing withdrew the #10 car entered for Jimmy Vasser. The car was sold to Blueprint Racing Enterprises, which will field it as the #27 primary car for driver Jimmy Kite. Blueprint Racing Enterprises withdrew its original primary #27 entry to accommodate the purchase of the chassis from Target/Chip Ganassi Racing.

There were eight caution periods for 54 minutes during pre-qualification practice this morning.

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

PPG POLE QUALIFYING NOTES:

- This is Greg Ray's first career PPG Pole at the Indianapolis 500. His previous best start was second, in 1998 and 1999.
- This is Greg Ray's third consecutive front-row start at Indianapolis. He started second in 1998 and 1999.
- This is the third Indianapolis 500 PPG Pole for team owner John Menard. The late Scott Brayton won the pole in a Team Menard car in 1995 and 1996. Brayton suffered fatal injuries in a practice crash before Race Day.
- Greg Ray is the first driver to earn the PPG Pole position on his second qualifying attempt since Scott Brayton in 1996.
- Three drivers today recorded two identical laps during their qualification runs. Juan Montoya turned two laps of 223.236 mph, Robby Gordon had two at 222.894, and Sam Hornish Jr. had two at 220.572.

POLE DAY HISTORICAL NOTES:

- This is the closest front row in Indianapolis 500 history. Just .173 of a second separated PPG Pole winner Greg Ray from No. 3 starter Eliseo Salazar. Ray's four-lap time was 2 minutes, 41.095 seconds. Salazar's time was 2 minutes, 41.268 seconds.
- The previous record was set in 1970, when pole winner Al Unser clocked a four-lap time of 3 minutes, 31.49 seconds and No. 3 starter A.J. Foyt came in at 3 minutes, 31.76 seconds.
- This is the 13th time that car #1 has earned the pole for the Indianapolis 500. The only driver in car #1 to win from the pole was Tommy Milton in 1923.
- There were two ties for speed today in qualifications. Donnie Beechler and Buddy Lazier tied at 220.482 mph, and Ayrton Daré and Stephan Gregoire tied at 219.970. The last time there was even one tie in qualifications was 1978, when Danny Ongais and A.J. Foyt tied for the second-fastest run at 200.122. In 1976, there were four pairs of ties in qualifications, involving eight drivers.

Blueprint Racing Enterprises, LLC announced the signing of longtime Indy Racing Northern Light Series supporter, Big Daddy's BBQ Racing of Oklahoma, as its primary sponsor starting today.

Jimmy Kite drives the #27 Big Daddy's BBQ/ Blueprint Racing Special.

The alliance with Big Daddy's BBQ Racing, a publicly held company trading under the "BIGD" symbol, is for the remainder of 2000 and the next four years of the Northern Light Series. The agreement involves a trading of Big Daddy's BBQ Racing stock in exchange for the primary sponsorship of the #27 G Force/Oldsobile/Firestone.

MBNA BUMP DAY QUALIFICATION ORDER:

- #55 Raul Boesel
- #41 Roberto Guerrero
- #17 Scott Harrington
- #81 Billy Boat
- #10 Jimmy Vasser (car subsequently sold to Blueprint Racing Enterprises after draw)
- #7T Stephan Gregoire
- #40 Davy Jones
- #22 Johnny Unser

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

MBNA BUMP DAY QUALIFICATION ORDER (cont.):

#17T Scott Harrington
#16 Davey Hamilton
#43 Doug Didero
#33 Jaques Lazier
#54 TBD
#11T Eliseo Salazar
#20T Hideshi Matsuda
#48 Andy Hillenburg
#48T Andy Hillenburg
#4T Scott Goodyear

MBNA BUMP DAY SCHEDULE:

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

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

POST-QUALIFYING QUOTES

AL UNSER JR. (#3T Galles ECR Racing Tickets.com Starz Encore Superpak): "I can safely say we're back now. The first lap wasn't what I wanted, but we were on cold tires, and I didn't want to take a chance. I was a little too careful with that lap. But seeing everybody spinning out on cold tires, I thought it was the best thing to do. But we're in the show. We definitely had butterflies we haven't had for five years. It's the Greatest Spectacle in Racing, and we're in. There's been a lot of buildup and a lot of hype, and we're officially back now. We've got 500 miles to go. You come to this place, and you're in awe. The fans are great, and they've given us such a reception. There's no one like them in the world. I was flat out the last two laps. If the pole was there to be had, I would have taken it. It relieves a lot of tension that's been festering for five years. It's the Greatest Spectacle in Racing, and it's a great thing for me, my family and my team. I'm happy for my sponsors, Tickets.com, Starz Encore Superpak, because they gave us the money for the best equipment. I don't think we risk missing the field with a solid 220. My dad has proven that you can start this race from anywhere and win. I think the bubble will be a high (2) 18, so I think we're in good shape. We qualified the car I'm most comfortable with." (Did your visit to the Speedway last year convince you to race here this year?): "You betcha. What I saw last year on Race Day looked exactly like what I saw in '94. It's the Speedway, and it's bigger than all of us." (Did this feel special considering it was the first time you've run here since 1995?): "It reminds me of my rookie year. We had butterflies, and it felt like the first time I qualified."

SARAH FISHER (#15 Walker Racing Cummins Special) (About preparations this week for qualifications): "I think we were trying everything, and we tried a lot that helped us. There's always lots to learn at Indy. I was a little anxious before I got in, but once you get on the track, your focus comes in. I was wide open on the straightaways, so that was all she had. The worst of it seems to be over now. I think now we can just get ready for the race. (Team owner) Derrick (Walker) has been here a lot of times, and he knows a lot about how to get the car in the show. The beginning was a little nerve-racking. We just need to focus now and work on our hot-condition setup because we're lacking a little in that. Our cold-condition setup is actually much better." (Have you always been a big fan of this race?): "Oh, yeah. You always watch the Indianapolis 500. It's one you just don't miss." (About qualification run): "The car was good as it was going to get without taking out a little more scrub. It was a little better this morning, but for the hour it was great. We ran 221.2 consistently this morning. Derrick was comfortable with the run, so as long as he is, so am I." (About race preparations): "I'm not to the race yet, but it's been a big thrill. Indianapolis is a very unique place, a unique facility. It's not a stamped track. It's its own place. Al Unser Sr. and I have worked a lot together this month. He showed me the line around this place, and who better to learn from that a four-time winner? And, of course, I couldn't have done it without Derrick, either. He's been there for me." (Did you think you would be in Indy Racing at age 19?): "I thought I'd spend at least, at least another year in a midget before I'd have a chance to test an Indy car. But Derrick gave me this opportunity, and here I am. All the drivers are supportive of me. I hold my own, and I pass clean. And as long as I hold my own, they'll respect me just as I do them. One-hundred percent of what I've learned (in sprint cars and midgets) translates (to Indy Racing). Sprint cars taught me the different techniques and lines you can have. Midgets taught me to be smooth and to pass clean on pavement. The most important thing for me next Sunday is focus."

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

POST-QUALIFYING QUOTES (cont.):

(Sarah Fisher – cont.) There's 300,000 people here and a ton of media. I already have the experience of racing on pavement, so for me I just need to focus."

SCOTT GOODYEAR (#4 Pennzoil Panther Dallara): "We've got a really good-working car. It's not any different than '92, coming from the back and working to the front, as long as you're solid in the field." (Did you consider waving off at any time during your run?): "That's not my decision. The team owners decide. The time was a reasonable time. The first lap was not as strong as I wanted, but at least we're in the show and we're ready to go racing. Being in the top 12 or 15 should be OK. We worked hard on getting through Turn 1 this week. We didn't start trimming the car until Friday. After all, we weren't running for pole. We just wanted to make sure we were there for Race Day."

ROBBIE BUHL (#24 Team Purex Dreyer & Reinbold Racing): "Our focus was that to trim things out. There's still more to trim back. We're in solid." (About entering the Indianapolis 500 as the Indy Racing Northern Light Series points leader): "Ask anyone, driver or fan, this is the one they've all heard of. You want to get in this race, and you want to win it. Now we're focused on having a good race car. The car is good and consistent. It's just what we wanted." (Predict the bump speed): "Of course, the weather is playing a big role. If you're at 219 and a half or below, you'll be sweating." (About having Infiniti engine in backup car): "The Infiniti is back at the garage. As soon as we're done working on the car here, we go back and work on the Infiniti at the garage. The motor is showing power, and that's definitely an edge."

ELISEO SALAZAR (#11 Rio A.J. Foyt Racing) (Did you think you'd be able to turn that fast a lap?): "To be honest, no. However, this morning I did the fastest lap of anybody for the entire month. That's the way he (car owner A.J. Foyt) said we were going to do it; peak on Saturday. He's won this thing four times. I'll do whatever he says. I went out and did what he said, and we got the pole, so what can I say? I'm a little disappointed with last lap, but we're happy to be on the front row. I've devoted all my life to this. This is my 26th year in motor racing." (Are these your dream conditions for qualifying?): "For me, it was perfect. Before I went out, I told my girlfriend that these conditions were similar to the conditions in '96 when we started on the front row." (About coming out of the woodwork with the qualification attempt): "You know my boss. As soon as we got in the top five (during practice sessions), he'd say, 'OK, that's it.' He wouldn't let me practice anymore because you know he doesn't like to show the speed early. From the beginning, he said we'd peak on Saturday." (About slowing down on the last lap): "I have a feeling the last lap is what cost us. On the last one, I made a slight mistake and that might have cost us the pole. When I saw the 223.7 (mph) on the third lap, I made a slight mistake and went in too deep into Turn 1." (Does A.J.'s decision to wait to show your speed agree with your style?): "Absolutely not. Racing drivers are pretty anxious. When I signed for him, I told myself that I'd listen to him. He's won 67 races. I haven't even been in 67 Indy races." (Do you have any communication difficulties, does A.J. speak English or Spanish?): "He can say chile con queso, but that's about it. I used to say that we were in the honeymoon, but now we've been married for a few months." (Did having your teammate, Jeff Ward, go out in front of you help any?): "Yes. I heard that he hit the rev limiters. So that helps us with the gearing." (About opinion of Sarah Fisher after she's qualified for the Indianapolis 500): "I wanted to congratulate her. At 19 years old, I was racing small cars in Chile, and here she is at the Indy 500. I said

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

POST-QUALIFYING QUOTES (cont.):

(Eliseo Salazar – cont.) things I regret, but I feel like I helped her a lot because look at all the publicity she's received."

EDDIE CHEEVER JR. (#51T Excite@Home Indy Race Car) (About the qualifying run): "It was good. It is very tricky in this weather. Conditions have been very strange yesterday and today. There is nothing worse than going out there loose. We put four good laps together. What we haven't had all month is heat (hot weather). If it heats up during the race, we will have to start all over, and that will be up to the crew chief. I am really happy with the Nissan Infiniti. What you see is what we have for the race. This is our race engine. I had a big smile out there on all four laps. I am at a point in my career that I really enjoy what I am doing. I am hoping to stay in the front now. You race against yourself out there. I think there is another half-mile an hour more in the car. We were a tad conservative." (Did you have sights on the pole?): "No, we have been quick, but if we can hold the first two rows it will be a great day." (Compare winning the Indianapolis 500 in '98 to the team now and the race next Sunday): "We've come close to winning all three races we have competed in this year. Why not this one? When we won in 1998, we were desperately underfinanced and did well. We beat teams who had a lot more finances than us. We are a strong team. Our focus is to win every race we compete in, and we are here to win the Indy 500. It is like going to the lottery. I have 1 in 33 chances to win the race. I think we will be strong. Yes, I am the driver, but it is the whole team." (Now that you have qualified will your garage be open to help other drivers?): "No, our garage will be closed. I know what it is like to struggle to get in the show. When I bumped (Bobby) Rahal (in 1993), that was I think the hardest thing I have probably done in my career. I am going to sit back and enjoy the rest of the day. (About CART drivers Juan Montoya and Jimmy Vasser being here): "I welcome them with open arms. Nobody owns the Indianapolis 500 race. It is where the best of open-wheel racers come to compete. They are the best in the other series and have come here to compete. The teams from the other series have been able to come over here (Indianapolis 500) and buy equipment. This is the Indy 500!"

JASON LEFFLER (#50 UnitedAuto Group Special): "We had a real solid effort. The car has been real solid all week long. Not super fast, but solid. I'm looking forward to running on Memorial Day weekend. I always wanted to do Indianapolis." (About Race Day): "I've always dreamed about it. Treadway Racing is great. It's a pleasure being associated with them." (About the track): "This track is different than any other track. It's tough to get around, no matter what day it is." (About plans for next week due to NASCAR Busch Series commitments): "I'll run tomorrow but won't run on Carb Day."

SCOTT SHARP (#8T Delphi Automotive Systems/MCI WorldCom) (Joking comment to Eliseo Salazar after Salazar tentatively took the pole): "You rained on my parade." (About the qualifying run and sights on the pole): "This is where it is; here, right now. You must do it now, you don't have the next lap like next Sunday to do better. The conditions at this moment are really good. It keeps changing every hour. If I were a betting man, I would have bet, last night on 220 for the pole. But with these conditions, it is more competitive. Salazar went out and did it on his own. I was relaxed. We didn't have a dash. The dash was blank. I just held it down. The battery died on the start and the dash didn't come back. They were telling me on the radio

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

POST-QUALIFYING QUOTES (cont.):

(Scott Sharp – cont.) (what I was doing); but you don't know how you are doing in the corners. They (team) were giving me my laps, and I was very happy. Weather plays a big part in today. We put it in the line and held the button down and let the man up above have control. We did it, it just didn't pan out. We have a great car. We are pleased. The car really ran flawless, I ran it flat out. We have a fabulous car. Qualifying well is just a perk. If we stumble to the pole that's great -- let's just get into the race." (Compared to last year's run): "We worked hard last year, but we have a great car this year and look forward to next Sunday."

JEFF WARD (#14 Harrah's A.J. Foyt Racing): "We had good, consistent laps. I was flat out all the way around. I did the bars and hit the rev limiter on the back straight. The gearing was a little off. We should have went to a higher gear. I think we did good for the front three rows. The cool weather helps the motor but has more drag. The track has a lot of grip. It was a perfect day for qualifying. It's always good to start up front. The draft will play a part on Race Day. There should be a lot of cars on the lead lap."

JIMMY VASSER (#10T Target): "I'm not happy, but we'll take it. The #10T had all the qualifying stuff on it, but we didn't get much time on it because we had electrical problems. We were getting smoke from the dash. If you noticed, Juan (Montoya) put a lot of miles on his car yesterday, and that's what we were supposed to do. It's a process that we were not able to go through due to the electrical problems. So we had to put all the stuff back on the car, which caused a lot of drag. When I was out qualifying, I wanted to come in after a couple of laps. Tom Anderson said, 'This place can bite you. Let's get it in the show.' We could have come in and chased it and not made the show." (About other drivers in the starting field): "A lot of the drivers here, I've raced with. And if the other ones I didn't race with make the show, they're a good driver, also." (Difference between CART and Indy Racing cars): "The main difference is horsepower. These have less. You just adapt to get the most out of what you have. Both cars can be temperamental, but they are more the same than they are different." (About return to Indy): "We're happy to be back in the race."

CHIP GANASSI (Owner, #9T Montoya, #10T Vasser): "All week, each one of these guys brings a little something different to the cockpit. When you see Foyt's guys putting out the stout numbers that they have, the driver has to bring something out from his back pocket." (About more success as owner than driver): "Yeah, I'm certainly doing better at this owner stuff. It's nice to be able to give these young guys a chance." (About prospects for keeping pole, as of 2:15 p.m. today): "We're keeping our fingers crossed, but it's going to be a long day, all day. The Team Menard team is a stout team. We're certainly not counting our chickens yet. We're really blessed to have some great people. Every time they swing the bat, they hit it out of the park. I wanted to explain to Juan (Montoya) ... he thinks it (possibly winning PPG Pole) is big for me. But I need to explain to him that it's big for him, too." (About return to this event for first time since 1995): "Our race shop is 3 miles from here. Our team is based here. We've built up a lot of good relationships, and it's been a fun week." (About prospects of Ken Schrader driving for Ganassi in NASCAR Winston Cup): "My interests for today are with Vasser and Montoya. I did have lunch with Kenny the other day and look forward to seeing him at the Brickyard (400) in August." (About practice this week): "It's been a lot of work. We spent a lot of long nights this week leading up to today. He (Montoya) has always got something in his back pocket."

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

POST-QUALIFYING QUOTES (cont.):

(Chip Ganassi – cont.) He's a student of the formula. Vasser is on his tail all the time, and it's nice because it creates a little race between the two of them." (Does Team Menard concern you this afternoon?): "If you remember in '93 with (Arie) Luyendyk, we went out in the morning, and things weren't right. We went back and did a lot of work. We came back out and put it on the pole. Those guys are certainly back there working. They're not out playing golf. It isn't four to two against the 76ers."

JUAN MONTOYA (#9T Target): "Very happy. It was very consistent with all the laps in 223 (mph). It's a shame what happened to Greg Ray, and I don't know what happened to his teammate, but it was good for us. For the Target team, there's lots for us to do because we've got the race Saturday in Nazareth. It's pretty interesting getting four laps together, very different. We had a bit of understeer in Turn 1, but the car was good. We've tried a lot of things all week. Try this, try that. But everyday we've been pretty fast. (Owner) Chip (Ganassi) and all the guys did a great job. I thought maybe we could get pole or front row. The engines have been really good. We had a lot of understeer since we started, and we've just been trimming it out." (About earning the provisional PPG Pole at Indianapolis): "It was something special. When you've watched this race all these years, you come here and you see all the people. It's amazing. Everyone put everything together to be here." (About his reception in Indianapolis): "Every single fan here has been really good, and the drivers and teams also. This is a really friendly area, all the people, especially those one guys, the Alley Cats? It's amazing." (Asked if he feels he's made Indianapolis look easy): "I don't think it's easy. The Target team is just a good team. Target and Budweiser gave us the opportunity to do well. We've been working on the cars, and I really like them. I set it up the way I do my Champ Car. I like the car. It's a really friendly car. Fast and friendly. It hasn't been strange because I haven't been here. I haven't experienced the track and the fans. Two years ago after I signed (to drive) with Chip, the first time I came here it was a cold and windy day. And snowy. Typical Indy. I went through the museum and around the track. When the bus made the turn onto the straightaway, I said, '(Geez), where's the other end?' It's so big." (About preparing for the race): "There's still a long way to go (today). Another three hours."

SAM HORNISH JR. (#18 Hornish Bros. Trucking/Advantage Powder Coating): "I'm real happy. I'm happy for the guys at PDM Racing. It's great to be here. First of all, we just wanted to get qualified. I'm actually glad to have the conditions we have here, nice cool weather for the engines to run well." (How difficult was it to get your mindset after the accident on Monday?): "It was pretty easy to get the mindset back. Monday we had a little problem with the oil line. Everybody worked really hard to get the car ready. We have worked really hard for this." (About posting two identical times during his qualification attempt): "We're real happy the way the car has been. This our first real try to work with a 2000 car." (Are you satisfied with your qualification run?): "We are pretty happy with that. We were actually looking for a little bit more. We went faster this morning in practice in a mock-up qualifying run." (Did the weather help you?): "It was an advantage. Today was about the best day because we had the least amount of wind." (Al Unser Jr. spoke earlier about being nervous prior to his qualification attempt, I'm sure you were nervous, too.): "Al has got a lot to live up to coming back here. I'm not as nervous as I was. I wasn't really that nervous, but that extra hour-and-a-half to two-hour wait because we were clear

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

POST-QUALIFYING QUOTES (cont.):

(Sam Hornish Jr. – cont.) at the back didn't help a whole lot. It dragged out a whole lot, and 10 minutes seemed like 10 hours. Once I got in the car and got moving, I wasn't nervous at all." (How did you sleep last night?): "I slept pretty good last night. I tried staying up. Usually, if I go to bed early, I just lie there awake. I waited until I was good and tired before I went to sleep last night." (Did you watch some of the guys ahead of you on the television monitors, how they got below the white line?): "Yeah, I saw quite a few of those guys. I watched clear up until Buddy Lazier. I think he was only four cars in front of me. I watched as many as I could and tried to watch for what mistakes not to make." (Now that you've qualified for the Indianapolis 500, will this help you find sponsorship?): "Well, it's a little bit too soon to tell. We are 100-percent dedicated to this race car and team. We're 100-percent dedicated to our performance. We're just trying to keep going." (What racing background did you come from?): "I came from a go-karting background and Formula Fords. Last year I competed in Toyota Atlantic." (Is it a tough year to be a rookie with the rookie class this year?): "It's kind of tough when you have to go up against the CART champion your rookie year." (When was the first time you saw the Speedway?): "I actually first saw the Speedway about a month before I was born. Then it took a few more years for me to see it. The first time really was when I came here with my dad in '86." (Where were you last year during the 500?): "I was on my way back from a Toyota Atlantic race at Gateway." (What would you have said a year ago if someone would've told you that a year from then you'd be competing in the Indianapolis 500?): "I think my response would have been, 'Yeah, right!'"

GREG RAY (#1 Team Conesco/Quaker State/Moen/Menards): "I was flat all four laps and grazing the wall. Any time you want to be fast here, especially with the field as close as it is, you have to take all the downforce out of it. Especially with the cold tires, you just have to hold your breath and hang on. The man upstairs was with me through every corner." (About the first qualifying attempt): "At the end of the day, you want to go for your competitors, and we were ready to go-go-go, but the car wasn't ready. The car wasn't capable of being a pole car. It was pushing way too much, and if you pull off the throttle, there's no way to get a pole. It's hard to get heat up in big staggered tires. And on the first lap, I was committed into Turn 1 at 233 mph and the car went straight. I had to back off to keep it off the wall, and there was no point in continuing the run at that point." (Asked why his ear was cut and bled so badly): "I use the traditional foam ear plugs instead of the custom ones. After the first run I was a little angry. I pulled 'em out and the skin went with them." (About Mark Dismore congratulating him on his pole run): "We (the drivers) can't all be best friends because we're out there banging around, but we have a camaraderie, and we support one another in our victories." (About the week, and getting to this point): "We've been out of sync all week long, and we couldn't hit the nail on the head. Every time I'd put my driver's suit on it would rain, and the conditions weren't right. There's a couple hours left. I know that blue down there (teammate Robby Gordon) is fast. The wind's been real calm, temperature is consistent and the track's consistent." (Did he feel motivated to beat CART champion Juan Montoya to the PPG Pole): "I haven't thought about that issue. Everyone holds Chip (Ganassi), Juan and Jimmy (Vasser) in high regards. It just shows there's a lot of good teams here. You want to play with the best, and it's great to have Robby coming over from NASCAR and Juan and Jimmy over from CART. It makes it exciting for the fans and the media. It's just another way of measuring yourself." (How it feels to win the PPG Pole): "Winning the pole at Indy would never get old. When I qualified here in '98, I

DAY 8 - SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

POST-QUALIFYING QUOTES (cont.):

(Greg Ray – cont.) came over for the front-row photos. I told my wife she could just stay in the hotel, because they were just shooting some photos. Then 700 photographers were there. The four laps of qualifying here are the ultimate speed event. I wish it (qualifying) was as easy as just holding on. You've got to drive it for all it's worth. Qualifying day is an event all itself. You do everything you can to go fast. Once tonight comes, you just put it out of your mind. Four laps is one thing, 200 laps is another. You've got to be careful on qualifying day. You want to get up to speed as quick as possible without going over the line, especially on a day like this when tire temps are 50, 60, or even 90 degrees below their optimum temperature." (Could the Target guys come back out with their other cars and beat you today?): "Sure they could. I remember in '98 everybody kept asking me why I kept looking at my watch. It's because I wanted it to get to 6 o'clock because I didn't want somebody to bump me off the front row. If you pull out of line with a top-two row car and do well you look great. If you do it and screw up, you're a fool. The Firestone tires were great, but I think I slung a weight on the backstretch. That's kind of the luck I've had. I knew I had to keep it in the throttle because it was my second attempt. I could almost see the turns coming up. It would vibrate, then come back. I thought I was going to bang the wall several times. Especially once in Turn 2, once in Turn 4. It was sliding in all 16 turns. What are you going to do? I know for a fact now I can hold my breath for 160 seconds. I've always described qualifying as icing the cake before the meal. I love the speed, I love the challenge. Five-hundred miles is a long day at the office."

MARK DISMORE (#28T On Star/GM BuyPower/Bryant Heating & Cooling): "I dug my own grave (in accident at end of practice Friday). I wasn't aware of the temperatures, and I had it in second gear and I gassed it. I was only going about 120 (mph) or 130, and it did its thing. That car had a qualifying motor in it just for Indy and Indy only. I think we could have been on the front row. Time does heal. I will be better on Thursday. We had the bull by the horn, and I messed it up. The guys were up 'til 3 in the morning to get this car ready. The motor had 400 miles on it. The guys will build me a great race car for Race Day from the data from the other car. We did 222's before qualifying. We came in and put stickers (tires) on it, and it pushed in all four corners. The times we ran will get us in the show. If we make it to the end, we will be in it at the end." (About Greg Ray earning the provisional pole): "I'm a big Greg Ray fan, and I'm going to go buy me a Greg Ray T-shirt."

STAN WATTLES (#92 Hemelgarn/Metro Racing): "I'm extremely happy with our qualifying run. This is the fastest we've gone. This morning, we were just touching (2)21's, but I knew the car had the capability of going faster. It was just a matter of being patient and taking what was there. As Johnny Rutherford taught me my first year here, 'It's patience, patience, patience.' And that's what we've all had with each other. My guys did an incredible job of putting this car together. We got a car Tuesday morning before Opening Day, and we worked very hard from the time we got here. Ron Hemelgarn has been helping us out. He's been bending over backward."

JIMMY KITE (#27 Founders Bank Group/ZMAX/Blueprint Racing Special) (About accident during qualification attempt): "I went into Turn 1 on the warm-up lap and knew the next time around the tires would still be cold. So, the end of that lap I lifted going into (Turn) 4 and again into (Turn) 1. The thing still came around on me. I went

SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

POST-QUALIFYING QUOTES (cont.):

(Jimmy Kite – cont.) in conservatively, and it still spun around. I guess it is Pole Day at Indy. I am, unfortunately, getting used to this. But, the Big Daddy's/Blueprint car will be back out there tomorrow morning. We have all that in place. This just isn't the way we wanted to welcome Big Daddy's BBQ on board with Blueprint. We'll go out tomorrow morning and put the Big Daddy's BBQ/Blueprint Racing Special into the show. We have more to show. This is Indy. You don't give up. None of the Big Daddy's/Blueprint guys are giving up on me or the idea that we can win Indy this year. Brad, Randy, all the guys are busting their tails for me right. I really have the best team in the business."

BUDDY LAZIER (#91 Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing): "I'm proud of my guys. They've had the car for seven days since we switched manufacturers. Other teams have had their cars for six or seven months. My crew has worked as hard as you could expect without making one mistake. They have just done an awesome job. We felt like we could be in the first couple of rows, but we're also thrilled to be in the field. This is a hard race to make. This place is wild. This will be my eighth start, but I still feel like a rookie in many ways. Things I just don't quite understand yet. We had just run a 221.8 when the (qualifying) line broke, and that was with me getting on the brake a little bit. So we thought we could qualify up toward the front, but I could only go 220 and that was flat out. We thought the car was capable of so much more, but at least we're in the field because that's what it's all about. We're very excited."

AIRTON DARÉ (#88 TeamXtreme/USACredit.com/G Force): "Not sure if it's going to make the show. It wasn't as good as we expected. If we qualify, it's OK. In the race, we can get it together. We went out earlier but didn't get the speed we wanted. We decided to stick with this lap time and work on the race setup. The race is a completely different show." (About engineer making decisions): "Everything here for me is new. We have discussions, but he knows better than me here." (About what he's learned this week): "We never stop learning. I'm pretty confident to run a good race." (About pressure about tomorrow on whether or not he'll make race): "It is some pressure on me, but I try to keep pressure off. I'm just going out and try to have fun. I've watched the Indy 500 since I was 6 years old, so it's a dream for me. I'm happy to be in the show. Our race setup is really good." (About first time he saw the Speedway): "The first time I came in I thought, it's so big... I felt all that emotion. I came to the museum to see all the cars I'd seen since I was 6 years old."

DONNIE BEECHLER (#98 Cahill Racing): "We struggled this morning. We're just glad to be in. To be where we are right now from where we were this morning ... we picked up 2 mph in three hours. I'm elated that we're in there. We really haven't had much time on track. We had a crash on Tuesday, blew an engine on Thursday. We broke the primary car Tuesday afternoon then had to bring in the backup car. The backup car's new, probably better than the other. It's a tight field this year." (About Greg Ray taking pole from Juan Montoya): "I think it creates a lot of drama. I'm glad they're (CART drivers) here." (About being glad that an Indy Racing Northern Light Series driver is on the pole): "Oh yeah, I'm an IRL guy." (About his team): "My guys have done an amazing job. I wouldn't want to be them. They work 10 times harder than me." (About helping out his team members): "I do what I can. We all have our own jobs to do. I'm a sprint car driver. I used to change my own tires." (About competition): "If you check through our other races, we qualify pretty close. But

SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

POST-QUALIFYING QUOTES (cont.):

(Donnie Beechler – cont.) Indianapolis is it. It's a challenge being here wanting to get in this race." (About the difference from his first year at Indy): "The first year was probably the easier year. You don't know what to expect. By the third year, you're expected to make the race, run a certain speed. It becomes tougher each year."

ROBBY MCGEHEE (#5 Meijer/Energizer Advanced Formula/Mall.com) (Are you satisfied with your qualification run?): "I tell you, I've never been so excited to qualify in my life. We actually had a really great week until we put in our qualifying motor yesterday. We broke two gearboxes with it (qualifying motor). It certainly feels good after what's transpired with the Meijer car this week. We've just been through a little more than I would have liked to have this week. That run, we are pretty happy with. Treadway Racing is such a great team if we didn't qualify for the race, that would have been pretty embarrassing for everybody." (About the weather conditions today): "Today was the first day that we've been on track that the wind sock was limp." (Why did you wave off your qualification attempt this morning?): "The only reason we didn't qualify this morning is because I probably would have crashed the car. The car was real loose." (Does your success here last year give you confidence going into this year's 500?): "Yes, 100 percent. I've been really relaxed this whole week. I was terrified coming in last year for qualifying and for the race. It's more of a regular race weekend now that I'm through qualifying, and I've been here before." (Except for the front row, everybody seems to be bunched up in the 220s, how will that affect the race?): "I think it is going to split up because it depends on the race setup. We know what our race car feels like. I think it (the field) will spread out. I know that our strength is definitely in our race setup." (About concern of missing first day qualification after waving off first attempt): "I wasn't happy those couple of hours after we waved off. Last year, we were 27th and we sat and waited to see if we'd get bumped. You don't want to have to qualify on the second day. I think we are in the field pretty solid." (About the accident during the last practice session before qualifying): "We had a tank slapper this morning on cold tires. I think that spooked me. Well, I know that spooked me as a driver."

BILLY BOAT (#81 Team Pelfrey): "We had some problems with the engine. We just changed it. We just can't afford to lose it. We'll just go out and try again tomorrow and hope for the best."

LYN ST. JAMES (#90 Yellow Freight Systems/Dick Simon Racing): "The car gave me no warning. I suspect something broke. But the meticulous work put into the safety and building of the car by my crew kept me from having no worse bruises than I get from my go-kart."

MEMO GIDLEY (#82 Team Pelfrey): "I'm fine. The car got a little bit loose on the entry, which has been happening all week in practice. On the cold tires, there just wasn't enough grip, and it just snapped around. I thought I had it saved for quite awhile. But then it just snapped the other way and hit the wall." (About prospects for tomorrow since team lacks backup car): "The team has been doing a great job. It's just that getting this 1999 car into the race has been very difficult. In order to make it happen, we've had to trim out all of the downforce to make competitive speed down the straightaway. And therefore, the car has very little grip in the turns. It's been touch and go for everybody, me included. But that's the way it happens. I wasn't going to give up at the end there. All I could do was put out my best effort. It's all a

SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

POST-QUALIFYING QUOTES (cont.):

(Memo Gidley – cont.) learning experience. For me, it's sad to end this way. But we worked our tails off to get this far, and it wasn't for a lack of effort."

RICHIE HEARN (#75 Pagan Racing IRL Spcl.): "I think it was a good speed. I was flat out. That was all the car had. I hope for the best tomorrow. We will run full tanks. I ran 220, 221's this morning and then went out for qualifying and only got 218 on our first attempt. On the second attempt, I tried different lines. It's just been a tough week with the short schedule. Derrick Walker's CART team came over and helped. We have four of his best guys, his engineer and crew chief. We took our car over to his pad to get a baseline. It has been a tough week, and I've been pulling my hair out for a couple of days. (Team co-owner) Allan (Pagan) made some good changes by adding Derrick's crew. The car went from doing 210's to 221's. We only got in one good day of practice. I wish we had done this earlier. The track was cold and had a mist, and the tires are cold. The air is thick, and you have to take wing out. It's all we had. I don't think 12 people will beat us. It's the best the car has been all month."

JERET SCHROEDER (#6 Kroger/Tri Star Motorsports Inc.) (About qualification attempt at 5:59 p.m.): "We went out five minutes before the track closed. It was misting, and the conditions were horrible. So we waved it off."

STEPHAN GREGOIRE (#7 Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing): "We've been struggling. We had a rear problem. The exhaust was smoking and worrying us a bit about the engine. I don't think the engine was as good as it was this morning. This morning we did a 221 (mph), and we took several attempts to qualify to go quicker. The car was loose in (Turn) 1, especially. Qualifying wasn't easy, I'm telling you. I hope it's good enough to hold up." (About track conditions and misty air during his run): "I think maybe the track was getting a little too wet. But (team owner) Dick (Simon) told me this afternoon that's when the track is the fastest. At any rate, we made it home safe, and that's it. I would like for it to be tomorrow night right now. I would be more relaxed. I would be very happy if tomorrow we could say we made it." (Will you run another car tomorrow?): "I would need to talk to Dick. The weather will be an issue. To make the race, you have to do a 220."

BUZZ CALKINS (#12T Bradley Motorsports/Team CAN): "We went out this morning and had fuel pressure problems. We replaced the entire fuel system. It is not as quick as we wanted. I hope we are at a place where we are solid. It is important to get it in (the show) today. I was running in sixth gear instead of staying in fifth. You can always look back and think of what you should have done. A lot of guys were running all month with tows. There is a misconception then of where they really were. We tried to go out there (this month) alone and that showed today for the other guys (that didn't)." (About pressure of qualifying today): "When you have a fuel problem in the morning you only have a couple of hours to fix it than if you had two days to do so. It is not much fun to deal with. It makes it more tense." (About weather conditions): "It is cool, but is not windy right now." (What speeds do you expect Race Day?): "A lot slower. It always shocks people. How fast? I think around 205-200. Toward the end, you'll see some 216's but not 'til toward the end. The bulk (laps) will be at 200."

SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

POST-QUALIFYING QUOTES (cont.):

ROBBY GORDON (#32 Team Conesco/Quaker State/Moen/Menards) (About qualifying run): "I guess it's not that bad. We gave it the best job we could. We gave it all. I am a little disappointed. We ran four laps flat out. We threw all but the kitchen sink at it. We are in the same position we started last year; maybe things come in pairs. Congratulations to Greg Ray, we worked very hard together, and I am happy to see him on the pole. The scoreboard is where it's at. I did everything I could."
(About coming here from NASCAR and putting a car in the show): "It is not that easy to come in here and be competitive. We are happy and a little disappointed. We trimmed everything we could. We could roll the #32 out right now and be competitive."
(About the two waved-off attempts): "The runs were difficult. The first time we knew we were not going to be quick enough. The second time we still had an understeer, got down on the rumble strip and got a bit sideways and were fortunate to save it. We went out (on third attempt) four laps and did almost the same exact times. We took a lot of wing out of the car; maybe I slid through the turns. I think it (car) is going to be good. Team Menard worked hard to put both cars in the field. Both cars were prepared beautiful. Knock on wood we had zero engine problems."
(About weather conditions and decreased horsepower engines): "The cold conditions, it was slippery. Everyone has trimmed the cars out because of the decreased horsepower. The cars are getting edgy in the corners."
(About next Sunday's race): "We have a few tricks up our sleeves. I think our cars are pretty good, and I don't see why I can't finish the race next Sunday where we are now."
(Regarding last year's misfortune, running out of fuel while leading with two laps remaining): "You can't dwell on it. You learn from your mistakes. I think our odds are good. We just can't make mistakes. We built on those (last year's mistakes). We worked on our race setup last week. We ran out of gas this week. Maybe that is why we have a better race setup in the bag than a qualifying one. You just can't dwell on it."

DOUG DIDERO (#43 Mid America Motorsports Inc./Western Star Trucks): "I lifted in Turn 3 on the first lap, so that's what dropped us down to a 217. Even though I had a 219 on the second lap, we decided to wave it off and go again tomorrow. We would have even waved off a 219 average because we're not sure what it's going to take to make the field. It really depends on what the conditions are like tomorrow. We couldn't gamble it today. We made changes before we went out, and it made the car more comfortable to drive flat out. Now we're very comfortable going wide open all the way around."

RAUL BOESEL (#55 EPSON): "It was a very frustrating day. We came up with more speed later in the day, but the track condition just wasn't good. We made a change but didn't want to make another attempt because we didn't know how the car would react. In the long run, it's better to be safe than sorry."

GREG BECK (Owner, #20 Matsuda): "We're going to get the 20T together and qualify it tomorrow. We're going to put a fresh engine in it and see what it can do. Earlier this week, we ran a 218.6 in this car with an old engine. So all we can do is keep working. The team has really pulled together." (What will it take to make the race?): "It is really difficult to tell because there's still 13 spots open. Some guys waved off some times that might make it."

SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

POST-QUALIFYING QUOTES (cont.):

ROBERTO GUERRERO (#41 Foyt Brack Motorsports): "We were completely wide open every lap in qualifying. The car didn't go very fast, and it kept going slower and slower. I'm really puzzled because the car feels good. It has the same setup as the 11 and 14 cars. It's not looking good right now."

PPG POLE PRESS CONFERENCE:

GREG RAY (#1 Team Conesco/Quaker State/Moen/Menards) (About difference in starting in front row previously and being pole sitter now): "It's hard to put it into words. As a child, I remember pictures of pole sitters in the paper. It's a very neat experience. I feel honored to have done that (qualify second) two years in a row. I'd be lying to you if I said it wasn't a big, big focus. Really there are two events here. There's the race. Winning the pole here is like winning the race anywhere else. It's very rewarding for our team. It's very rewarding for me." (About aborting earlier attempt): "It's very straightforward for me. If I'd left my foot on the gas, I'd have run straight into the wall." (About the pole): "There's no question that I wanted to put the car on the pole. We didn't get the car set up 'til last night where I thought I could leave my foot on the throttle." (About competition): "It's just something we wanted, but the competition is so close that I was preparing myself for possibly not getting the pole. I was preparing myself to possibly be on the third row because it's so competitive. But when you see the difference between putting in one fast lap as compared to four, I think it says a lot of Team Menard. We had to put up or shut up and when it came down to it, we put up." (Have you ever driven four more intense laps?): "Yeah, I did in '97, '98 and '99. You have to commit to this place. One thing I tried to learn is how to give all of myself. The one thing that I've tried to do is to focus on the moment and give all I can. There's no doubt that in qualifying you have to push it to the edge. I drive the same all the time. I feel like I have a lot of honor because of that." (About the advantage of being on pole): "The advantage is it gives you \$100,000 check, a van and a Toro lawn mower, and that's the extent of the advantage because you can win from 33rd place or from first place. It's a 500-mile race. It's (winning the pole) an accolade. There's absolutely no advantage on Race Day except maybe from the start of the race when we're three cars wide." (About if there's a team order): "I'm sure there are no team orders. The team's done a great job. We have great cars." (About winning as compared to pole): "I can't even begin to fathom. In my sleep I've seen myself win it. That's what sports brings us...dreams." (John Menard states he was in that winning dream and Greg Ray responds): "And we renegotiated a contract after that." (About pole compared to race): "This is small. It doesn't compare to the race at all. As Eddie Cheever said, he's not just Eddie Cheever, he's an Indy 500 winner. It's all about fulfilling dreams, and I can't think about giving myself any better gift."

JOHN MENARD (Owner, #1 Ray): "Well, the others are great, but the pole position at the Indy 500 is the granddaddy of them all. (Team owner) Tom (Knapp) worked himself to death. This is a huge organization. Tom has worked three times as hard. I can't say enough good things about Tom. He makes up for all of us by working so much harder. That is a true inspiration to me." (About the weather): "It's a very different situation, but you have to read it day by day. The Indiana sun wasn't beating down, which, as you all know, can make the track temperature go up 2 degrees

SATURDAY, MAY 20, 2000 - POLE DAY (cont.):

PPG POLE PRESS CONFERENCE (cont.):

(John Menard – cont.) every five minutes. Today was a day that was pretty ideal for not taking your first attempt. Oh, it was great for Team Menard to have both cars make it. I'm glad both Greg and Robby are in the front two rows. We just brought it together. I would like for it to have been one and two, but it just didn't happen that way. (About Tom Knapp, Team Menard team manager): "He gets up early in the morning thinking about racing and goes to bed thinking about racing." (Did you gamble today by foregoing your first attempt): "I don't think you are going to get the pole if you're not a bit of a gambler. Today was a day that was pretty ideal for not taking your first (qualification) attempt. It was a cool day, without threat of rain." (About presenting the backup in line): "We had the 1T car going through tech. That was a car that was eligible to qualify. We drew all of our cars right together. I'm going to send someone else to draw next time. It just wasn't practical to put Greg in the 1T and wasn't enough time to do so." (About PPG Pole Day being a great day for Team Menard): "There is no doubt it was a great day for Team Menard. To have two cars nose to tail at the start of the race is definitely going to be interesting. We've got a good bunch of mechanics, an excellent motor department, and wonderful engineer in Tom Knapp." (Will there be any team orders for Robby to stay behind Greg?): "My nightmare is that Robby (Gordon) and Greg (Ray) will crash into each other." (Will Team Menard be open for business as in years past when a car has been available?): "We've got a race two weeks after the race here in Texas, and Greg is from Texas, so we don't want to take any chances. It's hard to get through a 500-mile race with all the wheels. We are probably not as able to do that (sell/lend a car) as when we did in years past." (About Ray qualifying even after experiencing a vibration in the tire): "Maybe that why he got so close to the wall. I think that's a testament to Greg's stamina and focus."

RAY EDGES MONTOYA FOR PPG POLE AT INDIANAPOLIS 500

INDIANAPOLIS, Saturday, May 20, 2000 – Greg Ray took the final step in Indianapolis 500 qualifying on Saturday, narrowly edging Juan Montoya for the PPG Pole for the 84th Indianapolis 500 with a four-lap average of 223.471 mph.

Defending Indy Racing Northern Light Series champion Ray, from Plano, Texas, had qualified second each of the last two years at the Indianapolis Motor Speedway. But he earned his first PPG Pole Award at Indy – worth \$100,000 – during a dramatic run in 55-degree weather to knock Montoya from the top spot.

“I was flat out all four laps and grazing the wall,” Ray said. “Anytime you want to be fast here, especially with the field as close as it is, you have to take all the downforce out of it (the car). With the cold tires, you just have to hold your breath and hang on. The man upstairs was with me through every corner.”

Montoya ended up second at 223.372 in the #9T Target G Force/Oldsmobile/Firestone while Eliseo Salazar filled out the front row at 223.231 in the Rio A.J. Foyt Racing G Force/Oldsmobile/Firestone.

MBNA Bump Day qualifying starts at noon (EST) Sunday. The 33-car field will be set at 6 p.m. Sunday.

Defending CART champion Montoya claimed the provisional pole at 1:19 p.m. (EST). Montoya’s run to the front came exactly 10 minutes after Ray pulled off the track just after starting the first lap of his first qualification run due to an ill-handling car.

At 3:49 p.m., Ray returned to the track for his second attempt and won the pole.

“The car wasn’t capable of being a pole car,” Ray said of his first run. “It’s hard to get heat up in big staggered tires, and on the first lap I was committed into Turn 1 at 233 mph and the car went straight. I had to back off to keep it off the wall, and there was no point in continuing the run.”

Ray’s Team Menard teammate, Robby Gordon, qualified for the inside of the second row (fourth) at 222.885 in the #32 Turtle Wax/Burger King/Moen/Johns Manville/Menards Dallara/Oldsmobile/Firestone.

Scott Sharp, driving the #8T Delphi Automotive Systems/MCI WorldCom Dallara/Oldsmobile/Firestone, qualified fifth at 222.810, and Salazar’s A.J. Foyt Racing teammate, Jeff Ward, qualified sixth at 222.639 in the #14 Harrah’s A.J. Foyt Racing G Force/Oldsmobile/Firestone to round out the front two rows.

Two-time Indianapolis 500 winner Al Unser Jr. was the first driver to qualify for the Indianapolis 500. Unser averaged 220.293 in the #3T Galles ECR Racing Tickets.com Starz Encore Superpak G Force/Oldsmobile/Firestone, which provisionally places Unser in the 18th starting position.

Sarah Fisher, 19, also made the provisional starting lineup with a four-lap average of 220.237 in the Walker Racing Cummins Special Dallara/Oldsmobile/Firestone to earn the 20th spot. She will be the third-youngest driver in the starting field in Indianapolis 500 history if she maintains her spot in the field.

Twenty-three drivers completed qualification runs.

Track temperatures never climbed above 69 degrees due to chilly air temperatures and cloudy skies. The low track temperatures made it difficult for tires to warm up enough to gain traction, resulting in a rash of accidents. None resulted in driver injuries.

The #48 entry driven by Andy Hillenburg made contact with the outside retaining wall during pre-qualification practice, while drivers Scott Harrington, Jimmy Kite, Memo Gidley, Hideshi Matsuda and Lyn St. James were involved in accidents during qualification attempts.

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DAY 9 – SUNDAY, MAY 21, 2000 – MBNA BUMP DAY

Indianapolis 500 rookie Sarah Fisher will be the subject of a feature story in the May 25 issue of *People* magazine.

Team RADD (Recording Artists, Actors and Athletes Against Drunk Driving) celebrities LeAnn Rimes (awarding winning country singer) and actors Andrew Keegen (“Party of Five”) and Bryton (“Family Matters”) will attend MBNA Bump Day today.

Jason Leffler had quite a day Saturday at Indianapolis -area racetracks. In the afternoon, he qualified for his first Indianapolis 500 in the UnitedAuto Group Special G Force/Oldsmobile/Firestone fielded by Treadway Racing. Leffler then went to Indianapolis Raceway Park on Saturday evening and led all 100 laps of the USAC Coors Light Silver Bullet Series feature in the Team ASE/Beast Special co-owned by 1996-97 Indy Racing champion Tony Stewart.

Leffler qualified for the pole at IRP at 121.667 mph, a track record.

Tony Stewart, co-owner of the Tri Star Motorsports entries for Jeret Schroeder and Dr. Jack Miller, was in his team’s pits Sunday morning, approximately 12 hours after he competed in The Winston NASCAR all-star race at Lowe’s Motor Speedway at Charlotte, N.C.

Team Pelfrey has joined forces with Curb Agajanian Motorsports for the 84th running of the Indianapolis 500, with Curb Records serving as a primary co-sponsor of the team cars driven by Billy Boat. The team now is known as Team Pelfrey/Curb/Agajanian Motorsports.

Curb Records is a leader in the recording industry with internationally recognized artists Sawyer Brown, Junior Brown, Lyle Lovett, Hank Williams Jr., Tim McGraw, Jo Dee Messina, LeAnn Rimes and Wynonna recording on the Curb Records label. Curb also sponsors a car in the NASCAR Busch Series for driver Jay Sauter and a car for driver Brad Noffsinger in the USAC Coors Light Silver Bullet Series.

This isn’t Boat’s first association with Curb. He drove a Jack Gardner-owned sprint car with sponsorship from Curb Records in 1987.

PRE-QUALIFYING PRACTICE REPORT:

At 10 a.m., the air temperature was 56 degrees, with northwest winds at 6 mph and relative humidity of 83 percent. Skies were cloudy. The track temperature was 74 degrees, according to Firestone engineers.

10 a.m. – **GREEN.** #81 Billy Boat was first on track, followed by #33 Jaques Lazier.

10:11 a.m. -- #24T Robbie Buhl on track, shaking down Infiniti-powered car for possible qualification attempt later today for 1998 Indianapolis 500 Bank One Rookie of the Year Steve Knapp.

10:16 a.m. -- #40 Davy Jones on track for the first time at this event.

10:20 a.m. -- #20T Hideshi Matsuda on track for first time since accident on Pole Day.

10:27 a.m. -- #55 Raul Boesel fastest at 221.760 mph.

10:30 a.m. -- #27 Jimmy Kite on track in G Force/Oldsmobile/Firestone that Blueprint Racing Enterprises purchased Saturday afternoon from Target/Ganassi Racing after Kite crashed during qualifications Saturday. Ganassi had entered the car as the primary car for #10 Jimmy Vasser, who qualified Saturday in his backup car.

DAY 9 – SUNDAY, MAY 21, 2000 – MBNA BUMP DAY (cont.):

PRE-QUALIFYING PRACTICE REPORT (cont.):

10:32 a.m. – **YELLOW**. Debris.

10:36 a.m. – **GREEN**.

10:45 a.m. – **YELLOW**. Tow-in for #12 Calkins, stopped on infield at start of back straightaway. Car ran out of fuel, team reported.

10:51 a.m. – **GREEN**.

10:58 a.m. – **YELLOW**. #41 Guerrero did full spin in Turn 1. No contact.

11:02 a.m. – **GREEN**.

11:15 a.m. – **CHECKERED**. End of practice.

Top Five of Pre-Qualification Practice:

1. #55 Raul Boesel 221.760 mph
2. #16 Davey Hamilton 220.627
3. #81 Billy Boat 220.227
4. #27 Jimmy Kite 219.796
5. #17 Scott Harrington 219.497

PRE-QUALIFYING PRACTICE QUOTES:

DAVY JONES (About driving at Indianapolis Motor Speedway for the first time since 1996): "It feels great. I feel like we're a week behind. For me, it's awesome to be in the car and back at IMS at speed. I like to think we can get to a point where we're competitive and have a shot at the race. I don't intend to push the envelope to get something out of the car that's not there. I just want to get consistent. The last time I was here, the car was so comfortable, running 233 and 235 with Buddy (Lazier). That's my memory of the Speedway. I'm treating this as an opportunity to get more familiar with the new cars and hopefully get in the race." (What do you think of the new Indy Racing cars?): "They're fun cars. As much as I'd like to be in this year's Indianapolis 500, I've got all those roadblocks to overcome. But if we can get in the race, that's just one more hurdle to overcome. I'd like to look ahead at running more IRL races, maybe at Texas, Pikes Peak and elsewhere. That means I'm in the car and getting more seat time."

PRE-QUALIFYING GARAGE REPORT:

•1998 Indianapolis 500 Bank One Rookie of the Year Steve Knapp said that he will be fitted to make a qualification attempt in the #24T backup car fielded by Dreyer & Reinbold Racing for Indy Racing Northern Light Series points leader Robbie Buhl.

•Lyn St. James will attempt to qualify in the #7T backup car entered for her Dick Simon Racing teammate Stephan Gregoire. St. James' primary car was heavily damaged in a qualifications crash Saturday.

•Robby Unser will return to the #30 Riley & Scott chassis fielded for him by Jonathan Byrd/McCormack Motorsports. Unser was going to attempt to qualify in the #7T Dick Simon entry, but Simon driver Lyn St. James was assigned to that car after she crashed during qualifications Saturday.

Today is Armed Forces Day at the Speedway. Ceremonies honoring the United States Armed Forces started at 11:15 a.m. near the start/finish line. The ceremonies featured a fly-over by F-16 military jets from the 122nd Fighter Wing of the Indiana Air National Guard, based in Terre Haute, Ind., and a parachute drop by the Golden Knights, the U.S. Army parachute team based in Fort Bragg, N.C.

U.S. Senator Richard Lugar of Indiana also conducted an honorary swearing-in ceremony for members of all five branches of the Armed Forces.

DAY 9 – SUNDAY, MAY 21, 2000 – MBNA BUMP DAY (cont.):

At noon, the air temperature was 58 degrees with west winds at 5 mph and a relative humidity of 72 percent. The track temperature was 90 degrees, according to Firestone engineers.

MBNA BUMP DAY QUALIFYING CHRONOLOGY:

12:02 p.m. #55 RAUL BOESEL/Key Biscayne, Fla.
EPSON - G/O/F

QA – 47 1 – 40.567 – 221.855 Q – 24
2 – 40.504 – 222.200
3 – 40.505 – 222.195
4 – 40.504 – 222.200
T 2:42.080 – 222.113

12:07 p.m. #81 BILLY BOAT/Phoenix
Team Pelfrey - D/O/F

QA – 48 1 – 41.286 – 217.992 UA – 2
2 – Spun in Turn 1, hit wall

#81 Billy Boat did a quarter-spin in Turn 1 and hit the outside retaining wall with the left rear and rear of the car. The car slid through the short chute between Turns 1 and 2, doing a full spin, before stopping on the inside of the entrance of Turn 2. Heavy damage to left side and rear of car. Boat climbed from car without assistance.

Medical update from Dr. Henry Bock, Speedway medical director: #81 Billy Boat was evaluated and released without injury from the Clarian Emergency Medical Center and cleared to drive.

12:26 p.m. #22 JOHNNY UNSER/Hailey, Idaho
Delco-Remy/Microdigicom/Homier Tools/G Force/Olds -
G/O/F

QA – 49 1 – waved off UA – 2

12:28 p.m. #16 DAVEY HAMILTON/Las Vegas
TeamXtreme/Lycos/G Force - G/O/F

QA – 50 1 – waved off UA – 1

12:33 p.m. #33 JAQUES LAZIER/Vail, Colo.
Miles of Hope/Truscelli Team Racing - G/O/F

Aborted run on final warm -up lap.

(More)

DAY 9 – SUNDAY, MAY 21, 2000 – MBNA BUMP DAY (cont.):

12:44 p.m. #33 JACQUES LAZIER/Vail, Colo.
Miles of Hope/Truscelli Team Racing - G/O/F

QA – 51	1 – 40.584 – 221.762	Q – 25
	2 – 40.696 – 221.152	
	3 – 40.863 – 220.248	
	<u>4 – 40.994 – 219.544</u>	
	T 2:43.136 – 220.675	

#81 Billy Boat and Team Pelfrey are working to find a car in which Boat can make a qualification attempt after Boat crashed earlier today during qualifying.

BILLY BOAT: “On the first lap, I had a little push in Turn 1. The next time by, the car just stepped out on me. It’s real disappointing for the team. It’s just a bad deal. We’re working on a plan right now. We need to see if we can repair this car in time. We have a backup car, but it’s a ‘99 and isn’t competitive enough to make the race.”

At 12:51, there were no cars in the qualification line, so the track opened for practice. Cars initially on track: #43 Doug Didero, #30 Robby Unser.

1:17 p.m. – **YELLOW**. #27 Jimmy Kite stops on inside of start of the back straightaway. Team still investigating cause of problem.

1:23 p.m. – **GREEN**.

1:30 p.m. – **YELLOW**. Smoke pours from rear of #6 Jeret Schroeder on front straightaway. Car does a full spin at start of short chute between Turns 1 and 2 before sliding to a stop at end of short chute. No contact.

The engine that malfunctioned in Jeret Schroeder’s car was the team’s qualifying engine, Tri Star Motorsports co-owner Larry Curry said.

2 p.m. – **GREEN**.

2:02 p.m. -- #24T Steve Knapp on track for first time at this event.

2:04 p.m. -- #27 Jimmy Kite on track.

2:10 p.m. -- #7T Lyn St. James on track.

2:15 p.m. – Four-time Indianapolis 500 winner Rick Mears is in the pits of #48 Andy Hillenburg, helping the Fast Track Racing Enterprises team.

At 2:15 p.m., the air temperature was 64 degrees. The track temperature was 105 degrees, according to Firestone engineers.

2:32 p.m. – **YELLOW**. Track inspection.

2:53 p.m. #27 JIMMY KITE/Stockbridge, Ga.
Founders Bank Group/ZMAX/Blueprint Racing Special -
G/O/F

QA – 52	1 – 41.044 – 219.277	Q – 26
	2 – 40.576 – 221.806	
	3 – 40.636 – 221.478	
	<u>4 – 40.849 – 220.324</u>	
	T 2:43.104 – 220.718	

At 3 p.m., the track temperature was 99 degrees, according to Firestone engineers.

At 3 p.m., there were no cars in the qualification line, so the track opened for practice. Cars initially on track: #43 Doug Didero, #21 Tony Stewart.

DAY 9 – SUNDAY, MAY 21, 2000 – MBNA BUMP DAY (cont.):

JACK MILLER (Driver, #21): “Coming off the crash, Tony (Stewart) wanted to see how it’s running. He wanted to get it dialed in. You know, having Tony as a team owner is great. He’s a veteran and ex-champ in the series. Plus he communicates so well with (co-owner) Larry Curry that we’re just trying to speed things up since we’re so far behind.”

3:09 p.m. – **YELLOW**. Track inspection.

3:17 p.m. #16 DAVEY HAMILTON/Las Vegas
TeamXtreme/Lycos/G Force - G/O/F

QA – 53	1 – 40.937 – 219.850	Q – 27
	2 – 40.854 – 220.297	
	3 – 41.026 – 219.373	
	<u>4 – 40.909 – 220.000</u>	
	T 2:43.727 – 219.878	

At 3:25 p.m., there were no cars in the qualification line, so the track opened for practice. Cars initially on track: #43 Doug Didero, #21 Tony Stewart.

3:27 p.m. – **YELLOW**. #43 Doug Didero did three-quarter spin at exit of Turn 1. Car slid backward in the short chute between Turns 1 and 2 and stopped on the inside of Turn 2. No contact.

3:35 p.m. #30 ROBBY UNSER/Albuquerque, N.M.
Jonathan Byrds/WorldBestBuy.com - R/O/F

QA – 54	1 – 42.038 – 214.092	Q – 28
	2 – 42.112 – 213.716	
	3 – 42.252 – 213.008	
	<u>4 – 42.867 – 209.952</u>	
	T 2:49.270 – 212.678	

At 3:43 p.m., there were no cars in the qualification line, so the track opened for practice. Cars initially on track: #22 Johnny Unser, #21 Tony Stewart, #24T Steve Knapp, #75 Richie Hearn, #12T Buzz Calkins.

3:54 p.m. – **YELLOW**. #92 Stan Wattles hit the outside retaining wall in the short chute between Turns 1 and 2 with the right side of the car after moving high out of the groove. Car then returned to groove before moving up track and hitting outside retaining wall at exit of Turn 2 with right side of car. Moderate damage to right side of car. Wattles climbed from car without assistance.

Medical update from Dr. Henry Bock, Speedway medical director: #92 Stan Wattles was evaluated and released without injury from the Clarian Emergency Medical Center and cleared to drive.

4:02 p.m. – **GREEN**.

4:04 p.m. – **YELLOW**. #20T Hideshi Matsuda did half-spin just before entering Turn 3 and hit outside retaining wall with left side of car. Car slid through short chute between Turns 3 and 4 before stopping on inside of track at entrance of Turn 4.

DAY 9 – SUNDAY, MAY 21, 2000 – MBNA BUMP DAY (cont.):

Tri Star Motorsports obtained an Aurora engine from Dreyer & Reinbold Racing for #6 Jeret Schroeder for qualifying and hopes to be on track by 4:30 p.m. for a qualification attempt, spokesperson Linda Mansfield said. Schroeder's qualifying engine malfunctioned during practice this afternoon.

Medical update from Dr. Henry Bock, Speedway medical director: #20T Hideshi Matsuda was transported to Methodist Hospital in good condition, conscious and alert, complaining of pain in his right wrist and right leg. He will undergo further evaluation and X-rays at Methodist. An update will be provided by 7:30 p.m. (EST).

4:27 p.m. – **GREEN**.

4:32 p.m. – **YELLOW**. Qualification attempt for #22 Johnny Unser.

4:37 p.m. #22 JOHNNY UNSER/Hailey, Idaho
Delco-Remy/Microdigicom/Homier Tools/G Force/Olds -
G/O/F

QA – 55	1 – 40.994 – 219.544	Q – 29
	2 – 40.927 – 219.904	
	3 – 41.151 – 218.707	
	<u>4 – 41.261 – 218.124</u>	
	T 2:44.334 – 219.066	

At 4:45 p.m., there were no cars in the qualification line, so the track opened for practice. Cars initially on track: #98 Donnie Beechler, #21 Tony Stewart.

4:51 p.m. – **YELLOW**. Tow-in for #98 Beechler, who ran out of fuel.

4:57 p.m. #48 ANDY HILLENBURG/Charlotte, N.C.
The Sumar Special - D/O/F

QA – 56	1 – 41.210 – 218.394	Q – 30
	2 – 41.150 – 218.712	
	3 – 41.208 – 218.404	
	<u>4 – 41.353 – 217.638</u>	
	T 2:44.922 – 218.285	

5:02 p.m. #17 SCOTT HARRINGTON/Indianapolis
Nienhouse Motorsports Racing Special - D/O/F

QA – 57	1 – waved off	UA – 1
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5:05 p.m. #43 DOUG DIDERO/Mooresville, N.C.
Mid America Motorsports Inc./Western Star Trucks -
D/O/F

Hit wall in Turn 1 of warm-up lap.

#43 Doug Didero did a half-spin in Turn 1, hit outside retaining wall with left side of car. Car did three-quarter spin and rolled through short chute between Turns 1 and 2 before stopping on inside of track at entrance of Turn 2. Heavy damage to left side of car. Didero climbed from car without assistance.

DAY 9 – SUNDAY, MAY 21, 2000 – MBNA BUMP DAY (cont.):

Medical update from Dr. Henry Bock, Speedway medical director: #43 Doug Didero was evaluated and released without injury from the Clarian Emergency Medical Center and cleared to drive.

5:18 p.m. #41	BILLY BOAT/Phoenix Foyt Brack Motorsports - G/O/F	
QA – 58	1 – 41.396 – 217.412 2 – 41.080 – 219.085 3 – 59.631 – 150.928 <u>4 – 45.289 – 198.724</u> T 3:07.398 – 192.105 #41 Boat stalled car three times before getting underway on track.	Q – 31
5:23 p.m. #24T	STEVE KNAPP/Salem, Wis. Team Purex Dreyer & Reinbold Racing - G//F	
QA – 59	1 – 40.840 – 220.372 2 – 40.817 – 220.496 3 – 40.856 – 220.286 <u>4 – 40.908 – 220.006</u> T 2:43.421 – 220.290	Q – 32
5:29 p.m. #21	DR. JACK MILLER/Westfield, Ind. Milk Chug/Opalescence/Century 21/Tristarmall.com - D/O/F	
QA – 60	1 – 41.402 – 217.381 2 – 41.254 – 218.161 3 – 41.262 – 218.118 <u>4 – 42.629 – 211.124</u> T 2:46.548 – 216.154	Q – 33
5:34 p.m. #7T	LYN ST. JAMES/Indianapolis Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing - G/O/F	
QA – 61	1 – 41.009 – 219.464 2 – 40.999 – 219.518 3 – 41.159 – 218.664 <u>4 – 41.347 – 217.670</u> T 2:44.514 – 218.826	Q – 34

Bumps #41 Billy Boat.

DAY 9 – SUNDAY, MAY 21, 2000 – MBNA BUMP DAY (cont.):

5:39 p.m. #40 DAVY JONES/Glenbrook, Nev.
Team Coulson G Force - G/O/F

QA – 62	1 – 41.994 – 214.572	Q – 35
	2 – 41.831 – 215.151	
	3 – 41.781 – 215.409	
	<u>4 – 41.938 – 214.603</u>	
	T 2:47.495 – 214.932	

Bumps #30 Robby Unser.

5:44 p.m. #17 SCOTT HARRINGTON/Indianapolis
Nienhouse Motorsports Racing Special - D/O/F

QA – 63	1 – 41.560 – 216.554	Q – 36
	2 – 41.479 – 216.977	
	3 – 41.741 – 215.615	
	<u>4 – 41.909 – 214.751</u>	
	T 2:46.689 – 215.971	

Bumps #40 Davy Jones.

5:48 p.m. #20T ROBERTO GUERRERO/San Juan Capistrano, Calif.
Collaboration/Purdue University/Hubbard-Immke/Dallara -
D/O/F

QA – 64	1 – 43.479 – 206.996	UA – 1
	2 – waved off	

5:52 p.m. #6 JERET SCHROEDER/Vineland, N.J.
Kroger/Tri Star Motorsports Inc. - D/O/F

QA – 65	1 – 41.053 – 219.229	Q – 37
	2 – 41.018 – 219.416	
	3 – 41.038 – 219.309	
	<u>4 – 41.033 – 219.336</u>	
	T 2:44.142 – 219.322	

Bumps #17 Scott Harrington.

5:57 p.m. #48T DAN DRINAN/Indianapolis
The Sumar Special - D/O/F

QA – 66	1 – 42.201 – 213.265	UA – 1
	2 – waved off	
	#48T Drinan stalled car at top of qualification line at 5:56 p.m. Underway at 5:57 p.m.	

DAY 9 – SUNDAY, MAY 21, 2000 – MBNA BUMP DAY (cont.):

5:59 p.m. #11T BILLY BOAT/Phoenix
Rio A.J. Foyt Racing - G/O/F

QA – 67	1 – 40.919 – 219.947	Q – 38
	2 – 41.029 – 219.357	
	3 – 41.154 – 218.691	
	<u>4 – 41.378 – 217.507</u>	
	T 2:44.480 – 218.872	

Bumps #21 Dr. Jack Miller.

Gun signaling end of qualifications fired as #11T Billy Boat was in short chute between Turns 3 and 4 on second and final warm-up lap.

In line at the end of qualifications, in order: #20T Roberto Guerrero, #17T Scott Harrington.

Entry changes in final hour of qualifications:

- Beck Motorsports withdrew its #54 entry, which became the #20 entry for Hubbard-Immke Racing. Roberto Guerrero was named as the driver of the #20 entry, which also has been driven at this event by Tyce Carlson and Hideshi Matsuda.

- Billy Boat has replaced Roberto Guerrero as the driver of the #41 A.J. Foyt/Kenny Brack Motorsports entry.

- 1998 Indianapolis 500 Bank One Rookie of the Year Steve Knapp was named as the driver of the #24T Dreyer & Reinbold entry.

- Lyn St. James was named as the driver of the #7T Dick Simon Racing entry.

- Dan Drinan was named as the driver of the #48T Fast Track Racing Enterprises entry.

- Billy Boat was named as the driver of the #11T A.J. Foyt Enterprises entry.

There were 23 qualifying presentations (cars leaving qualifying line) today, with 21 official attempts, 15 cars that qualified for the field and five cars that were bumped from the field.

There were 77 qualifying presentations overall this weekend, with 67 official attempts, 38 cars that qualified for the field and five cars that were bumped from the field.

The next day of track activity is Coors Carb Day, Thursday, May 25. The final practice before the 84th Indianapolis 500 will take place from 11 a.m.-1 p.m.

#48 Andy Hillenburg, an Indianapolis native, was on the bubble when qualifications ended. Hillenburg will make his first Indianapolis 500 start in the #48 The Sumar Special Dallara/Oldsobile/Firestone from the 33rd starting spot.

Hemelgarn/Metro Racing will attempt to repair the #92 primary car driven by Stan Wattles after Wattles crashed this afternoon in practice. Wattles qualified seventh with a four-lap average of 221.508 mph in the #92 on Saturday. If he used his backup car, Wattles would start from the rear of the field.

DAY 9 – SUNDAY, MAY 21, 2000 – MBNA BUMP DAY (cont.):

STAN WATTLES (About accident): “That was pilot error. I made an adjustment to the bars because I had a little push, and it wasn’t enough. I had good speed going into Turn 1, and I should have made more of an adjustment to compensate for the conditions because the car just pushed into the wall. Like I’ve said before, I have the miracle crew, and I’m sure they’ll have me back out there for Carburetion Day. It’s disappointing, but we’ll be OK.”

6:40 p.m. medical update from Dr. Henry Bock, Speedway medical director: #20T Hideshi Matsuda was admitted to Methodist Hospital in Indianapolis with a fractured right wrist and left knee. He will undergo surgery tonight to repair the fractures. An update will be provided by 10 a.m. Monday.

There were 14 caution periods today for two hours, 24 minutes. Thirty-four cars were on track today.

FIELD HISTORICAL NOTES:

•This is the first time that two women will start in the Indianapolis 500. Sarah Fisher will start 19th, while Lyn St. James will start 32nd. Janet Guthrie competed in the race in 1977-79, and St. James competed in the race in 1992-97 before making the field again this year.

•Sarah Fisher will start 19th, the best starting position for a female rookie in Indianapolis 500 history. The previous best was 26th by Janet Guthrie in 1977.

•Sarah Fisher will be the third-youngest starter in Indianapolis 500 history. Josele Garza was 19 years, 70 days old on Race Day in 1981. Troy Ruttman was 19 years, 81 days old on Race Day in 1949. Fisher will be 19 years, 237 days on Race Day.

FIELD STATISTICS:

	2000 field	Record (year)
Former lap leaders in field	14	19 (1987)
Previous laps led among former lap leaders in field	528	3,658 (1992)
Former winners in the field	3 (Cheever, B. Lazier, A. Unser)	10 (1992)
Previous victories by former winners in the field	4	20 (1992)
Rookies in field	7 (Dare, Fisher, Hillenburg, Hornish, J. Lazier, Leffler, Montoya)	19 (Most, 1919)* 1 (Fewest, 1939, 1979)
Oldest driver in field	Lyn St. James, 53	A.J. Foyt Jr., 57 (1992)
Youngest driver in field	Sarah Fisher, 19 years, 237 days on Race Day	Josele Garza, 19 years, 70 days on Race Day (1981)
Most previous Indianapolis starts in field	Al Unser Jr., 12 (Race will be his 13 th career start.)	A.J. Foyt Jr., 34 (1992) (1992 race was Foyt's 35 ^h and final start.)
Total previous starts in field	118	260 (1987, 1992)
Fastest rookie qualifier in field	Juan Montoya, 223.372 mph	Tony Stewart, 233.100 mph (1996)

* -- Excluding inaugural Indianapolis 500 in 1911.

DAY 9 – SUNDAY, MAY 21, 2000 – MBNA BUMP DAY (cont.):

POST QUALIFYING QUOTES

JAQUES LAZIER (#33 Miles of Hope/Truscelli Team Racing): “The crew deserves all the credit. All we came with was the ‘99 car, and they’ve busted their butts. I thought realistically we could do a 220 flat, then I came by and saw the 221. The car started getting loose, and at the end I was hanging on for dear life. I had to back off a bit in Turn 3, and adjust the weight jacker a bit. That’s why we had a little slower lap at the end. It did seem like the track changed from the beginning of the run to the end. I think this is as fast as we could go. A 220.6 is solid in the field. The thing to do now is waiting for six o’clock, have one heck of a party tonight and then let the crew get some rest. Then we’ll focus on Carb Day. It’s remarkable. Three days ago this car was a bare tub. We have a collaborative effort with TeamXtreme. They were kind enough to provide us with one of their tubs. I give all the credit to my guys and also TeamXtreme.” (Asked if he and older brother, 1996 Indianapolis 500 winner Buddy Lazier, share information): “We’re running two different cars as far as setup, but we do talk about the lines we’re running and such.” (Asked why Turn 1 seems to be claiming so many cars this year): “Turn 1 seems to be the ghost this year. It’s usually Turn 4 – it seems like it has less banking. I don’t know why everyone’s having so much trouble. This track, you have to respect her. She’s always changing. I knew I couldn’t step on it in Turn 1. I think Turn 1 is a lot faster than Turn 3 because of the wind.”

RAUL BOESEL (#55 EPSON) (About car and qualifying run): “The balance is really good. New fresh engine, we had four good laps. Yesterday they (team) decided to wait for today, and I think we will be ready for the race. We put in a fresh engine. We knew we had a good set. That’s what made the difference (from yesterday to today). We couldn’t get a good straight-line speed (yesterday). I was really comfortable. It was a good setup. We knew we could have a chance today and it paid off.” (About qualifying for the Indianapolis 500): “It means a lot. I have been close to winning this race several times. It is history to me. I can tell my kids this is my 12th Indy 500. You really need to be prepared. It doesn’t matter where you start. I have been leading the race and then gone back to 22nd. It is very special here. Hopefully, next year we will be first-day qualifiers.” (About your confidence about qualifying): “It is a big difference. This is the first time I ran the 3.5-liter engine. Didn’t know if it was good or bad, now I know. Monday, they just started to put the car together. They worked all day and night. I did the first lap with confidence. It’s going to be tough for the guys on the bubble. I am glad I am not in that situation. I felt pretty good. I went out this morning and said, ‘Park it. Let’s put it in line and go.’ If it is not right, you know to hold off and wait ‘til it is right.” (Change in weather conditions today from yesterday): “Today is good; good to warm the cars up. You can warm the cars quicker. It is more like Race Day conditions.” (About starting from the back of the field): “My main concern from the back is the start. Not to make any mistakes and not be in the wrong place at the wrong time. We need to avoid any instances.” (About your expectations), I think my expectations increased a lot to today. (I have a) car that can fight for the lead. I will use my experience from the past 11 (Indianapolis 500) races. The car performed as good as the others. I just need to take my time (going up through the field). I was glad Treadway (Racing) called me. I wanted to come here, and I was very excited this deal came together. I am glad to be in my 12th Indy 500. I am glad I waited for this situation.” (Regarding the accidents yesterday): “These engines you need to get up the momentum. It is usually not ‘til the third lap that the tires warm up and builds the momentum. You need to be careful going into Turn 1.” (About the race Sunday): “It is going to be very competitive. I hope for safe stops. My

DAY 9 – SUNDAY, MAY 21, 2000 – MBNA BUMP DAY (cont.):

POST QUALIFYING QUOTES (cont.):

(Raul Boesel – cont.) experience will help and the experience of the team.” (About the competition): “This place (Indianapolis 500) is getting tougher and tougher. This is my 12th Indy 500. (There are) good teams, good drivers and good equipment, very competitive.” (Driving a powerboat different than a race car, as Boesel was scheduled to compete in an offshore powerboat race today in New Jersey): “Yes, you bounce a lot more in a powerboat. You have control of the boat but not the waves. I am glad to be driving here today; there are big waves in New Jersey.”

ROBBY UNSER (#30 Jonathan Byrds/WorldBestBuy.com) (About qualifying speed): “I didn’t figure this late into Sunday there would be any chance of getting the car up to full speed. We had to take what we could get. It will be a great race car on Race Day. You never know what’s going to happen, especially with this race. It didn’t make any sense not to do what we did.” (About Lyn St. James taking the #7T to qualify in today after her crash in #90 on Saturday; Unser practiced in that car Saturday in hopes of using it to qualify): “(Dick) Simon’s more than a gentleman. It was nice of him to offer. I took the car out to shake it down. It turned out OK. Hopefully it helped him a little bit.” (About slow qualifying speed): “It’s going to be what it’s going to be. It’s not going to change the way I get up tomorrow. I just can’t tell you the work and effort and stuff that we’ve done to this car. We tried really hard, and that’s all we can ask for. You take what you can get. I pedaled back the last couple of laps because I was having tire-pressure problems. I wanted to play it safe. I would have taken a 201, for that matter.” (About prospect of getting bumped): “It’s hard when you get bumped out, but you can’t question what God has in store for you. I talked to (Al Unser) Junior. Go out there and do the best you can is what he told me. We knew we weren’t going to set the world on fire. The odds are more in our favor as the minutes go by.”

JIMMY KITE (#27 Founders Bank Group/ZMAX/Blueprint Racing Special) (About his qualifying run): “We’re pretty happy. We’re hoping that the run definitely will stand. We didn’t have much time in the car. I was a little cautious, especially coming into Turn 1. Even though this car was so good, I was just so happy to see the green flag today.” (About the crash Saturday): “I don’t think it was a flaw in the car, I think it was cold tires. It was such a blow. This wasn’t supposed to happen to me. This was our week. I think that’s why I was so cautious today. After we tore up our car, I knew that was the only chance with one of our cars because our back up car was a ’99. When I came in and asked the guys, ‘What are we going to do?’ They said we have a line on a couple cars. When (Chip) Ganassi was mentioned, I said, ‘Really?’” (About getting a car from Target/Chip Ganassi Racing): “I’ve got to thank Chip Ganassi and everybody at Ganassi Racing for giving us the opportunity that they didn’t have to give us. It shows what a class act they are.” (About being cautious in Turn 1): “I had no problem having someone tell me to be cautious in Turn 1. I wish I could’ve put someone else in the car for Turn 1.” (About the car he crashed yesterday): “That car felt so good all week...so stable. We never had a problem all week, so it was a surprise for me. That was my baby. I thought we had a great shot at the front row in that car. We were so depressed yesterday because I thought we could sit on the front row.” (About his history with Bump Day): “I’ve figured out practice week. I got Bump Day figured out. I just haven’t figured out Pole Day. I just want to wake up on Bump Day and know that I can sleep in. Even though I’ve had glitches ... even though I’ve had flaws, I’ve had highs, too. I’m looking really forward to next Sunday.”

DAY 9 – SUNDAY, MAY 21, 2000 – MBNA BUMP DAY (cont.):

POST QUALIFYING QUOTES

(Jimmy Kite – cont.) (About running new car from Ganassi): “I’m just as confident to run the race in this car.” (About any practice plans for today): “I think I’m just going to breathe the rest of the day. I’ve been holding my breath all day. I’m gonna let the guys have the rest of the day off.” (About whether his crash hurt his confidence): “It hurt it times five. We had nothing but confidence coming into this race. All week long, the confidence was building.” (About who owns the new car): “It’s our car now. This should be our primary car for most of the rest of the season.” (About the Tootsie Pop he was eating): “It’s a Tootsie Pop. Our tire man is ‘Big Daddy.’ He told me that any time I have a good session, I get one of these.” (About the possibility of Juan Montoya going to Formula One and has Chip Ganassi talked to him about driving for Ganassi Racing): “I’d probably have to practice turning right. As an owner, I wouldn’t come talk to me. It takes learning experience. I’m sure he’s got a lot of people waiting in line.”

DAVEY HAMILTON (#16 TeamXtreme/Lycos/G Force) (About qualifying attempts): “Long week, we are happy to be in. We left a little on the table, as long as we are in. We thought we could do a 219 or 220 and then trim it out. This is racing itself. We changed motors. I was flat out all four laps. We have always run good at Indy. We struggled; we struggled today. I think we did enough to stay in there (the starting lineup). I thought I had a tow on it this morning (in practice). Sometimes when you are out there, even if you can’t see them (other cars) with the air moving around you; you could have a tow. Now, I don’t think we did. We were flat out all four laps. I held it down, and it’s hard when you qualify. The car was a little loose, the tail end was out there. We thought it would go out and get free. It was as free as free gets.” (Weather conditions at time of qualifying): “It was a gamble, the sun is out. As long as we don’t get bumped out, it wasn’t a mistake. We will find out as the day goes on. My engineer said to go into fifth gear. I am sure we could do all four laps of 200.” (About starting in the back of the field on Race Day): “I have never started back there. I thought we would run up front, top 10 to 15 the first day of qualifying. I have never started back further than 11th. I am here to win. I have heard horror stories about starting in the back. The fuel fumes and the air gets sucked right out from you. I’ll let you know what it is like back there after the race.” (About the week coming into qualifying weekend and the weekend): “Lost it toward the end of the week. It left us. We did a motor change. We had it trimmed as trim as we could be. It was a tough weekend. We pretty much know where we are going to go (Race Day). We worked on race setups all week. That’s all we did. We thought we would come out yesterday and qualify. As you know, this is a 500-mile race.” (About his father and racing): “He is my hero. He came here 1981 and 1982. I got the bug then. He still races. Now it has led me to my fifth Indy 500, and I can’t thank him enough.” (You have started every Indy Racing Northern Light Series race in history before this race, did you feel that was in jeopardy?): “Yes, I thought that was in jeopardy.” (About other ride offers today and sponsorships): “Luck of the draw. I had two offers from ex-team owners A.J. (Foyt) and (Rick) Galles if things didn’t pan out today. I have always left on good terms. These offers were only for this race. I have some of the best guys on my team, and we just couldn’t find it. I am the driver. I want to get in the car and drive. I turn the sponsors over to the team owner. Of course, I will do whatever they ask me to do. My dad got me into cars, and he didn’t tell me all about this sponsorship stuff. I do love going out and working with the sponsors and signing autographs.”

POST QUALIFYING QUOTES

ANDY HILLENBURG (#48 The Sumar Special) (About Rick Mears' coaching): "Actually, I had two people helping me this week. Earlier in the week, I had Pancho (Carter), and he helped me to get my line. Rick helped bridge the gap between Tim (Bump) and myself to interpret what I was feeling about the car and what it was doing." (About fulfilling lifelong dream of qualifying for Indianapolis 500): "I've worked on this forever. Every book report I ever did, even in grade school, everything has always been about being here. This is something I've wanted ever since I can remember. I told my dad the first time he ever brought me here that someday I would be here driving." (About this afternoon): "This afternoon, I couldn't relate to the car. I couldn't feel what was going on with it. Pancho had been keeping me straight all week long. He helped me with the line. The balance was off all day. We were so tight I almost planted it in the fence with the nose. And then we decided the (qualification) line was going to get jammed up, and it was time to go. It's a dream come true. It's a storybook." (Comparing the Daytona 500 to the Indianapolis 500 now that he will have started in both): "(Both) are really huge. There's only a few guys who have done that (drove in both). If you're going to drive two racetracks, those are the ones to be good at. They are the ones that mean the world to me." (About Pancho Carter's help): "When I came here, I wasn't going good at all around this track. He stepped in to help me. He's a tough teacher. He wants it really perfect." (About qualifying run): "It was good. Since we've wrecked, we got it turned around and don't even know how." (About practice this week): "I couldn't find the middle. I couldn't find balance. I had one attempt, and we decided that if we needed to, we'd make changes on the qualifying run and stick it back in line if we had to. This has been the longest day, the most memorable day of my life." (How was your team assembled?): "Through mutual friends, Preston Root and Osona Purcell. Every time they'd bring it up, we'd say, 'Yeah, we need to do that. It would be great.' And we just decided to do it. We asked Bill Simpson if he'd like to join us, and he stepped up to the plate in a big way." (About Indianapolis Motor Speedway): "It's a special place to me. My dad and my great uncle would bring me here every year for qualifying and the race. I even remember I was a member of the Johnny Rutherford Fan Club when I was a kid." (After 6 p.m. today): "This is the greatest day of my life. Wait a minute ... I don't want to slight my children. This has been the best day of my professional life."

RICK MEARS (Four-time Indianapolis 500 winner who helped #48 Andy Hillenburg today) (About Andy Hillenburg's good fortune to have you in his pits): "It was nothing. I just happened to be in the right place at the right time. I was visiting with (team co-owner) Bill Simpson the other day, and he said they were struggling a bit. I told him that I would be more than happy to help out. I didn't really do much. I was just another set of eyes and ears. Andy went out there and stood on it and got it done. We did a couple of little changes. The credit goes to Tim Bump and the team." (About being at Indy this weekend): "It's been great to be here this week. We're having a ball."

STEVE KNAPP (#24T Team Purex Dreyer & Reinbold Racing) (About the day): "I tell you ,what a day. That car didn't even turn a wheel until today. It's got a brand-new engine. It started out pretty calm and casual, but it got pretty tense at the end. We were going to take laps to practice and were going to wave, but six to seven guys pulled up, and we decided to take it. I put my left foot over my right foot and I didn't lift until I took the green flag. If you make it through Turn 1 on the green-flag

POST QUALIFYING QUOTES

(Steve Knapp – cont.) lap, the rest is pretty easy. I just ran flat out for four laps.” (About qualifying for the race): “It’s great. It’s hard to describe. I was here last year and then in an accident. I haven’t driven anything since then. I didn’t sign this deal until 4 p.m. yesterday. I owe a lot to Robbie Buhl. The car hadn’t been driven until this morning when Robbie Buhl shook it down. We pulled up to the qualifying line, and were just going to wave it to get some practice. Then six or seven cars pulled up, and we decided we needed to go for it. Indy is so special to be here three years in a row.” (About practice laps): “We didn’t have much time to get fitted in the garage. The steering wheel was pretty big, and it kept hitting my knee. I thought that this was going to be harder than I thought. We took it back in and put in a new, smaller steering wheel. Then I put this nice block in my shoe and that was worth 5 mph. Then I got out of my car and put in another block and got another 2 mph. I had to put the block under my shoe to reach the pedal. That sounds pretty stupid for a 6(foot)-4 guy.” (About the Infiniti engine): “The Infiniti motor is so awesome. The Infiniti engines rock, for sure. I’ve got to thank Infiniti a lot. The power is great. I don’t want to talk about it because I don’t want anyone else to have it.” (About the Firestone tires): “The Firestones are awesome.” (About race setup): “Mitch (Davis) and Robbie (Buhl) have been working on race setups all week long.” (About his neck injury suffered in Indy Racing event last July at Atlanta): “(Dr. Terry) Trammel did a great job. They did a bone graft in my neck. I’ve got an ankle bone in my neck ... quite a way to put your foot in your mouth. It’s a lot of therapy getting back. I definitely feel for Sam Schmidt. It really hit home with my wife and son. They gave me their blessing to come back.” (About tension): “There’s no tension at all. I’m going to go home tonight and sleep better than I have the last three nights.”

JERET SCHROEDER (#6 Kroger/Tri Star Motorsports Inc.): “It took all weekend. The team went back and put a new motor in within two hours of the motor letting go.” (Did Tony Stewart give you any advice?): “No, not too much. He told me the conditions were great, and to go out there and go for it. Tri Star gave me a good, consistent car. I’m glad we were able to put it in. I remain focused. My hat’s off to the whole team. They really pulled it out for me. I can’t explain how happy I am right now. I knew we had a good car. It’s unfortunate that the motor let go. But the Tri Star team thrashed and worked hard and got it done (engine change) in two hours. They did a really good job.” (Did you think your speed would stand up?): “Pretty much. That’s what we had assumed, that we’d need at least a 219. But even that was getting questionable throughout the day. We played the day to our favor. We saw people taking 212’s, 216’s ... we knew we could do it if we could get the car out of the garage and in line.” (Did you have an alternate plan if you were bumped?): “Our alternative plan would have been to get someone else’s backup car.” (About bumping his teammate, Jack Miller): “Unfortunately, that’s the way it goes. I don’t want to be the bad guy and bump people out, but I needed to get that car in for my team and for Kroger.”

ROBERTO GUERRERO (#20T Collaboration-Purdue University/Hubbard-Immke/Dallara): “I was just kind of feeling the car out. It felt good, but I think our first lap was only a 206. I think we had too much downforce in the car. That seems to be the story of my life, ‘It feels good, but it’s slow.’ The car felt nice, it really did. I’m glad we waved off so the other teams could make an attempt.”

DAY 9 – SUNDAY, MAY 21, 2000 – MBNA BUMP DAY (cont.):

POST QUALIFYING QUOTES

DOUG DIDERO (#43 Mid America Motorsports Inc./Western Star Trucks) (About accident): “We were on sticker tires, simulating a qualifying run, and the car just got away from me. I was in the center of Turn 1, and the car just got loose. I corrected it and then it got loose again.”

SCOTT HARRINGTON (#17 Nienhouse Motorsports Racing Special): “Not much to say ... It’s disappointing. To run as well as we did in the beginning of the week, then to have problems this weekend, it’s frustrating.”

LYN ST. JAMES (#7T Yellow Freight Systems/Dick Simon Racing) (About the qualifying run): “I have to thank Dick Simon and the whole group. The teams worked 24 hours in shifts to put the car together. I felt badly for Dick (Simon) and the team (regarding yesterday’s accident). Yesterday was a big hit. It put a dent in our program. The teams worked 24 hours in shifts, and it jelled ... it worked. The last two years not making it (Indy 500) tore me up inside. It was the strongest test I’ve had in knowing who Lyn St James is. I am happy and pleased to be where I am. It was a good first lap, the car was wonderful. That helped gain my confidence back. The second lap, I made some adjustments. There was a broken piece in the back. I didn’t know that ‘til I made all the adjustments. That is why the speeds went down. Our motto: Yes we can. It feels fantastic. These last two years is something I would not want anyone to go through. I know what it is like to be on the board and get bumped. I am elated ... have a creditable feeling inside to be in the show.” (Any lingering aches and pains from the crash yesterday?): “Pretty minimal. Not any worse than what I get driving my go-kart. My legs are black and blue because your legs become like hammers against each other.” (Pressure of Sarah Fisher qualifying and feelings about two women in the field): “I just wanted to be in the race. What Sarah is doing has no pressure on my deal, be my best and drive my best. I have been racing for 26 years, one who loves the sport. I am proud of Sarah Fisher. Sarah started when she was 5 years old. I may have laid some groundwork in your heads (meaning the media). You know I came the wrong way up. I don’t think I did too bad. She came the right way up. Society has changed the way parents think. Her parents are the ones you should be interviewing about this. She realized she had to go fast. But not all fast drivers come to Indy. If you just want to race and win, then drive fast. What Sarah learned (from St. James) was she knew she had to do more than go fast.” (About the parts that went into the qualifying car): “The car was a 2000 chassis that, the suspension pieces were new and came off the G-Force truck. It was all new parts. The steering, we had to change. I was extremely comfortable in the car. The measurements they had from the other car and just transferred them to the new car. I am a feeling-type of driver, and the steering was not right. I was confident once they changed the steering out.” (How does this qualifying experience rank?): “It ranks high, really high! I am still driving that last lap. I kept looking up on the board for the #90 car.” (Have you ever thought of pulling the plug on your driving career?): “No, baby, no way! I told A.J. (Foyt) I wouldn’t challenge his oldest driver record, but no.” (Safety of the new cars): “I did test it big time with mine. I commend the IRL for the new safety requirements.”

DAY 9 – SUNDAY, MAY 21, 2000 – MBNA BUMP DAY (cont.):

POST QUALIFYING QUOTES

DR. JACK MILLER (#21 Milk Chug/Opaescence/Century 21/Tristarmall.com): “It had been a long day, and we ran out of time. So I got in the car and qualified it. It was the first time I had been in the car since the crash on Friday. I did five laps in the car. They were my qualifying laps. I got greedy, and I didn’t downshift quick enough, and I made a mistake in Turn 4 on my final lap. I tried a little different entry before, and it cost us dearly. I had to roll out of the throttle to save it. I was experimenting with freeing up the car. I’m not showing my emotions right now, but my heart is broken. I’ve gotten a lot of ribbing from the local press, but Jack Miller is not a quitter. I’ll be back.”

JOHNNY UNSER (#22 Delco-Remy/Microdigicom/Homier Tools/G Force/Olds): “The 500 means so much to me because of my family history. It is more than you can imagine. My dad was the first Unser to race here (1958) and was killed the next year. My uncles (Al, Bobby) and my cousin (Al Jr.) are winners. I get very emotional about this place. I remember coming here as a boy and always watching the race.” (About qualifying): “I can’t take too many more days like this when I qualify on my last attempt. Our first two laps were the best, as the car then began to tighten. This is a new team, and we didn’t even run the first two days. We found our real speed during qualifying – a great time to peak.”

A.J. FOYT: (About decision to help Billy Boat): “Billy, I’ve got a lot of respect for him. When I seen him in trouble, I knew he’d do the same thing for me or one of my kids. I think Billy has that respect for me, too.” (What did you tell Billy just prior to going out?): “I told him if he liked the car he just got out of (#41), he’d be fine.” (Billy is a heck of a driver to do what he did today): “Well, I know that, otherwise I never would have had him as a driver. Billy and I go way back. He’s always been a great race driver, and today he showed what he can do with no practice (in a car that had never turned a lap). I think a lot of Billy and his family. He respects our team. I told him, ‘Do the best you can. Do what you can with what you’ve got.’ I see a good friend struggling so I have to help. A lot of people have helped me over the years.” (About helping out in the final moments): “It’s just one of them deals. I have so many friends, and I come here to run two cars and I end up running three. The car was a brand-new car. I normally keep all my cars identical. If I make a change on the primary, I make that change on the backup.” (About Roberto Guerrero not qualifying the #41): “I could not get Roberto going. Wardy shook down the car. He was doing 219s and 220s. I knew the car had the speed. I think he (Roberto Guerrero) was binding the car up. It was hard to get him going. For some reason, my combination was not fitting his combination. It’s like a divorce -- you just have to cut it.” (About Boat’s first run in the #41): “The car dash quit and then came back on, and then Billy said it came back on.” (About Eddie Cheever Jr. hanging out around the crew): “Eddie asked how fast this car could run and I said, ‘Zero.’ He said, ‘What?’ The car hadn’t run. The car had the same setup I had on the other one.”

BILLY BOAT: “That car had never turned a wheel. It had never turned a lap. It was actually like a shakedown run. I really have to give a hand to the A.J. Foyt crew. A.J. said: ‘It’s going to be the same as the other ones. Go out and stand on it,’ I didn’t have a radio. I didn’t have any communication so I really didn’t know what speed I was running.” (How did you get in A.J.’s car?): “Someone said, ‘You should go talk to A.J.’ I came down to A.J.’s garage and said, ‘Hey, what do you have going?’” (About Team Pelfrey): “I have to thank Dale Pelfrey, Gilbert, and the rest of the crew. Those

DAY 9 – SUNDAY, MAY 21, 2000 – MBNA BUMP DAY (cont.):

POST QUALIFYING QUOTES

(Billy Boat – cont.) guys did a tremendous job for me this month. I feel bad that we couldn't get the Pelfrey car in the show." (About the stress he put his wife, Andrea, through today): "This is going to cost me a lot! She probably goes through it more than I do." (About tenacity at Indy): "I don't know. It's just my personality. You just can't let this place get the best of you. Today has been a roller-coaster ride." (About Foyt giving Boat a car, or two cars): "It means a tremendous amount to me. A.J. and I have always had a great relationship. We didn't really part ways for any particular reason. We just weren't going anywhere." (Were you concerned about having the time to qualify?): "When the ignition broke on the 41 car, I was concerned about the time. Once that gun goes off, that's it. There's no Indy 500." (You didn't want to have to face A.J. if you didn't qualify): "No, you never want to do that." (About being back in the pack): "Better the 10th or 11th (row) than sitting in my lawn chair in Phoenix." (About Dan Drinan waving off): "I'd like to thank Bill Simpson, Danny (Drinan) and their crew for calling that lap off." (After all you went through you're standing here as cool as can be): "I'm not quite a mess but just one notch less than a mess. It's been quite a day for me and my family. There is no place like Indy for the roller coaster of emotions." (About showing no fear during last qualification attempt in a car that had never turned a lap): "If you want to make the show, you have to stand up in the seat." (Were you aware of the time?): "I actually wasn't aware of how close it was. Otherwise, I probably wouldn't have been like I was." (About Eddie Cheever Jr. hanging behind the crew afterwards waiting to congratulate Boat): "Eddie is a great guy. Eddie and I get along very well. I'm sure he was just savoring in the moment."

DAVY JONES (#40 Team Coulson G Force): "I didn't run any hot laps 'til this morning, and this deal wasn't even a thought until Friday. I just wanted to treat it as an opportunity to get out and get some laps, and not to squeeze something out that's not there. We basically just treated this as a test session. I think we did about as good as anyone could have in a '99 chassis."

BOAT EARNS SPOT IN INDIANAPOLIS 500 FIELD WITH LATE-DAY HEROICS
Field of 33 set for 84th Indianapolis 500 on May 28

INDIANAPOLIS, Sunday, May 21, 2000 – Billy Boat used sheer determination to qualify for the 84th Indianapolis 500 on Sunday on the final attempt before qualifications ended, a dramatic finale to MBNA Bump Day at Indianapolis Motor Speedway.

Twelve cars joined the 33-car starting field in a tension-filled day of qualifications, as nine cars qualified in the final 63 minutes. Five cars were bumped from the field in the last 26 minutes.

Boat, from Phoenix, capped a frantic day by earning a spot as qualifications closed at 6 p.m. (EST). He recorded a four-lap average of 218.872 mph in the #11T Rio A.J. Foyt Racing Dallara/Oldsmobile/Firestone, but not before three previous attempts resulted in frustration.

After waving off his first qualification attempt Saturday in his regular ride for the 2000 season, the #81 Team Pelfrey Dallara/Oldsmobile/Firestone, Boat went out for a second qualification attempt at 12:07 p.m. today. On his second lap, the car did a quarter-spin in Turn 1 and hit the outside retaining wall with the left rear of the car. He walked away uninjured.

Then A.J. Foyt Racing – for which Boat drove from 1997-99 – came to the rescue.

The Foyt team prepared Jeff Ward's backup car, the #41 Harrah's A.J. Foyt Racing G Force/Oldsmobile/Firestone for Boat. Indy Racing Northern Light Series veteran Roberto Guerrero had attempted to qualify the car twice before, leaving only one qualification attempt left for the car. Boat qualified at 192.105 in the #41 car at 5:18 p.m. but was bumped from the field just 16 minutes later by Lyn St. James.

This left only one option for Boat and the Foyt team, owned by four-time Indianapolis 500 winner A.J. Foyt. They frantically prepared Eliseo Salazar's backup car, the Rio A.J. Foyt Racing #11T. Boat left the qualification box in the #11T at 5:59 p.m. on his successful run.

"That car had never turned a wheel," Boat said. "It had never turned a lap. It was actually like a shakedown run. I really have to give a hand to the A.J. Foyt crew. A.J. said, 'It's going to be the same as other ones. Go out and stand on it.'"

"I've got to thank Team Pelfrey. I feel bad. You just can't let this place get the best of you."

Foyt said the decision to help Boat was simple, given his admiration for the driver.

"Billy, I've got a lot of respect for him," said Foyt. "When I saw him in trouble, I knew he'd do the same thing for me or one of my kids. I think Billy has that respect for me, too."

Boat earned one victory and eight pole positions during his career with A.J. Foyt Racing, including the PPG Pole for the 1998 Indianapolis 500.

St. James became part of history by qualifying 32nd in the #7T Yellow Freight Systems/Dick Simon Racing G Force/Oldsmobile/Firestone at 218.826. St. James and Sarah Fisher, a 19-year-old Indy Racing Northern Light Series rookie, are the first two female drivers to qualify for the Indianapolis 500 in the same year.

Raul Boesel was the first driver to qualify today with an average speed of 222.113 in the Treadway Racing #55 EPSON G Force/Oldsmobile/Firestone, earning Boesel the \$10,000 MBNA Motorsports "Fastest MBNA Bump Day Qualifier" Award.

Rookie Jaques Lazier also qualified early in the day, at 12:44 p.m., at 220.675 in the #33 Miles of Hope/Trusculli Team Racing G Force/Oldsmobile/Firestone. He will start 26th.

BOAT EARNS SPOT IN INDIANAPOLIS 500 FIELD (cont.):

Jimmy Kite was next at 2:53 p.m. in the #27 Founders Bank Group/ZMAX/Blueprint Racing Special. Kite turned in an average speed of 220.718, good for 25th starting position. Following Kite was Davey Hamilton, who qualified 28th at 219.878 in the TeamXtreme/Lycos G Force/Oldsmobile/Firestone. Hamilton preserved his streak of starting in all 38 events in Indy Racing League history.

The majority of teams waited until late in the day to make a qualification attempt, causing a frenzy of qualification activity for the final hour and a half of qualifications.

Johnny Unser was the first late-day qualifier at 4:37 p.m., earning 30th position in the starting field with an average of 219.066 in the #22 Delco-Remy/Microdigicom/Homier Tools G Force/Oldsmobile/Firestone.

Andy Hillenburg followed Unser with a 218.285 in The Sumar Special #48 Dallara/Oldsmobile/Firestone. Hillenburg, an Indianapolis native, gave a tearful interview after his run.

Other qualifiers were Steve Knapp, the 1998 Bank One Indianapolis 500 Rookie of the Year. Knapp qualified the #24T Team Purex Dreyer & Reinbold Racing G Force/Infiniti/Firestone in the 27th spot at 220.290 and will be a teammate to Robbie Buhl, the current Northern Light Series points leader. Jeret Schroeder qualified 29th at 219.322 in the Kroger/Tri Star Motorsports Inc. Dallara/Oldsmobile/Firestone about three hours after his qualifying engine failed in practice.

Drivers Robby Unser, Scott Harrington, Dr. Jack Miller and Davy Jones also qualified Sunday but were bumped from the field. No drivers who qualified Saturday were bumped.

The #20T Hubbard-Immke Motorsports entry, driven by Hideshi Matsuda, did a half-spin during practice at 4:04 p.m., hitting the Turn 3 outside retaining wall with the left side of the car. Matsuda, who crashed Saturday without injury, was admitted to Methodist Hospital in good condition with a fractured right wrist and left knee.

Doug Didero and Stan Wattles were unhurt in separate incidents. Wattles crashed the primary car in which he qualified eighth Saturday.

The Hemelgarn/Metro Racing crew will repair Wattles' car in time for final practice for the Indianapolis 500 on Coors Carb Day from 11 a.m.-1 p.m. (EST) Thursday.

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2000 QUALIFICATION ATTEMPTS - CHRONOLOGICAL SUMMARY
Saturday, May 20, 2000 -- Pole Day

QA Time	Car	Driver	Lap-1	Lap-2	Lap-3	Lap-4	Average	SP
1 11:02	12	Buzz Calkins	220.124	214.459	waved off			
2 11:08	3T	Al Unser Jr.	218.187	220.248	221.326	221.440	220.293	18
3 11:13	22	Johnny Unser	217.003	217.229	waved off			
4 11:17	51T	Eddie Cheever Jr.	221.032	221.413	221.370	221.261	221.270	10
5 11:22	24	Robbie Buhl	220.604	221.593	221.680	221.555	221.357	9
11:27	27	Jimmy Kite	Accident Turn 1					
6 11:42	50	Jason Leffler	219.866	220.491	220.583	220.729	220.417	17
7 11:48	98T	Donnie Beechler	217.754	218.526	219.085			
8 11:53	14	Jeff Ward	222.668	222.623	222.646	222.618	222.639	6
9 11:57	15	Sarah Fisher	220.103	220.205	220.200	220.442	220.237	19
10 12:02	8T	Scott Sharp	222.585	223.447	222.695	222.508	222.810	5
11 12:07	11	Eliseo Salazar	223.065	223.408	223.758	222.695	223.231	3
12 12:12	28	Mark Dismore	221.054	219.689	waved off			
12:17	5	Robby McGehee	Received yellow flag from starter.					
13 12:20	4	Scott Goodyear	219.769	220.545	221.076	221.141	220.629	13
12:29	17	Scott Harrington	Accident Turn 4					
14 12:42	81	Billy Boat	218.941	218.182	218.861	waved off		
15 12:47	6	Jeret Schroeder	217.155	218.029	waved off			
16 12:51	41	Roberto Guerrero	218.304	218.616	218.198	waved off		
17 12:55	75	Richie Hearn	217.486	218.436	waved off			
18 1:00	91	Buddy Lazier	219.175	219.293	219.218	waved off		
19 1:05	88T	Airton Daré	219.400	219.389	219.416	waved off		
20 1:09	1	Greg Ray	waved off					
21 1:14	90	Lyn St. James	217.649	218.383	waved off			
22 1:19	9T	Juan Montoya	223.636	223.380	223.236	223.236	223.372	2
23 1:24	10	Jimmy Vasser	222.107	222.178	221.904	221.708	221.976	7
29 2:43	2	Greg Ray	225.643	225.175	225.039	224.439	225.073	2
24 1:29	32	Robby Gordon	221.473	waved off				
25 1:33	7	Stephan Gregoire	219.609	219.769	waved off			
26 1:38	55	Raul Boesel	217.770	218.723	218.399	waved off		
27 1:43	18	Sam Hornish Jr.	220.097	220.740	220.572	220.572	220.496	14
34 3:06	81	Robby Unser	221.391	221.375	221.386	221.065	221.304	17
28 1:52	82	Memo Gidley	Accident Turn 1					
29 2:05	92	Stan Wattles	221.239	221.888	221.626	221.288	221.508	8
30 3:29	28T	Mark Dismore	221.489	220.523	220.886	220.978	220.970	11
31 3:34	12T	Buzz Calkins	219.330	220.178	220.140	219.802	219.862	22
32 3:38	98T	Donnie Beechler	220.572	220.340	220.421	220.599	220.482	15
33 3:44	91T	Buddy Lazier	220.372	220.361	220.534	220.653	220.482	16
34 3:49	1	Greg Ray	223.658	223.397	223.503	223.325	223.471	1
35 3:53	6	Jeret Schroeder	219.165	219.063	waved off			
36 4:17	5	Robby McGehee	220.307	220.577	220.919	220.837	220.661	12
37 4:29	88T	Airton Daré	220.135	219.968	219.941	219.834	219.970	21
38 4:35	32	Robby Gordon	221.473	222.623	waved off			
39 4:40	7	Stephan Gregoire	219.223	219.394	waved off			
40 4:45	33	Jaques Lazier	218.765	218.516	219.138	waved off		
41 4:51	20	Hideshi Matsuda	Accident Turn 1					
42 5:09	75	Richie Hearn	219.786	219.845	219.807	219.823	219.816	23
43 5:14	32	Robby Gordon	222.894	222.932	222.894	222.822	222.885	4
5:19	81	Billy Boat	Car slowed on backstretch on 1 st warm-up lap.					
5:21	7	Stephan Gregoire	Car pulled into pits on warm-up lap.					
44 5:24	41	Roberto Guerrero	219.069	218.394	218.161	waved off		
5:30	90	Lyn St. James	Accident Turn 2					
45 5:50	43	Doug Didero	217.733	219.560	waved off			
46 5:55	7	Stephan Gregoire	219.448	219.791	220.745	219.898	219.970	20
5:59	6T	Jeret Schroeder	Pulled into pits after 1 st warm-up lap.					

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

1999 QUALIFICATION ATTEMPTS - CHRONOLOGICAL SUMMARY
Sunday, May 23, 1999 -- Bubble Day

QA Time	Car	Driver	Lap-1	Lap-2	Lap-3	Lap-4	Average	SP	
47 12:02	55	Raul Boesel	221.855	222.200	222.195	222.200	222.113	24	
48 12:07	81	Billy Boat	217.992	Accident Turn 1					
49 12:26	22	Johnny Unser	waved off						
50 12:28	16	Davey Hamilton	waved off						
12:33	33	Jaques Lazier	Aborted run on final warm-up lap.						
51 12:44	33	Jaques Lazier	221.762	221.152	220.248	219.544	220.675	26	
52 2:53	27	Jimmy Kite	219.277	221.806	221.478	220.324	220.718	25	
53 3:17	16	Davey Hamilton	219.850	220.297	219.373	220.000	219.878	28	
54 3:35	30	Robby Unser	214.092	213.716	213.008	209.952	212.678		
55 4:37	22	Johnny Unser	219.544	219.904	218.707	218.124	219.066	30	
56 4:57	48	Andy Hillenburg	218.394	218.712	218.404	217.638	218.285	33	
57 5:02	17	Scott Harrington	waved off						
5:05	43	Doug Didero	Accident Turn 1						
58 5:18	41	Billy Boat	217.412	219.085	150.928	198.724	192.105		
59 5:23	24T	Steve Knapp	220.372	220.496	220.286	220.006	220.290	27	
60 5:29	21	Dr. Jack Miller	217.381	218.161	218.118	211.124	216.154	ALT	
61 5:34	7T	Lyn St. James	219.464	219.518	218.664	217.670	218.826	32	
62 5:39	40	Davy Jones	214.572	215.151	215.409	214.603	214.932		
		<i>Bumps #30 Robby Unser</i>							
63 5:44	17	Scott Harrington	216.554	216.977	215.615	214.751	215.971	ALT	
		<i>Bumps #40 Davy Jones</i>							
64 5:48	20T	Roberto Guerrero	206.996	waved off					
65 5:52	6	Jeret Schroeder	219.229	219.416	219.309	219.336	219.322	29	
		<i>Bumps #17 Scott Harrington</i>							
66 5:57	48T	Dan Drinan	213.265	waved off					
67 5:59	11T	Billy Boat	219.947	219.357	218.691	217.507	218.872	31	
		<i>Bumps #21 Dr. Jack Miller</i>							

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

2000 Indianapolis 500 – Veteran Start/Finish History

Car	Races	Driver	Top-10					
			Finishes	1983	1984	1985	1986	1987
98	2	Beechler, Donnie	0	---	---	---	---	---
41	3	Boat, Billy	1	---	---	---	---	---
55	11	Boesel, Raul	4	---	---	23/18	22/13	---
24	4	Buhl, Robbie	2	---	---	---	---	---
12	4	Calkins, Buzz	1	---	---	---	---	---
51	4	Cheever Jr., Eddie	4	---	---	---	---	---
28	4	Dismore, Mark	0	---	---	---	---	---
4	9	Goodyear, Scott	4	---	---	---	---	---
32	5	Gordon, Robby	2	---	---	---	---	---
7	3	Gregoire, Stephan	0	---	---	---	---	---
16	4	Hamilton, Davey	2	---	---	---	---	---
75	1	Hearn, Richie	1	---	---	---	---	---
27	2	Kite, Jimmy	0	---	---	---	---	---
23	2	Knapp, Steve	1	---	---	---	---	---
91	7	Lazier, Buddy	3	---	---	---	---	---
5	1	McGehee, Robby	1	---	---	---	---	---
1	3	Ray, Greg	0	---	---	---	---	---
11	4	Salazar, Eliseo	2	---	---	---	---	---
6	1	Schroeder, Jeret	0	---	---	---	---	---
8	5	Sharp, Scott	1	---	---	---	---	---
90	6	St. James, Lyn	0	---	---	---	---	---
3	12	Unser Jr., Al	9	5/10	15/21	11/25	9/5	22/4
22	4	Unser, Johnny	0	---	---	---	---	---
10	4	Vasser, Jimmy	1	---	---	---	---	---
14	3	Ward, Jeff	2	---	---	---	---	---
92	2	Wattles, Stan	1	---	---	---	---	---

Races - Number of prior Indianapolis 500 starts

Top-10 Finishes - Number of prior top-10 finishes at Indianapolis 500

2000 Indianapolis 500 – Veteran Start/Finish History (cont.):

1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
---	---	---	---	---	---	---	---	---	---	24/32	19/29
---	---	---	---	---	---	---	---	---	22/7	1/11	3/3
20/7	9/3	17/28	---	25/7	3/4	2/21	22/20	---	---	30/19	33/12
---	---	---	---	---	---	---	---	23/9	4/8	5/31	32/6
---	---	---	---	---	---	---	---	9/17	16/11	18/10	26/19
---	---	14/8	10/31	2/4	33/16	11/8	14/31	4/11	11/23	17/1	16/18
---	---	---	---	---	---	---	---	14/19	25/28	12/27	5/16
---	---	21/10	12/27	33/2	4/7	33/30	3/14	---	5/2	10/24	9/27
---	---	---	---	---	25/27	19/5	7/5	---	12/29	---	4/4
---	---	---	---	---	15/19	---	---	13/27	13/31	---	---
---	---	---	---	---	---	---	---	10/12	8/6	8/4	11/11
---	---	---	---	---	---	---	---	15/3	---	---	---
---	---	---	---	---	---	---	---	---	---	26/11	28/24
---	---	---	---	---	---	---	---	---	---	23/3	13/26
---	---	---	23/33	24/14	---	---	23/27	5/1	10/4	11/2	22/7
---	---	---	---	---	---	---	---	---	---	---	27/5
---	---	---	---	---	---	---	---	---	30/25	2/18	2/21
---	---	---	---	---	---	---	24/4	3/6	9/24	---	18/33
---	---	---	---	---	---	---	---	---	---	---	21/15
---	---	---	---	---	---	17/16	30/26	21/10	---	7/16	6/28
---	---	---	---	27/11	2/25	6/19	28/32	18/14	34/13	---	---
5/13	8/2	7/4	6/4	12/1	5/8	1/1	---	---	---	---	---
---	---	---	---	---	---	---	---	16/33	35/18	25/25	30/32
---	---	---	---	28/21	19/13	16/4	9/22	---	---	---	---
---	---	---	---	---	---	---	---	---	7/3	27/13	14/2
---	---	---	---	---	---	---	---	---	---	29/28	20/17

2000 INDIANAPOLIS 500 QUALIFYING AWARDS

PPG Pole Award -- \$100,000

PPG INDUSTRIES

#1 - Greg Ray

OLDSMOBILE

2000 Oldsmobile Silhouette (\$37,000 value)

#1 - Greg Ray

GTE "Front Runner" Award -- \$30,000

\$10,000 awarded to each front -row driver

GTE

#1 Greg Ray #9 Juan Montoya #11 Eliseo Salazar

MBNA Motorsports "Fastest MBNA Bump Day Qualifier" Award -- \$10,000

MBNA MOTORSPORTS

#55 Raul Boesel

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

AMERITECH/SBC

#15 Sarah Fisher

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

AMERICAN DAIRY ASSOCIATION

#9 Juan Montoya

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

#41 Billy Boat

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

Awarded to the veteran driver with the most consistent qualifying laps.

FERGUSON STEEL COMPANY, INC.

#11 Jeff Ward

Buildings To Go "Most Consistent Rookie Qualifier" Award -- \$5,000

Awarded to the rookie driver with the most consistent qualifying laps.

BUILDINGS TO GO

#15 Sarah Fisher

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

T.P. DONOVAN INVESTMENTS

#9 Juan Montoya

TORO

A Toro 5xi tractor to the pole winner (\$8,000 value)

#1 Greg Ray

2000 INDIANAPOLIS 500 QUALIFYING AWARDS (cont.):

**Snap-On/Championship Association of Mechanics "Top Wrench" Award --
\$5,000**

Recognizes mechanical excellence by a chief mechanic during practice and
qualifying.

SNAP-ON TOOLS/CAM

To be awarded at driver's meeting May 27.

Mi-Jack "Top Performer" Award -- \$5,000

Awarded to driver recording the fastest single qualifying lap

MI-JACK PRODUCTS

#11 Eliseo Salazar

MONARCH BEVERAGE "INSIDE TRACK" AWARD -- \$11,000

\$1,000 awarded to each starter with an inside track starting position.

Monarch Beverage

#1 Greg Ray #32 Robby Gordon #10 Jimmy Vasser #51 Eddie Cheever Jr.

#4 Scott Goodyear #91 Buddy Lazier #15 Sarah Fisher #12 Buzz Calkins

#27 Jimmy Kite #16 Davey Hamilton #41 Billy Boat

2000 INDIANAPOLIS 500 SPECIAL INCENTIVE AWARDS

CAR AWARD

2001 Oldsmobile Aurora
(race winner)

AMERICAN DAIRY AWARDS

\$10,750 -- American Dairy Association
(winner, winning chief mechanic, fastest rookie, qualified rookies)

C & R RACING

TRUE GRIT AWARD

(Sponsored in part by Visteon Climate Control)

\$10,000 -- 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

\$80,000 -- Coors Brewing Company

"TORO TRACTOR" AWARD

\$8,000 value - Toro
(Toro 5xi tractor to the race winner)

SCOTT BRAYTON DRIVERS TROPHY

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

BANK ONE INDIANAPOLIS

ROOKIE OF THE YEAR AWARD

\$25,000 -- Bank One, Indianapolis

BORG-WARNER TROPHY AWARD

\$130,000 plus trophy replica
\$100,000 bonus if 1999 winner repeats his victory
((\$20,000 added to the bonus each year until a back-to-back win is recorded)
Borg-Warner Automotive, Inc.
(race winner)

TITAN MOTORCYCLE

\$38,000 value -- Titan Motorcycle Co. of America
(race winner)

FIRES TONE "FIRST AT 100" AWARD

\$20,000 -- Firestone
(awarded to the highest-running driver at the completion of Lap 100 using Firestone
tires)

2000 INDIANAPOLIS 500 SPECIAL INCENTIVE AWARDS (cont.):

MCI WORLDCOM LONG DISTANCE AWARD

\$20,000 -- MCI WorldCom

(awarded to driver who makes most improvement from starting position to finish)

NET RACE LIVE/AniVision

\$10,000 -- Net Race Live/AniVision

(awarded to the driver who leads the most laps)

**UNION PLANTERS BANK
LEADERS CIRCLE AWARD**

\$20,000 -- Union Planters Bank

(\$10,000 awarded to the driver who leads the most laps; \$10,000 awarded to charity)

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 FARNELL
MECHANICAL ACHIEVEMENT AWARD**

\$5,000 -- Premier Farnell Corp.

RaceSearch.com "Top Finishing Rookie" Award

(\$5,000 to the highest finishing rookie)

2000 INDIANAPOLIS 500 CONTINGENCY AWARDS

PPG INDUSTRIES

\$495,000

PENNZOIL PRODUCTS CO.

\$150,000

ROBERT BOSCH CORP.

\$35,000

OLDSMOBILE

\$30,000

NISSAN

\$30,000

RAYBESTOS/DANA BRAKE & CHASSIS

\$30,000

PREMIER FARNELL CORPORATION

\$10,000

SIMPSON HELMETS

\$10,000

BELL HELMETS

\$6,000

KLOTZ SPECIAL FORMULA PRODUCTS

\$6,000

BG PRODUCTS, INC.

\$5,000

EARL'S INDY

\$5,000

EMCO GEARS, INC.

\$5,000

HYPERCO INC.

\$5,000

IDEAL DIVISION/STANT CORP.

\$5,000

KECO COATINGS

\$5,000

2000 INDIANAPOLIS 500 CONTINGENCY AWARDS (cont.):

THE MEXMIL COMPANY

\$5,000

STANT MANUFACTURING INC.

\$5,000

**SWE RACING TRANSMISSIONS
& McKENZIE PERFORMANCE PRODUCTS**

\$5,000

WORLDWIDE PETROMOLY CORPORATION

\$5,000

DAY 10 – THURSDAY, MAY 25, 2000 – COORS CARB DAY

Entry updates since MBNA Bump Day, Sunday, May 21:

- The Fast Track Racing Enterprises entry driven by Andy Hillenburg is now the #48 Sumar Special By Irwindale Speedway Dallara/Oldsmobile/Firestone.

- Billy Boat will drive the #41 Harrah's A.J. Foyt Racing G Force/Oldsmobile/Firestone today and in the race Sunday. Joe Kennedy is the chief mechanic. Boat qualified in the #11T Rio A.J. Foyt Racing G Force/Oldsmobile/Firestone on MBNA Bump Day.

- Steve Knapp will drive the #23 Dreyer & Reinbold Racing G Force/Infiniti/Firestone today and in the race Sunday. Knapp qualified on MBNA Bump Day in the #24T Team Purex Dreyer & Reinbold Racing G Force/Infiniti/Firestone, which now is the #23.

- Lyn St. James will drive the #90 Yellow Freight System G Force/Oldsmobile/Firestone today and in the race Sunday. St. James qualified in the #7T Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing G Force/Oldsmobile/Firestone on MBNA Bump Day.

- The TeamXtreme entry driven by Airton Daré is now the #88 TeamXtreme/USACredit.com/FreeInternet.com/G Force G Force/Oldsmobile/Firestone.

- The TeamXtreme entry driven by Davey Hamilton is now the #16 FreeInternet.com/TeamXtreme/G Force G Force/Oldsmobile/Firestone.

Hemelgarn Racing and driver Buddy Lazier will use its #91T Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing Riley & Scott chassis during the Coors Indy 500 Pit Stop Challenge today.

Press conferences today in the Trackside Conference Room:

- 3 p.m.: Walker Racing

- 3:30 p.m.: Coors Indy 500 Pit Stop Challenge winner

- 4 p.m.: Galles ECR Racing, driver Al Unser Jr.

Northern Light, sponsor of the Indy Racing Northern Light Series, has partnered with CRN International in presenting a promotion called Search, Listen, and Win! to six markets: Houston; Austin, Texas; Denver, Kansas City, Mo.; Portland, Ore.; and Seattle. Each market except Seattle has three stations involved. A station list is located at <http://www.northernlight.com/docs/rules.html>.

The promotion originates at the radio station and requires the listener to visit NorthernLight.com and click on the "Search, Listen, and Win!" logo and find either the "Fact or Question of the Day" or the "Featured Driver."

Once the listener has found the appropriate information, they are to stay tuned to the radio station to hear when they can call in to win a variety of prizes, including Indy wearables to autographed die-cast cars. Each winner's name will then be entered in a grand-prize drawing of a VIP trip to the Indy Racing Northern Light Series year-end awards banquet.

In addition to the promotion announcements, each station will run "NorthernLight.com racing minutes" in which Ron Martin of "Focus on Racing" will feature a vignette interview with a leading Northern Light Series driver.

The average age of the 33 starters in the 84th Indianapolis 500 is 33.7 years.

DAY 10 – THURSDAY, MAY 25, 2000 – COORS CARB DAY (cont.):

Treadway Racing announced today a partnership with Broadband Investment Group (BIG), a Missouri-based incubator supporting the development of early-stage broadband-technology companies. Through this high-tech partnership, BIG will sponsor the #50 entry of Jason Leffler during the Indianapolis 500 and then move to the #5 car of Robby McGehee for the balance of the 2000 Indy Racing Northern Light Series season.

CARA Charities will play host to “Back Home Again In Indiana,” an annual luncheon and fashion gala benefiting local and national children’s causes, on Friday at the Westin Hotel Grand Ballroom in Indianapolis.

The event, two days before the 84th Indianapolis 500, is sponsored by Jacobson’s and Conseco. The gala starts at noon with a luncheon, followed by the fashion show.

Actor and singer Jim Nabors is the honorary chair, and ABC-ESPN announcer Bob Jenkins and former CARA Charities president Beth Daly are the hosts.

Many Indy Racing drivers and their families are expected to attend. Some Northern Light Series drivers and their families will serve as models in the fashion show.

Rookie Airton Daré has signed a multiyear contract extension with TeamXtreme to drive in the Indy Racing Northern Light Series through 2001 and beyond, team officials announced today.

Indianapolis Colts offensive lineman Joel Davis will serve as a tire catcher for the #16 FreeInternet.com/TeamXtreme/G Force G Force/Oldsmobile/Firestone driven by Davey Hamilton.

Jimmy Kite will perform double-duty during Coors Carb Day practice today, turning laps in his #27 Founders Bank Group/ZMAX/Blueprint Racing Special G Force/Oldsmobile/Firestone and shaking down the #50 UnitedAuto Group Special G Force/Oldsmobile/Firestone driven by Jason Leffler, who is in Charlotte, N.C., for his commitments as a driver in the NASCAR Busch Series event this weekend at Lowe’s Motor Speedway.

10:30 a.m. medical update from Dr. Henry Bock, Speedway medical director: #20 Hideshi Matsuda remains in good condition at Methodist Hospital in Indianapolis, recovering from successful surgery Sunday night to repair a fractured right wrist and left knee suffered during Indianapolis 500 practice Sunday afternoon.

Matsuda, who also suffered a slight concussion in the accident, is expected to be released in the next day or so, Bock said.

Matsuda, from Kawasaki, Japan, crashed at 4:04 p.m. (EST) during a practice session between qualification attempts on MBNA Bump Day. His Collaboration-Purdue University/Hubbard Immke Dallara/Oldsmobile/Firestone did a half-spin just before entering Turn 3 and hit the outside retaining wall with the left side of the car.

DAY 10 – THURSDAY, MAY 25, 2000 – COORS CARB DAY (cont.):

The winner of the Louis Schwitzer Award will be announced at 11 a.m. Friday in the Trackside Conference Room. The Schwitzer Award is presented annually to a person or group who made a significant technical achievement in motorsports.

The winner of the Scott Brayton Award will be announced during the public drivers' meeting at 11 a.m. Saturday. The award is presented in the memory of Scott Brayton, who suffered fatal injuries in a practice crash after winning the PPG Pole at the 1996 Indianapolis 500.

Indianapolis 500 veteran Stan Fox will play host to a benefit kart race from 4-5:30 p.m. Friday at Stefan Johansson Karting Center on Lafayette Road in Indianapolis.

Proceeds will benefit head injury support groups, including Fox's group, Friends of the Fox. Admission is \$100.

The Firestone Racing program will raise money for the Sam Schmidt Family Trust through an auction of a Firestone Firehawk racing radial display tire, signed by 105 racing personalities and celebrities, on the eBay Internet auction site starting June 1.

Signatures on the tire include current and past Indy Racing and CART drivers, including A.J. Foyt, Mario Andretti and Al Unser. Celebrity signatures include Paul Newman, Anthony Edwards, Ashley Judd and Jim Harbaugh.

A similar tire with less than half as many signatures sold for \$21,000 at a CARA charity auction last fall.

The tire auction is part of several initiatives by Firestone Racing to raise money for the Sam Schmidt Spinal Research Foundation and for the Sam Schmidt Family Trust.

Schmidt suffered paralysis in a testing accident with Treadway Racing in January at Walt Disney World Speedway in Orlando, Fla.

PRACTICE REPORT:

Official one-lap track record: 237.498 mph, Arie Luyendyk, May 12, 1996
Fastest practice lap, event: 223.964, #11 Eliseo Salazar, Saturday, May 20
Fastest unofficial lap during Open Test in April 2000: 222.833, Greg Ray
At 10:50 a.m., the air temperature was 65 degrees, with northwest winds at 6 mph and relative humidity of 54 percent. Skies were sunny. The track temperature was 112 degrees, according to Firestone engineers.

11 a.m. – **GREEN**. #98 Donnie Beechler first on track, followed by #15 Sarah Fisher, #3 Al Unser Jr.

11:07 a.m. -- #9 Juan Montoya fastest at 162.075 mph.

11:09 a.m. -- #3 Unser fastest at 203.037.

11:11 a.m. -- #98 Beechler fastest at 207.603.

11:12 a.m. – **YELLOW**. Debris on track, track inspection.

11:17 a.m. – **GREEN**.

11:20 a.m. -- #4 Scott Goodyear fastest at 208.266.

11:22 a.m. -- #4 Goodyear fastest at 215.596.

11:25 a.m. – Nineteen of 33 starters have turned at least one lap.

11:27 a.m. – **YELLOW**. Track inspection.

11:32 a.m. – **GREEN**.

11:33 a.m. -- #28 Mark Dismore second fastest at 215.448.

11:50 a.m. -- #51 Eddie Cheever Jr. fastest at 217.909.

DAY 10 – THURSDAY, MAY 25, 2000 – COORS CARB DAY (cont.):

PRACTICE REPORT (cont.):

11:54 a.m. -- #12 Buzz Calkins practices pit stop.

11:55 a.m. – **YELLOW**. Track inspection.

Noon – **GREEN**.

12:06 p.m. – Twenty-eight of 33 starters have turned at least one lap. Cars not on track: #1 Ray, #8 Sharp, #23 Knapp, #50 Leffler (with Kite as substitute driver), #90 St. James.

12:13 p.m. – PPG Pole winner #1 Greg Ray on track for first time today.

12:15 p.m. -- #9 Montoya fastest at 218.257.

12:20 p.m. -- #32 Robby Gordon finished with practice, heading to Charlotte, N.C., within an hour for commitments to NASCAR Winston Cup Series event at Lowe's Motor Speedway.

12:25 p.m. – Track temperature was 121 degrees, according to Firestone engineers.

12:27 p.m. -- #90 Lyn St. James on track. Thirty-one of 33 starters have turned at least one lap. Cars not on track: #8 Sharp, #50 Leffler (with Kite as substitute driver). Kelley Racing team working on Sharp's car in garage.

SCOTT SHARP: "We have a problem that we're trying to sort out."

12:30 p.m. – Kite on track in #50 driven by Leffler. Thirty-two of 33 starters have turned at least one lap. #8 Sharp only car not on track.

12:31 p.m. -- #12 Calkins reports electrical problem, fuel regulator problem. Team attempting to repair in time for Calkins to return to track.

12:32 p.m. – Telemetry problem reported for #23 Knapp. Team fixing problem, Knapp returns to track.

12:50 p.m. – Car of #8 Scott Sharp suffered clutch failure, said Jim Freudenberg, manager of Kelley Racing. Sharp is the only driver in the field not to turn a lap so far during practice today.

12:55 p.m. – **YELLOW**. Tow-in for #16 Hamilton, stopped on inside of start of backstretch. Car ran out of fuel.

12:59 p.m. – **GREEN**. #8 Sharp on track for first time. All 33 starters have turned at least one lap.

1:05 p.m. – **CHECKERED**. End of practice. Track closed until 84th Indianapolis 500 at 11 a.m. (EST) Sunday.

Robbie Buhl will compete in the Coors Indy 500 Pit Stop Challenge in the #23 car of Dreyer & Reinbold Racing teammate Steve Knapp due to clutch failure in Buhl's #24 Team Purex Dreyer & Reinbold Racing G Force/Oldsmobile/Firestone during today's practice.

CART driver Roberto Moreno was in the Truscelli Team Racing pits during Coors Carb Day practice. He drove for the team in the Indianapolis 500 last year and remains close friends with team owner Joe Truscelli. Jaques Lazier is driving the #33 Miles of Hope/Truscelli Team Racing G Force/Oldsmobile/Firestone in the race this year.

Three-time Indianapolis 500 winner Bobby Unser was in the Target/Chip Ganassi Racing pits during final practice today.

PPG Pole winner Greg Ray will perform a ceremonial first tip tonight before Game 2 of the NBA Eastern Conference Finals between the New York Knicks and the Indiana Pacers at Conseco Fieldhouse in downtown Indianapolis.

DAY 10 – THURSDAY, MAY 25, 2000 – COORS CARB DAY (cont.):

San Diego Chargers quarterback Jim Harbaugh worked on the Panther Racing pit crew during the Coors Indy 500 Pit Stop Challenge today. Harbaugh is a part owner of the team, which fields the #4 Pennzoil Panther Dallara Dallara/Oldsmobile/Firestone for driver Scott Goodyear.

All 33 starters were on track today, running 754 laps.

There were four yellow flags for 19 minutes during Coors Carb Day practice.

Mark Dismore participated in the Coors Indy 500 Pit Stop Challenge in the #48T backup car of Andy Hillenburg. The Kelley Racing team put the OnStar/GM BuyPower/Bryant Heating & Cooling engine cover and sidepods on Hillenburg's car.

The Cahill Racing crew helped raise \$800 for the Sam Schmidt Foundation last weekend.

RESULTS OF THE COORS INDY 500 PIT STOP CHALLENGE:

Final

Panther Racing (#4 Scott Goodyear), 11.19 seconds def. Treadway Racing (#5 Robby McGehee), 12.72 (includes three-second penalty for tire rolling outside of marked pit box)

Semifinals

Treadway Racing (#5 McGehee), 9.49 def. Team Menard (#1 Greg Ray), 16.04 (includes five-second penalty for right rear wheel falling off on exit from pits)
Panther Racing (#4 Goodyear), 9.69 def. Kelley Racing (#8 Scott Sharp), 10.11

Quarterfinals

Treadway Racing (#5 McGehee), 10.27 def. Target/Chip Ganassi Racing (#9 Juan Montoya), disqualified for not leaving pits under own power
Team Menard (#1 Ray), 10.43 def. Team Cheever (#51 Eddie Cheever Jr.), 15.18
Panther Racing (#4 Goodyear), 9.99 def. Galles ECR Racing (#3 Al Unser Jr.), 11.90
Kelley Racing (#8 Sharp), 10.93 def. Dreyer & Reinbold Racing (#24 Robbie Buhl), 12.26

First Round

Treadway Racing (#5 McGehee), 10.03 def. Team Pelfrey (#81 Billy Boat), 13.37
Team Menard (#1 Ray), 10.62 def. A.J. Foyt Enterprises (#14 Jeff Ward), 11.22
Panther Racing (#4 Goodyear), 10.28 def. Kelley Racing (#28 Mark Dismore), 18.13 (includes five-second penalty for air gun being passed too high between crew members)
Dreyer & Reinbold Racing (#24 Buhl), 12.86 def. Hemelgarn Racing (#91 Buddy Lazier), 18.86 (includes five-second penalty for loose wheel lug)

DAY 10 – THURSDAY, MAY 25, 2000 – COORS CARB DAY (cont.):

COORS INDY 500 PIT STOP CHALLENGE QUOTES:

SCOTT GOODYEAR: “Going 500 miles, you have to be there to win. And having three pit stops is so important, especially down to the last pit stop. We had five today and no mistakes. They practiced, they train and look forward to it every year.” (Did you wish you had this pit crew in 1992 at Indy?): “Yeah. It was only 43-hundredths of a second. We had some traffic then, but this pit stop would have helped, for sure.”

KEVIN BLANCH (Chief mechanic, #4 Goodyear): “It gives you stamina. After five stops, it wears you out. I won’t say it’s not easy, but it makes you more focused doing stop after stop after stop.”

JOHN BARNES (Co-owner, #4 Goodyear): “Kevin (Blanch) is great. He has worked hard every day to be a better Kevin. We’ve got a great group of people. Kevin shows he really works hard.” (About pit stops): “Only one time have we come into the pits and not gained a position.”

Walker Racing owner Derrick Walker announced today that Jeff Andretti will drive a second Walker Racing car in the Indy Racing Northern Light Series through 2002, starting with the Atlanta 500 on July 15 at Atlanta Motor Speedway.

Emlrockfort Company will be the primary sponsor of Andretti’s car and also serve as an associate sponsor on the car of his Walker Racing teammate, rookie Sarah Fisher.

Andretti, son of 1969 Indianapolis 500 winner Mario Andretti, will drive the #25 Emlrockfort Special. He has three Indianapolis 500 starts, with a best finish of 15th as a rookie in 1991. He earned the Bank One Indianapolis 500 Rookie of the Year Award in 1991. He has vast open-wheel experience, including starts in CART, Toyota Atlantic and SCCA.

Emlrockfort produces film, video, music and multimedia content. Additional services include Web development and marketing, and a complete motorsports program.

JEFF ANDRETTI: “I’m really excited about this opportunity and am really looking forward to joining the Walker organization. I think we can do some good things for the team. I’m also looking forward to having Sarah as a teammate and to racing in the Indy Racing Northern Light Series.” (About teammate Sarah Fisher in the Indianapolis 500 this Sunday): “I think Sarah has done a great job this season.” (How long did it take to seal this deal?): “It’s been in the works for a couple of months now. I’ve really wanted him in my team and part of my team.”

DERRICK WALKER: “For any race team, there are many gains to be had by running a two-car program. With Jeff coming on board with Emlrockfort, that provides us with a second platform where we can learn and develop a stronger race program in the Indy Racing Northern Light Series. It’s a very welcome addition to our team. Jeff has driven Indy cars in the past and has sufficient experience to be a compliment to our lineup, and the advent of Emlrockfort to the series is another positive. We’re very pleased that they approached us to join the Walker Racing program.”

DAY 10 – THURSDAY, MAY 25, 2000 – COORS CARB DAY (cont.):

ERIK LECH (CEO, Emlrockfort): “We’ll be expanding the entertainment value of the Indy Racing Series to the fan while providing our products and services to Corporate America. The Walker Racing organization within the Indy Racing Northern Light Series is the perfect platform for us to launch such a program. Jeff is committed to giving 110 percent, and we feel our involvement will allow us to do just that.”

Friday press conference schedule, in Trackside Conference Room:

- 9:30 a.m., Friday: A.J. Foyt
- 10 a.m., Friday: Greg Ray
- 11 a.m., Friday: Louis Schwitzer Award winner

Race Day schedule:

- 5 a.m. – Gates open
- 8:30 a.m. – Cars in pits (apron)
- 10:15 a.m. – Driver introductions
- 11 a.m. – Start of the 84th Indianapolis 500
- 8 p.m. – Indianapolis 500 Victory Celebration (Indiana Roof Ballroom)

Panther Racing won the Coors Indy 500 Pit Stop Challenge for the second time today. The team earned \$42,500 of the \$80,000 purse, with \$5,000 donated to the American Red Cross of Greater Indianapolis in Panther’s name. The team also won the contest in 1998.

Two-time Indianapolis 500 winner Al Unser Jr. met with the media Thursday to discuss his prospects for victory in the 84th Indianapolis 500 on Sunday.

AL UNSER JR.: “I thank God to allow us to run this race again.” (About qualifying): “I was a little too easy on the first lap. We’re in the show. We’re 18th. It’s a long race, but you can win it from anywhere, and we hope it’s a safe one for sure. It was great to be the first one in the show, after ‘95. I would’ve like to have seen some of the other guys out first to put some rubber down so I could lead on the first lap.” (About Coors Carb Day final practice): “I went 10 miles over our lap limit today, but the Race Day setup I’m pretty happy with. I didn’t really feel the speed was quite what we needed to run. We need to take a little downforce out of it.” (About possibly cooler temperatures on Sunday): “If it’s cool, we’ll be shedding downforce. If not, we’ll leave it alone.” (About Cody Unser, Unser’s daughter): “Cody’s doing great thanks to well-wishers. Her courage is incredible, but unfortunately her condition is the same. The biggest thing is, parents set examples for their children, and I wanted to show her that if you worked hard at it long enough it’ll come around. She doesn’t have a choice on that but doesn’t let it get her down any length of time. She never gives up.” (About what it means being there at the end of the race): “Nothing makes up for experience in racing. There’s no 150-mile races. No matter what distance, you drive as hard as you can. Only one lap pays the money, and you need to be in the offensive position to be there. The sooner we get up front to be in the offensive position to dictate speed, that’s what we’re going to do.” (About the level of competition in the 2000 Indianapolis 500 field): “It’s closer than it’s ever been. The fans want to see wheel-to-wheel racing, and the Northern Light Series is trying to create four to five guys coming down for the win.” (Any routine you have for Saturday night/Sunday morning?): “I never had any. We’ve done everything we can think of, and we’ll try to go out there and run our own race. We’ll just stick to our game plan

DAY 10 – THURSDAY, MAY 25, 2000 – COORS CARB DAY (cont.):

(Al Unser Jr. – cont.) and go from there.” (About missing this race since 1995): “It was a hollow feeling the whole month of May by not being here and having the fun that my cousins were having. This year, we’re in and we’re very excited about that.” (About Juan Montoya): “He’d better respect this place or it will bite you. He’s very aggressive. Am I going to race him any different? No. What’s important is the Indianapolis 500 is the father, mother and granddad of all races.” (How many drivers do you think have a chance at winning?): “Anybody in the first three rows has a shot at winning. And even back further, I hope I get a shot at this thing. One thing I’ve learned when Danny Sullivan spun that thing around and went on to win (in 1985), when it’s your day, it’s your day, no matter what you do.”

TOP 10 DRIVERS OF THE DAY

1	9	Juan Montoya	Target	218.257
2	51	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	217.909
3	91	Buddy Lazier	Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing	217.728
4	55	Raul Boesel	EPSON	217.303
5	10	Jimmy Vasser	Target	216.845
6	32	Robby Gordon	Team Conesco/Quaker State/Moen/Menards	216.471
7	5	Robby McGehee	Meijer/Energizer Advanced Formula/Mall.com	216.117
8	4	Scott Goodyear	Pennzoil Panther Dallara	215.596
9	1	Greg Ray	Team Conesco/Quaker State/Moen/Menards	215.560
10	28	Mark Dismore	On Star/GM BuyPower/Bryant Heating & Cooling	215.448

DAY 10 – THURSDAY, MAY 25, 2000 – COORS CARB DAY (cont.):

COORS CARB DAY QUOTES:

ROBBY McGEHEE (#5 Meijer/Energizer Advanced Formula/Mall.com): “It was good. We’re just doing a verification. We used multiple tanks before the race setup. We didn’t want to use the equipment too much. The car is great.” (About setup changes due to cooler weather forecast Sunday): “Our car is always set up for variable weather. In fact, we hope it’s slippery.”

JERET SCHROEDER (#6 Kroger/Tri Star Motorsports Inc.): “The car is running real well. We went back out, had good balance. We had a little bit of push, which is good for the traffic in the start of the race. We’ve got a really good race car.” (About cooler weather forecast for Sunday): “That will play to our benefit on Race Day.” (Make any changes today?): “We snugged down the aerodynamics a little bit, but it will be a really good race car.”

STEPHAN GREGOIRE (#7 Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing): “It was a good session for us. We ran 21 laps with no problems. We wanted to run no more than 20 laps or close today. We made some little changes on the car, which worked because I did a 215.300 lap without really trying hard. We might have to change gears, but we don’t know yet. But the car felt good, and I think we are very close to having a very competitive car. I did my 215 with full tanks, which is very good. My car is ready to race, and I think we have a good chance this year to finish well.”

JUAN MONTOYA (#9 Target): “The car is really good. It is very comfortable to drive and very consistent. We made some final changes this morning. I think I’ve got a good race car now. We’re just hoping for a good race and good weather for the weekend.”

JIMMY VASSER (#10 Target): “We had a leak after the first stop that we had to fix. After that, on the second stop we made some changes, and we were able to try some different things before Race Day comes.”

ELISEO SALAZAR (#11 Rio A.J. Foyt Racing): “We ran just a few laps to check the race engine. Everything is fine.” (Are you excited to be on the front row again): “Yes, I’m very excited. I was there (on the front row) four years ago, but it was in a much different situation. With all the experience from A.J. (Foyt), I’m much more relaxed. We can’t wait for Race Day.”

BUZZ CALKINS (#12 Bradley Motorsports/Team CAN): “We had a rev-limiter problem. There was a bad connection between two wires. It’s good it happened now. It happened on our last lap out, so it was good timing. We’re fine, though. We ran on full tanks, and everything is OK. We’re confident we’re ready to go with everything except the weather. We’ll have to wait and see what the weather forecasts tell us Sunday, and then we’ll decide what approach to take. All we know now is that the weather will be different Sunday.”

DAY 10 – THURSDAY, MAY 25, 2000 – COORS CARB DAY (cont.):

COORS CARB DAY QUOTES (cont.):

JEFF WARD (#14 Harrah's A.J. Foyt Racing) (About possible weather change Sunday): "We've run all week in the cold. Today we had more wing because of the heat. Depending on the weather, we might change that on Sunday. We've all run in the cold. We qualified in the cold, so it's nothing new." (About sixth starting position): "It's a good spot. We're up there with the guys that are fast. We can see everyone in front of us, unlike being in the middle, where you can't see the first three or four rows."

SARAH FISHER (#15 Walker Racing Cummins Special): "The car is really comfortable at 210 or 211 (mph). That's where we think the race pace will be come Sunday. The car is balanced all around. We have a terrific cool-weather setup. If it's cooler Sunday, that's good because it will be more to my liking, anyway. Our warm-weather setup has a push that we can't quite dial out." (Will a rain delay affect your concentration?): "It rained all day in Texas last October, so if anything, if it rains here I'll be used to it. A delay won't bother me at all."

DAVEY HAMILTON (#16 FreeInternet.com/TeamXtreme/G Force): "We developed a mapping problem during the session and had to change it. The new map worked great, and we ended at 213 (mph). That's going to be pretty close to a race speed. I believe we're going to be fine. The Xtreme guys have done a good job."

SAM HORNISH JR. (#18 Hornish Bros. Trucking/Advantage Powder Coating): "Everything felt good. We went out to see how it felt, and everything seems to be in good shape. We're feeling prepared for any options we have to go up against. We spent the whole week strategizing so we know what needs to be done. I'm still trying to figure out what to expect (when the race starts). Being that I've already competed in three races I hope I've got a pretty good idea of what to expect."

STEVE KNAPP (#23 Dreyer & Reinbold Racing): "The team is ready. I qualified my car in a different suspension configuration than (teammate) Robbie (Buhl) did. It showed on the telemetry that his car was quicker on the straightaways. Robbie was describing the same thing that I was. They went back and made some changes, and he (Buhl) said it helped. So they will go back and do the same to my car. The team is great, and Infiniti power is strong. It will be interesting to see on Race Day how everybody's playing the downforce situation. I saw some different things out there."

ROBBIE BUHL (#24 Team Purex Dreyer & Reinbold Racing) (Are you ready for race day?): "You never know if you're really ready. We went out and learned some things. We are going to go back (to the garage) and make a couple more changes based on things we learned today. When it matters we'll be ready." (About having some problems exiting the pit stall): "We put in a new clutch and we lost it. So, we'll just have to change the clutch."

ROBBY GORDON (#32 Turtle Wax/Burger King/Moen/Johns Manville/Menards): "Almost always when you rebuild a car, you have some little problems. We filled the car up and were able to make some improvements. That's what is great about Carburetion Day. We're ready."

DAY 10 – THURSDAY, MAY 25, 2000 – COORS CARB DAY (cont.):

COORS CARB DAY QUOTES (cont.):

BILLY BOAT (#41 Harrah's A.J. Foyt Racing): "I've got a great race car. This car is capable of winning a race, including this Sunday. We're not sure if the conditions we saw today are going to be the same Sunday, but we've got a good baseline to work from. This team has a lot of information to draw from. So we'll see what the conditions are Sunday and go from there. We want to have a good, patient race, work our way to the front and be there in the end." (About pit crew): "These guys have worked together before. They know how to get the job done. I don't expect to have any problems in the pits."

ANDY HILLENBURG (#48 The Sumar Special): "Everything went great. We had a small leak early but got it fixed. We ran full tanks and were fairly quick. The car balanced real well. We're looking forward to Sunday. We're having a little bit of fun here. (Bill) Simpson has done a wonderful job for our race team and myself. All I'm thinking about is Sunday."

EDDIE CHEEVER JR. (#51 Excite@Home Indy Race Car): "This day is more for the fans in the stands than it is for the drivers. If you haven't got your race setup yet, I doubt like hell that you will find it on Carburetion Day. We ran a few laps with our race engine, did all of the usual checks, and the #51 Excite@Home Infiniti feels good. Every year, over 50 drivers try to qualify for the 33 starting spots available for the Indy 500, and now that we've qualified, we have our lottery ticket. Now it's up to the #51 Excite@Home team, including myself, to execute a winning 500-mile run."

RAUL BOESEL (#55 EPSON): "Practice was pretty good. We're just shaking down the car, made a few runs with full tanks." (Make any setup changes?): "No. We hadn't run much with full tanks. Today was our first time. We don't want to dial in completely because we think the weather may change on Sunday."

RICHIE HEARN (#75 Pagan Racing IRL Spcl.): "Feels good today, since it's the Indy 500. The car's in great shape. If you start tuning your car for this weather then it changes, it'll kill you. I'm going to start (the race) with a lot of downforce since I'm starting so far back, then we'll trim it out as we go. We'll just take it as it comes."

AIRTON DARÉ (#88 TeamXtreme/USACredit.com/FreeInternet.com/G Force): "This is the first time we've run on full tanks. We were supposed to do it last Sunday, but because Davey (Hamilton) had trouble with his car, we had to get our car ready to qualify just in case. There's a big difference, but by the end of the run, we found all the problems. We couldn't run many miles today because this motor is the same motor we're going to race with." (About plans before Race Day): "I'm going to spend some time with my girlfriend and get some sleep." (About race strategy): "We're going to get as high as we can from the beginning. I'm not going to push the car and get in the wall, but I'm going to be pushing it the first few laps."

BUDDY LAZIER (#91 Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing) (About possible weather changes Sunday): "I don't know. We'll wait and see. I'm not a weatherman. On Sunday, we'll see if there's an adjustment to be made." (About 16th starting position): "We wish we were starting further up. We just hope Sunday is a good day for us. So much can happen. It's a great field. It just depends on the weather. It's going to be a tough day. We hope everything goes well for us. I've got a good bunch of guys. They gave me a great car, and I'm happy about that."

DAY 10 – THURSDAY, MAY 25, 2000 – COORS CARB DAY (cont.):

COORS CARB DAY QUOTES (cont.):

STAN WATTLES (#92 Hemelgarn/Metro Racing): “My crew did a great job putting the car together once again. We had a lot warmer conditions today, which made for a lot more downforce. And we put that on the car. We ran a couple of good laps and decided to call it quits. The car is great and ready for Race Day.”

DONNIE BEECHLER (#98 Cahill Racing): “We are in pretty good shape for the race, race car-wise. If we can stay out of trouble and be there at the end, I think we will be all right. But right now we are just trying to get the car stable and get our gearing situation worked out. We pretty much know where we are at, so we are just trying to go from there.”

JOHNNY UNSER (#22 Delco-Remy/Microdigicom/Homier Tools/G Force/Olds): “We had a rev limiter problem, which severely curtailed our practice. The only positive thing is that we found out what was wrong.”

JIMMY KITE (#27 Founders Bank Group/ZMAX/Blueprint Racing Special): “We just wanted to go out and shake the car down. This was the first time with the race setup on this car. I was really happy with it. I think it went really well for the Big Daddy’s/Blueprint crew. We had a great race setup for the primary car, and it transferred perfectly to the new Big Daddy’s/Blueprint car. I just wish Sunday would hurry up and get here! I hate this waiting.” (About today’s temperatures compared to cooler weather forecast for Sunday): “It’s May in Indy, isn’t it? We’ll just deal with it. Today gave us a really good base setup, so we can adjust from there. I’ll tell you, though. If it is as cool on Sunday as it was last Saturday, I can promise you this is one driver that is going to be pretty careful.” (About shaking down car of #50 Jason Leffler, in Charlotte for NASCAR Busch Series race): “Jason is a buddy, and he is in Charlotte with his BGN deal. We were just doing these guys (the #50 crew) a favor. I never pushed it. Never got it over 208 mph. I never got fast enough to really feel the setup. We were mostly just leak-checking.” (About strategy for Race Day): “I’ll just try and keep the same mindset. We’ll see where we are on Sunday night. I am not making any predictions.”

MARK DISMORE (#28 On Star/GM BuyPower/Bryant Heating & Cooling): “The car was fine. We didn’t want to overdo it. We’re still making a couple of adjustments, but overall I feel great about Sunday.”

SCOTT SHARP (#8 Delphi Automotive Systems/MCI WorldCom): “We had a clutch fail on start-up. We were able to change the clutch in the garage. We were unable to run the car at race speed due to time constraints. We should be fine for Race Day.”

GREG RAY (#1 Team Conseco/Quaker State/Moen/Menards): “We’ve got to pace the field through Turn 4 at about 120 mph. We want a late green so we can get all 33 on the home stretch. This is the Greatest Spectacle in Racing. They (fans) like to see all 33 on the home stretch.” (Will you be excited when you bring the field to the green?): “No. This is what I do. It’s my office. This is what we’re trained to do.” (About race): “You can win it from 33rd, 15th, anywhere. It’s 500 miles of taking care of the car and good pit stops.” (Do you want to win this more for John Menard or yourself?): “John Menard is my boss. He’s been here for 21 years. He’s put his heart, blood and soul into it. He loves this place. But I’d be lying if I said I was doing

DAY 10 – THURSDAY, MAY 25, 2000 – COORS CARB DAY (cont.):

COORS CARB DAY QUOTES (cont.):

(Greg Ray – cont.) it for him. I'm doing it for me." (About possible change in weather conditions Sunday): "I have absolutely zero thoughts on the conditions. We've got a great team, a great car, and we've been through a lot of conditions. If there's a curve ball thrown at us, we usually do well. There's no reason to get whacked out about it. The great thing about Race Day is that everyone has to deal with the same conditions."

AL UNSER JR. (#3 Galles ECR Racing Tickets.com Starz Encore Superpak): "We feel good about our race car and what we accomplished during practice today. We ran as little as possible to conserve our car and our motor for the 500 miles. As for the pit-stop competition, our air jack caught us out today. But what is most important is that I know my guys can help me on Race Day in the pits, and that is what counts. Everyone on this team has worked so hard to get to this point, and now we are just going to concentrate on Race Day and being there at the end."

**MONTOYA FASTEST AMONG INDY STARTERS ON COORS CARB DAY
Panther Racing wins Coors Indy 500 Pit Stop Challenge**

INDIANAPOLIS, Thursday, May 25, 2000 – Rookie Juan Montoya was fastest in the final practice before the 84th Indianapolis 500 on Coors Carburetion Day today.

Montoya, driving the #9 Target G Force/Oldsmobile/Firestone, turned a lap of 218.257 mph. He will start second in Sunday's Indianapolis 500, in the middle of the first row.

Greg Ray, the PPG Pole Award winner, was ninth fastest at 215.560 in the #1 Team Conesco/Quaker State/Moen/Menards Dallara/Oldsmobile/Firestone.

"The car is really good," said Montoya, defending CART series champion. "It is very comfortable to drive and very consistent. We made some final changes this morning. I think I've got a good race car now. We're just hoping for a good race and good weather for the weekend."

Montoya and his Target/Chip Ganassi Racing teammate, Jimmy Vasser, will have a busy weekend. The two are scheduled to compete in a 200-lap CART race on the 1-mile Nazareth (Pa.) Speedway on Saturday and then fly back to Indianapolis for Sunday's 84th Indianapolis 500, which starts at 11 a.m. (EST).

Two former Indianapolis 500 winners had strong runs in the Coors Carb Day practice. 1998 winner Eddie Cheever Jr. was second fastest at 217.909 in the #51 Excite@Home Indy Race Car Dallara/Infiniti/Firestone. Buddy Lazier, the 1996 champion, was third at 217.728 in the #91 Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing Dallara/Oldsmobile/Firestone.

Raul Boesel was fourth fastest in the Treadway Racing #55 EPSON G Force/Oldsmobile/Firestone at 217.303, and Vasser was fifth at 216.845 in the #10 Target G Force/Oldsmobile/Firestone.

The third front-row starter, Eliseo Salazar, was 15th fastest at 214.038 in the #11 Rio A.J. Foyt Racing G Force/Oldsmobile/Firestone.

Two-time Indianapolis 500 winner Al Unser Jr., the third former "500" winner qualified for the race, was 23rd fastest at 211.957. Unser will start 18th Sunday in the #3 Galles ECR Racing Tickets.com Starz Encore Superpak G Force/Oldsmobile/Firestone.

Rookie Sarah Fisher, who will start 19th in the Indianapolis 500, registered the 25th fastest speed of the day at 211.736 in the #15 Walker Racing Cummins Special, which suited Fisher just fine.

"The car is really comfortable at 210 or 211," said Fisher. "That's where we think the race pace will be come Sunday. We have a terrific cool-weather setup. If it's cooler Sunday, that's good because it will be more to my liking anyway."

Current weather forecasts for Sunday predict cool conditions, with a high temperature around 70 degrees and a chance of scattered showers in the morning hours.

Panther Racing and driver Scott Goodyear won the \$80,000 Coors Indy 500 Pit Stop Challenge, defeating Treadway Racing and driver Robby McGehee by 1.53 seconds in the final round. The Treadway team completed a faster pit stop in the final round but was assessed a three-second penalty because a tire rolled out of the pit box, a Challenge rules violation.

The Panther team earned \$42,500 for the championship, \$5,000 of which will be donated to the American Red Cross of Greater Indianapolis in Panther's name.

Panther also won the Coors Indy 500 Pit Stop Challenge in 1998.

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2000 MONTH OF MAY PERFORMANCE HISTORY - TOP SPEED

Car	Driver	C/E/T	Sat.	5/13	Sun.	5/14	Mon.	5/15	Tues.	5/16	Wed.	5/17
			Speed	Laps								
1	Greg Ray	D/O/F	208.885	11	218.071	23	200.414	6	221.740	31	219.674	7
1T	Greg Ray	D/O/F	0.000		218.298	15	0.000		0.000		0.000	
1T	Robby Gordon	D/O/F	0.000		178.423	3	217.770	50	0.000		0.000	
3	Al Unser Jr.	G/O/F	211.934	22	0.000		221.861	74	0.000		0.000	
3T	Al Unser Jr.	G/O/F	217.223	17	220.686	38	0.000		220.017	21	218.183	12
4	Scott Goodyear	D/O/F	0.000		216.680	84	218.484	46	219.384	72	0.000	
4T	Scott Goodyear	D/O/F	213.290	62	0.000		0.000		0.000		0.000	
5	Robby Mogen	G/O/F	213.518	25	219.780	88	220.383	64	0.000		0.000	
6	Jeret Schroeder	D/O/F	210.492	15	217.082	64	217.402	45	216.409	14	0.000	
7	Stephan Gregoire	G/O/F	217.035	27	218.399	31	219.807	38	221.397	36	0.000	
8	Scott Sharp	D/O/F	0.000		0.000		220.334	65	0.000		0.000	
8T	Scott Sharp	D/O/F	0.000		219.769	91	0.000		223.936	60	220.886	11
9	Juan Montoya	G/O/F	0.000		0.000		219.213	12	222.102	27	221.566	9
9T	Juan Montoya	G/O/F	0.000		0.000		217.040	9	0.000		0.000	
10	Jimmy Vasser	G/O/F	0.000		0.000		220.146	9	221.773	28	0.000	
10T	Jimmy Vasser	G/O/F	0.000		0.000		205.860	8	0.000		219.800	18
11	Eliseo Salazar	G/O/F	0.000		215.998	15	220.302	24	220.610	22	0.000	
12	Buzz Calkins	D/O/F	0.000		213.407	45	219.807	40	218.129	18	219.157	16
12T	Buzz Calkins	D/O/F	0.000		0.000		214.715	25	8.740	2	0.000	
14	Jeff Ward	G/O/F	0.000		215.419	15	219.759	48	217.649	14	0.000	
14T	Jeff Ward	G/O/F	0.000		0.000		0.000		218.978	21	0.000	
15	Sarah Fisher	D/O/F	0.000		216.993	55	219.882	89	220.881	92	0.000	
16	Davey Hamilton	G/O/F	214.833	20	218.362	48	218.171	75	219.583	40	218.647	16
17	Scott Harrington	D/O/F	216.471	21	218.967	28	221.397	48	0.000		0.000	
17T	Scott Harrington	D/O/F	0.000		0.000		0.000		0.000		0.000	
18	Sam Hornish Jr.	D/O/F	214.633	27	217.912	36	97.069	5	0.000		189.853	6
18T	Sam Hornish Jr.	G/O/F	216.076	44	0.000		0.000		0.000		0.000	
20	Hideshi Matsuda	D/O/F	0.000		0.000		0.000		0.000		0.000	
20T	Hideshi Matsuda	D/O/F	0.000		0.000		0.000		0.000		0.000	
20	Tyce Carlson	D/O/F	0.000		216.554	36	0.000		0.000		0.000	
20T	Tyce Carlson	D/O/F	215.538	24	0.000		0.000		0.000		0.000	
21	Dr. Jack Miller	D/O/F	213.614	41	214.235	20	0.000		216.325	17	217.019	23
22	Johnny Unser	G/O/F	0.000		118.518	6	214.005	38	217.035	22	217.764	9
23	Steve Knapp	G/I/F	0.000		0.000		0.000		0.000		0.000	
24	Robbie Buhl	G/O/F	0.000		215.636	52	215.657	53	217.486	36	0.000	
24T	Robbie Buhl	G/I/F	0.000		0.000		0.000		0.000		0.000	
27	Jimmy Kite	G/O/F	214.592	18	218.441	53	221.217	73	0.000		0.000	
28	Mark Dismore	D/O/F	0.000		214.372	27	217.292	62	217.328	23	0.000	
28T	Mark Dismore	D/O/F	212.364	11	0.000		219.127	11	0.000		220.395	17
29	Robby Unser	R/O/F	209.045	32	212.480	60	214.684	59	214.321	64	0.000	
30	Ronnie Johncox	R/O/F	204.008	14	212.019	25	0.000		0.000		0.000	
30T	Ronnie Johncox	G/O/F	0.000		0.000		214.107	59	0.000		0.000	

2000 MONTH OF MAY PERFORMANCE HISTORY - TOP SPEED (cont.):

Thurs. 5/18 Speed	5/18 Laps	Fri. 5/19 Speed	5/19 Laps	Sat. 5/20 am Speed	5/20 am Laps	Sun. 5/21 am Speed	5/21 am Laps	Thurs. 5/25 Speed	5/25 Laps	Fastest of Month	Fastest Date	Total Laps of Month
0.000		221.972	18	222.006	4	0.000		215.560	26	222.006	5/20/00	126
0.000		223.948	21	223.193	8	0.000		0.000		223.948	5/19/00	44
0.000		221.225	12	0.000		0.000		0.000		221.229	5/19/00	65
205.098	11	219.365	69	0.000		0.000		211.957	35	221.861	5/15/00	211
0.000		221.836	33	221.210	9	0.000		0.000		221.836	5/19/00	130
217.311	97	220.808	73	222.017	21	0.000		215.596	25	222.017	5/20/00	418
0.000		0.000		0.000		0.000		0.000		213.290	5/13/00	62
220.964	85	220.504	62	220.076	18	0.000		216.117	12	220.964	5/18/00	354
216.549	35	219.634	54	220.488	23	218.781	17	212.998	30	220.488	5/20/00	297
218.385	42	218.601	60	221.322	8	0.000		215.300	21	221.397	5/16/00	263
215.598	95	220.138	11	0.000		0.000		140.195	3	220.334	5/15/00	174
219.922	17	222.945	66	222.872	19	0.000		0.000		223.936	5/16/00	264
217.896	21	0.000		218.292	7	0.000		218.257	14	222.102	5/16/00	90
221.555	42	222.551	83	223.246	12	0.000		0.000		223.246	5/20/00	146
218.513	44	220.585	31	0.000		0.000		216.845	22	221.773	5/16/00	134
221.681	38	220.881	26	223.447	30	0.000		0.000		223.447	5/20/00	120
216.503	48	222.921	40	223.964	15	0.000		214.038	24	223.964	5/20/00	188
0.000		219.645	53	219.392	14	209.700	5	212.425	23	219.807	5/15/00	214
206.078	22	216.471	11	0.000		0.000		0.000		216.471	5/19/00	60
217.224	40	222.945	38	222.552	5	0.000		214.405	20	222.949	5/19/00	180
214.473	7	0.000		0.000		0.000		0.000		218.978	5/16/00	28
216.179	41	221.215	109	221.203	21	0.000		211.736	23	221.219	5/19/00	430
214.662	74	218.370	82	219.307	37	220.627	26	213.085	45	220.627	5/21/00	463
214.616	13	218.627	24	219.078	17	219.497	15	0.000		221.397	5/15/00	166
0.000		217.374	26	0.000		0.000		0.000		217.374	5/19/00	26
217.855	83	220.177	50	221.534	11	0.000		211.224	25	221.534	5/20/00	243
0.000		0.000		0.000		0.000		0.000		216.076	5/13/00	44
0.000		219.475	23	0.000		0.000		0.000		219.479	5/19/00	23
218.659	121	0.000		0.000		218.785	20	0.000		218.785	5/21/00	141
0.000		0.000		0.000		0.000		0.000		216.554	5/14/00	36
0.000		0.000		0.000		0.000		0.000		215.538	5/13/00	24
215.358	60	216.320	19	0.000		0.000		0.000		217.019	5/17/00	180
213.715	32	219.625	68	218.883	19	218.957	16	203.424	15	219.625	5/19/00	225
0.000		0.000		0.000		0.000		210.518	18	210.518	5/25/00	18
214.178	39	220.536	39	221.656	22	0.000		213.036	31	221.656	5/20/00	272
0.000		0.000		0.000		214.774	14	0.000		214.774	5/21/00	14
219.810	17	222.700	26	222.581	15	219.796	30	214.715	29	222.700	5/19/00	261
216.892	35	222.117	57	0.000		0.000		215.448	26	222.117	5/19/00	230
220.896	44	0.000		220.595	24	0.000		0.000		220.896	5/18/00	107
212.327	49	0.000		0.000		0.000		0.000		214.684	5/15/00	264
0.000		0.000		0.000		0.000		0.000		212.019	5/14/00	39
0.000		213.598	24	0.000		0.000		0.000		214.107	5/15/00	83

2000 MONTH OF MAY PERFORMANCE HISTORY - TOP SPEED (cont.):

Car	Driver	C/E/T	Sat.	5/13	Sun.	5/14	Mon.	5/15	Tues.	5/16	Wed.	5/17
			Speed	Laps	Speed	Laps	Speed	Laps	Speed	Laps	Speed	Laps
32	Robby Gordon	D/O/F	0.000		0.000		223.120	34	220.291	13	0.000	
32	Greg Ray	D/O/F	130.997	8	185.552	5	221.730	50	0.000		0.000	
33	Jaques Lazier	G/O/F	0.000		0.000		0.000		0.000		0.000	
33T	Jaques Lazier	D/O/F	0.000		0.000		214.850	29	217.928	33	0.000	
40	Davy Jones	G/O/F	0.000		0.000		0.000		0.000		0.000	
41	Roberto Guerrero	G/O/F	0.000		0.000		0.000		0.000		0.000	
41	Billy Boat	G/O/F	0.000		0.000		0.000		0.000		0.000	
43	Doug Didero	D/O/F	0.000		0.000		217.981	35	220.518	17	0.000	
48	Andy Hillenburg	D/O/F	205.287	9	211.437	26	216.740	37	0.000		0.000	
48T	Andy Hillenburg	D/O/F	0.000		209.824	15	0.000		0.000		0.000	
50	Jason Leffler	G/O/F	0.000		215.357	45	220.440	86	218.856	40	0.000	
51	Eddie Cheever Jr.	D/M/F	216.773	18	220.881	33	221.500	52	221.087	38	0.000	
51T	Eddie Cheever Jr.	D/M/F	213.376	10	0.000		0.000		212.988	10	0.000	
52	Ross Cheever	D/M/F	0.000		0.000		216.780	37	0.000		0.000	
54	Hideshi Matsuda	D/O/F	0.000		0.000		0.000		195.431	13	0.000	
55	Raul Boesel	G/O/F	0.000		0.000		0.000		0.000		0.000	
75	Richie Hearn	D/O/F	0.000		197.772	14	204.890	25	202.931	15	213.935	17
81	Billy Boat	D/O/F	0.000		214.265	38	219.150	59	218.325	37	211.799	14
81T	Billy Boat	D/O/F	206.446	28	0.000		0.000		0.000		0.000	
82	Memo Gidley	D/O/F	0.000		0.000		0.000		211.566	53	212.173	14
88	Airton Daré	G/O/F	0.000		0.000		0.000		217.255	23	217.765	15
88T	Airton Daré	G/O/F	209.200	21	217.623	82	219.510	87	0.000		0.000	
90	Lyn St. James	G/O/F	151.316	8	209.609	12	214.850	12	219.974	37	0.000	
91	Buddy Lazier	D/O/F	216.810	44	219.453	49	221.250	52	220.810	50	221.510	8
92	Stan Wattles	D/O/F	0.000		0.000		0.000		111.868	8	187.203	5
93	Dan Drinan	D/O/F	0.000		209.971	27	210.860	32	209.971	20	0.000	
98	Donnie Beechler	D/O/F	0.000		215.301	32	220.700	66	218.478	43	0.000	
Totals				577		1336		1828		1110		217

Note: Car #6 was driven by Tony Stewart on 5/16 for 11 laps with a top speed of 218.124 mph.

2000 MONTH OF MAY PERFORMANCE HISTORY - TOP SPEED (cont.):

Thurs. 5/18 Speed	5/18 Laps	Fri. 5/19 Speed	5/19 Laps	Sat. 5/20 am Speed	5/20 am Laps	Sun. 5/21 am Speed	5/21 am Laps	Thurs. 5/25 Speed	5/25 Laps	Fastest of Month	Fastest Date	Total Laps of Month
0.000		222.901	15	223.515	16	0.000		216.471	21	223.515	5/20/00	99
0.000		0.000		0.000		0.000		0.000		221.735	5/15/00	63
0.000		217.326	47	0.000		219.260	22	212.473	18	219.620	5/21/00	87
0.000		0.000		0.000		0.000		0.000		217.928	5/16/00	62
0.000		0.000		0.000		210.636	23	0.000		210.636	5/21/00	23
0.000		219.227	40	220.001	21	207.763	7	0.000		220.001	5/20/00	68
0.000		0.000		0.000		0.000		215.056	16	215.056	5/25/00	16
0.000		218.586	38	216.033	15	218.708	16	0.000		220.518	5/16/00	121
0.000		219.261	58	219.933	20	215.638	10	211.646	21	219.933	5/20/00	181
0.000		0.000		0.000		0.000		0.000		209.824	5/14/00	15
218.801	76	221.613	75	220.068	8	0.000		208.583	11	221.613	5/19/00	341
215.920	65	221.966	69	0.000		0.000		217.906	18	221.965	5/19/00	293
219.670	25	22.0413	19	223.892	15	0.000		0.000		223.892	5/20/00	79
0.000		0.000		0.000		0.000		0.000		216.784	5/15/00	37
0.000		0.000		0.000		0.000		0.000		195.431	5/16/00	13
215.912	37	219.791	75	219.755	25	221.760	7	217.303	35	221.760	5/21/00	179
211.207	67	218.657	73	221.141	25	0.000		212.067	19	221.141	5/20/00	255
210.599	22	220.283	80	219.233	27	220.227	14	0.000		220.283	5/19/00	291
0.000		0.000		0.000		0.000		0.000		206.446	5/13/00	28
211.388	101	213.781	107	209.748	12	0.000		0.000		213.781	5/19/00	287
217.187	117	218.781	36	0.000		0.000		211.073	40	218.781	5/19/00	231
0.000		217.396	32	220.627	29	0.000		0.000		220.627	5/20/00	251
216.425	57	217.756	7	221.539	19	0.000		207.441	17	221.539	5/20/00	169
218.913	22	220.682	46	222.363	28	0.000		217.726	25	222.363	5/20/00	324
212.667	72	220.726	55	221.251	29	0.000		213.324	19	221.251	5/20/00	188
0.000		0.000		0.000		0.000		0.000		210.867	5/15/00	79
215.580	37	219.832	32	220.318	16	0.000		211.786	27	220.702	5/15/00	253
	1950		2212		664		242		754			10890

2000 ACCIDENT REPORT

1. **CAR #51T** **DATE:** Saturday, May 13 **TIME:** 2:39 p.m.
DRIVER: Eddie Cheever Jr.
CAR NAME: #51 Excite@Home Indy Race Car
CAR CONDITION: Heavy right-side and rear damage
DESCRIPTION: The car started to spin in the short chute between Turns 1 and 2, did one complete spin and hit the outside retaining wall with the right rear of the car. The car stopped near the outside retaining wall at the exit of Turn 2 with heavy damage to the rear. Cheever climbed from the car without assistance.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.

2. **CAR #20** **DATE:** Sunday, May 14 **TIME:** 5:28 p.m.
DRIVER: Tyce Carlson
CAR NAME: #20 Hubbard Photographics/Immke Auto Group/Dallara
CAR CONDITION: Heavy right-side and rear damage
DESCRIPTION: Car did half spin in Turn 1 and hit the outside retaining wall in exit of Turn 1 with the left side of the car. The car skidded across the short chute and stopped along the inside wall at the entrance of Turn 2. Heavy damage to left side of car.
DRIVER'S CONDITION: Evaluated and transported to Methodist Hospital for evaluation and further examination after complaining of pain in his left ankle.

3. **CAR #93** **DATE:** Monday, May 15 **TIME:** 1:28 p.m.
DRIVER: Dan Drinan
CAR NAME: #93 Hemelgarn Racing
CAR CONDITION: Light right front damage
DESCRIPTION: Light contact with the outside retaining wall in the north short chute. The car made a slow 180 degree spin exiting Turn 3, corrected itself and then made light contact with the outside retaining wall in the short chute with the right front wheel.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.

4. **CAR #18** **DATE:** Monday, May 15 **TIME:** 4:14 p.m.
DRIVER: Sam Hornish Jr.
CAR NAME: #18 Hornish Bros. Trucking/Advantage Powder Coating
CAR CONDITION: Heavy right side and rear damage
DESCRIPTION: Smoke trailed from the rear of the car through Turn 3 and the north short chute. Car did a 90-degree spin and made contact with the outside retaining wall in Turn 4 with the rear and right side of the car. Hornish exited the car without assistance.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.

2000 ACCIDENT REPORT (cont.):

5. **CAR #98** **DATE:** Tuesday, May 16 **TIME:** 4:50 p.m.
DRIVER: Donnie Beechler
CAR NAME: #98 Cahill Racing
CAR CONDITION: Heavy left side and rear damage, moderate right side damage
DESCRIPTION: The car did a half spin and hit the outside retaining wall in Turn 1 with the left rear wheel and left side of the car. The car did 1½ spins in the short chute between Turns 1 and 2, clipping the outside retaining wall with right rear wheel in Turn 2. The car did another half spin and slid backward down the back straightaway, stopping halfway down the back straightaway. Beechler exited the car without assistance.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.
6. **CAR #93** **DATE:** Tuesday, May 16 **TIME:** 5:20 p.m.
DRIVER: Dan Drinan
CAR NAME: #93 Hemelgarn Racing
CAR CONDITION: Heavy left side damage and moderate rear damage
DESCRIPTION: The car did a half-spin in Turn 1, hitting the outside retaining wall with the left rear wheel and left side of the car. The car then did three full spins in the short chute between Turns 1 and 2, stopping near the inside of the track at the entrance of Turn 2. Drinan exited the car without assistance.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.
7. **CAR #30T** **DATE:** Friday, May 19 **TIME:** 1:42 p.m.
DRIVER: Ronnie Johncox
CAR NAME: #30T Jonathan Byrds/WorldBestBuy.com
CAR CONDITION: Light front damage
DESCRIPTION: The car did a half-spin in Turn 2, brushing the outside retaining wall with the left front of car, clipping off left-front wing. The car slid through Turn 2 and stopped on the infield grass at the start of the back straightaway, with the nose of the car pointing toward the track. Johncox exited the car without assistance.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.
8. **CAR #21** **DATE:** Friday, May 19 **TIME:** 3:17 p.m.
DRIVER: Dr. Jack Miller
CAR NAME: #21 Milk Chug/Opalescence/Century 21/Tristarmall.com
CAR CONDITION: Light right side and front damage
DESCRIPTION: The car moved high out of the groove in Turn 1 and brushed the outside retaining wall at the exit of Turn 1. The car did a three-quarter spin in the short chute between Turns 1 and 2 and clipped the outside retaining wall in Turn 2 with the left front and nose of the car. The car slid to a stop in Turn 2. Miller exited the car without assistance.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.

2000 ACCIDENT REPORT (cont.):

9. **CAR #20** **DATE:** Friday, May 19 **TIME:** 5:20 p.m.
 DRIVER: Hideshi Matsuda
 CAR NAME: #20 Hubbard Photographics/Immke Auto Group/Dallara
 CAR CONDITION: Heavy left front wheel and suspension damage
 DESCRIPTION: The car did a full spin after exiting Turn 4 and hit the PEDS barrier lining the inside retaining wall at the entrance of the pits with the left side of the car. The car continued to coast down the pit road after contact. Matsuda exited the car without assistance.
 DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.
10. **CAR #28** **DATE:** Friday, May 19 **TIME:** 5:57 p.m.
 DRIVER: Mark Dismore
 CAR NAME: #28 On Star/GM BuyPower/Bryant Heating & Cooling
 CAR CONDITION: Moderate left side damage
 DESCRIPTION: The car suddenly turned left into the inside retaining wall at the exit of the pits in the warm-up lane. Dismore exited the car without assistance.
 DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.
11. **CAR #48** **DATE:** Saturday, May 20 **TIME:** 9:56 a.m.
 DRIVER: Andy Hillenburg
 CAR NAME: #48 The Sumar Special
 CAR CONDITION: Moderate right front wheel and suspension damage
 DESCRIPTION: The car wiggled at the apex of the warm-up lane adjacent to Turn 2, slid across the infield grass and track, hitting the outside retaining wall in Turn 2 with the right side of the car. Hillenburg exited the car without assistance.
 DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.
12. **CAR #27** **DATE:** Saturday, May 20 **TIME:** 11:27 a.m.
 DRIVER: Jimmy Kite
 CAR NAME: #27 Founders Bank Group/ZMAX/Blueprint Racing Special
 CAR CONDITION: Heavy left side damage and moderate front and rear damage
 DESCRIPTION: Made contact with the outside retaining wall at the exit of Turn 1 with the left side of the car after performing a half-spin during the second warm-up lap prior to a qualification attempt. The car did a half-spin after impact and slid through the short chute between Turns 1 and 2, stopping in Turn 2. Kite exited the car without assistance.
 DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.

2000 ACCIDENT REPORT (cont.):

13. **CAR #17** **DATE:** Saturday, May 20 **TIME:** 12:29 p.m.
DRIVER: Scott Harrington
CAR NAME: #17 Nienhouse Motorsports Racing Special
CAR CONDITION: Moderate left front damage and light rear damage
DESCRIPTION: The car did a half-spin in Turn 4 prior to making contact with the wall. The car crossed the front straightaway and hit the inside retaining wall on the front straightaway with the left front of the car. Harrington exited the car without assistance.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.
14. **CAR #82** **DATE:** Saturday, May 20 **TIME:** 1:52 p.m.
DRIVER: Memo Gidley
CAR NAME: #82 Team Pelfrey
CAR CONDITION: Moderate left rear damage
DESCRIPTION: The car did a quarter-spin in Turn 1 after the car wiggled in the turn and the left-front tire crossed the grass. The car hit the outside retaining wall at the exit of Turn 1 with the left rear and did another quarter-spin forward, sliding through the short chute between Turns 1 and 2 before stopping at the entrance of Turn 2. Gidley exited the car without assistance.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.
15. **CAR #20** **DATE:** Saturday, May 20 **TIME:** 4:51 p.m.
DRIVER: Hideshi Matsuda
CAR NAME: #20 Collaboration-Purdue University/Hubbard-Immke
CAR CONDITION: Heavy left side and rear damage
DESCRIPTION: The car did a quarter-spin in Turn 1 and hit the outside retaining wall with the left rear and left side of the car. The car slid backward in the short chute between Turns 1 and 2, tapping the outside retaining wall at the entrance of Turn 2 with the rear and left rear of the car. The car then slid through Turn 2, stopping at the beginning of the back straightaway. Matsuda exited the car without assistance.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.
16. **CAR #90** **DATE:** Saturday, May 20 **TIME:** 5:30 p.m.
DRIVER: Lyn St. James
CAR NAME: #90 Yellow Freight Systems/Dick Simon Racing
CAR CONDITION: Heavy right side and rear damage
DESCRIPTION: The car did a half-spin in the short chute between Turns 1 and 2, hitting the inside retaining wall with the right side of the car. The car rebounded from the impact, slid up the track on its side, tilted down to the track on all four wheels and hit the outside retaining wall in Turn 2 with the right side of the car before stopping in Turn 2. St. James exited the car with assistance from track safety personnel and walked to the transport vehicle.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.

2000 ACCIDENT REPORT (cont.):

17. **CAR #81** **DATE:** Sunday, May 21 **TIME:** 12:07 p.m.
DRIVER: Billy Boat
CAR NAME: #81 Team Pelfrey
CAR CONDITION: Heavy left side and rear damage
DESCRIPTION: The car did a quarter-spin in Turn 1 and hit the outside retaining wall with the left rear and rear of the car. The car slid through the short chute between Turns 1 and 2, doing a full spin, before stopping on the inside entrance of Turn 2. Boat exited the car without assistance.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.
18. **CAR #92** **DATE:** Sunday, May 21 **TIME:** 3:54 p.m.
DRIVER: Stan Wattles
CAR NAME: #92 Hemelgarn/Metro Racing
CAR CONDITION: Moderate right side damage
DESCRIPTION: The car moved high out of the groove and hit the outside retaining wall in the short chute between Turns 1 and 2 with the right side of the car. The car then returned to the groove before moving up the track and hitting the outside retaining wall at the exit of Turn 2 with the right side of the car. Wattles exited the car without assistance.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.
19. **CAR #20T** **DATE:** Sunday, May 21 **TIME:** 5:05 p.m.
DRIVER: Hideshi Matsuda
CAR NAME: #20T Collaboration-Purdue University/Hubbard-Immke
CAR CONDITION: Heavy left side and rear damage
DESCRIPTION: The car did a half-spin just before entering Turn 3 and hit the outside retaining wall with the left side of the car. The car slid through the short chute between Turns 3 and 4 before stopping on the inside of the track at the entrance of Turn 4.
DRIVER'S CONDITION: Transported to Methodist Hospital for precautionary X-rays and further observation after complaining of pain in his right wrist and leg.
20. **CAR #43** **DATE:** Sunday, May 21 **TIME:** 5:05 p.m.
DRIVER: Doug Didero
CAR NAME: #43 Mid America Motorsports Inc./Western Star Trucks
CAR CONDITION: Heavy left side damage
DESCRIPTION: The car did a half-spin in Turn 1 and hit the outside retaining wall with the left side of the car. The car did a three-quarter spin and rolled through the short chute between Turns 1 and 2 before stopping on the inside of the track at the entrance of Turn 2. Didero exited the car without assistance.
DRIVER'S CONDITION: Evaluated and was released without injury and cleared to drive.

OFFICIAL STARTING LINEUP
84th Indianapolis 500-Mile Race
Sunday, May 28, 2000

SP	CAR	YR	DRIVER	CAR NAME	C/E/T	TIME	SPEED
Row 1							
1	1	3	Greg Ray	Team Conesco/Quaker State/Moen/Menards	D/O/F	2:41.095	223.471
2	9	R	Juan Montoya	Target	G/O/F	2:41.166	223.372
3	11	4	Eliseo Salazar	Rio A.J. Foyt Racing	G/O/F	2:41.268	223.231
Row 2							
4	32	5	Robby Gordon	Turtle Wax/Burger King/Moen/Johns Manville/Menards	D/O/F	2:41.518	222.885
5	8	5	Scott Sharp	Delphi Automotive Systems/MCI WorldCom	D/O/F	2:41.573	222.810
6	14	3	Jeff Ward	Harrah's A.J. Foyt Racing	G/O/F	2:41.697	222.639
Row 3							
7	10	4	Jimmy Vasser	Target	G/O/F	2:42.180	221.976
8	92	2	Stan Wattles	Hemelgarn/Metro Racing	D/O/F	2:42.522	221.508
9	24	4	Robbie Buhl	Team Purex Dreyer & Reinbold Racing	G/O/F	2:42.633	221.357
Row 4							
10	51	10W	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	D//F	2:42.697	221.270
11	28	4	Mark Dismore	On Star/GM BuyPower/Bryant Heating & Cooling	D/O/F	2:42.918	220.970
12	5	1	Robby McGehee	Meijer/Energizer Advanced Formula/Mall.com	G/O/F	2:43.146	220.661
Row 5							
13	4	9	Scott Goodyear	Pennzoil Panther Dallara	D/O/F	2:43.170	220.629
14	18	R	Sam Hornish Jr.	Hornish Bros. Trucking/Advantage Powder Coating	D/O/F	2:43.268	220.496
15	98	2	Donnie Beechler	Cahill Racing	D/O/F	2:43.279	220.482
Row 6							
16	91	7W	Buddy Lazier	Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing	D/O/F	2:43.279	220.482
17	50	R	Jason Leffler	United Auto Group Special	G/O/F	2:43.327	220.417
18	3	12W	Al Unser Jr.	Galles ECR Racing Tickets.com Starz Encore Superpak	G/O/F	2:43.419	220.293
Row 7							
19	15	R	Sarah Fisher	Walker Racing Cummins Special	D/O/F	2:43.460	220.237
20	7	4	Stephan Gregoire	Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing	G/O/F	2:43.659	219.970
21	88	R	Airton Daré	TeamXtreme/USACredit.com/FreeInternet.com/G Force	G/O/F	2:43.659	219.970
Row 8							
22	12	4	Buzz Calkins	Bradley Motorsports/Team CAN	D/O/F	2:43.739	219.862
23	75	1	Richie Hearn	Pagan Racing IRL Spl.	D/O/F	2:43.773	219.816
24	55	11	Raul Boesel	EPSON	G/O/F	2:42.080	222.113
Row 9							
25	27	2	Jimmy Kite	Big Daddy's BBO/Founders Bank/Blueprint Racing Spl.	G/O/F	2:43.104	220.718
26	33	R	Jaques Lazier	Miles of Hope/Truscetti Team Racing	G/O/F	2:43.136	220.675
27	23	4	Steve Knapp	Dreyer & Reinbold Racing	G//F	2:43.421	220.290
Row 10							
28	16	4	Davey Hamilton	FreeInternet.com/TeamXtreme/G Force	G/O/F	2:43.727	219.878
29	6	1	Jeret Schroeder	Kroger/Tri Star Motorsports Inc.	D/O/F	2:44.142	219.322
30	22	4	Johnny Unser	Delco-Remy/Microdigicom/Homier Tools/G Force/Olds	G/O/F	2:44.334	219.066
Row 11							
31	41	4	Billy Boat	Harrah's A.J. Foyt Racing	G/O/F	2:44.480	218.872
32	90	4	Lyn St. James	Yellow Freight System	G/O/F	2:44.514	218.826
33	48	R	Andy Hillenburg	The Sumar Special By Irwindale Speedway	D/O/F	2:44.922	218.285
Alternates							
ALT	21	3	Dr. Jack Miller	Milk Chug/Opalescence/Century 21/Tristarmall.com	D/O/F	2:46.548	216.154
ALT	17	1	Scott Harrington	Nienhouse Motorsports Racing Special	D/O/F	2:46.689	215.971

2000 33-Car Field Average: 220.805 mph 1999 33-Car Field Average: 221.558 Difference: -0.753

Legend: R-Rookie (7); W-Former Winner (3)
Chassis Legend: D-Dallara (15); G-G Force (18)
Engine Legend: O-Oldsmobile (31); H-Infinity Indy (2)
Tire Legend: F-Firestone (33)

NUMERICAL STARTING LINEUP
84th Indianapolis 500-Mile Race
Sunday, May 28, 2000

Car	SP	YR	Driver	P.R. REPRESENTATIVE	C/E/T	Time	Speed
1	1	3	Greg Ray	Ted Quackenbush/Kathy Prather	D/O/F	2:41.095	223.471
3	18	12W	Al Unser Jr.	Cori Galles	G/O/F	2:43.419	220.293
4	13	9	Scott Goodyear	Jen Smith	D/O/F	2:43.170	220.629
5	12	1	Robby McGehee	Ruthie Culbertson	G/O/F	2:43.146	220.661
6	29	1	Jeret Schroeder	Linda Mansfield	D/O/F	2:44.142	219.322
7	20	4	Stephan Gregoire	David Amette	G/O/F	2:43.659	219.970
8	5	5	Scott Sharp	Shannon Poskon	D/O/F	2:41.573	222.810
9	2	R	Juan Montoya	Jana Griffith	G/O/F	2:41.166	223.372
10	7	4	Jimmy Vasser	Jana Griffith	G/O/F	2:42.180	221.976
11	3	4	Eliseo Salazar	Anne Fornoro	G/O/F	2:41.268	223.231
12	22	4	Buzz Calkins	Tim Tuttle	D/O/F	2:43.739	219.862
14	6	3	Jeff Ward	Anne Fornoro	G/O/F	2:41.697	222.639
15	19	R	Sarah Fisher	Lisa Sommers	D/O/F	2:43.460	220.237
16	28	4	Davey Hamilton	Bill Barnett	G/O/F	2:43.727	219.878
18	14	R	Sam Hornish Jr.	Michael Crawford	D/O/F	2:43.268	220.496
22	30	4	Johnny Unser	Leslie Incandela	G/O/F	2:44.334	219.066
23	27	4	Steve Knapp	Eric DeBorg	G/I/F	2:43.421	220.290
24	9	4	Robbie Buhl	Eric DeBorg	G/O/F	2:42.633	221.357
27	25	2	Jimmy Kite	Tom Moore	G/O/F	2:43.104	220.718
28	11	4	Mark Dismore	Shannon Poskon	D/O/F	2:42.918	220.970
32	4	5	Robby Gordon	Ted Quackenbush/Kinnon Marshall	D/O/F	2:41.518	222.885
33	26	R	Jaques Lazier	Melinda Truscelli	G/O/F	2:43.136	220.675
41	31	4	Billy Boat	Anne Fornoro	G/O/F	2:44.480	218.872
48	33	R	Andy Hillenburg	Teddy Boyer	D/O/F	2:44.922	218.285
50	17	R	Jason Leffler	Ruthie Culbertson	G/O/F	2:43.327	220.417
51	10	10W	Eddie Cheever Jr.	Ashleigh Higgins	D/I/F	2:42.697	221.270
55	24	11	Raul Boesel	Ruthie Culbertson	G/O/F	2:42.080	222.113
75	23	1	Richie Hearn	Dave Reinger	D/O/F	2:43.773	219.816
88	21	R	Airton Daré	Bill Barnett	G/O/F	2:43.659	219.970
90	32	4	Lyn St. James	Deb Turner	G/O/F	2:44.514	218.826
91	16	7W	Buddy Lazier	Rhonda Hemelgarn	D/O/F	2:43.279	220.482
92	8	2	Stan Wattles	Amy Textor	D/O/F	2:42.522	221.508
98	15	2	Donnie Beechler	Brad Kraut	D/O/F	2:43.279	220.482

2000 33-Car Field Average: 220.805 **1999 33-Car Field Average:** 221.558 **Difference:** -0.753

Legend: R-Rookie (7); W-Former Winner (3)
Chassis Legend: D-Dallara (15); G-G Force (18)
Engine Legend: O-Oldsmobile Aurora (31); I-Infiniti Indy (2)
Tire Legend: F-Firestone (33)

**2000 INDIANAPOLIS 500
Pit Lane Assignments
Sunday, May 28, 2000**

PIT	CAR	YR	DRIVER	CAR NAME	C/E/T	TIME	SPEED
1	14	3	Jeff Ward	Harrah's A.J. Foyt Racing	G/O/F	2:41.697	222.639
2	11	4	Eliseo Salazar	Rio A.J. Foyt Racing	G/O/F	2:41.268	223.231
3	9	R	Juan Montoya	Target	G/O/F	2:41.166	223.372
4	10	4	Jimmy Vasser	Target	G/O/F	2:42.180	221.976
5	28	4	Mark Dismore	On Star/GM BuyPower/Bryant Heating & Cooling	D/O/F	2:42.918	220.970
6	8	5	Scott Sharp	Delphi Automotive Systems/MCI WorldCom	D/O/F	2:41.573	222.810
7	24	4	Robbie Buhl	Team Purex Dreyer & Reinbold Racing	G/O/F	2:42.633	221.357
8	23	4	Steve Knapp	Dreyer & Reinbold Racing	G/I/F	2:43.421	220.290
9	32	5	Robby Gordon	Turtle Wax/Burger King/Moen/Johns Manville/Menards	D/O/F	2:41.518	222.885
----- Gasoline Alley -----							
10	1	3	Greg Ray	Team Conseco/Quaker State/Moen/Menards	D/O/F	2:41.095	223.471
11	51	10W	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	D/I/F	2:42.697	221.270
12	4	9	Scott Goodyear	Pennzoil Panther Dallara	D/O/F	2:43.170	220.629
12A	92	2	Stan Wattles	Hemelgarn/Metro Racing	D/O/F	2:42.522	221.508
14	91	7W	Buddy Lazier	Delta Faucet/Coors Light/Tae-Bo Hemelgarn Racing	D/O/F	2:43.279	220.482
15	5	1	Robby McGehee	Meijer/Energizer Advanced Formula/Mall.com	G/O/F	2:43.146	220.661
----- ABC Sports -----							
----- Start/Finish -----							
16	55	11	Raul Boesel	EPSON	G/O/F	2:42.080	222.113
17	50	R	Jason Leffler	UnitedAuto Group Special	G/O/F	2:43.327	220.417
18	98	2	Donnie Beechler	Cahill Racing	D/O/F	2:43.279	220.482
19	18	R	Sam Hornish Jr.	Hornish Bros. Trucking/Advantage Powder Coating	D/O/F	2:43.268	220.496
20	3	12W	Al Unser Jr.	Galles ECR Racing Tickets.com Starz Encore Superpak	G/O/F	2:43.419	220.293
21	15	R	Sarah Fisher	Walker Racing Cummins Special	D/O/F	2:43.460	220.237
22	12	4	Buzz Calkins	Bradley Motorsports/Team CAN	D/O/F	2:43.739	219.862
23	75	1	Richie Hearn	Pagan Racing IRL Spl.	D/O/F	2:43.773	219.816
24	27	2	Jimmy Kite	Big Daddy's BBO/Founders Bank/Blueprint Racing Spl.	G/O/F	2:43.104	220.718
----- Pit Opening -----							
25	33	R	Jaques Lazier	Miles of Hope.Truscelli Team Racing	G/O/F	2:43.136	220.675
26	7	4	Stephan Gregoire	Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing	G/O/F	2:43.659	219.970
27	90	4	Lyn St. James	Yellow Freight System	G/O/F	2:44.514	218.826
28	6	1	Jeret Schroeder	Kroger/Tri Star Motorsports Inc.	D/O/F	2:44.142	219.322
29	22	4	Johnny Unser	Delco-Remy/Microdigicom/Homier Tools/G Force/Olds	G/O/F	2:44.334	219.066
30	41	4	Billy Boat	Harrah's A.J. Foyt Racing	G/O/F	2:44.480	218.972
31	48	R	Andy Hillenburg	The Sumar Special By Irwindale Speedway	D/O/F	2:44.922	218.285
32	16	4	Davey Hamilton	FreeInternet.com/TeamXtreme/G Force	G/O/F	2:43.727	219.878
33	88	R	Airton Daré	TeamXtreme/USACredit.com/FreeInternet.com/G Force	G/O/F	2:43.659	219.970

2000 33-Car Field Average: 220.805 1999 33-Car Field Average: 221.558 Difference: -0.753

Legend: R-Rookie (7); W-Former Winner (3)
Chassis Legend: D-Dallara (15); G-G Force (18)
Engine Legend: O-Oldsmobile (31); H-Infiniti Indy (2)
Tire Legend: F-Firestone (15)

2000 RACE DAY PIT CREWS

CAR	DRIVER	GAR	PIT	TEAM MANAGER	CHIEF MECHANIC	RIGHT FRONT
1	G. Ray	B-22	10	Thomas Knapp E. Lansing, Mich.	Chris Sumner Batavia, Ohio	Dan Miller Lebanon, Ind.
3	A. Unser Jr.	A-16	20	Darren Russell Albuquerque, N.M.	Darren Russell Albuquerque, N.M.	Darren Russell Albuquerque, N.M.
4	S. Goodyear	C-29	12	John Barnes Indianapolis	Kevin Blanch Yorktown, Ind.	Kevin Blanch Yorktown, Ind.
5	R. McGehee	B-11	15	Skip Faul Orange, Calif.	Rick Hurford Santa Monica, Calif.	Skip Faul Orange, Calif.
6	J. Schroeder	C-15	28	Dennis Weeks Indianapolis	Derrick Stephan Houston	Derrick Stephan Houston
7	S. Gregoire	C-22	26	Emmanuel Lupe Paris	Rich Simon Dana Point, Calif.	Rich Simon Dana Point, Calif.
8	S. Sharp	A-11	6	Jim Freudenburg Terre Haute, Ind.	Robert Perez Denver	Robert Perez Denver
9	J. Montoya	B-25	3	Mike Hull Vista, Calif.	Steve Gough New Zealand	Robin Hill Woking, England
10	J. Vasser	B-27	4	Andy Graves Syracuse, N.Y.	Gary Neal London	Ricky Davis Phoenix
11	E. Salazar	A-4	2	Craig Baranouski Quincy, Mich.	Bill Spencer Brenham, Texas	Bill Spencer Brenham, Texas
12	B. Calkins	B-31	22	Mike Collier United Kingdom	Todd Tapply Denver	Todd Tapply Denver
14	J. Ward	A-2	1	Craig Baranouski Quincy, Mich.	Dave Milby Houston	Dave Milby Houston
15	S. Fisher	A-6	21	Rob Edwards Glen Ridge, N.J.	Ron Catt Brownsburg, Ind.	Ron Catt Brownsburg, Ind.
16	D. Hamilton	C-3	32	John Lopes New Fairfield, Conn.	John King Sodus, Mich.	Terry Wilbert Louisville, Ky.
18	S. Hornish Jr.	A-32	19	A.J. Watson Los Angeles	Paul Murphy Liverpool, England	Paul Murphy Liverpool, England
22	J. Unser	A-27	29	Sal Incandela Clermont, Ind.	Mark Killgo Indianapolis	Mark Killgo Indianapolis
23	S. Knapp	B-5	8	Mitch Davis Huntingdon, Pa.	Matt Demar Albuquerque, N.M.	Stephen Bynum Houston

2000 RACE DAY PIT CREWS

RIGHT REAR	LEFT FRONT	LEFT REAR	FUELER	VENT/AIR JACK
Paul Taylor London	John Slater Indianapolis	Chris Sumner Batavia, Ohio	Gary Pennison Sr. E. Lansing, Mich.	Larry Rutkauskas Pasco, Wash.
Russ Marr Albuquerque, N.M.	Donnie Miller Albuquerque, N.M.	Steve Esqueda Albuquerque, N.M.	Paul Hennessy Albuquerque, N.M.	Tim McRee Albuquerque, N.M.
Bobby Grubbs Indianapolis	Keith Jones Nashville, Ind.	Chris Welch Indianapolis	Tom Howatt Indianapolis	Steven Namisnak Indianapolis
Sean Birmingham Torrance, Calif.	Rick Hurford Santa Monica, Calif.	Clarke Drake Lomita, Calif.	Ted Bitting Des Moines, Iowa	Mike Battersby Adrian, Mich.
Buddy Urbanski Chicago	Rich Armour Cincinnati	Dane Curry Glendale, Ariz.	Dennis Weeks Indianapolis	Luke Wethington Indianapolis
Justin McLean San Clemente, Calif.	Mark Simon Dana Point, Calif.	Mark McGuire Lake Elsinore, Calif.	Rob Lawson Lake Elsinore, Calif.	Tim Horgan Dana Point, Calif.
Scott Marks Huber Heights, Ohio	Josh Davis-Butte Carmel Valley, Calif.	John Worth Morrisville, Ind.	Carlos Fernandez Macau, China	Brian Hornick Danville, Ind.
Simon Hodgson Pickering, England	Wayne Westplate Kenosha, Wis.	Greg Stsydesky San Diego	Tim Keene Marlette, Mich.	Barry Wanser Otisville, N.Y.
Dave Higuera San Francisco	Keith Vennal Weston, England	Donny Skinner Brighton, Mich.	Mark Bruce Indianapolis	Matt Swan Napa, Calif.
Bill Davis Monterey, Calif.	Jim Bailie Jacksonville, Fla.	Cody Zobac Cedar Rapids, Iowa	Glenn Wheeler Long Beach, Calif.	Kevin Murray Waller, Texas
Greg Cates Columbus, Ohio	Jimmy Johnson Denver	Greg Cooke Denver	Greg Martin Seattle	Mike Fisher Columbus, Ohio
Wayne Gape Waller, Texas	Jonas Burnett Carthage, Texas	Dan Hines Garland, Texas	Larry Humphries Kokomo, Ind.	Brett Barnhart Indianapolis
Paul Sheehan Bird Island, Minn.	Craig Ramsey San Diego	Keith Beck Auckland, New Zealand	Steve Phillips Bozeman, Mont.	Rich Howard Seattle
Jeremy Milless Columbus, Ohio	Tony Khoury Dallas	Danny Hunter Dallas	Bryan Fisher Chandler, Ariz.	Ronnie Dettays Tipp City, Ohio
TBA	John Pearson Greeley, Colo.	Mike Fisk Indianapolis	Gerry Cook Davis, Calif.	Dwight Ash Cincinnati
Marc Baultman Indianapolis	Yvan Turoctie Quebec	Vince Kremer Indianapolis	Andy Greene Indianapolis	Dave Sparley Indianapolis
Matt Demar Albuquerque, N.M.	Jason Beck Indianapolis	Richard Fried Indianapolis	Mitch Fink Indianapolis	Wayne Selman Albuquerque, N.M.

2000 RACE DAY PIT CREWS

CAR	DRIVER	GAR	PIT	TEAM MANAGER	CHIEF MECHANIC	RIGHT FRONT
24	R. Buhl	B-6	7	Mitch Davis Huntingdon, Pa.	John O'Gara Beech Grove, Ind.	John O'Gara Beech Grove, Ind.
27	J. Kite	A-20	24	Brad McCannless Park Ridge, Ill.	Randy Ruyle Colorado Springs, Colo.	Randy Ruyle Colorado Springs, Colo.
28	M. Dismore	A-10	5	Jim Freudenburg Terre Haute, Ind.	Glenn Scott Athens, Ga.	Glenn Scott Athens, Ga.
32	R. Gordon	B-23	9	Thomas Knapp Foxhome, Minn.	Chris Sumner Batavia, Ohio	Dave Forbes Norco, Calif.
33	J. Lazier	B-30	25	Anthony Tomasi Centereach, N.Y.	Bill Winkelblech Colorado Springs, Colo.	Bill Winkelblech Colorado Springs, Colo.
41	B. Boat	A-1	30	Craig Baranouski Quincy, Mich.	Joe Kennedy Indianapolis	Doug Barnes Indianapolis
48	A. Hillenburg	A-29	31	Timothy Bumps Los Angeles	Brad Forth Toronto	Brad Forth Toronto
50	J. Leffler	B-10	17	Skip Faul Orange, Calif.	Jamie Nanny Indianapolis	Jamie Nanny Indianapolis
51	E. Cheever Jr.	B-32	11	Richard Caron Saratoga Springs, N.Y.	Owen Snyder III Janesville, Wis.	Owen Snyder III Janesville, Wis.
55	R. Boesel	A-25	16	Dave Conti Pittsboro, Ind.	Dave Conti Pittsboro, Ind.	Mike Anderson Auckland, New Zealand
75	R. Hearn	A-17	23	Rob Edwards Glen Ridge, N.J.	Jack Pegues Los Angeles	Mike Cicciarelli Brownsburg, Ind.
88	A. Dare'	C-5	33	John Lopes New Fairfield, Conn.	Mark Lubin Camarillo, Calif.	Mark Weida San Clemente, Calif.
90	L. St. James	C-25	27	Steve Melson Indianapolis	John Martin Irvine, Calif.	Steve Melson Indianapolis
91	B. Lazier	C-18	14	Lee Kunzman Indianapolis	Dennis LaCava Danbury, Conn.	Dennis LaCava Danbury, Conn.
92	S. Wattles	C-19	12a	Greg Wattles Port St. Lucie, Fla.	John West Fountain Valley, Calif.	John West Fountain Valley, Calif.
98	D. Beechler	C-7	18	Larry Cahill North Liberty, Iowa	Rob Long Blairstown, Iowa	Kevin Hertle Keystone, Iowa

2000 RACE DAY PIT CREWS

RIGHT REAR	LEFT FRONT	LEFT REAR	FUELER	VENT/AIR JACK
Mitch Davis Huntingdon, Pa.	Brad Brewer Indianapolis	Gary Penission Jr. Indianapolis	Phil Davis Huntingdon, Pa.	Roy (Bubba) McAdams Cedar Crest, N.M.
Gil Kaszoba Shelton, Conn.	Cade Sothall Melbourne, Australia	Billy Bignotti San Francisco	Steve Farkley Chicago	Layne Colvert Colorado Springs, Colo.
John Crow Long Beach, Calif.	Tom Huntley Renwick, Iowa	Kevin Miller Speedway, Ind.	Les Huntley Renwick, Iowa	Mark Sampson Dayton, Ohio
Pat Hawley Reading, Pa.	Troy Steven San Francisco	Johnny Kaiser Irvine, Calif.	Randy Rodriguez Mooresville, N.C.	Mark Morgan Chino Hills, Calif.
Anthony Tomasi Centereach, N.Y.	Neil Wheatley Eastbourne, England	Craig Horst Denver	Chandler Bruning Colorado Springs, Colo.	Bill Patterson Colorado Springs, Colo.
Ron Smith Indianapolis	Bob Burgy Indianapolis	Don Jones Indianapolis	Jeff Collins Indianapolis	Gerry Greggerson Indianapolis
Eric Stewart Chicago	Warren Wilson Columbus, Ohio	Jay Imkee Indianapolis	Tom Bose Indianapolis	Ty Manseau Duluth, Minn.
Andy Bondio Redondo Beach, Calif.	Phil McRobert New Zealand	Adam Erwin Doylestown, Pa.	Dave Morgan Indianapolis	Paul Ross Speedway, Ind.
Robin Boling Avon, Ind.	Dane Harte New Zealand	Coary Frost Romeo, Mich.	David Bishop Eau Claire, Mich.	Rob Chanell Altoona, Iowa
Ron Heck St. Paul, Minn.	Steve Fried Cleveland	Rick Duman Speedway, Ind.	Tom Beaudrie Indianapolis	Jeff Darks Nashville, Tenn.
Jason Weatherford Pittsboro, Ind.	Neil Brown Bristol, England	Gilbert Swafford Phoenix	Dan Hare Pittsburgh	Tom Fuery Albuquerque, N.M.
Jeremy Johnson LaHabra, Calif.	Scott Hackfield Dallas	Mark Lubin Camarillo, Calif.	Kris Sharp Rockwall, Texas	Don Textor San Clemente, Calif.
John Martin Jr. Irvine, Calif.	Tony Reed Indianapolis	Gary Green Indianapolis	Norman Chastain Indianapolis	Louie Gennuso Fresno, Calif.
Gary Miller Indianapolis	Brandon Andrus Salt Lake City	Lindsey Holland New Zealand	Greg Garnet Brownsburg, Ind.	Jeff Rowlance New Zealand
Dave Pace Indianapolis	Matt LoBrutto Port St. Lucie, Fla.	Mark Lamb Plainfield, Ind.	Bruce Thompson Indianapolis	Kevin Fox Thornton, Calif.
Bill Wharton Cedar Rapids, Iowa	Brad Kraut Marion, Iowa	Rob Long Blairstown, Iowa	Rudy Cahill Cedar Rapids, Iowa	Jim Sermons Dallas

DAY 11 – SUNDAY, MAY 28, 2000 – RACE DAY

Good morning.

Anton H. (Tony) George, president and CEO of the Indianapolis Motor Speedway, members of the Hulman-George family and the entire Speedway staff welcome you to the start of the 84th Indianapolis 500-Mile Race.

Order of the Day:

5 a.m.	Public gates open, all stands open
8 a.m.	Spectacle of the Bands
8:30 a.m.	Race cars in the pits (apron)
9:40 a.m.	“On the Banks of the Wabash,” Purdue Band; race cars to starting positions
9:44 a.m.	Track lap for Korean War veterans
9:47 a.m.	Festival Caravan – Festival directors with princesses and Marion County Sheriff Motorcycle Drill Team
10 a.m.	Engine warm-up
10:06 a.m.	Engine warm-up completed
10:07 a.m.	Race car fueling
10:10 a.m.	Legends of the Speedway lap, two laps
10:25 a.m.	Driver introductions, Dave Calabro
10:37 a.m.	“America the Beautiful,” Florence Henderson
10:40 a.m.	National anthem, Jessica Andrews
10:42 a.m.	Invocation, Archbishop Daniel M. Buechlein
10:45 a.m.	Recognition of Memorial Day and Korean War Tribute by William Cohen, U.S. Secretary of Defense
10:47 a.m.	“Taps,” Purdue Band; flyover by AV-8B jets
10:49 a.m.	“Back Home Again in Indiana,” Jim Nabors
10:52 a.m.	Command, “Start Your Engines,” Mari Hulman George
10:53 a.m.	Cars pull from grid, led by 2001 Oldsmobile Aurora Pace Car driven by actor Anthony Edwards
11 a.m.	Start of the 84 th 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 box scores. Prize money will be announced at the Victory Celebration tonight.

The 85th running of the Indianapolis 500 is scheduled for Sunday, May 27, 2001. Ticket information is on pages 20-21 of the 2000 Indianapolis 500 Official Program.

The 33-car field, aligned in 11 rows of three, will get the green flag on the third time past the flag stand. The chief starter is Bryan Howard. Howard Katz, president of ABC Sports, is the honorary starter.

Actor Anthony Edwards, star of the NBC drama “ER,” will drive the 2001 Oldsmobile Aurora Pace Car for the start of the “500.” On yellow-light situations, Don Bailey will be the driver with Jim Haynes as Pace Car observer. Under the caution, cars will close up behind the Pace Car.

The “500” is being televised live by ABC and available to countries around the world. The Indy Racing Radio Network will broadcast the race to more than 550 stations around the United States.

DAY 11 -- SUNDAY, MAY 28, 2000 -- RACE DAY (cont.):

Race specifics, from drivers' meeting Saturday:

- The restart rules have changed for the 2000 race. On the last lap before a restart, the Pace Car will exit the track at Turn 1, leaving the lead car to pace the lap.
- The green flag will drop late on the Lap 1 start to attempt to allow all 11 rows of the field to be on the main straightaway.
- Drivers cannot pass at the start of the race until they cross the start/finish line. Drivers can pass before the line on restarts, once the green flag flies.
- Stalled cars will not be towed in after Lap 190, and cars cannot re-enter the race after Lap 190.
- The race becomes official after 101 laps.
- The pit-lane speed limit is 80 mph.
- Fuel allotment per car is 285 gallons, including fuel in car at start of race.

Entry updates since Coors Carb Day, Thursday, May 25:

- The Blueprint Racing Enterprises entry driven by Jimmy Kite is now the Big Daddy's BBQ/Founders Bank/Blueprint Racing Spl. G Force/Oldsmobile/Firestone.

Many Indy Racing Northern Light Series drivers and crew members were honored with special awards Saturday during the drivers' meeting for the Indianapolis 500 adjacent to the start/finish line at the Indianapolis Motor Speedway.

PPG Pole Award: Greg Ray, Team Menard

Ray earned \$100,000 and a trophy for winning the pole. He dedicated the award to Team Menard crewmember Gary Gooch, who is suffering from bone cancer. PPG also presented a commemorative ring and \$15,000 awards to each of the 33 starters.

Clint Brawler Mechanical Excellence Award: Paul Murphy, PDM Racing.

Murphy, chief mechanic for rookie Sam Hornish Jr., earned \$5,000 and a trophy from Firestone for showing the mechanical skill, perseverance, dedication and enthusiasm of legendary Indianapolis 500 mechanic Clint Brawler.

Snap-on/Championship Association of Mechanics Top Wrench Award: Glenn Scott, Kelley Racing.

Scott, chief mechanic for Mark Dismore, earned this award for displaying mechanical excellence during practice and qualifications this month.

STP Unsung Hero Award: Phil Casey, Indy Racing League technical director.

A.J. Foyt received a miniature replica of the Borg-Warner Trophy from Borg-Warner in honor of Kenny Brack's victory last year in the Indianapolis 500. Foyt owned the car driven by Brack, who couldn't attend the meeting because he was competing in a CART event at Nazareth, Pa. Foyt also accepted an American Dairy Association milk bottle on behalf of Brack.

The Scott Brayton Driver's Trophy will be presented at the Victory Celebration tonight.

In addition to the awards presented at the drivers' meeting, the Louis Schwitzer Award was presented Friday to Paul Burgess, chief designer for the Indy Racing G Force GF05 chassis.

Burgess earned a \$5,000 cash prize for winning the award, named after dynamic automotive pioneer Louis Schwitzer. The Indiana Section, Society of Automotive Engineers (SAE) has presented the award annually since 1967.

DAY 11 -- SUNDAY, MAY 28, 2000 -- RACE DAY (cont.):

Borg Warner sponsors the award, presented for engineering excellence in design and development.

The G Force GF05 chassis offers increased safety and performance enhancements.

CART team owner Roger Penske, who earned his 100th open-wheel victory Saturday at Nazareth, Pa., was a visitor in the pits this morning. CART team owner Carl Hogan was a visitor to the garage area.

John Fugate, former assistant to Speedway publicity director Al Bloemker, was a visitor to the Speedway this morning. He is director of entertainment for the Circus Hall of Fame in Peru, Ind. For the last six weeks, he has served as the ringmaster at Circus Circus Hotel and Casino in Reno, Nev., working several 12-hour shifts so he could take time off to attend today's race.

Fugate worked in a variety of roles at the Speedway, including Daily Trackside Report editor, program editor and in the Hall of Fame Museum.

Academy Award-winning actor Ernest Borgnine attended the drivers' meeting Saturday as a guest of longtime car owner Andy Granatelli. Borgnine also is attending the race today.

South Beach Beverage Co., which produces SoBe iced tea, juices and other fine beverages, will be an associate sponsor of the #6 Kroger/Tri Star Motorsports Inc. Dallara/Oldsmobile/Firestone driven by Jeret Schroeder starting with today's race.

SoBe (short for South Beach) beverages carry the slogan "a healthy refreshment" because they are fortified with herbs and minerals. The sponsorship program includes signage on the car and a promotion at Kroger food stores throughout the summer. Kroger will feature SoBe products in its stores and in advertisements.

SoBe also sponsors ARCA stock car driver Norm Benning, PGA golf pro John Daly and pro beach volleyball player and model Gabrielle Reese.

Walker Racing owner Derrick Walker announced a new associate sponsorship with freeinternet.com for the #15 Walker Racing Cummins Special Dallara/Oldsmobile/Firestone driven by rookie Sarah Fisher for today's race.

Freeinternet.com provides free and anonymous Internet service to more than 2.2 million registered users in 1,500 cities in all 50 states. Freei gives consumers free Internet access, e-mail, news, chat, free long distance calling, free Web site hosting, shopping in the freeimall and more.

Freeinternet.com is the primary sponsor of the TeamXtreme entry driven by Davey Hamilton and an associate sponsor of the TeamXtreme entry driven by rookie Airton Daré.

Arie Luyendyk Jr., son of two-time Indianapolis 500 winner Arie Luyendyk, finished fifth in the U.S. F2000 race Saturday night at Indianapolis Raceway Park.

Target/Chip Ganassi Racing teammates Juan Montoya and Jimmy Vasser will complete their weekend racing odyssey today in the Indianapolis 500. Montoya finished fourth in the CART event at Nazareth, Pa., with Vasser finishing seventh.

DAY 11 -- SUNDAY, MAY 28, 2000 -- RACE DAY (cont.):

Rookie Jason Leffler also is participating in his second race in as many days, as he finished 21st in the NASCAR Busch Series race at Lowe's Motor Speedway in Charlotte, N.C.

Robby Gordon will attempt today to become just the third driver to race in the Indianapolis 500 and the Coca-Cola 600 NASCAR Winston Cup race in Charlotte, N.C., on the same day. Gordon will start fourth in this race and 42nd at Charlotte after using a provisional starting position.

John Andretti, in 1994, and Tony Stewart, last year, are the only drivers to pull off the grueling daily double.

Four-time Indianapolis 500 winner Rick Mears will serve as a spotter for rookie Jason Leffler in today's race. Leffler's primary sponsor, UnitedAuto Group, is owned by CART team owner Roger Penske. Mears works as a consultant to Penske Racing.

Television and newspaper political analyst and columnist Robert Novak is attending today's race. The last time he attended the Indianapolis 500 was in 1956.

Rain began falling at the Speedway at 10:07 a.m. local time. The rain stopped within 20 minutes, and track-drying efforts started immediately.

Actor James Garner chatted with longtime friend and two-time Indianapolis 500 winner Rodger Ward in the garage area this morning. Garner is recovering from knee-replacement surgery.

Garner has attended the Indianapolis 500 regularly since 1958 and drove the Pace Car in 1975, 1977 and 1985.

JAMES GARNER: "I'm standing a little taller. About 2 inches!"

Cure Autism Now, a national foundation that promotes awareness of autism, has a major presence at the 84th Indianapolis 500.

CAN signage and a unique paint scheme appear on the #12 Bradley Motorsports/Team CAN Dallara/Oldsmobile/Firestone driven by Buzz Calkins.

Television star Anthony Edwards, driver of the 2001 Oldsmobile Aurora Pace Car, is the national spokesman for CAN. Edwards works tirelessly to help CAN achieve its goals of increased awareness of autism, a neurological disease that occurs in one of every 500 births.

Edwards has donated his time to develop a public-service announcement jointly with Indy Racing Northern Light Series sponsor Northern Light that focuses on the race to cure autism. CAN and Northern Light will use both a broadcast and Internet version of the announcement to raise awareness of the disease.

The start of the Indianapolis 500 was last delayed by rain in 1998, when early-morning showers delayed the start of the race for 36 minutes.

PPG Pole winner Greg Ray took advantage of the rain delay by taking a nap on a storage shelf in the Team Menard garage around 11:30 a.m.

As of 11:30 a.m., Robby Gordon still planned to attempt the daily double of driving in the Indianapolis 500 this afternoon and the Coca-Cola 600 NASCAR Winston Cup race tonight at Charlotte, N.C.

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After Gordon is finished with the Indianapolis 500, a golf cart will transport him from the Team Menard pits to the Clarian Emergency Medical Center, where he will receive intravenous fluids in preparation for tonight's race at Charlotte.

If the rain delay here prevents Gordon from travelling to Charlotte, P.J. Jones is standing by at Lowe's Motor Speedway to drive Gordon's car, spokesman Kinnon Marshall said. Jones is the son of 1963 Indianapolis 500 winner Parnelli Jones.

Light rain resumed at the Speedway at 11:55 a.m., ending within four minutes. Light rain resumed again at 12:15 p.m., stopping again at approximately 12:40 p.m.

Actor Anthony Edwards, driver of the 2001 Oldsmobile Aurora Pace Car and national spokesman for Cure Autism Now, talked today during the rain delay about his work with the foundation along with CAN Founder Jon Shestack.

ANTHONY EDWARDS: "Well, here we are. I got in the Oldsmobile Aurora, and the windshield wipers went on. I looked at Parnelli (Jones) and thought, 'That's not a good sign.' I told Parnelli, 'I can't get in the Oldsmobile and have the windshield wipers go on automatically. That's embarrassing.' Well, maybe Oldsmobile knew something we didn't." (About autistic boy that he met Thursday): "One of the things that happened on Carburetion Day was an autistic boy I met named Ben. Autistic kids obsess, and this boy was obsessing with the number 12 for the last two years. To the point, where he wore the same clothes this year that he wore last year because he wanted Buzz (Calkins) to recognize him. He even has Buzz's picture on his computer at home so that he can say good night to Buzz at night before he goes to bed. The irony of this story is that a year later the boy comes back, and Buzz's car is supporting CAN." (About involvement with Indianapolis 500): "Indy, the Speedway and Northern Light, everybody has been very welcoming and so supportive, and many of the other teams. I was at the drivers' meeting the other day. Everyone is so great. I'm truly just a race fan. That's where my heart is." (If Jay Leno can drive the Pace Car, you can, too, right?): "Exactly." (Are you nervous about driving Pace Car?): "The way I look at it, I've got 36 million (watching "ER") on Thursday night, so I can do this." (How do you balance your interest in racing and CAN?): "The way I can combine race weekends with charity, my wife just can't figure out how I manage that one." (About start of race): "We have worked out a little signal. I'm going to stick my hand out (of the window) and wave. Greg Ray is going to move over, and Buzz is going to come right up to the front."

JON SHESTACK (Founder, CAN): "Autism is a disease that affects young children, mostly males, and it appears at about the age of 1 year. The thing that most people don't know is that it's really not rare. It affects about 400,000 families in America. We got involved in this for awareness. When you have a car that is seen by 400,000 people in the stands and countless millions at home, it's an incredible opportunity for us." (About how alliance with Bradley Motorsports was formed): "Robert (York) put this project together. They came to us, and we said this was a perfect fit for us." (About unique black-and-white color scheme of the CAN car): "That really works in our favor because we're trying to get awareness. The fans really like the way the car looks. It's definitely more memorable than a red car. I've counted—there are four red cars out there, and this one is definitely memorable." (Will CAN alliance with Bradley Motorsports continue past Indianapolis?): "The response has been so positive that I think we will be able to keep it going." (How did you meet Anthony Edwards?): "I knew him from long ago. I produce movies, and we met through the movie business. He was looking for a cause to support, something that

DAY 11 -- SUNDAY, MAY 28, 2000 -- RACE DAY (cont.):

(John Shestack – cont.) was not political and really needed some help. He has become a total master of the subject. He has testified in Washington, done talk shows. A bill just passed the House (of Representatives) that will bring \$40 million in research funds for autism and other causes.”

PRE-RACE:

1:15 p.m. -- Indy Racing League Director of Racing Operations Brian Barnhart said the race would start between 1:45 and 2 p.m. if no more rain fell.

1:30 p.m. – Weather at Indianapolis International Airport: 64 degrees, 77 percent relative humidity, northwest winds at 9 mph, cloudy skies.

1:45 a.m. – Track temperature 81 degrees, according to Firestone engineers. Sun breaks through clouds for first time since early this morning.

1:49 a.m. – Moisture reported on north end of track, delaying start for approximately 10 minutes.

2:01 p.m.: Speedway Chairman Mari Hulman George gives “Ladies and gentlemen, start your engines” command. All 33 cars on grid fired and running immediately after command.

2:03 p.m.: Cars rolling from grid to start parade lap, with actor Anthony Edwards driving 2001 Oldsmobile Aurora Pace Car. All 33 starters are rolling.

RACE RUNNING:

Lap 1: **GREEN**.#32 Gordon, #1 Ray wheel to wheel into Turn 1. Ray keeps lead. Gordon climbs to second. #9 Montoya passes #32 Gordon for second in short chute between Turns 3 and 4.

-- This is the third consecutive year that the pole sitter has led the first lap.

-- This is the first time since 1994 that all 33 starters have been on the track to take the green flag.

Lap 2: #1 Ray leads #9 Montoya by 1.147 seconds. #51 Cheever climbs from 10th to eighth.

Lap 3: #1 Ray leads #9 Montoya by .943 of a second. #32 Gordon third, 3.66 seconds behind Ray.

Lap 5: #1 Ray leads #9 Montoya by .689 of a second. Top 10: #1 Ray, #9 Montoya, #32 Gordon, #11 Salazar, #14 Ward, #8 Sharp, #51 Cheever, #10 Vasser, #92 Wattles, #24 Buhl.

Lap 8: #1 Ray leads #9 Montoya by 1.144 seconds. #51 Cheever up to seventh.

Lap 10: Top 10: #1 Ray, #9 Montoya, #32 Gordon, #11 Salazar, #14 Ward, #8 Sharp, #51 Cheever, #10 Vasser, #92 Wattles, #24 Buhl. #22 J. Unser to pits, engine cowlings off.

Lap 13: #1 Ray, #9 Montoya starting to hit lapped traffic. #32 Gordon passes #9 Montoya for second on front straightaway.

Lap 14: #9 Montoya passes #32 Gordon for second in short chute between Turns 3 and 4 as Gordon was behind lapped car of #90 St. James.

Lap 15: #1 Ray leads #9 Montoya by 1.741 seconds.

Lap 16: #22 J. Unser back on track, eight laps down. Changed spark box in pits.

Lap 17: #1 Ray leads #9 Montoya by 1.008 seconds. #11 Salazar up to third, #32 Gordon fourth.

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RACE RUNNING (cont.):

Lap 19: #9 Montoya drops below white line in short chute between Turns 3 and 4 to pass lapped car of #23 Knapp.

Lap 20: #1 Ray leads #9 Montoya by 1.070 seconds. Leaders: #1 Ray, #9 Montoya, #11 Salazar, #32 Gordon, #14 Ward, #8 Sharp, #51 Cheever, #10 Vasser, #92 Wattles, #24 Buhl.

Lap 21: #18 Hornish to pits. Four tires and fuel. Stalled engine. Car returns to track. Possible fuel pickup problem, PDM team reported.

Lap 24: #1 Ray leads #9 Montoya by .873 of a second. Average race speed: 211.805 mph.

Lap 25: #92 Wattles to pits. Four tires, fuel, 30 seconds.

Lap 26: #33 J. Lazier, #27 Kite to pits, four tires and fuel. Times: #33 J. Lazier 32 seconds, #27 Kite 19 seconds.

Lap 27: #9 Montoya passes #1 Ray with inside move on front straightaway for lead. Cars were four abreast.

-- #9 Juan Montoya is the 47th driver to lead the race in his first Indianapolis 500 start. Montoya also is the 169th driver to lead the "500."

-- #1 Greg Ray led the first 26 laps of the race. The record for most consecutive laps led from the start is 92 by Emerson Fittipaldi in 1990.

Lap 28: #1 Ray passes #9 Montoya for lead in Turn 1. #32 Gordon, #14 Ward, #11 Salazar, #1 Ray, #88 Dare, #48 Hillenburg to pits. Four tires, fuel for all. Times: #32 Gordon 15 seconds; #14 Ward 15 seconds; #11 Salazar 13 seconds; #1 Ray 15 seconds; #48 Hillenburg 15 seconds; #88 Dare 18 seconds.

Lap 28: #3 Unser to pits, four tires and fuel. Time: 13 seconds.

Lap 29: #8 Sharp, #51 Cheever, #9 Montoya, #4 Goodyear, #91 B. Lazier to pits. Four tires and fuel for all. Times: #8 Sharp 25 seconds, #51 Cheever 15 seconds, #9 Montoya 11 seconds, #4 Goodyear 14 seconds, #91 B. Lazier 24 seconds.

Lap 30: #6 Schroeder, #16 Hamilton, #98 Beechler, #12 Calkins, #15 Fisher to pits. Four tires and fuel for all. #75 Hearn missed pit stall, returning to track. #15 Fisher stalled in pits. Times: #6 Schroeder 16 seconds, #16 Hamilton 17 seconds, #98 Beechler 16 seconds, #12 Calkins 13 seconds, #15 Fisher 34 seconds. #10 Vasser to lead.

-- Vasser led 20 laps in the 1995 Indianapolis 500, his last start in this event.

Lap 31: #5 McGehee leads as #10 Vasser slows to pit. #10 Vasser, #24 Buhl second and third, respectively, when entering pit lane. #7 Gregoire, #41 Boat, #75 Hearn, #55 Boesel, #28 Dismore, #10 Vasser to pits. Four tires and fuel. Times: #10 Vasser 12 seconds.

Lap 32: #5 McGehee, #23 Knapp to pits. Four tires and fuel. #23 Knapp stalls engine. Times: #5 McGehee 18 seconds. #23 Knapp 88 seconds.

Lap 33: #9 Montoya regains lead as field cycles through pit stops.

Lap 34: #9 Montoya leads second place #32 Gordon by 11.852 seconds.

Lap 50: Leaders: 9, 32, 11, 51, 14, 91, 1, 10, 3, 5. #1 Montoya leads by 7.518 seconds.

Lap 55: #9 Montoya leads #32 Gordon by 21.866 seconds. #32 Gordon to pits, four tires and fuel, 13 seconds.

Lap 56: #14 Ward to pits, four tires and fuel, 14 seconds.

Lap 57: #11 Salazar to pits, four tires and fuel, 13 seconds. Average race speed: 207.444 mph.

Lap 58: #9 Montoya leads second place #51 Cheever by 20.404 seconds.

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RACE RUNNING (cont.):

Lap 59: #91 B. Lazier to pits, four tires and fuel, 14 seconds. #3 A. Unser to pits, four tires and fuel, 13 seconds.

Lap 60: #51 Cheever, #1 Ray, #7 Gregoire to pits, four tires and fuel, 15 seconds for all.

Lap 61: #9 Montoya leads second place #10 Vasser by 30.180 seconds. #4 Goodyear to pits, four tires and fuel, 14 seconds. #15 Fisher to pits, four tires, fuel, stalls on exit, 28 seconds.

Lap 62: #8 Sharp to pits, four tires and fuel, 20 seconds. Team reports problem with fuel connection.

Lap 63: #9 Montoya to pits, four tires and fuel, 13 seconds. #50 Leffler to pits, four tires and fuel, 16 seconds.

Lap 64: #10 Vasser to pits, four tires and fuel, 12 seconds. #28 Dismore to pits, four tires and fuel, 14 seconds.

Lap 65: #24 Buhl to pits, four tires and fuel, 26 seconds. #55 Boesel to pits, four tires and fuel, 40 seconds.

Lap 66: **YELLOW**. Broken front-right wheel assembly for #1 Ray. #1 Ray hit outside retaining wall with right front wheel when exiting Turn 2. Smoke trails from #3 A. Unser. Apparent damage to left sidepod for #3 Unser. Car shut off, to garage. #1 Ray also to garage for change of suspension.

Crew for #3 A. Unser reports damage to Unser's car due to hitting piece of debris from accident of #1 Ray. Galles ECR Racing changing radiator on Unser's car, team spokesperson Cori Galles said.

GREG RAY: "We took downforce out because we selected the wrong gears. We got caught by the wind. With the gust coming down out of (Turn) 2, what can you do?"

Lap 67: #88 Dare to pits, four tires and fuel, 11 seconds. #5 McGehee to pits, four tires and fuel, 14 seconds.

Lap 69: #15 Fisher to pits, fuel only, 11 seconds.

Lap 70: #50 Leffler reports that he is losing his radio communication.

Lap 71: **GREEN**. #9 Montoya leads, #32 Gordon second, #91 B. Lazier third.

Lap 74: **YELLOW**. #90 St. James hits outside retaining wall in start of Turn 1. #15 Fisher in middle of Turn 1, #90 St. James on outside in three-wide situation entering Turn 1. Fisher hit outside retaining wall in short chute between Turns 1 and 2. Both hit with right side of car.

Lap 75: #32 Gordon to pits, four tires and fuel, 12 seconds. #11 Salazar to pits, fuel only, nine seconds. #14 Ward to pits, fuel only, nine seconds. #27 Kite to garage.

Lap 78: #3 Unser returning to pits from garage. #51 Cheever to pits, four tires and fuel, 14 seconds.

Medical update from Dr. Henry Bock, Speedway medical director: #90 Lyn St. James was evaluated and released from Clarian Emergency Medical Center and was cleared to drive.

Lap 80: #16 Hamilton stalls on back straightaway. Electrical problems.

Lap 82: #91 B. Lazier to pits, four tires and fuel, 14 seconds.

Lap 84: **GREEN**. Leaders at green flag: #9 Montoya, #10 Vasser, #5 McGehee, #88 Dare, #11 Salazar.

Lap 85: #9 Montoya leads #10 Vasser by 6.88 seconds.

Lap 87: #9 Montoya leads #10 Vasser by 8.125 seconds.

Lap 88: #9 Montoya leads #10 Vasser by 9.2488 seconds.

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RACE RUNNING (cont.):

JIMMY KITE: "We're making changes every pit stop. The car was getting better and better. If I was running 120 laps from now, then I'd be happy."

Lap 92: #9 Montoya leads #5 McGehee by 14.830 seconds.

Lap 93: #75 Hearn to pits, team reports electrical problem.

LYN ST. JAMES: "My car wasn't handling well. I was driving with my mirrors a lot. We did a lot of work on it on that last yellow-flag stop. I saw a car coming behind me into Turn 1. I took a defensive line but wanted to stay out of the loose stuff. Whoever it was, I was surprised they would try to force a pass at that point. I'm extremely disappointed it happened, but I'm even more disappointed it happened under these circumstances."

Lap 97: #48 Hillenburg in pits, removes steering wheel. Rear wheel bearing failure reported.

Lap 98: **YELLOW.** Debris on track, #24 Buhl smoking.

Lap 100: Leaders – #9 Montoya, #5 McGehee, #10 Vasser, #11 Salazar, #14 Ward, #51 Cheever, #91 B. Lazier, #32 Gordon, #88 Dare, #8 Sharp. #32 Gordon to pits, four tires and fuel, 12 seconds. #51 Cheever to pits, four tires and fuel, 12 seconds. #8 Sharp to pits, four tires and fuel, 16 seconds. #4 Goodyear to pits, four tires and fuel, 20 seconds. #55 Boesel to pits, four tires and fuel, 18 seconds. #50 Leffler to pits, four tires and fuel, 14 seconds. #5 McGehee to pits, four tires and fuel, 16 seconds. #14 Ward to pits, four tires and fuel, 14 seconds. #11 Salazar to pits, four tires and fuel, 15 seconds. #10 Vasser to pits, four tires and fuel, 11 seconds. #9 Montoya to pits, four tires and fuel, 13 seconds. #28 Dismore to pits, four tires and fuel, 17 seconds. #3 A. Unser to pits, four tires and fuel, 13 seconds. #88 Dare to pits, four tires and fuel, 17 seconds.

Lap 101: #24 Buhl to garage. Gearbox problem. Crew replacing gearbox in garage, plan to return Buhl to race.

Lap 102: **GREEN.** Order at green flag: #9 Montoya, #10 Vasser, #88 Dare.

Lap 103: #3 A. Unser out of car on pit road. Out of race due to overheating.

Lap 104: #9 Montoya leads #10 Vasser by 4.442 seconds. #88 Dare third.

Lap 106: #9 Montoya leads #10 Vasser by 5.649 seconds. #10 Dare third, 5.928 seconds.

SARAH FISHER: "I really don't know (what happened). I was in Turn 1 trying to pass Lyn (St. James) on the inside. Things do not happen very nicely when you try to go three abreast. The positive side is that they are trying to fix the car so that I can go back out. (Owner) Derrick (Walker) said, 'Be calm, don't worry.' It's been wonderful. I've had a great time. We love all the attention we have been getting. I've learned a lot of things here. You can't learn unless you do it. I've got more experience for next year." (Was the accident your fault?): "It's not my fault. I was stuck in the middle. I was a sitting duck in this case. We are very disappointed. It's not anyone's fault. It's a very narrow line. When you're passing three abreast, it doesn't happen very nicely."

Lap 115: #9 Montoya leads #91 B. Lazier by 12.5 seconds. #75 Hearn to garage.

RICHIE HEARN: "The engine lost power. I don't know what happened. We changed everything that we could change out there. Up to that point, the car was running very good. That's the way it worked out."

Lap 120: #5 McGehee having possible coil problem, team reported.

ANDY HILLENBURG: "I had a problem with a hub or a wheel bearing. We're not sure yet. We're going to take it back to the garage and try to fix it. But I doubt it because we don't have any parts. I just want to thank my guys. It was really heartbreaking, but I learned a lot."

DAY 11 -- SUNDAY, MAY 28, 2000 -- RACE DAY (cont.):

RACE RUNNING (cont.):

Lap 125: Leaders -- #9 Montoya, #91 B. Lazier, #14 Ward, #88 Dare, #51 Cheever, #11 Salazar, #32 Gordon, #10 Vasser, #5 McGehee, #7 Gregoire.

Lap 127: **YELLOW**. #88 Dare smoking on front stretch. Dare pulls car into infield grass, walks to pits.

Lap 128: #6 Schroeder to pits, four tires and fuel, 14 seconds. #7 Gregoire to pits, four tires and fuel, 16 seconds. #8 Sharp to pits, four tires and fuel, 14 seconds. #51 Cheever to pits, four tires and fuel, 14 seconds. #32 Gordon to pits, four tires and fuel, 16 seconds. #55 Boesel to pits, four tires and fuel, 18 seconds. #91 B. Lazier to pits, four tires and fuel, 14 seconds. #4 Goodyear to pits, four tires and fuel, 14 seconds. #50 Leffler to pits, four tires and fuel, 12 seconds. #5 McGehee to pits, four tires, fuel, engine off due to change of coils, 78 seconds. #28 Dismore to pits, four tires and fuel, 35 seconds. #11 Boat to pits, four tires and fuel, 37 seconds. #14 Ward to pits, four tires and fuel, 15 seconds. #9 Montoya to pits, four tires and fuel, 13 seconds. #10 Vasser to pits, four tires and fuel, 13 seconds.

Lap 130: **GREEN**.

Lap 132: #9 Montoya leads #14 Ward by 1.948 seconds. #51 Cheever smoking.

Lap 134: #91 B. Lazier passes #14 Ward for second. #9 Montoya leads #91 B. Lazier by 3.900 seconds.

AIRTON DARÉ: "I was going into Turn 4, and it began to vibrate a lot. And then it just went. It's too bad. I was really comfortable in the car. I had a little bit of understeer, but things were going well."

Lap 136: #5 McGehee to pits, more work on engine.

Lap 139: #1 Ray heading back to pit road for re-entry into race. Repairs lasted 74 minutes. #51 Cheever reports gearbox vibration.

Lap 142: #6 Hamilton back on track after lengthy pit stop.

ROBBIE BUHL: "When we came in for a pit stop, something broke. Something engine-related, I think. I don't know why or what. It's frustrating. You all know how hard everyone works to prepare for this race. And to have something break, just like that, it stinks."

Lap 143: **YELLOW**. #1 Ray hits outside retaining wall in Turn 2 when exiting short chute between Turns 1 and 2. Car slid along the retaining wall, stopping midway through the back straightaway along the wall.

Lap 145: #7 Gregoire to pits, four tires and fuel, 16 seconds. #8 Sharp to pits, four tires and fuel, 12 seconds. #32 Gordon to pits, four tires and fuel, 12 seconds. #51 Cheever to pits, four tires and fuel, 13 seconds. #50 Leffler to pits, four tires and fuel, 30 seconds, stalled engine. #91 B. Lazier to pits, four tires and fuel, 14 seconds. #4 Goodyear to pits, four tires and fuel, 18 seconds. #10 Vasser to pits, four tires and fuel, 13 seconds. #9 Montoya to pits, four tires and fuel, 10 seconds. #28 Dismore to pits, four tires and fuel, 14 seconds. #14 Ward to pits, four tires and fuel, 10 seconds. #11 Salazar to pits, four tires and fuel, 15 seconds.

AL UNSER JR.: "(Greg) Ray hit the wall in (Turn) 2 and I got debris in the radiator and lost all the water. We went back out to get points for the Northern Light Series championship. I wasn't racing anybody. The car just wasn't working. This isn't NASCAR. It's 220-mph Indy cars, and I didn't want to be a danger. I just didn't have anybody to race. I ran like this when I was 25, but I know better now." (About racing again at Indianapolis): "It was great. To go around those pace laps, and see those cheering fans, and be back at the Greatest Spectacle in Racing, it was incredible. I had a great car. The team did a great job. We had a little too much downforce in it, but we were dialing it out. It's too bad the day ended by something getting stuck in the radiator. The Northern Light Series is all about parity. When we got caught up in

DAY 11 -- SUNDAY, MAY 28, 2000 -- RACE DAY (cont.):

RACE RUNNING (cont.):

(Al Unser Jr. – cont.) traffic, it can be tough to stay up with everybody. We'll be ready to go at Texas and go all out for the Northern Light Series championship. We'll be back with a vengeance. It's just too bad we have to wait 364 days for it. It was just great taking those pace laps, seeing those fans and being here again."

Medical update from Dr. Henry Bock, Speedway medical director: #1 Greg Ray was evaluated and released without injury from the Clarian Emergency Medical Center and cleared to drive.

Lap 148: Lap 150: **GREEN.**

Lap 152: #9 Montoya leads #91 B. Lazier by 1.805 seconds.

Lap 158: **YELLOW.** #18 Hornish does half-spin in short chute between Turns 1 and 2, hits with left side of car and slides along outside retaining wall. Car does half-spin forward, drives across track and stops on inside of track at start of back straightaway.

Lap 159: #28 Dismore to pits, four tires and fuel, 15 seconds. #10 Vasser to pits, four tires and fuel, 11 seconds.

Lap 161: **GREEN.** Order at green: #9 Montoya, #91 B. Lazier, #14 Ward, #11 Salazar, #51 Cheever.

Lap 162: #91 B. Lazier makes run on #9 Montoya on front straightaway.

Lap 163: #91 B. Lazier pulls to within .137 of a second of #9 Montoya.

Lap 165: #9 Montoya leads #91 B. Lazier by .199 of a second.

Lap 166: #9 Montoya leads #91 B. Lazier by .529 of a second. Seven cars on lead lap.

Lap 167: #9 Montoya leads #91 B. Lazier by .554 of a second.

Lap 169: #9 Montoya leads #91 B. Lazier by 1.573 seconds. #11 Salazar third, 2.118 seconds behind #9 Montoya.

Lap 171: #9 Montoya leads #91 B. Lazier by 2.506 seconds.

Lap 173: #11 Salazar passes #91 B. Lazier for second.

Lap 174: **YELLOW.** #92 Wattles smoking on back straightaway.

Lap 175: Spray reported from #6 Schroeder. #7 Gregoire to pits, four tires and fuel, 16 seconds. #51 Cheever to pits, four tires and fuel, 16 seconds. #32 Gordon to pits, four tires and fuel, 15 seconds. #8 Sharp to pits, four tires and fuel, 17 seconds. #14 Ward to pits, four tires and fuel, 18 seconds. #11 Salazar to pits, four tires and fuel, 18 seconds. #9 Montoya to pits, four tires and fuel, 11 seconds. #91 B. Lazier to pits, four tires and fuel, 16 seconds. #4 Goodyear to pits, four tires and fuel, 20 seconds.

Lap 177: **GREEN.** #10 Vasser leads at green, #9 Montoya second. #91 B. Lazier fifth.

Lap 178: #10 Vasser leads #9 Montoya by .852 of a second.

Lap 179: #10 Vasser leads #9 Montoya by .247 of a second.

Lap 180: #9 Montoya passes #10 Vasser for lead at entrance of Turn 3.

Lap 185: #9 Montoya leads #10 Vasser by 4.372 seconds.

Lap 186: #9 Montoya leads #10 Vasser by 5.204 seconds. #91 B. Lazier third, 8.437 seconds behind leader.

Lap 187: #9 Montoya leads #10 Vasser by 5.931 seconds.

Lap 190: #9 Montoya leads #10 Vasser by 9.545 seconds.

Lap 191: #9 Montoya leads #10 Vasser by 8.843 seconds. #91 B. Lazier third, 9.072 seconds behind leader.

Lap 193: #91 B. Lazier passes #10 Vasser for second at end of back straightaway with inside move.

Lap 194: #9 Montoya leads #91 B. Lazier by 10.403 seconds. Seven cars on lead lap.

DAY 11 -- SUNDAY, MAY 28, 2000 -- RACE DAY (cont.):

RACE RUNNING (cont.):

Lap 195: #9 Montoya leads #91 B. Lazier by 8.139 seconds. Lazier's last lap: 217.450 mph. #28 Dismore to pits, fuel, six seconds.

Lap 196: #9 Montoya leads #91 B. Lazier by 7.856 seconds. Montoya's lap: 216.436 mph. #91 Lazier's lap 217.921 mph. #10 Vasser to pits for fuel, five seconds.

Lap 197: #9 Montoya leads #91 B. Lazier by 7.797 seconds.

Lap 199: #9 Montoya leads #91 B. Lazier by 8.533 seconds.

Lap 200: **CHECKERED.** #9 Juan Pablo Montoya wins 84th Indianapolis 500 by 7.1839 seconds over #91 Buddy Lazier. Montoya is the first rookie to win the race since Graham Hill in 1966. #11 Eliseo Salazar third.

Race time: Two hours, 59 minutes, 0 seconds.

Light rain started falling approximately seven minutes after the checkered flag flew.

RACE HISTORICAL NOTES:

- Juan Montoya became the first rookie to win the Indianapolis 500 since Graham Hill in 1966.
- Juan Montoya led 167 laps at this event, a record for a rookie driver. The previous record was 143 by Bill Holland in 1947. Holland finished second that year to Mauri Rose.
- The most laps and consecutive laps led by any driver in the Indianapolis 500 is 198 by winner Billy Arnold in 1930. Arnold led all but the first two laps of that race.
- The last time that a winning driver led more than 167 laps was 1970, when Al Unser led 190 laps.
- The last time that any driver led more than 167 laps was 1987, when ninth-place finisher Mario Andretti led 170 laps.
- Juan Montoya led 143 consecutive laps (Laps 33-175), a record for a rookie driver. The previous record was 107 by Bill Holland in 1947 (Laps 86-192).
- Greg Ray became the fourth pole sitter to finish last. Other pole sitters to finish last are Cliff Woodbury in 1929, Pancho Carter in 1985 and Roberto Guerrero in 1992.
- Ebbs and flows: In 1998, defending Indy Racing Northern Light Series champion Tony Stewart finished last. In 1999, defending series champion Kenny Brack won. In 2000, defending series champion Greg Ray finished last.
- Juan Montoya became the first driver to win the Indianapolis 500 from the second starting position since Mario Andretti in 1969.
- There were 22 cars running at the finish, the second best ever for a 33-car field that ran the full 500-mile distance. The record is 24, set in 1993.
- Juan Montoya's winning average speed was 167.607 mph was the fourth fastest in Indianapolis 500 history. The top three: 185.981 (1990), 176.457 (1991), 170.722 (1986).

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PREVIOUS ROOKIE WINNERS:

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

Note: Louis Meyer won in his first start in 1928, but he was not considered a rookie since he drove in the 1927 Indianapolis 500 as a relief driver.

RACE SPEED RECORDS SET TODAY:

New Record				Old Record				
Lap	Mile	Speed	Driver	Lap	Mile	Year	Speed	Driver
10	25	212.195	G. Ray	10	25	1990	211.847	E. Fittipaldi
20	50	211.407	G. Ray	20	50	1990	209.587	E. Fittipaldi
30	75	208.675	J. Vasser	30	75	1984	192.355	Ma. Andretti
40	100	205.994	J. Montoya	40	100	1984	192.724	Ma. Andretti
50	125	207.027	J. Montoya	50	125	1984	186.657	Ma. Andretti
60	150	207.101	J. Montoya	60	150	1974*	176.627	A.J. Foyt
70	175	187.616	J. Montoya	70	175	1986	171.113	R. Mears

* -- Foyt's 1974 record broken today was the longest-standing speed record for a 10-lap increment.

INDY RACING NORTHERN LIGHT SERIES NOTES:

- The 22 cars running at the finish was a series record. The previous record was 21 at Colorado Indy 200 in August 1999 at Pikes Peak International Raceway.
- Juan Montoya led 143 consecutive laps from Laps 33-175. This is the most consecutive laps led in any Indy Racing Northern Light Series event. The previous record was 141 by Tony Stewart at the New Hampshire 200 in August 1996 at New Hampshire International Speedway.
- Buddy Lazier and Eliseo Salazar have both finished in the top five in three of four series events this year, a series best.
- Billy Boat, Eddie Cheever Jr. and Jeret Schroeder are the only drivers to be running at the finish of all four Indy Racing Northern Light Series events this season.

The next Indy Racing Northern Light Series event is the Casino Magic 500 on June 10 at Texas Motor Speedway.

Billy Boat gained the most positions in the field, climbing to a 15th-place finish after starting 31st in the A.J. Foyt Harrah's entry. This is the second consecutive year that a Foyt entry has gained the most positions. Robbie Buhl finished sixth after starting 32nd last year.

Ironically, both Boat and Buhl were the last drivers to qualify in 2000 and 1999, respectively.

DAY 11 -- SUNDAY, MAY 28, 2000 -- RACE DAY (cont.):

RACE DAY QUOTES:

GREG RAY (#1 Team Conseco/Quaker State/Moen/Menards): "On the first pit, we took a little downforce out of the car, and that's what cost us. Before the first crash, we worked on the gear. I just didn't have enough gear, so they put more downforce on. After the crash, we replaced the whole right side of the car before going back out. Before the second crash, the car felt good. But the gust of wind came up, and that's what helped cause the crash." (Why did you return to race after first crash?): "We wanted to go back out to get more points. We're low on IRL points. The guys worked really hard to get the car back out. I feel really bad for them and the team."

SAM HORNISH JR. (#18 Hornish Bros. Trucking/Advantage Powder Coating): "The car went real loose all of a sudden. It had a bit of a push before but turned loose pretty fast. We went a couple of laps down early but fought to stay in the race. We would like to thank Uniden, Allred, RSA Security and Perkin-Elmer for joining us at this event. I can't wait to come back next year."

SCOTT GOODYEAR (#4 Pennzoil Panther Dallara): "It was difficult to work through traffic, and it was certainly a competitive field out there. We came here to win, so we're not happy with ninth. But at least we have points toward the Indy Racing Northern Light Series championship. We had strong pit stops all day, and I'm very proud of my guys." (About Montoya): "He appeared to have a solid car that enabled him to work well in traffic, while also moving fast."

ROBBY McGEHEE (#5 Meijer/Energizer Advanced Formula/Mall.com): "I think we easily had a top-three car, it's just hard with seven cylinders. The car was awesome at the start. We were trying to catch (Juan) Montoya, and I think we had the car to do it. On the restart we just lost power, and we tried fixing it a couple of times. They talk about a sophomore jinx."

STEPHAN GREGOIRE (#7 Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing): "I am very pleased for my team today. My car was really good for the whole race. But we had too much downforce for the heavy air today after the rain this morning, and I could not go fast enough. I had a small gear selection problem halfway through the race. It was hard to select the lower gears. So I left the pits in third gear for my last two pit stops with my crew pushing hard. But overall, I am delighted with my top-10 finish today. My car was handling well all the race and easy to drive in traffic. We had good pit stops. They were fast. Aside from my gear selection troubles, it was an easy race for me."

SCOTT SHARP (#8 Delphi Automotive Systems/MCI WorldCom): "There was a lot of downforce. The car was good in traffic, but it was puzzling. The more wing we took out, we lost speed. We just couldn't figure it out. We had a fuel nozzle problem in our first and second pit stops that caused us to go a lap down. Late in the race, we had an engine header break that probably cost us a position or two. Overall, we had a positive race that was compromised by our fuel nozzle problem." (About Juan Montoya): "Hat's off to Juan. People should expect them to come in and win here. They spend as much money in one race as other teams do in a year. So they should win."

JIMMY VASSER (#10 Target): "We tried to stretch the fuel as far as we could. It just didn't work out. I'm really happy for Juan. It's great. The best team won."

DAY 11 -- SUNDAY, MAY 28, 2000 -- RACE DAY (cont.):

RACE DAY QUOTES (cont.):

ELISEO SALAZAR (#11 Rio A.J. Foyt Racing): "Somebody got in the way, but A.J. (Foyt) tells me the last lap is the one that counts. Yeah, but A.J. said, 'Run at your pace, run at 95 percent.' They were a little bit faster, but it looked like we were catching Juan (Montoya). A.J. said to me to always stick to the plan. The plan did not work, but I guess I'll be happy tomorrow."

BUZZ CALKINS (#12 Bradley Motorsports/Team CAN): "We didn't really have the car we needed to be able to do what we needed to do. The car wasn't real consistent."

JEFF WARD (#14 Harrah's A.J. Foyt Racing): "Montoya wins wherever he goes. Montoya had a victory over everybody today, but we (Indy Racing Northern Light Series) saved face because Buddy (Lazier) did a good job. It's nice that they (Target/Chip Ganassi Racing) came over. He's a good driver and deserved to win. I hope more of those guys come over, and I look forward to racing against them. The track conditions stayed really good. We had a good car, and so did Buddy. I like this track. You know where you are pretty quickly. I was in the middle of a lot of restarts. It was frustrating. It was hard to get by people. But all in all, it was a good race. There were not many crashes."

DAVEY HAMILTON (#16 FreeInternet.com/TeamXtreme/G Force): "It was a rough day. The car handled really well, maybe too well. I was flat out all the way around, except in Turn One. We lost an alternator, and it was tough to drive not without the dash and all of that. It was just one of those days, it was no one's fault, it was just one of those days."

JOHNNY UNSER (#22 Delco-Remy/Microdigicom/Homier Tools/G Force/Olds): "We went down seven laps early, and that really dictated the rest of the race. We weren't trouble-free, but we certainly would have had a higher finish. However, after that pit stop I had to be very careful racing the leaders. I certainly didn't want to mess them up. We just needed more time in the car. Next year, I want to come here early and test and be race ready. It was great, though, to finish the '500.' Now I want a much higher placing."

JAQUES LAZIER (#33 Miles of Hope/Truscelli Team Racing): "I'm proud of this team. The car was awesome. It was extremely consistent the entire race. The race was exciting. It was everything I expected and more so. I'm thrilled to death for this team. We're very excited to finish, and we're looking forward to Texas."

MARK DISMORE (#28 On Star/GM BuyPower/Bryant Heating & Cooling): "I'm a little disappointed I didn't get a top-five finish. Overall today, we had a car that was mechanically sound and flawless. We just had a few problems in the traffic that slowed us down a little bit. We brought the car home and finished – that was one of our main goals."

DAY 11 -- SUNDAY, MAY 28, 2000 -- RACE DAY (cont.):

RACE DAY QUOTES (cont.):

ROBBY GORDON (#32 Turtle Wax/Burger King/Moen/Johns Manville/Menards): "We came here to win the race, not to come in sixth. Chip Ganassi's team is very good. They proved to be good. We were competitive. We were pretty strong. I made a couple of mistakes, and we were passed. It is hard to pass with this horsepower. You really have to slingshot it." (About racing tonight at Charlotte): "I don't know what the weather is like, but we are headed down there now." (Comparing this year's Indianapolis 500 to last year): "We weren't as strong as last year. We left some on the table."

BILLY BOAT (#41 Harrah's A.J. Foyt Racing): "Thanks for Foyt and Harrah's, the team did a great job, and we'll come back next year."

STEVE KNAPP (#23 Dreyer & Reinbold Racing): "I felt good the whole race. When I got out of the car ... I'm pretty sore now. I think our overall package was too much downforce. We went in knowing that but hoped the race would come to us. The (Infiniti) motor was flawless. It never missed a beat."

JASON LEFFLER (#50 UnitedAuto Group Special): "I probably would've run better. I really haven't had much training in an Indy car. If we had started where we ended, we would've had a much better race. The guys did an awesome job. I was real excited, and I gained a lot of experience. I also found out how inexperienced I was. The car just got faster and faster. I'd like to do it again." (Asked about coming back to Indianapolis): "I thought if I did this once I would want to do it again, but now I want to come back."

EDDIE CHEEVER JR. (#51 Excite@Home Indy Race Car) (About Infiniti engine): "I beat the hell out of it, and it held its head high." (About race): "We lost positions on the last pit stop. I have to wait 365 days 'til the next Indy 500. It was not a flawless race." (About slowing past halfway point): "I got a bunch of neutrals (shifts). I put it into sixth, and it took off. It got better. I got my fastest on the last lap. Now we'll pick up the pieces and go to Texas." (About Montoya winning): "He won. It's like a quarterback on Tuesday after Monday night football. They went out, they were prepared, they did a great job. This place is for racing drivers. It comes down to the driver, crew chief, and it comes down to the race. That is something to be happy about. I will try harder next year."

RAUL BOESEL (#55 EPSON): "It's definitely not what we expected. Halfway through the race, my engine began to misfire, and there was nothing we could do."

RON HEMELGARN (Owner, #91 B. Lazier): "Well, I think everyday is a great day for the Indy 500. I think we all had a great day. Of course, everyone knows that when you finish second, you're the first loser. I think today is an accomplishment for the Northern Light IRL series. I wish there were 10 more laps, but they've only run 200 (laps) for 84 runnings. But today I definitely wish there were 10 more laps."

STAN WATTLES (#92 Hemelgarn/Metro Racing): "It was the motor. I'm not sure what happened. We had oil in the pipes. We managed not to blow it up on the track. We brought it in and shut it down. We had a lot of handling problems in traffic. When we were by ourselves, we could do 217's and 218's. We just keep tweaking and tweaking."

DAY 11 -- SUNDAY, MAY 28, 2000 -- RACE DAY (cont.):

RACE DAY QUOTES (cont.):

DONNIE BEECHLER (#98 Cahill Racing): "We did exactly what we'd planned to do. You've got to finish the race to win it. We're going to Texas, and we're going to get 'em."

BUDDY LAZIER (#91 Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing): "When you win this race, you earn it. I kind of hoped the IRL guys would stick together. He'd (Juan Montoya) be able to get a run on them and be able to pass. I got hung up a couple of times." (About track conditions changing): "It always does here. You are constantly adjusting the race car, both your crew and yourself. This is one of the hardest races in my eight starts (of the Indianapolis 500)." (About the difference): "The difference was just getting bottled up in traffic. I think that's the nature of a real competitive series." You didn't know if it was going to rain or not, so everyone was really racing. It was flat out the whole race." (Did you have a hard time passing Jimmy Vasser?): "I did have a hard, hard time. Jimmy is a real good guy. I've known him a long time. We have raced together for years. Jimmy is an experienced race car driver, and he can be hard to get by." (About driving through the field): "I really lost my run one time. I got stuck. I got hammered, and they were IRL drivers. When (Eliseo) Salazar got by me, I lost my momentum, huge. I was running 216, 217 in sixth gear, and I had to drop to fourth gear." (About the Target/Chip Ganassi Racing team): "They've dominated in the other series. They've won what, sixty percent or something of the races?" (Were you preparing for the race to be cut short due to rain or did you think the full race would be run?): "I really did expect it to go (the entire distance). I just always count on it going the distance because as soon as you don't it will." (Do you think more teams will come to Indianapolis due to the open invitation that was received by the Ganassi team?): "It's so hard for me to say. The IRL is growing. It is just taking off. The whole philosophy of the IRL is that you can buy a car, buy a motor and put it together, one that you can work on, put a team together and go racing and be competitive. You know you are on a level playing field." (About finishing second): "I've took second already. This is my second second (place). It's great, and it's a lot of prize money, but it's not a win." (After winning this race does it make it more difficult to finish second?): "You know it. That milk tastes so good. I swear, during the race they are milking the cow, that milk tastes so good. And I can't wait to drink it again. If we keep working hard, we'll get that second winner's ring." (About duel with Eliseo Salazar): "Eliseo drove me into the fence, which was really disappointing. I was going down on him in Turn 1. I didn't dare go down there, or we would have racked up a bunch of cars. It would have taken six of us out there. I was especially disappointed, since what happened in '96."

FRANK HONSOWETZ (Manager, Infiniti Motorsports): "We have made a quantum leap with this program. Both Infiniti engines in the race were running at the end of the 500 miles, which is a monumental improvement over last year. Eddie Cheever's fifth-place finish is the best we have run here at the Indianapolis Motor Speedway, and a performance we are very pleased with. We have been there at the end of every race this year in the Indy Racing Series, which I think answers the question of reliability. Watching the data from both Eddie Cheever and Steve Knapp's cars, everything was perfect. Eddie was quick all day. In terms of lap speeds, he was in the top five for most of the race, and on the last lap he turned a 218.136 (mph) lap, which was third fastest overall. We are very encouraged by today's race. It makes us hungrier than ever to get into victory circle for the first time."

DAY 11 -- SUNDAY, MAY 28, 2000 -- RACE DAY (cont.):

RACE DAY QUOTES (cont.):

BILLY BOAT (#41 Harrah's A.J. Foyt Racing): "We ran all day, we struggled in traffic. The car had a bad push in traffic, and where we started, that's bad. I was quick by myself, but when I'd catch cars, I'd have to lift and lose momentum. Normally when you run all day and finish, you're in the top 10 or 15. But a lot of cars kept running, and there weren't any big accidents. The Harrah's team did a great job for me."

A.J. FOYT (Owner, #11 Salazar, #14 Ward, co-owner, #41 Boat): "I thought it was a great race. Both my cars ran very fast. Any time you finish all three cars in a 500-mile race, you've done well. We didn't have things fall our way today. Every time they went to make a move, traffic was in the way." (About Juan Montoya): "That kid's a hell of a race driver."

JUAN MONTOYA (#9 Target) (How does it feel?): "Yeah, it's a lot of fun. To be honest, I was joking with Chip (Ganassi) over the radio. The car was perfect. We didn't have to risk anything. And it's not only a win for me, or for Chip or for Jimmy (Vasser), but for every person on the team. They worked so hard. They wanted this win so bad. One time I thought I was going to lap Jimmy. And I called Chip and said, 'Tell Jimmy to move over.' And he said, 'Uh, Juan, he's the leader. That's for position.' And I said, 'Uh-oh.'" (About rain delay): "Since this morning, I was really trying to take it easy. Then we walked out and saw all the people. I looked at my girlfriend and said, 'Jesus, it's packed. This is unreal.' To see so many people out there, it's just great." (About competitiveness with Indy Racing drivers, especially Buddy Lazier): "When Lazier got close to me, we were OK because we knew we had something in our bag. But when we started to push, I said, 'Uh-oh.' And one time, he had a run on me, so I went really deep into (Turn) 1. After leading as many laps as we did, I wasn't going to give in then. I think it will take time to realize what I just won. I was happy to cross the finish line. It's so exciting. I can't believe it. The car was comfortable. Target always does a good job giving us a great car." (About traffic early in the race): "It's the same with me. I managed to get a better run. Lyn St. James nearly put me in the grass. That was the closest call in the race." (What was the most difficult part of the race for you?): "Just keeping everything together. Trying to keep cool. You've got to keep aggressive. Every lap today, I had to keep pushing." (Which means more to you, the CART championship or winning the Indianapolis 500): "They are two different things. It was great to win the championship and great to win this. These are the two biggest things that have ever happened to me." (About start of race): "Before the start, we made a bit of a mistake. (Greg) Ray wasn't going flat out, so no one could get a run on him. It was pretty close, and Robby (Gordon) came real close to leading. I was surprised. It was very clean racing. When you go low, people give you room." (About running with Greg Ray at the beginning of the race): "He was fast. I thought we were as fast. He made a mistake, and I passed him, and I made the same mistake and he passed me. Then he made the mistake again, and I passed him. We had radio problems at the beginning." (About being accepted at the Indianapolis 500): "We are here like any other IRL team. We aren't here with a CART banner. Chip Ganassi brought a team here. I look at myself like any other driver here. Yes, it is getting better (his acceptance). I saw a lot of people standing. It means a lot to me. It is just over the roof." (Is this the hardest race you've ever ran?): "Ah, it's hard like any other race. Going out there on lap one, I had to push it. I wasn't going to back off. Every single driver in the IRL did an excellent job. I want to thank them. They behaved like professional race car drivers."

DAY 11 -- SUNDAY, MAY 28, 2000 -- RACE DAY (cont.):

RACE DAY QUOTES (cont.):

CHIP GANASSI (Owner, #9 Montoya, #10 Vasser) (About joking with Montoya on the radio during the race): "We were talking about what good mileage this car got on the yellows compared to the CART car. I was joking with Juan about talking to the CART team about getting better mileage." (About wing adjustments): "To take the wing out or in, part of the decision was based on what Jimmy (Vasser) did earlier. And we did the opposite. So Jimmy took ownership in this win, also." (About the rain delay): "With our team situation and yesterday's race at Nazareth and go to sleep and get up, I think the delay was a positive for our team. It gave us a chance to loosen up, get together, tell jokes. It was a positive for us. It could have been a negative for other teams." (About winning Indy as a car owner): "It's huge. It's hitting me now. Everyone is asking, and everyone is interested in the political side of things. And I'm not. This is still the biggest race in the world, and this is the biggest win in the world. And it will get bigger as time passes. I hope my team can do the right thing as time passes. I mean, I want to race here." (Do you think your victory will entice more CART teams to race here?): "I can't talk for my colleagues." (Did the rain affect your race strategy?): "I have been around here long enough to know that when you start planning for weather, you will be sadly mistaken, and you will be sadly let down." (About effort needed to race at Indy): "I'll tell you what the key is. It's people like Tom (Anderson), Mike (Hull) and Andy (Graves). We ask a lot of our team. Even if we are having a harder schedule. When you are in a position of management, you ask yourself, 'Are you putting too much on your drivers and crew?'" (About race today): "Lady Luck was on our side today. We didn't have anyone crash in front of us. We couldn't have been any more blessed. The yellows fell our way today."

JERET SCHROEDER (#6 Kroger/Tri Star Motorsports Inc.): "We're having a hard time with power again. The motor just didn't want to pull. It would take forever to get to 10,400 rpm, and that was at least the middle of each straightaway. I had a million close calls, but I'm glad we finished and got a good showing. I know that we as a unit are better than this. We've shown that at earlier races. It's a little frustrating knowing that you've run up front with everyone who was up front here. I'm glad we finished. That was our goal, and I'm glad we could do that for Kroger, SoBe beverages and Heritage Food Service. I think we padded our point lead in the Rookie of the Year battle, too. I think the car was handling as well in the corners as the cars that finished ahead of us, but we just got out-powered. I had to downshift every single lap a minimum of two times, and I shouldn't have had to do that. My car runs better by itself than in a pack of cars, but even when I was in a draft, the motor didn't pick up. It would push on the exit of the turns, and then I had to pedal out of the throttle a little bit, which compounded the problem. We just didn't have enough power. I had a million close calls too; a lot of people were brake-checking out there, and some were blocking. One time on a restart, one guy brake-checked in front of me in Turn 4, and four or five other guys blew by us both. I got back by most of them pretty quickly, but little things like that take you out of the picture here."

ROOKIE MONTOYA DOMINATES 84th INDIANAPOLIS 500

INDIANAPOLIS, Sunday, May 28, 2000 -- Juan Montoya might have had an "R" for "rookie" next to his name on the Indianapolis 500 entry list, but he proved to the world that he is far from an open-wheel racing novice by winning the 84th Indianapolis 500 today.

Montoya, the first rookie to win the Indianapolis 500 since Graham Hill in 1966, triumphed with an average speed of 167.607 mph in the #9 Target/Chip Ganassi Racing G Force/Oldsmobile/Firestone. Montoya led three times for 167 of the 200 laps, a rookie record. Bill Holland set the previous record of 143 laps in 1947.

Buddy Lazier finished second and Eliseo Salazar third.

"It was a lot of fun, to be honest," said Montoya, a native of Columbia and 1999 CART champion. "The car was perfect. We didn't risk anything. This isn't only a win for me and (owner) Chip (Ganassi), but for the whole team and Jimmy (Vasser, Montoya's teammate).

Montoya earned \$1,235,690 from the record purse of \$9,476,505.

"It will take time to realize what I just won, but I was pretty happy when I crossed the finish line."

The start of the race was delayed for three hours, 10 minutes by intermittent showers.

By leading 143 straight laps from Laps 33-175, Montoya also set the record for the most consecutive laps led by a rookie.

Montoya took the lead for good on Lap 180 when he passed Vasser at the entrance of Turn 3. Vasser ended up seventh after a late fuel stop.

Lazier, the 1996 Indianapolis 500 champion, finished 7.184 seconds behind Montoya. Lazier didn't lead a lap but posted the race's fastest lap, 218.494, on Lap 198 in his #91 Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing Dallara/Oldsmobile/Firestone.

"When you win this race, you earn it," said Lazier, of Vail, Colo. "He'd (Montoya) be able to get a run on them and be able to pass. I got hung up a couple of times.

"The difference was just getting bottled up in traffic. I think that's the nature of a real competitive series. You didn't know if it was going to rain or not, so everyone was really racing. It was flat out the whole race."

Lazier earned fourth, second and seventh-place finishes, respectively, from 1997-99 at Indianapolis. He now owns the points lead in the Indy Racing Northern Light Series championship, 138-112, over Robbie Buhl and Scott Goodyear, who are tied for second.

Salazar started and finished third in the #11 Rio A.J. Foyt Racing G Force/Oldsmobile/Firestone. Jeff Ward, Salazar's teammate on four-time Indianapolis 500 winner A.J. Foyt's team, was fourth in the #14 Harrah's A.J. Foyt Racing G Force/Oldsmobile/Firestone. Eddie Cheever Jr., the 1998 Indianapolis 500 champion, was fifth in the #51 Excite@Home Indy Race Car Dallara/Infiniti/Firestone.

Robby Gordon, who finished sixth in the #32 Turtle Wax/Burger King/Moen/Johns Manville/Menards Dallara/Oldsmobile/Firestone, was the last driver on the lead lap. He left immediately after the race to attempt to become only the third driver to race in the Indianapolis 500 and the NASCAR Winston Cup Coca-Cola 600 in Charlotte, N.C., on the same day.

ROOKIE MONTOYA DOMINATES 84th INDIANAPOLIS 500 (cont.):

Greg Ray, who earned the PPG Pole Award for the race, finished 33rd and last after two separate accidents. On Lap 66, Ray's #1 Team Conseco/Quaker State/Moen/Menards Dallara/Oldsmobile/Firestone made contact with the outside retaining wall exiting Turn 2, causing significant broken front-right wheel and suspension damage.

"We took downforce out because we selected the wrong gears," Ray said. "We got caught by the wind. With the gusts coming down out of (Turn) 2, what can you do?"

Ray's crew fixed the car, allowing him to return to action on Lap 139. Four laps later, the car made contact with the Turn 2 outside retaining wall again.

Two-time Indianapolis 500 winner Al Unser Jr., making his first appearance in the race since 1994, finished 22nd due to mechanical problems. Unser's #3 Galles ECR Racing Tickets.com Starz Encore Superpak G Force/Oldsmobile/Firestone ran over debris from Ray's first accident, puncturing the radiator and draining the engine coolant.

The Galles ECR Racing team replaced the radiator, but the car wasn't competitive when Unser rejoined the race.

"We went back out to get points for the Northern Light Series championship," Unser said. "The car just wasn't working. It's 220-mph Indy cars, and I didn't want to be a danger.

"To go around those pace laps, see those cheering fans and be back at the Greatest Spectacle in Racing, it was incredible. We'll be back with a vengeance. It's just too bad we have to wait 364 days for it."

Rookie Sarah Fisher, 19, finished 31st after a Lap 74 accident. Fisher, driving the #15 Walker Racing Cummins Special Dallara/Oldsmobile/Firestone, made contact with the outside retaining wall in the short chute between Turns 1 and 2 after she, Lyn St. James and another car entered Turn 1 three-wide. St. James made contact with the Turn 1 outside retaining wall in the same incident, resulting in a 32nd-place finish.

There were seven cautions for a total of 39 laps. Four were due to accidents, which resulted in no driver injuries. The time of the race was two hours, 58 minutes and 59.431 seconds.

The next Northern Light Series event is the Casino Magic 500 on June 10 at Texas Motor Speedway near Fort Worth, Texas.

The 85th running of the Indianapolis 500 is scheduled for May 27, 2001.

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POSITION OF DRIVER AT 10-LAP INTERVALS

Car	Driver	SP	1	10	20	30	40	50	60	70	80	90
9	J. Montoya	2	2	2	2	6	1	1	1	1	1	1
91	B. Lazier	16	17	13	13	16	7	6	8	3	2	8
11	E. Salazar	3	4	4	3	10	4	3	13	4	6	5
14	J. Ward	6	6	5	5	12	6	5	15	5	7	6
51	E. Cheever Jr.	10	8	7	7	14	3	4	3	6	9	7
32	R. Gordon	4	3	3	4	8	2	2	11	2	8	9
10	J. Vasser	7	7	8	8	1	8	8	2	7	3	3
7	S. Gregoire	20	22	21	20	18	18	15	18	13	13	13
4	S. Goodyear	13	14	15	15	19	13	13	9	12	12	12
8	S. Sharp	5	5	6	6	15	12	11	4	11	11	11
28	M. Dismore	11	11	12	11	4	11	12	5	10	10	10
98	D. Beechler	15	15	16	16	13	16	16	10	16	15	15
33	J. Lazier	26	26	27	28	30	25	25	29	25	21	19
6	J. Schroeder	29	28	29	29	24	22	22	17	23	20	22
41	B. Boat	31	29	28	27	7	26	24	24	22	19	18
55	R. Boesel	24	25	23	23	5	19	19	14	15	17	16
50	J. Leffler	17	18	19	19	17	21	21	16	18	18	17
12	B. Calkins	22	21	24	25	26	29	29	26	27	24	24
23	S. Knapp	27	30	30	30	11	32	32	30	29	25	25
16	D. Hamilton	28	27	26	26	23	20	20	22	19	27	27
5	R. McGehee	12	12	11	12	2	10	10	7	8	4	2
22	J. Unser	30	31	33	33	33	33	33	33	33	30	28
92	S. Wattles	8	9	9	9	25	17	18	25	17	16	20
18	S. Hornish Jr.	14	13	14	14	31	27	30	27	26	23	21
88	A. Dare'	21	19	17	18	22	15	14	19	9	5	4
24	R. Buhl	9	10	10	10	3	14	17	12	14	14	14
75	R. Hearn	23	23	22	21	20	28	27	21	20	22	23
48	A. Hillenburg	33	32	31	31	32	30	28	31	28	26	26
3	A. Unser Jr.	18	16	18	17	21	9	9	20	30	32	29
27	J. Kite	25	24	25	24	29	23	26	28	21	28	30
15	S. Fisher	19	20	20	22	27	24	23	23	24	29	31
90	L. St. James	32	33	32	32	28	31	31	32	31	31	32
1	G. Ray	1	1	1	1	9	5	7	6	32	33	33
	<i>Race Avg.</i>		197.109		211.407		205.994		207.101		168.696	
	<i>Speed:</i>		212.195		208.675		207.027		187.616		164.296	

POSITION OF DRIVERS AT 10-LAP INTERVALS

100	110	120	130	140	150	160	170	180	190	200	Driver
1	1	1	1	1	1	1	1	1	1	1	1 J. Montoya
7	4	2	3	2	2	2	2	4	3	2	B. Lazier
4	6	6	7	6	4	4	3	3	5	3	E. Salazar
5	2	3	2	3	3	3	4	5	4	4	J. Ward
6	7	7	5	7	7	5	5	7	6	5	E. Cheever Jr.
8	8	8	6	5	5	6	6	6	7	6	R. Gordon
3	3	5	4	4	6	7	7	2	2	7	J. Vasser
14	12	12	8	8	10	10	10	10	10	8	S. Gregoire
12	10	10	9	10	9	9	9	9	9	9	S. Goodyear
10	11	11	10	9	8	8	8	11	11	10	S. Sharp
11	13	13	11	11	11	11	11	8	8	11	M. Dismore
15	14	14	14	14	13	13	13	13	13	12	D. Beechler
20	19	18	18	17	14	14	14	14	14	13	J. Lazier
21	20	19	17	18	15	15	15	15	15	14	J. Schroeder
19	18	17	16	16	17	17	17	17	16	15	B. Boat
16	15	15	12	12	12	12	12	16	17	16	R. Boesel
18	17	16	15	15	16	18	18	12	12	17	J. Leffler
24	23	22	22	20	20	19	19	18	18	18	B. Calkins
23	22	23	23	21	21	20	20	19	19	19	S. Knapp
25	24	24	24	23	23	23	21	21	20	20	D. Hamilton
2	9	9	19	22	22	22	22	22	21	21	R. McGehee
28	25	25	25	24	24	24	23	23	22	22	J. Unser
17	16	20	13	13	18	16	16	20	23	23	S. Wattles
22	21	21	20	19	19	21	24	24	24	24	S. Hornish Jr.
9	5	4	21	25	25	25	25	25	25	25	A. Dare'
13	26	26	26	26	26	26	26	26	26	26	R. Buhl
26	27	27	27	27	27	27	27	27	27	27	R. Hearn
27	28	28	28	28	28	28	28	28	28	28	A. Hillenburg
29	29	29	29	29	29	29	29	29	29	29	A. Unser Jr.
30	30	30	30	30	30	30	30	30	30	30	J. Kite
31	31	31	31	31	31	31	31	31	31	31	S. Fisher
32	32	32	32	32	32	32	32	32	32	32	L. St. James
33	33	33	33	33	33	33	33	33	33	33	G. Ray
165.508		169.211		169.653		162.513		163.587		167.607	
	166.109		167.007		162.973		164.521		165.713		

POSITION BY CAR NUMBER AT 10-LAP INTERVALS

POS	Driver	SP	1	10	20	30	40	50	60	70	80	90
1	Greg Ray	1	1	1	1	10	9	9	9	9	9	9
2	Juan Montoya	9	9	9	9	5	32	32	10	32	91	5
3	Eliseo Salazar	11	32	32	11	24	51	11	51	91	10	10
4	Robby Gordon	32	11	11	32	28	11	51	8	11	5	88
5	Scott Sharp	8	8	14	14	55	1	14	28	14	88	11
6	Jeff Ward	14	14	8	8	9	14	91	1	51	11	14
7	Jimmy Vasser	10	10	51	51	41	91	1	5	10	14	51
8	Stan Wattles	92	51	10	10	32	10	10	91	5	32	91
9	Robbie Buhl	24	92	92	92	1	3	3	4	88	51	32
10	Eddie Cheever Jr.	51	24	24	24	11	5	5	98	28	28	28
11	Mark Dismore	28	28	5	28	23	28	8	32	8	8	8
12	Robby McGehee	5	5	28	5	14	8	28	24	4	4	4
13	Scott Goodyear	4	18	91	91	98	4	4	11	7	7	7
14	Sam Hornish Jr.	18	4	18	18	51	24	88	55	24	24	24
15	Donnie Beechler	98	98	4	4	8	88	7	14	55	98	98
16	Buddy Lazier	91	3	98	98	91	98	98	50	98	92	55
17	Jason Leffler	50	91	88	3	50	92	24	6	92	55	50
18	Al Unser Jr.	3	50	3	88	7	7	92	7	50	50	41
19	Sarah Fisher	15	88	50	50	4	55	55	88	16	41	33
20	Stephan Gregoire	7	15	15	7	75	16	16	3	75	6	92
21	Airton Daré	88	12	7	75	3	50	50	75	27	33	18
22	Buzz Calkins	12	7	75	15	88	6	6	16	41	75	6
23	Richie Hearn	75	75	55	55	16	27	15	15	6	18	75
24	Raul Boesel	55	27	12	27	6	15	41	41	15	12	12
25	Jimmy Kite	27	55	27	12	92	33	33	92	33	23	23
26	Jaques Lazier	33	33	16	16	12	41	27	12	18	48	48
27	Steve Knapp	23	16	33	41	15	18	75	18	12	16	16
28	Davey Hamilton	16	6	41	33	90	75	48	27	48	27	22
29	Jeret Schroeder	6	41	6	6	27	12	12	33	23	15	3
30	Johnny Unser	22	23	23	23	33	48	18	23	3	22	27
31	Billy Boat	41	22	48	48	18	90	90	48	90	90	15
32	Lyn St. James	90	48	90	90	48	23	23	90	1	3	90
33	Andy Hillenburg	48	90	22	22	22	22	22	22	22	1	1
<i>Race Average Speed:</i>			197.109	211.407		205.994		207.101		168.696		
			212.195		208.675		207.027		187.616		164.296	

POSITION BY CAR NUMBER AT 10-LAP INTERVALS

100	110	120	130	140	150	160	170	180	190	200 Driver
9	9	9	9	9	9	9	9	9	9	9 Juan Montoya
5	14	91	14	91	91	91	91	10	10	91 Buddy Lazier
10	10	14	91	14	14	14	11	11	91	11 Eliseo Salazar
11	91	88	10	10	11	11	14	91	14	14 Jeff Ward
14	88	10	51	32	32	51	51	14	11	51 Eddie Cheever Jr.
51	11	11	32	11	10	32	32	32	51	32 Robby Gordon
91	51	51	11	51	51	10	10	51	32	10 Jimmy Vasser
32	32	32	7	7	8	8	8	28	28	7 Stephan Gregoire
88	5	5	4	8	4	4	4	4	4	4 Scott Goodyear
8	4	4	8	4	7	7	7	7	7	8 Scott Sharp
28	8	8	28	28	28	28	28	8	8	28 Mark Dismore
4	7	7	55	55	55	55	55	50	50	98 Donnie Beechler
24	28	28	92	92	98	98	98	98	98	33 Jaques Lazier
7	98	98	98	98	33	33	33	33	33	6 Jeret Schroeder
98	55	55	50	50	6	6	6	6	6	41 Billy Boat
55	92	50	41	41	50	92	92	55	41	55 Raul Boesel
92	50	41	6	33	41	41	41	41	55	50 Jason Leffler
50	41	33	33	6	92	50	50	12	12	12 Buzz Calkins
41	33	6	5	18	18	12	12	23	23	23 Steve Knapp
33	6	92	18	12	12	23	23	92	16	16 Davey Hamilton
6	18	18	88	23	23	18	16	16	5	5 Robby McGehee
18	23	12	12	5	5	5	5	5	22	22 Johnny Unser
23	12	23	23	16	16	16	22	22	92	92 Stan Wattles
12	16	16	16	22	22	22	18	18	18	18 Sam Hornish Jr.
16	22	22	22	88	88	88	88	88	88	88 Airton Daré
75	24	24	24	24	24	24	24	24	24	24 Robbie Buhl
48	75	75	75	75	75	75	75	75	75	75 Richie Hearn
22	48	48	48	48	48	48	48	48	48	48 Andy Hillenburg
3	3	3	3	3	3	3	3	3	3	3 Al Unser Jr.
27	27	27	27	27	27	27	27	27	27	27 Jimmy Kite
15	15	15	15	15	15	15	15	15	15	15 Sarah Fisher
90	90	90	90	90	90	90	90	90	90	90 Lyn St. James
1	1	1	1	1	1	1	1	1	1	1 Greg Ray
165.508		169.211		169.653		162.513		163.587		167.607
	166.109		167.007		162.973		164.521		165.713	

NO QUESTION: JUAN'S THE ONE FOR TOP ROOKIE HONORS

INDIANAPOLIS, Sunday, May 28, 2000 – Juan Montoya of Colombia did something on Sunday that even the great Graham Hill couldn't when the two-time World Champion won the Indianapolis 500.

Montoya was the overwhelming choice as the Indianapolis 500 Bank One Rookie of Year after a dominant victory in the race. He was selected by a panel of veteran race observers and receives a \$25,000 check and trophy from Bank One. It was, as the Einstein actor in the Pepsi TV commercial says, a no-brainer.

The 24-year-old driver of the red Chip Ganassi-owned Target G Force/Oldsmobile/Firestone started in the middle of the front row. Then in the race he so dominated that he led 167 laps, most by a driver since Mario Andretti led 170 in 1987 before falling to ninth at the finish.

Hill won in 1966, the last rookie to triumph before Montoya. But sixth-place finisher Jackie Stewart was named top rookie in that race. Stewart led 40 laps to 10 for Hill, but an oil-pressure problem near the end dropped him back.

Besides Montoya and Hill, other first-time participants who won the "500" were Ray Harroun (1911), Jules Goux (1913), Rene Thomas (1914), Frank Lockhart (1926) and George Souders (1927).

The Rookie of the Year award began in 1952, with Art Cross as the first winner.

Montoya is the 16th foreign-born driver to win top rookie honors. Behind Montoya, the next-highest finishing rookie was Jaques Lazier in 13th. Other competing rookies were Jason Leffler (17th), Sam Hornish Jr. (24th), Ayrton Daré (25th), Andy Hillenburg (28th) and Sarah Fisher (31st). Lazier and Leffler were still running at the finish.

Montoya was chosen by Ganassi to replace Alex Zanardi after a visit with him in Barcelona, Spain, in the fall of 1998. Montoya was a Formula One test driver for Williams. He immediately won the CART championship last year, tying Dario Franchitti in points with 212 but getting the tiebreaker with seven victories. He also won seven poles.

His opportunity to drive in the Indianapolis 500 came this year when Ganassi decided to enter a two-car team in the race after CART opened Memorial Day weekend on its schedule. But the April race at Nazareth, Pa., was snowed out and run on Saturday, the day before the "500." Montoya started from the pole in that 225-miler and finished fourth.

###

CHAMP MONTOYA EARNS \$1.2 MILLION OF RECORD INDIANAPOLIS 500 PURSE

INDIANAPOLIS, Sunday, May 28, 2000 -- Juan Montoya earned \$1,235,690 of an event-record purse for winning the 84th Indianapolis 500 on Sunday. Prize figures were announced during the race's Victory Celebration Sunday night.

The total 2000 Indianapolis 500 purse was \$9,476,505, beating the previous record of \$9,047,150 set in the 1999 race. The purse is comprised of Indianapolis Motor Speedway and Indy Racing Northern Light Series awards, as well as other designated awards.

Montoya, from Bogota, Colombia, won over 32 other starters and led 167 of the 200 laps. His Target/Chip Ganassi Racing G Force/Oldsmobile/Firestone crossed the yard of bricks 7.184 seconds ahead of Buddy Lazier. Montoya also was named Bank One Rookie of the Year for his finish.

Lazier, the 1996 Indianapolis 500 champion, earned \$567,100 for his finish in the Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing Dallara/Oldsmobile/Firestone entry. It was his second runner-up finish and his fifth top-10 finish in the last five years. His finish carried him to the top of the Indy Racing Northern Light Series season point standings.

Finishing third and fourth were two A.J. Foyt Racing entries, Eliseo Salazar and Jeff Ward, respectively. Salazar earned \$468,900, and Ward won \$355,000.

Eddie Cheever Jr., 1998 Indianapolis 500 champion, finished fifth, earning \$360,000 in his #51 Excite@Home Indy Race Car Dallara/Infiniti/Firestone entry. Cheever was also announced as the winner of the 2000 Scott Brayton Drivers Trophy. His winnings included \$25,000 and a crystal trophy from Tiffany's for best exemplifying the character and racing spirit of late driver Scott Brayton.

Sixth-place finisher Robby Gordon gained \$214,355 while Jimmy Vasser, Montoya's teammate, won \$207,505 for his seventh-place showing. Rounding out the top 10 were Stephan Gregoire, \$305,900, eighth; Scott Goodyear, \$347,800, ninth; and Scott Sharp, \$312,000, 10th.

Pole sitter and early race leader Greg Ray earned \$388,700 for his 33rd-place finish. His winnings were boosted by the \$100,000 earned for the PPG Pole Award.

The 85th Indianapolis 500 is scheduled for May 27, 2001.

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COMPLETE PRIZE FUND FOR THE 2000 INDIANAPOLIS 500-MILE RACE

Indianapolis Motor Speedway Corporation.....	\$7,700,000
Citizens Speedway Committee (Lap Leaders).....	90,000
Citizens Speedway Committee (Parade).....	10,005
Designated Awards	1,676,500
Total	9,476,505

Action Performance Services, Inc.	\$10,000	Klotz Special Formula Products	6,000
Aearo Company	10,000	Lincoln Electric Company	5,000
American Dairy Association	12,000	March 1	10,000
Ameritech/SBC	7,500	Mash Supermarkets, Inc.	10,000
Bank One	25,000	MBNA Motorsports America	10,000
Beatrice Foods	10,000	McDonald Investment, Inc.	10,000
Bell Helmets	6,000	MCI WorldCom	30,000
Bell Industries	10,000	Medical Coding Services LLC	10,000
BG Products, Inc.	5,000	The Mexmil Company	5,000
Borg Warner Inc.	130,000	Mi-Jack Products, Inc.	5,000
Bridgestone/Firestone Inc.	30,000	Monarch Beverage Company	21,000
Buckeye Machine/Race Spec	5,000	Motorsports Spares Int'l., Inc.	5,000
Buildings To Go	5,000	National City	10,000
C & R Racing, Inc.	10,000	Net Race Live/AniVision, Inc.	10,000
Clarian Health	10,000	Nissan Motor Corporation USA	5,000
Clint Brawner Foundation	5,000	Nokia Mobile Phones, Inc.	10,000
Comcast@Home	10,000	Northern Light	100,000
Coors Brewing Company	90,000	Oldsmobile	30,000
Deflecto Corporation	10,000	Pennzoil Products	80,000
Delco Remy America, Inc.	10,000	Power Performance "Pro Tec"	5,000
Delphi Automotive Systems	10,000	PPG Industries, Inc.	595,000
Earl's Indy	5,000	Premier Farnell Corp.	15,000
EDS	10,000	RaceSearch.com, Inc.	5,000
Emco Gears, Inc.	5,000	Raybestos/Brake Parts, Inc.	30,000
Ferguson Steel Co., Inc.	5,000	Robert Bosch Corporation	35,000
Franklin International	10,000	Scott Brayton Award	25,000
Grady Brothers Construction	10,000	Sid Collins Award	500
GSC Industries, Inc.	10,000	Simpson Helmets, LP	10,000
GT Interactive	10,000	Snap-On Tools/C.A.M.	5,000
GTE	30,000	Stant Manufacturing, Inc.	5,000
Herff Jones, Inc.	15,000	Summit Construction Company	10,000
HPS Office Systems	10,000	SWE Racing Transmission/McKenzie	5,000
Hyperco, Inc.	5,000	Tony Foyt Award	6,000
Ideal Division/Stant Corp.	5,000	T.P. Donovan Investments, LLC	5,000
IKON Office Solutions	10,000	Tirerack.com	10,000
IMI	10,000	Tom Wood Lexus	10,000
Indiana Oxygen	5,000	U.S. Army	10,000
IndyHostsRacing.com	10,000	Union Planters Bank	10,000
Interactive Intelligence	10,000	Veritas Software	10,000
Keco Coatings	2,500		
		TOTAL DESIGNATED AWARDS	\$1,676,500

COMPLETE PRIZE FUND (cont.):

Merchandise won by race participants included:

2000 Oldsmobile Silhouette
2001 Oldsmobile Aurora
Titan Motorcycle
Herff Jones "Champion of Champions" Ring (\$5,000 value)
Toro 5xi Tractor
Tony Foyt Award, watch (\$12,000 value)
Canon camera and binoculars

Trophies, plaques or rings presented by the following companies:

Ameritech/SBC
Bank One Indianapolis
Borg Warner Inc.
Buckeye Machine/Race Spec
Clint Brawner Foundation
Coors Brewing Company
GTE
Indiana Oxygen Company
National City Bank
PPG Industries
Premier Farnell Corporation
Union Planters Bank

FIRST PLACE

Driver: Juan Montoya
Car Name: Target
Entrant: Target/Chip Ganassi Racing
Crew Chief: Steve Gough

Indianapolis Motor Speedway Corporation..... 832,040.00
Citizens Speedway Committee (Lap Prizes)..... 75,150.00
Citizens Speedway Committee (Parade)..... 0.00
Designated Awards 328,500.00

Total Cash Prizes \$1,235,690.00

Designated Awards:

Coors Brewing Company - 8th Indy 500 Pit Stop Challenge 1,500.00
Indianapolis Motor Speedway Corp. - Tony Foyt Award..... 6,000.00
Indianapolis Motor Speedway Corp. - Sid Collins Award..... 500.00
American Dairy Association - Fastest Qualifying Rookie..... 5,000.00
Delphi Automotive Systems - 500 Club Prize Money 10,000.00
GTE - Front Row Starter..... 10,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
T.P. Donovan Investments, LLC - Top Starting Rookie 5,000.00
American Dairy Association - Indy 500 Winning Driver..... 5,000.00
American Dairy Association - Winning Chief Mechanic..... 500.00
Bank One - Bank One Rookie of the Year..... 25,000.00
Borg Warner Inc. - Indianapolis 500 Winner..... 130,000.00
Bridgestone/Firestone Inc. - Highest Finishing Driver Lap 100..... 20,000.00
Herff Jones, Inc. - Indianapolis 500 Winner..... 15,000.00
National City - Checkered Flag Award..... 10,000.00
Net Race Live/AniVision, Inc. - Net Race Live Leads Most Laps..... 10,000.00
Oldsmobile - Winner with Aurora..... 25,000.00
RaceSearch.com, Inc. - Highest finishing rookie..... 5,000.00
Robert Bosch Corporation - 1st Place..... 20,000.00
Union Planters Bank - Leaders Circle - leads most laps..... 10,000.00

Total Designated Prizes..... \$ 328,500.00

SECOND PLACE

Driver: Buddy Lazier
Car Name: Delta Faucet/Coors Light/Tae-Bo/Hemelgarn
Entrant: Hemelgarn Racing, Inc.
Crew Chief: Dennis LaCava

Indianapolis Motor Speedway Corporation.....	500,655.00
Citizens Speedway Committee (Lap Prizes).....	0.00
Citizens Speedway Committee (Parade).....	345.00
Designated Awards	73,600.00

Total Cash Prizes \$ 574,600.00

Designated Awards:

Coors Brewing Company - 12 th Indy 500 Pit Stop Challenge	1,000.00
Deflecto Corporation - 500 Club Prize Money	10,000.00
Monarch Beverage Company - Start Inside Row 6.....	1,000.00
PPG Industries, Inc. - Indianapolis 500 starting car.....	15,000.00
Bell Helmets - Highest Finishing Car	3,600.00
Earl's Indy - Highest Finisher w/ decal.....	1,000.00
Hyperco, Inc. - Highest Finishing Position	1,000.00
Ideal Division/Stant Corp. - Chief Mechanic - Highest Finisher.....	500.00
Ideal Division/Stant Corp. - Highest Finishing Position.....	2,000.00
Keco Coatings - Top Finisher w/ decals & patches	2,500.00
Klotz Special Formula Products - Highest Finisher w/ decal	1,000.00
Power Performance "Pro Tec" - Highest Finisher.....	2,500.00
Premier Farnell Corp. - Highest Finisher.....	10,000.00
Raybestos/Brake Parts, Inc. - Highest Finisher.....	7,500.00
Robert Bosch Corporation - 2 nd Place	10,000.00
Stant Manufacturing, Inc. - Highest Finisher.....	2,500.00
The Mexmil Company - Highest Finishing Position	2,500.00

Total Designated Prizes..... \$ 73,600.00

THIRD PLACE

Driver: Eliseo Salazar
Car Name: Rio A.J. Foyt Racing
Entrant: A.J. Foyt Enterprises
Crew Chief: Bill Spencer

Indianapolis Motor Speedway Corporation..... 382,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 91,900.00

Total Cash Prizes \$ 474,900.00

Designated Awards:

Action Performance Services, Inc. - 500 Club Prize Money 10,000.00
GTE - Front Row Starter..... 10,000.00
M-Jack Products, Inc. - Fastest Single Qualifying Lap..... 5,000.00
Pennzoil Products - Fastest Qualifier w/ Pennzoil..... 10,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
Bell Helmets - 2nd Highest Finishing Position..... 1,100.00
Earl's Indy - 2nd Highest Finisher w/ decal..... 1,000.00
Ideal Division/Stant Corp. - 2nd Highest Finishing Position 800.00
Pennzoil Products - Highest finisher..... 25,000.00
Raybestos/Brake Parts, Inc. - 2nd Highest Finisher..... 6,000.00
Robert Bosch Corporation - 3rd Place..... 5,000.00
Stant Manufacturing, Inc. - 2nd Highest Finisher..... 1,500.00
The Mexmil Company - 2nd Highest Finishing Position 1,500.00

Total Designated Prizes..... \$ 91,900.00

FOURTH PLACE

Driver: Jeff Ward
Car Name: Harrah's A.J. Foyt Racing
Entrant: A.J. Foyt Enterprises
Crew Chief: David Milby

Indianapolis Motor Speedway Corporation..... 304,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 56,000.00

Total Cash Prizes \$ 361,000.00

Designated Awards:

Coors Brewing Company - 9th Indy 500 Pit Stop Challenge 1,000.00
Ferguson Steel Co., Inc. - Four most consistent lap times 5,000.00
IMI - 500 Club Prize Money 10,000.00
Pennzoil Products - 3rd Fastest Qualifier w/ Pennzoil..... 2,500.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
Earl's Indy - 3rd Highest Finisher w/ decal..... 500.00
Pennzoil Products - 2nd Highest finisher 15,000.00
Raybestos/Brake Parts, Inc. - 3rd Highest Finisher..... 5,000.00
Simpson Helmets, LP - Highest Finisher..... 1,000.00
The Mexmil Company - 3rd Highest Finishing Position 1,000.00

Total Designated Prizes..... \$ 56,000.00

FIFTH PLACE

Driver: Eddie M. Cheever Jr.
Car Name: #51 Excite@Home Indy Race Car
Entrant: Team Cheever
Crew Chief: Owen Snyder

Indianapolis Motor Speedway Corporation..... 293,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 70,500.00

Total Cash Prizes \$ 364,500.00

Designated Awards:

Coors Brewing Company - 7th Indy 500 Pit Stop Challenge 2,000.00
Scott Brayton Award..... 25,000.00
Premier Farnell Corp. - Premier Farnell Mech. Achievement Award..... 5,000.00
Delco Remy America, Inc. - 500 Club Prize Money 10,000.00
Monarch Beverage Company - Start Inside Row 4..... 1,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
Earl's Indy - 4th Highest Finisher w/ decal..... 500.00
Hyperco, Inc. - 2nd Highest Finishing Position..... 1,000.00
Klotz Special Formula Products - 2nd Highest Finisher w/ decal..... 500.00
Nissan Motor Corporation USA - Highest Finisher Infiniti - non-win 5,000.00
Raybestos/Brake Parts, Inc. - 4th Highest Finisher 3,500.00
Simpson Helmets, LP - 2nd Highest Finisher 1,000.00
Stant Manufacturing, Inc. - 3rd Highest Finisher..... 1,000.00

Total Designated Prizes..... \$ 70,500.00

SIXTH PLACE

Driver: Robby Gordon
Car Name: Turtle Wax/Burger King/Moen/Johns Mansfield
Entrant: Team Menard, Inc.
Crew Chief: Chris Sumner

Indianapolis Motor Speedway Corporation..... 186,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 0.00
Designated Awards 29,700.00

Total Cash Prizes \$ 216,355.00

Designated Awards:

HPS Office Systems - 500 Club Prize Money 10,000.00
Monarch Beverage Company - Start Inside Row 2..... 1,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
Earl's Indy - 5th Highest Finisher w/ decal..... 500.00
Ideal Division/Stant Corp. - 3rd Highest Finishing Position 700.00
Raybestos/Brake Parts, Inc. - 5th Highest Finisher 1,000.00
Simpson Helmets, LP - 3rd Highest Finisher 1,000.00
Klotz Special Formula Products - 3rd Highest Finisher w/ decal..... 500.00

Total Designated Prizes..... \$ 29,700.00

SEVENTH PLACE

Driver: Jimmy Vasser
Car Name: Target
Entrant: Target/Chip Ganassi Racing
Crew Chief: Gary Neal

Indianapolis Motor Speedway Corporation..... 178,655.00
Citizens Speedway Committee (Lap Prizes)..... 2,250.00
Citizens Speedway Committee (Parade)..... 0.00
Designated Awards 26,600.00

Total Cash Prizes \$ 207,505.00

Designated Awards:

Comcast@Home - 500 Club Prize Money 10,000.00
Monarch Beverage Company - Start Inside Row 3..... 1,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
Bell Helmets - 3rd Highest Finishing Position 600.00

Total Designated Prizes..... \$ 26,600.00

EIGHTH PLACE

Driver: Stephan Gregoire
Car Name: Mexmil/Tokheim/Viking Air Tools/Dick Simon Racing
Entrant: Dick Simon Racing
Crew Chief: Rich Simon

Indianapolis Motor Speedway Corporation..... 272,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 33,900.00

Total Cash Prizes \$ 306,900.00

Designated Awards:

Bridgestone/Firestone Inc. - 500 Club Prize Money 10,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
Bell Helmets - 4th Highest Finishing Position 400.00
Earl's Indy - 6th Highest Finisher w/ decal..... 500.00
Emco Gears, Inc. - Highest Finishing Car 5,000.00
Hyperco, Inc. - 3rd Highest Finishing Position 1,000.00
Ideal Division/Stant Corp. - 4th Highest Finishing Position 500.00
Raybestos/Brake Parts, Inc. - 6th Highest Finisher 1,000.00
Klotz Special Formula Products - 4th Highest Finisher w/ decal..... 500.00

Total Designated Prizes..... \$33,900.00

NINTH PLACE

Driver: Scott Goodyear
Car Name: Pennzoil Panther Dallara
Entrant: Panther Racing, LLC
Crew Chief: Kevin Blanch

Indianapolis Motor Speedway Corporation..... 266,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 81,800.00

Total Cash Prizes \$ 348,800.00

Designated Awards:

Coors Brewing Company - 1st Indy 500 Pit Stop Challenge 42,500.00
Bell Industries - 500 Club Prize Money 10,000.00
Monarch Beverage Company - Start Inside Row 5..... 1,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
Bell Helmets - 5th Highest Finishing Position 300.00
Earl's Indy - 7th Highest Finishing Position 500.00
Hyperco, Inc. - 4th Highest Finishing Position 1,000.00
Ideal Division/Stant Corp. - 5th Highest Finishing Position 500.00
Raybestos/Brake Parts, Inc. - 7th Highest Finisher 1,000.00
Pennzoil Products - 3rd Highest Finisher..... 10,000.00

Total Designated Prizes..... \$ 81,800.00

TENTH PLACE

Driver: Scott Sharp
Car Name: Delphi Automotive Systems/MCI WorldCom
Entrant: Kelley Racing
Crew Chief: Robert Perez

Indianapolis Motor Speedway Corporation..... 262,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 50,000.00

Total Cash Prizes \$ 313,000.00

Designated Awards:

Coors Brewing Company - 3rd Indy 500 Pit Stop Challenge 7,000.00
Coors Brewing Company - 500 Club Prize Money 10,000.00
Pennzoil Products - 2nd Fastest Qualifier w/ Pennzoil..... 5,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
Earl's Indy - 8th Highest Finisher w/ decal..... 500.00
Hyperco, Inc. - 5th Highest Finishing Position 1,000.00
Klotz Special Formula Products - 5th Highest Finisher w/ decal..... 500.00
Pennzoil Products - 4th Highest Finisher..... 5,000.00
Raybestos/Brake Parts, inc. - 8th Highest Finisher 1,000.00
SWE Racing Transmission/McKenzie - Highest Finisher 5,000.00

Total Designated Prizes..... \$ 50,000.00

ELEVENTH PLACE

Driver: Mark Dismore
Car Name: On Star/GM BuyPower/Bryant Heating & Cooling
Entrant: Kelley Racing
Crew Chief: Glenn Scott

Indianapolis Motor Speedway Corporation..... 259,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 34,500.00

Total Cash Prizes \$ 294,500.00

Designated Awards:

Coors Brewing Company - 11th Indy 500 Pit Stop Challenge 1,000.00
Snap-On Tools/C.A.M. - Top Wrench Award..... 5,000.00
Nokia Mobile Phones, Inc. - 500 Club Prize Money..... 10,000.00
Pennzoil Products - 5th Highest Finisher..... 2,500.00
Raybestos/Brake Parts, Inc. - 9th Highest Finisher..... 1,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00

Total Designated Prizes..... \$ 34,500.00

TWELFTH PLACE

Driver: Donnie Beechler
Car Name: Cahill Racing
Entrant: Cahill Auto Racing, Inc.
Crew Chief: Rob Long

Indianapolis Motor Speedway Corporation..... 256,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 26,000.00

Total Cash Prizes \$ 283,000.00

Designated Awards:

IKON Office Solutions - 500 Club Prize Money 10,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
Power Performance "Pro Tec" - 2nd Highest Finisher..... 1,000.00

Total Designated Prizes..... \$ 26,000.00

THIRTEENTH PLACE

Driver: Jaques Lazier
Car Name: Miles of Hope/Truscelli Team Racing
Entrant: Truscelli Team Racing
Crew Chief: Bill Winkleblech

Indianapolis Motor Speedway Corporation..... 259,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 30,250.00

Total Cash Prizes \$ 290,250.00

Designated Awards:

American Dairy Association - Indy 500 Rookie Qualifier 250.00
Marsh Supermarkets, Inc. - 500 Club Prize Money 10,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
Motorsports Spares Int'l., Inc. - Highest Finisher last day qualifier 5,000.00

Total Designated Prizes..... \$ 30,250.00

FOURTEENTH PLACE

Driver: Jeret Schroeder
Car Name: Kroger/Tri Star Motorsports Inc.
Entrant: Tri Star Motorsports Inc.
Crew Chief: Derrick Stephan

Indianapolis Motor Speedway Corporation..... 251,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 27,000.00

Total Cash Prizes \$ 279,000.00

Designated Awards:

IndyHostsRacing.com - 500 Club Prize Money 10,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
Simpson Helmets, LP - 4th Highest Finisher 1,000.00
Power Performance "Pro Tec" - Third Highest Finisher..... 1,000.00

Total Designated Prizes..... \$ 27,000.00

FIFTEENTH PLACE

Driver: Billy Boat
Car Name: Harrah's A.J. Foyt Racing
Entrant: A.J. Foyt Enterprises
Crew Chief: Craig Baranouski

Indianapolis Motor Speedway Corporation..... 148,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 62,000.00

Total Cash Prizes \$ 211,000.00

Designated Awards:

C & R Racing, Inc. - True Grit Award..... 10,000.00
Buckeye Machine/Race Spec - Final Measure Award (last to qualify)..... 5,000.00
Interactive Intelligence - 500 Club Prize Money 10,000.00
Monarch Beverage Company - Start Inside Row 11..... 1,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
Simpson Helmets, LP - 5th Highest Finisher 1,000.00
MCI WorldCom - Long Distance Award (improves position)..... 20,000.00

Total Designated Prizes..... \$ 62,000.00

SIXTEENTH PLACE

Driver: Raul Boesel
Car Name: EPSON
Entrant: Treadway Racing LLC
Crew Chief:

Indianapolis Motor Speedway Corporation..... 171,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 41,000.00

Total Cash Prizes \$ 213,000.00

Designated Awards:

MBNA Motorsports America - MBNA Fastest Bump Day Qualifier..... 10,000.00
Pennzoil Products - Fastest 2nd Day Qualifier w/ Pennzoil 5,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
Simpson Helmets, LP - 6th Highest Finisher 1,000.00
Summit Construction Company - 500 Club Prize Money 10,000.00

Total Designated Prizes..... \$ 41,000.00

SEVENTEENTH PLACE

Driver: Jason Leffler
Car Name: UnitedAuto Group Special
Entrant: Treadway Racing LLC
Crew Chief:

Indianapolis Motor Speedway Corporation..... 144,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 0.00
Designated Awards 26,250.00

Total Cash Prizes \$ 170,905.00

Designated Awards:

American Dairy Association - Indy 500 Rookie Qualifier 250.00
PPG Industries, Inc. - Indianapolis 500 starting car.....15,000.00
Simpson Helmets, LP - 7th Highest Finisher 1,000.00
Veritas Software - 500 Club Prize Money 10,000.00

Total Designated Prizes..... \$ 26,250.00

EIGHTEENTH PLACE

Driver: Buzz Calkins
Car Name: Bradley Motorsports/Team CAN
Entrant: Bradley Motorsports
Crew Chief: Todd Tappley

Indianapolis Motor Speedway Corporation..... 142,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 26,000.00

Total Cash Prizes \$ 169,000.00

Designated Awards:

GT Interactive - 500 Club Prize Money 10,000.00
Monarch Beverage Company - Start Inside Row 8..... 1,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00

Total Designated Prizes..... \$ 26,000.00

NINETEENTH PLACE

Driver: Steve Knapp
Car Name: Team Purex Dreyer & Reinbold Racing
Entrant: Dreyer & Reinbold Racing
Crew Chief: John O'Gara

Indianapolis Motor Speedway Corporation..... 140,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 26,000.00

Total Cash Prizes \$ 167,000.00

Designated Awards:

Beatrice Foods - 500 Club Prize Money10,000.00
Simpson Helmets, LP - 8th Highest Finisher 1,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00

Total Designated Prizes..... \$ 26,000.00

TWENTIETH PLACE

Driver: Davey Hamilton
Car Name: FreeInternet.com/TeamXtreme/G Force
Entrant: TeamXtreme Racing, L.L.C.
Crew Chief: John King

Indianapolis Motor Speedway Corporation..... 138,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 27,500.00

Total Cash Prizes \$ 166,500.00

Designated Awards:

EDS - 500 Club Prize Money10,000.00
Monarch Beverage Company - Start Inside Row 10..... 1,000.00
PPG Industries, Inc. - Indianapolis 500 starting car.....15,000.00
Simpson Helmets, LP - 9th Highest Finisher 1,000.00
Power Performance "Pro Tec" - 4th Highest Finisher..... 500.00

Total Designated Prizes..... \$ 27,500.00

TWENTY-FIRST PLACE

Driver: Robby McGehee
Car Name: Meijer/Energizer Advanced Formula/Mall.com
Entrant: Treadway Racing LLC
Crew Chief: Rick Hurford

Indianapolis Motor Speedway Corporation..... 236,655.00
Citizens Speedway Committee (Lap Prizes)..... 900.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 43,500.00

Total Cash Prizes \$ 281,400.00

Designated Awards:

Coors Brewing Company - 2nd Indy 500 Pit Stop Challenge 12,500.00
GSC Industries Inc. - 500 Club Prize Money 10,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
Simpson Helmets, LP - 10th Highest Finisher 1,000.00
Lincoln Electric Company - Hard Charger (lowest qualifier to lead)..... 5,000.00

Total Designated Prizes..... \$ 43,500.00

TWENTY-SECOND PLACE

Driver: Johnny Unser
Car Name: Delco-Remy/Microdigicom/Homier Tool
Entrant: Indy Regency Racing, LLC
Crew Chief: Mark Killgo

Indianapolis Motor Speedway Corporation..... 135,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 25,000.00

Total Cash Prizes \$ 161,000.00

Designated Awards:

MCI WorldCom - 500 Club Prize Money 10,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00

Total Designated Prizes..... \$ 25,000.00

TWENTY-THIRD PLACE

Driver: Stan Wattles
Car Name: Hemelgarn/Metro Racing
Entrant: Hemelgarn Racing, Inc.
Crew Chief: John West

Indianapolis Motor Speedway Corporation..... 133,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 25,000.00

Total Cash Prizes \$ 159,000.00

Designated Awards:

PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
Tom Wood Lexus - 500 Club Prize Money 10,000.00

Total Designated Prizes..... \$ 25,000.00

TWENTY-FOURTH PLACE

Driver: Sam Hornish Jr.
Car Name: Hornish Bros. Trucking/Advantage Powder Coating
Entrant: PDM Racing, Inc.
Crew Chief: Paul Murphy

Indianapolis Motor Speedway Corporation..... 232,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 32,250.00

Total Cash Prizes \$ 268,250.00

Designated Awards:

Clint Brawner Foundation - Clint Brawner Mech. Excellence Award..... 5,000.00
Indiana Oxygen - Perseverance Award..... 5,000.00
American Dairy Association - Indy 500 Rookie Qualifier 250.00
Clarian Health - 500 Club Prize Money 10,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00

Total Designated Prizes..... \$ 35,250.00

TWENTY-FIFTH PLACE

Driver: Airton Daré
Car Name: TeamXtreme/USACredit.com/G Force
Entrant: TeamXtreme Racing, L.L.C.
Crew Chief: Mark Lubin

Indianapolis Motor Speedway Corporation..... 231,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 30,250.00

Total Cash Prizes \$ 262,250.00

Designated Awards:

Aearo Company - 500 Club Prize Money10,000.00
American Dairy Association - Indy 500 Rookie Qualifier 250.00
PPG Industries, Inc. - Indianapolis 500 starting car.....15,000.00
BG Products, Inc. - Highest Placed Car 5,000.00

Total Designated Prizes..... \$ 30,250.00

TWENTY-SIXTH PLACE

Driver: Robbie Buhl
Car Name: Dreyer & Reinbold Racing
Entrant: Dreyer & Reinbold Racing
Crew Chief: John O'Gara

Indianapolis Motor Speedway Corporation..... 230,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 27,500.00

Total Cash Prizes \$ 258,500.00

Designated Awards:

Coors Brewing Company - 6th Indy 500 Pit Stop Challenge 2,500.00
PPG Industries, Inc. - Indianapolis 500 starting car.....15,000.00
U.S. Army - 500 Club Prize Money 10,000.00

Total Designated Prizes..... \$ 27,500.00

TWENTY-SEVENTH PLACE

Driver: Richie Hearn
Car Name: Pagan Racing IRL Spcl.
Entrant: Pagan Racing
Crew Chief: Jack Pegues

Indianapolis Motor Speedway Corporation..... 129,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 25,000.00

Total Cash Prizes \$ 155,000.00

Designated Awards:

Franklin International - 500 Club Prize Money..... 10,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00

Total Designated Prizes..... \$ 25,000.00

TWENTY-EIGHTH PLACE

Driver: Andy Hillenburg
Car Name: Sumar Special By Irwindale Speedway
Entrant: Fast Track Racing Enterprises, Inc.
Crew Chief: Tim Bumps

Indianapolis Motor Speedway Corporation..... 128,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 25,250.00

Total Cash Prizes \$ 154,250.00

Designated Awards:

American Dairy Association - Indy 500 Rookie Qualifier 250.00
Grady Brothers Construction - 500 Club Prize Money..... 10,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00

Total Designated Awards..... \$ 25,250.00

TWENTY-NINTH PLACE

Driver: Al Unser Jr.
Car Name: Galles ECR Racing Tickets.com Starz Encore Superpak
Entrant: Galles ECR Racing, LLC
Crew Chief: Darren Russell

Indianapolis Motor Speedway Corporation..... 227,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 28,000.00

Total Cash Prizes \$ 256,000.00

Designated Awards:

Coors Brewing Company - 5th Indy 500 Pit Stop Challenge 3,000.00
Medical Coding Services LLC - 500 Club Prize Money 10,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00

Total Designated Prizes..... \$ 28,000.00

THIRTIETH PLACE

Driver: Jimmy Kite
Car Name: Big Daddy's BBQ/Founders Bank/Blueprint Racing Special
Entrant: Blueprint Racing Enterprises, LLC
Crew Chief: Randy Ruyle

Indianapolis Motor Speedway Corporation..... 137,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 26,000.00

Total Cash Prizes \$ 164,000.00

Designated Awards:

Monarch Beverage Company - 500 Club Prize Money 10,000.00
Monarch Beverage Company - Start Inside Row 9..... 1,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00

Total Designated Prizes..... \$ 26,000.00

THIRTY-FIRST PLACE

Driver: Sarah Fisher
Car Name: Walker Racing Cummins Special
Entrant: Walker Racing LLC
Crew Chief: Ron Catt

Indianapolis Motor Speedway Corporation..... 126,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 38,750.00

Total Cash Prizes \$ 165,750.00

Designated Awards:

American Dairy Association - Indy 500 Rookie Qualifier 250.00
Ameritech/SBC - Youngest Starting Driver..... 7,500.00
Buildings To Go - Most Consistent Rookie Qualifier..... 5,000.00
Monarch Beverage Company - Start Inside Row 7..... 1,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00
Tirerack.com - 500 Club Prize Money 10,000.00

Total Designated Prizes..... \$ 38,750.00

THIRTY-SECOND PLACE

Driver: Lyn St. James
Car Name: Yellow Freight System
Entrant: Dick Simon Racing
Crew Chief: Steve Melson

Indianapolis Motor Speedway Corporation..... 126,655.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 25,000.00

Total Cash Prizes \$ 152,000.00

Designated Awards:

McDonald Investment, Inc. - 500 Club Prize Money 10,000.00
PPG Industries, Inc. - Indianapolis 500 starting car..... 15,000.00

Total Designated Prizes..... \$ 25,000.00

THIRTY-THIRD PLACE

Driver: Greg Ray
Car Name: Team Conesco/Quaker State/Moen/Menards
Entrant: Team Menard, Inc.
Crew Chief: Chris Sumner

Indianapolis Motor Speedway Corporation..... 226,655.00
Citizens Speedway Committee (Lap Prizes)..... 11,700.00
Citizens Speedway Committee (Parade)..... 345.00
Designated Awards 150,000.00

Total Cash Prizes \$ 388,700.00

Designated Awards:

Coors Brewing Company - 4th Indy 500 Pit Stop Challenge 5,000.00
GTE - Front Row Starter.....10,000.00
Klotz Special Formula Products - Pole Position 1,000.00
March 1 - 500 Club Prize Money10,000.00
Monarch Beverage Company - Start Inside Row 1..... 1,000.00
Oldsmobile - Pole with Aurora..... 5,000.00
PPG Industries, Inc. - Indianapolis 500 starting car.....15,000.00
PPG Industries, Inc. - PPG Pole Award.....100,000.00
Raybestos/Brake Parts, Inc. - Pole Position Chief Mechanic 1,500.00
Raybestos/Brake Parts, Inc. - Pole Position 1,500.00

Total Designated Prizes..... \$ 150,000.00

NON-QUALIFIED CARS

Driver: Billy Boat
Car Name: Team Pelfrey
Entrant: Team Pelfrey
Crew Chief: Tim Whiting

Indianapolis Motor Speedway Corporation..... 0.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 0.00
Designated Awards 1,000.00

Total Cash Prizes \$ 1,000.00

Designated Awards:

Coors Brewing Company - 10th Indy 500 Pit Stop Challenge 1,000.00

Total Designated Awards..... \$ 1,000.00

ENGINE BUILDERS

Builder: Speedway Engines

Indianapolis Motor Speedway Corporation..... 0.00
Citizens Speedway Committee (Lap prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 0.00
Designated Awards 1,000.00

Total Cash Prizes \$1,000.00

Designated Awards:

Klotz Special Formula Products - Highest Finishing Engine Builder 1,000.00

Total Designated Prizes..... \$1,000.00

Builder: Ed Pink Racing Engines

Indianapolis Motor Speedway Corporation..... 0.00
Citizens Speedway Committee (Lap prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 0.0
Designated Awards 500.00

Total Cash Prizes \$500.00

Designated Awards:

Klotz Special Formula Products - 2nd Highest Finishing Engine Builder 500.00

Total Designated Prizes..... \$500.00

Builder: Team Menard Engines

Indianapolis Motor Speedway Corporation..... 0.00
Citizens Speedway Committee (Lap prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 0.0
Designated Awards 500.00

Total Cash Prizes \$500.00

Designated Awards:

Klotz Special Formula Products - 3rd Highest Finishing Engine Builder 500.00

Total Designated Prizes..... \$500.00

OFFICIAL BOX SCORE
84th INDIANAPOLIS 500-MILE RACE
Indy Racing Northern Light Series
Sunday, May 28, 2000

FP	SP	Car		Driver	Car Name	C/E/T
1	2	9	R	Juan Montoya	Target	G/O/F
2	16	91	W	Buddy Lazier	Delta Faucet/Coors Light/Tae-Bo/Hemelgarn Racing	D/O/F
3	3	11		Eliseo Salazar	Rio A.J. Foyt Racing	G/O/F
4	6	14		Jeff Ward	Harrah's A.J. Foyt Racing	G/O/F
5	10	51	W	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	D/I/F
6	4	32		Robby Gordon	Turtle Wax/Burger King/Moen/Johns Manville/Menards	D/O/F
7	7	10		Jimmy Vasser	Target	G/O/F
8	20	7		Stephan Gregoire	Mexmil/Tokheim/Wiking Air Tools/Dick Simon Racing	G/O/F
9	13	4		Scott Goodyear	Pennzoil Panther Dallara	D/O/F
10	5	8		Scott Sharp	Delphi Automotive Systems/MCI WorldCom	D/O/F
11	11	28		Mark Dismore	On Star/GM BuyPower/Bryant Heating & Cooling	D/O/F
12	15	98		Donnie Beechler	Cahill Racing	D/O/F
13	26	33	R	Jaques Lazier	Miles of Hope/Trusculli Team Racing	G/O/F
14	29	6		Jeret Schroeder	Kroger/Tri Star Motorsports Inc.	D/O/F
15	31	41		Billy Boat	Harrah's A.J. Foyt Racing	G/O/F
16	24	55		Raul Boesel	EPSON	G/O/F
17	17	50	R	Jason Leffler	UnitedAuto Group Special	G/O/F
18	22	12		Buzz Calkins	Bradley Motorsports/Team CAN	D/O/F
19	27	23		Steve Knapp	Team Purex Dreyer & Reinbold Racing	G/I/F
20	28	16		Davey Hamilton	FreeInternet.com/TeamXtreme/G Force	G/O/F
21	12	5		Robby McGehee	Meijer/Energizer Advanced Formula/Mall.com	G/O/F
22	30	22		Johnny Unser	Delco-Remy/Microdigicom/Homier Tools/G Force/Olds	G/O/F
23	8	92		Stan Wattles	Hemelgarn/Metro Racing	D/O/F
24	14	18	R	Sam Hornish Jr.	Hornish Bros. Trucking/Advantage Powder Coating	D/O/F
25	21	88	R	Airton Daré	TeamXtreme/USACredit.com/FreeInternet.com/G Force	G/O/F
26	9	24		Robbie Buhl	Dreyer & Reinbold Racing	G/O/F
27	23	75		Richie Hearn	Pagan Racing IRL Spcl.	D/O/F
28	33	48	R	Andy Hillenburg	Sumar Special By Irwindale Speedway	D/O/F
29	18	3	W	Al Unser Jr.	Galles ECR Racing Tickets.com Starz Encore Superpak	G/O/F
30	25	27		Jimmy Kite	Big Daddy's BBQ/Founders Bank/Blueprint Racing Spl.	G/O/F
31	19	15	R	Sarah Fisher	Walker Racing Cummins Special	D/O/F
32	32	90		Lyn St. James	Yellow Freight System	G/O/F
33	1	1		Greg Ray	Team Consec/Quaker State/Moen/Menards	D/O/F
	NQ	81		Billy Boat	Team Pelfrey Speedway Engines Team Menard Engines Ed Pink Engines	

Time of Race: 2:58:59.431 **Average Speed:** 167.607 mph **Margin of Victory:** 7.184 sec.

Fastest Lap: #91 Buddy Lazier (Race lap 198, 218.494 mph, 41.191 sec.)

Fastest Leading Lap: #9 Juan Montoya (Race lap 199, 217.691 mph, 41.343 sec.)

PPG Pole Winner: #1 Greg Ray (223.471 mph, 2:41.095)

MBNA "Fastest Bump Day Qualifier" Award: #55 Raul Boesel (222.113 mph, 2:42.080)

Firestone "First at 100" Award: #9 Juan Montoya

"The Net Race Live Award" Lap Leader: #9 Juan Montoya

Racesearch.com "Top Finishing Rookie" Award: #9 Juan Montoya

WorldCom Long Distance Award: #41 Billy Boat

Coors Light Pit Stop Contest: #4 Scott Goodyear, Panther Racing

Legend: R=Indianapolis 500-Mile Race Rookie, W=Former Indianapolis 500-Mile Race Winner

Chassis Legend: D=Dallara (15); G=G Force (18) **Engine Legend:** O=Oldsmobile (31); I=Nissan Infiniti (2)

Tire Legend: F=Firestone (33)

**OFFICIAL BOX SCORE (cont.):
84th INDIANAPOLIS 500-MILE RACE
Indy Racing Northern Light Series
Sunday, May 28, 2000**

Laps Comp.	Running/ Reason Out	IRL Points	Total IRL Points	IRL Standings	IRL Awards	Designated Awards	Total Awards
200	Running	54	54	18	\$832,040	\$403,650	\$1,235,690
200	Running	40	138	1	500,655	73,945	574,600
200	Running	36	110	4	382,655	92,245	474,900
200	Running	32	86	8	304,655	56,345	361,000
200	Running	30	104	5	293,655	70,845	364,500
200	Running	28	28	26	186,655	29,700	216,355
199	Running	26	26	29	178,655	28,850	207,505
199	Running	24	62	15	272,655	34,245	306,900
199	Running	22	112	2	266,655	82,145	348,800
198	Running	20	72	12	262,655	50,345	313,000
198	Running	19	94	6	259,655	34,845	294,500
198	Running	18	85	9	256,655	26,345	283,000
198	Running	17	44	21	259,655	30,595	290,250
198	Running	16	77	11	251,655	27,345	279,000
198	Running	15	91	7	148,655	62,345	211,000
197	Running	14	14	31	171,655	41,345	213,000
197	Running	13	28	26	144,655	26,250	170,905
194	Running	12	48	19	142,655	26,345	169,000
193	Running	11	11	32	140,655	26,345	167,000
188	Running	10	36	22	138,655	27,845	166,500
187	Running	9	63	14	236,655	44,745	281,400
186	Running	8	8	35	135,655	25,345	161,000
172	Engine	7	7	37	133,655	25,345	159,000
153	Accident	6	64	13	232,655	35,595	268,250
126	Engine	5	48	19	231,655	30,595	262,250
99	Engine	4	112	2	230,655	27,845	258,500
97	Electrical	3	3	41	129,655	25,345	155,000
91	Wheel Bearing	2	2	42	128,655	25,595	154,250
89	Over Heating	1	78	10	227,655	28,345	256,000
74	Engine	1	19	30	137,655	26,345	164,000
71	Accident	1	31	25	126,655	39,095	165,750
69	Accident	1	1	43	126,655	25,345	152,000
67	Accident	4	55	17	226,655	162,045	388,700
						1,000	1,000
						1,000	1,000
						500	500
						500	500
TOTAL					\$7,700,000	\$1,776,505	\$9,476,505

(Event Record)

Lap Leaders:

Laps	Car #	Driver
1-26	#1	Greg Ray
27-29	#9	Juan Montoya
30	#10	Jimmy Vasser
31-32	#5	Robby McGehee
33-175	#9	Juan Montoya
176-179	#10	Jimmy Vasser
180-200	#9	Juan Montoya

Total: 6 lead changes among 4 drivers

Caution Flags:

Laps	Reason/Incident
66-70	#1 Ray, accident T2
74-84	#90 St James, #15 Fisher, accident T1
99-102	Debris
127-130	Oil on track
144-150	#1 Ray, accident T2
158-161	#18 Hornish Jr., accident T2
174-177	Oil on track

Total: 7 caution flags, 39 laps

Lap Leader Summary:

Driver	Times	Total
Juan Montoya	3	167
Greg Ray	1	26
Jimmy Vasser	2	5
Robby McGehee	1	2

**LEGENDS
OF THE
SPEEDWAY
INTERVIEWS**

**Emerson Fittipaldi
Rick Mears
Mario Andretti
Andy Granatelli**

EMERSON FITTIPALDI -- LEGENDS OF THE SPEEDWAY - May 16, 2000

QUESTION: Well, good morning and welcome to the media center here at the Indianapolis Motor Speedway. Emerson Fittipaldi, great to see you again. We've got a spot for you right here. In addition to those of you who are here with us in the media center in the conference room, we are being joined by an Internet audience today at indyracing.com and indy500.com. We would like to welcome you watching and listening today on the Internet. We would also like to invite you, those of you on the Internet, to send questions that you have for our legends here this week at the Speedway that are appearing, like Emerson Fittipaldi, Rick Mears and so many of the others, if you do have questions that you would like to ask, you can send those questions to us at legends@indy500.com. Certainly, we want to welcome one of the legends back to the Speedway today. It's great to see you and I guess first, an opening statement from you just on being back at the Speedway and what you think of the changes here.

FITTIPALDI: I was very surprised at the place and the first thing this morning I was jogging around the Grand Prix track. Beautiful job. I'm sure the Formula One race will be very successful here. It looks outstanding track for Formula One and all these new facilities -- the tower . . . I was in Tony George's suite having lunch half an hour ago and the place is amazing. I mean, I don't know any other facility in the world that has this type of setup and if you go back in the history of racing, since 1914, how many great champions went through this place, how many sweating, adrenaline, drive on the edge to be successful here, how much effort has been put behind this place, human effort, it's just fantastic. There's so much tradition and now with NASCAR and now with Formula One, my opinion would be really the capitol of auto racing. I mean, there's no other place in the world similar to this. It would be for sure. I'll be here in September to watch the first Formula One Grand Prix. It will be a historic event and I think we'll bring back to America Formula One in a big way, because we are missing Formula One in America and I think that's going to be bringing back the excitement of Formula One to the American public and for the American TV as well.

Q: Emmo, of course, two-time world driving champion in Formula One, twice winning the Indianapolis 500 here -- the first time driving for Pat Patrick in 1989 and then returning to win his second race in 1993 with Roger Penske and I believe you finished second in, I can't remember if it was '92 or '94, but I remember you finished second for Penske as well. Led over 500 laps here at the Indianapolis Motor Speedway during his, I believe it was eleven races, eleven appearances here at the Speedway. Questions, obviously, and just raise your hand and we'll get you the mike.

Q: One of your teammates from Marlboro Team Penske is back, Al Unser Jr. and just what are your thoughts on that because you know what this place really meant to him.

FITTIPALDI: Well, I'm very pleased and very happy to see Junior here. I think he's going to be successful in the series. He needs a change, personally and psychologically, he needs a change, he needs a new challenge and I think he has a new challenge now and I think that's very good for him.

EMERSON FITTIPALDI -- May 16, 2000 (cont.):

Q: When you retired from Formula One, if I remember correctly, you actually contemplated getting away from racing. Can you talk a little bit about why you decided to come back and start a second chapter in your career?

FITTIPALDI: Well, I went back to Brazil in '80, it was my last Grand Prix race and then took a year, year and a half and then I started driving go-karts in Brazil and then Ralph Sanchez invited me to drive in the Miami Grand Prix in 1983 in downtown Miami, the street circuit. That was the first time I was back in the real racing cars. You know, three years after retiring, I was very excited to be in the car and I told my wife, I said, 'well, I want to do like, four or five classic race, classic events a year, sports car' and I went to Miami for a week and I stayed there 15 years. That's exactly what happened and it was the most enjoyable part of my career I think, as a driver. Being the driver, I was able to have more fun, what it means to me this sport. Being outside of the cockpit, having fun with the people, having fun with my family, my friends, was much more what I call a relaxed, easy life outside of the cockpit in Formula One. That season I was older, I was more experienced, but I had more motivation to enjoy life and I think that's what made me to be competitive again and have what I call the willpower to win, or to go for a win. I think that's what's great in any sport, when mentally you have the motivation and the willpower to succeed and to win and I think coming back to America I had that willpower, that motivation back to me and I worked very hard on the new technique to drive an oval. I worked very hard mentally to excess, because it is very difficult for a retired athlete to go back to sport and be successful again and was a barrier that I had to go through and the barrier was with myself. It took me a long time to overcome the barrier. It took a long time, like two seasons, to get the regimen back in traffic. There are two different things, when you drive by yourself on the racetrack, even the retired driver can be fast, but when you compete against each other, you have to face with another challenge, race against another competitor. You need the regimen to go back. Everything has to happen with more intuition, more automatic and more you know what's going to happen before it happens, but you don't know how you know, but you know it's going to happen. That's what, when you go back to the sport, that feeling of knowing what's going to happen before it happens, took nearly two years for me. Then I was very excited with my career and unfortune happened with the crash in Michigan. On Saturday after qualifying, I told Roger that Laguna was going to be my last race. I remember Roger told me as a friend, "I'm happy for you Emerson. If you and your family, your kids . . ." I have one of my daughter's, she's here today. And I was going to be able to enjoy more of my kids and then happened to crash, but that's it, that's life. I'm very lucky to be here enjoying life more than ever now.

Q: Emerson, we know that you have a lot of business interests all around the world and you're a busy guy and I know you miss racing too. There's always rumors that you're going to get involved in open-wheel racing again as a car owner. Have you given any thought to that?

FITTIPALDI: You know, the racing in Brazil was a big challenge. I didn't expect it would be so difficult to be a promoter. It drove me crazy. The last two years, I mean, has been a lot of effort and work. I have a lot of respect now for the promoters and I remember when they started work with Chris Pook in Long Beach, he was going crazy the night before the race and now I understand and I'm still 100% focused on getting the Brazilian race successful for the next few years and then in the future, I think anything involving racing, I would consider. The passion is still there, I love the sport. It's my life, my career and why not one day have my own team, but not yet, for the future.

EMERSON FITTIPALDI -- May 16, 2000 (cont.):

Q: Emerson, your last year as a driver was '96 and that was the year where you were racing somewhere else the day of the Indy 500 and how much of a disappointment was that that you weren't here that day?

FITTIPALDI: Well, you know, I was, I'm sure to me and Al Unser Jr., to Junior was very disappointed because he didn't qualify the year before. And for sure, when things are against on your sport, you want to go back and try to come back and be successful again and we were never able to come back to Indianapolis. Junior now is going to do that. I think that's a big advantage that he has that I'm not ever going to be able to do it, but I was very disappointed, like most of the drivers not to be back to Indianapolis and I think it was a losing situation for everybody. It was a losing situation to the sport, to the drivers, to the sponsors, to the teams. It was not a winning situation to anybody.

Q: Emerson, you were saying the other day in Brazil, you were going to get in your hang-glider and we all laughed, of course. After you've healed up, talk about, being a promoter is obviously thrilling, but what do you do now, do you race go-karts anymore or just keep your hand . . . what's still thrilling?

FITTIPALDI: I have a very slow motor reaction. But, inside the motor, there is some very fast (inaudible) and that spells trouble. But, I enjoy the family, I enjoy boating a lot, I love boating a lot, the boat now is in Brazil. That's my hobby. I'm starting thinking about flying helicopters soon. I saw Tony's helicopter right behind the museum. I asked who's is this helicopter, it's Tony's. Well, we all like machines and it's exciting to be flying and controlling it. I think there's always a relationship between racing cars and airplanes and one of the biggest thrills of my life was flying the Blue Angels. I mean, the F-18 was fantastic. I still remember today it was one of the most exciting days of my life to fly the F-18 with the Blue Angels in formation. I mean, while I'll miss this and I know something's going to happen in the future, I'm going to have something to have fun, but at my age it has to be very slow fun.

Q: Emerson, getting back to 1996 and the disappointment you had, would you like to see yourself in a role or someone like you in a role of mediator to get CART and IRL to agree on something after five years of being, whatever you want to describe, not communicative?

FITTIPALDI: I did as much as I could at that time and every time I see Tony and Andrew Craig, I say can they get together?' I mean each one has their own reasons why we're not together, but I hope in the future it will go back together again. I mean, I hope it's possible and then I come back to Indianapolis as a team owner. I hope so.

Q: Emerson, we have a question from the Internet. This comes to us from Ray Buoy at Ossage.net and he had several things he wanted to ask you, but first off, how many teams have you driven for over the years during your career and I'm assuming he's talking both F1 and your Indy Car career.

FITTIPALDI: Well, that's one of the things, I always try to be very conservative and I never changed a lot of teams. I drove for Lotus was my first Formula One team for Colin Chapman. From '67 to '73, I drove four seasons and then I signed for McLaren with Teddy Mayer for two years and then I did one of my mistakes in my life . . . we all do mistakes. I did my own Formula One team and then I drove a very tough four seasons from '76 to '80, but that's it. I only drove for three Formula One teams and Indy Car, I drove for the first time at Indianapolis in '84 for a small team from Florida. I only did the Long Beach Grand Prix and here and there I drove the California Cooler car for Gary Bettenhausen for one or two races and then I signed with Patrick

EMERSON FITTIPALDI -- May 16, 2000 (cont.):

Racing until '89 and then Roger for eight years. I mean, signed contracts, I drove for two teams here -- Pat Patrick and Roger Penske, that's it.

Q: Without incriminating yourself, was there a favorite or do you consider them all on equal terms?

FITTIPALDI: Well, I think each one has his pros and cons, but the one I most enjoyed was Roger. I think Roger's organization is outstanding. His commitment to win is like, I never saw a team manager, even in Formula One have that type of commitment. No compromise for winning, no limits for anything. He just wants to win. I think that's the name of the game.

Q: You were talking about how much you would like to get the sport get back together. You know, this year the best team in CART over the last four years, is here making a run at it. Do you kind of see a situation where, you know, CART teams will kind of trickle back rather than flood back to this place?

FITTIPALDI: Well, I was talking to Tony George a half an hour ago and we were discussing that. I can see even there's no rule change and every year there's going to be more CART team members coming to Indianapolis to do the '500' for sure. It's going to happen. I think the event's big again. It would be bigger with our teams participating, our drivers and I think that's the wave of the future. It's going to happen.

Q: Emerson, you've had a lot of great accomplishments here. What might be one of your biggest disappointments here at Indy?

FITTIPALDI: Well, you know, you always remember the year I didn't qualify, but to me was the '94 race I lost. It was difficult to lose that race and I managed to lose. Most of the time it's difficult to win, that time it was difficult to lose that race. It was my fault because I was too anxious. I had the wrong segment of pit stops. I think after my second pit stop, I got a plastic bag on my water radiator and I broke down my segment. I had to come in to take that off and that means I had another pit stop, more than anybody else and then the whole race, on my mind, I had to be at least one lap ahead of the second guy to be able to come in, do a splash and go and still win the race. When I left Al Unser Jr. and Chuck was on the radio to me saying "Emerson, that's okay. Eight laps to go and you're going to come in." I was on the last segment of the race, but I had to do a splash and go and then there was a (inaudible) and Al Jr. passed me again and then I called on the radio and I really panicked and Chuck said "Emers on, you have to be ahead of Junior to be able to slow down, go back to your pit and pick up speed again and still win the race." I remember going between three and four, I set up Junior, I come with my nose very close to his gearbox, but it was too close and I lost the downforce in the rear wing. I think it was the biggest mistake of my life. It cost me, you know, frustration, not to be able to win the race.

Q: Emmo, of your wins here at Indianapolis, which one stands out the most? Is it the first one like most guys say? Does that stand out the most for you and why?

FITTIPALDI: I think it's like I won my first world championship. The emotion to me, the first one was the most significant to me. Thinking it through, I think the second was better, but the first one was like my second career in Indianapolis. I was over 40 years old. I dreamed all my life to one day be in Indianapolis. Today at the museum I looked at the Bill Vukovich car. I remember I was seven or eight years old the first time I saw the (inaudible) in Brazil about Bill Vukovich winning Indianapolis in the

EMERSON FITTIPALDI -- May 16, 2000 (cont.):

50s. And then there was that dream coming true that happened in '89 was an incredible feeling, emotional to me, to win Indianapolis in '89.

Q: With the history of F1 in the United States, what do you think about when you hear 200,000 tickets sold for this race and also, have you looked at the track and what do you think about the track here?

FITTIPALDI: Well, you know, I think Formula One will have the greatest opportunity to be back again in America in a big way. I'm sure the race will be successful, the crowd will be excited to see Formula One. I think that the, what I call the Grand Finale for Formula One would be a big show. Coming from Brazil I stopped in Miami, I had lunch with Ralph Sanchez and the first thing he said was 'Emerson, I am going in September to Indianapolis' and sure, I'll be there in September to watch the first Grand Prix race in Indianapolis. I think it will be great for the sport, for Formula One, it will be great for Indianapolis, it will be great for the American fans and it will be successful, for sure. I jogged this morning on the track and I think the layout of all the grandstands around the main straight and going reverse will be a fantastic view. The Formula One cars are going to be extremely fast coming out of Turn 1. I think it will be very impressive coming off of Turn 1 and it will be a great overtaking area when you brake to the infield. Today's Formula One cars are very difficult to overtake. Most of the races are quite boring because there's no overtaking, but I think the end of the straight here is going to be a place that things are going to happen. It looks like a beautiful layout.

Q: Emmo, when you started in Formula One, it was a pretty dangerous time. Jochen Rind had died about that time, Ronnie Peterson was to die later on. Could you reflect a little bit on the safety, not only in that series, but in the Indy Car series when you came into it and how you think it's gone over the years.

FITTIPALDI: Well, you know, another thing I remembered when I was back here, I asked this year is going to be the 30th anniversary from my first Formula One win in Watkins Glen, the U.S. Grand Prix. At that time, the odds for a Grand Prix driver was seven to one to survive. In the beginning of the season, there were 20 drivers and three would die by the end of the season. You know, from 1968 to '70 and with those odds, chances and our main approach to racing was very tough at the time. And the biggest gains to happen in motor racing in 30 years is the safety improvements. The racing cars got much, much stronger, much better, the track facilities, the driver's equipment, the rescue teams. I mean, how quick you arrive at the crash, how fast you get the driver out, how efficient to keep the driver alive today. I mean, there's a fantastic progress on the medical area too. I mean, the infield hospital . . . I remember when Mark Donahue crashed in Austria. I saw the yellow flag going on over the very fast right-right corner up the hill and when I slowed down, I was driving a McLaren at the time, and I slowed down and I saw the Armco barrier completely down and there was a black mark from tires like it went over and there was a hill going downhill. I said to me, I said (expletive), someone went that way, it's tough. I stopped my car, I braked, I jumped out, I went over the Armco and when I came down the hill, I saw Mark. He was in the right position, but he was unconscious at the time and both marshals pronounced him. They were complete amateurs. They just looked, they panicked and they didn't know what to do. Then there was myself and Hans Struck, who helped Mark to go back to the ambulance and that's how bad was the first medical help. I mean, I was not supposed to be doing anything there. It should be a doctor, it should be a professional guy and that's how, talking many,

EMERSON FITTIPALDI -- May 16, 2000 (cont.):

many years ago. I mean, it has been an incredible improvement in all three areas, the cars, the track, the equipment and the medical rescue team. When I had my crash in Michigan, immediately CART made a study, Dr. Steve Olvey, why I broke my neck and there was this cap between the headrest and the top of the seat. The next year all the cars had one piece seat and that I'm sure saved a lot of future crashes and people breaking necks. I think the closeness in racing helps a lot -- people who are serious, people who want to improve the sport. Going back to another extreme, three years ago I was invited to drive the Grand Prix car, the Mercedes 1937 in Hockenheim just before the German Grand Prix, and I did five laps and I feel like I was hurt and I was exhausted after five laps. I took my hat to the drivers from before the second war, that drove that car around Nurburgring. I mean, can you imagine how that would be with no belts, little leather helmets, three and a half hours, four hours. You know (inaudible) all these guys. Amazing. I can see from that time to now, big improvements. I'm not saying it's easy now, you know, technically it's very tough to win any race, but it's much safer now. There's no comparison. It's 100% safer.

Q: Emerson, talk about when you came here in the early 70s, I think it was 1974, and ran the first time around Indianapolis and what you think the Formula One drivers will think of the walls?

FITTIPALDI: Well, you know the first time I spoke to a driver who didn't like Indianapolis was Jochen Ringden. I remember Jochen coming here and he spun, hit the wall and I think he went back to Europe. He was not very happy. But at the same time, Jim Clark and Graham Hill had a very positive experience. They liked, they created what I call a motivation for Grand Prix drivers to come back to Indianapolis, to try Indianapolis. When I drove in 1974, the chassis was extremely weak. I mean, we had incredible cars that disintegrate when it hit the wall, but the car I drove was very well set up. It was Johnny Rutherford's winning car from that year, the McLaren that won. I had a very good impression of how to get technique to drive the car and I enjoyed a lot the speed. I always liked fast corners. All my career, I always adapt myself to the fast corner style of driving, but, the speed was so great at the time. The engine had close to 2,000 horsepower and they had huge wings, I mean incredible downforce. I was extremely impressed and Teddy asked "Do you want to come back and drive here?" I said, "Teddy, unless I have a full month to stay in Indianapolis to dedicate myself and not just going to Monte Carlo, jump in the plane, go to Indianapolis, back again to Europe, I'm not going to do it." I think at that time, I did the right decision. We were trying to put a team together for 1975 with McLaren, but I never expected to come back ten years later.

Q: Emerson Fittipaldi, we appreciate it. It's always a pleasure to have you here at the Speedway. We want to remind our Internet listeners and viewers that we will be back tomorrow at 1:15 Indianapolis time. Rick Mears will be here. Mario Andretti will be here on Thursday and Andy Granatelli will be here on Friday as we continue to honor the legends of the Speedway. You can e-mail questions to legends@indy500.com. Emmo, thank you.

RICK MEARS -- LEGENDS OF THE SPEEDWAY - May 17, 2000

QUESTION: Ladies and gentlemen, welcome back to the conference room here in the media center at the Indianapolis Motor Speedway. My name is Mike King from the Indy Racing Radio Network. Again, we also want to say a big welcome to our Internet audience watching and listening today at indy500.com and at indyracing.com. We want to remind you folks on the Internet that you can send questions to our legends appearing this week at legends@indy500.com . That's the way you'll need to send those questions and we do have a couple that we'll get to Rick here in just a couple of minutes. A lot of you have been here covering this race longer than I have. My first Indianapolis 500 that I covered was in 1986, but for me, Rick Mears is the Indianapolis 500. He won this race in his second attempt in 1979, won it again in '84, won it again in '88, won it again in '91. He and Michael Andretti turning what I think are, perhaps, three or four of the best laps ever here with the back-to-back outside passes in One, but it is indeed a pleasure to welcome one of certainly the privileged few, or at least for us, to be able to talk to him, we're the privileged few because four-time winners of this race are few and far-between. It's great to have you back here and let's get an opening statement from you before we start taking questions, but what's it like being back?

MEARS: Thank you. It's great to be back. It really is and this place has been our home away from home for a lot of years and it's been very good to us, so it's exciting being back here and seeing all the people that we haven't seen for a few years and it feels great to be back, it really is.

Q: You were on the pole six times? Is that right?

MEARS: Yes, I believe so.

Q: Six times here at the Speedway -- unbelievable. The one phrase that seemed like, seemed to be associated with you for so many years was "it's a new track record." I remember it seemed like every time you went out for a few years, Tom Carnegie saying that. We're going to lead off with a question from the Internet. This is from rdean@pacbell.net. It says, "Rick, in the past you've been involved with ownership of an Indy Lights team. Have you considered being a team owner and entering a car for the Indianapolis 500?" And that comes to us from Rebecca Dean.

MEARS: Yes, I have considered it and it was no. We were involved with the Lights team and it was a lot of fun when we were doing it and for our boys, my son and my nephew and my brother to work together. It was a great experience, but I'm not cut out to be a team owner.

Q: About a month ago when we were here for the Open Test, your nephew was here and talking to your brother Roger, he said you were as excited about Casey coming here as he was, and where does that stand at the moment? He's passed ROP, but I mean, has he got any feelers out there?

MEARS: Yeah, he's . . . obviously, I was very excited for him to get here and I talked to him on the phone right after he got here. He hadn't been in the race car yet, but he made a couple of laps in the vans or the Camaro's or whatever they were using to go around or pace cars and the first words out of his mouth, he said, "This place is narrow." He said, "The first thing I thought of was, how did you get around Michael on the outside, it's so narrow?" But, I was definitely excited for him and where he stands right now, I don't know yet. I haven't really heard; I haven't talked to him lately. I think at one point I heard the team didn't feel they had enough people, or personnel, to really do the job proper. They had another car. Whether that's all the case or not, I really don't know. I don't have much detail on it.

RICK MEARS -- May 17, 2000 (cont.):

Q: Rick, you're awfully young to be a racing legend -- how much do you miss driving altogether and then specifically at this race course, which you dominated so much?

MEARS: Well, I really don't. It was definitely the right time and we were talking about that earlier. You don't really know until you make the decision, you know, until you make the call, if it's the right time or not. It's the toughest decision I've ever made in my life, but once I made it, I knew it was the right decision, so I've never had any regrets or second thoughts. It was time to go and when the old desire goes away, you don't want to put your best foot forward and that's not fair to everybody else. So, we're comfortable with it.

Q: One of the guys found a picture of you on the pit wall in '77 sitting there looking at the Pink Lady and head in your hands, and you're thinking at the time if you just could have made the race, it would have probably been something. Just talk about who, was Bill Simpson the guy, or was it Steve Richards, who really was the guy who brought you to Champ Cars and how the whole thing evolved.

MEARS: There was quite a few guys involved. You know, Steve Richards was working for Simpson Safety at the time and he handled the off-road division for Bill and we'd known Steve for a long time, so Steve was always putting a bug in Bill's ear, you know, about what we had been doing here and what we'd done there, what cars I was driving at the time, what kind and just kind of kept him abreast all the time. Then at the SEMA show one year, I was there just doing some different things and Richards was there and he said, "Bill's over there and I want to introduce you to him." So, I said "alright." We started walking over to where Bill was, and Bill kind of had his back to us and we're walking up behind him and he turns around and just happens to look about the time we get there and he says, "I know, don't tell me, another one of those off-road racers." I thought, "who is this guy?" But, anyway, I met him and I saw him a couple other times after that and I was down at their office one day walking through the office -- I was there to talk to Fred Crowe -- I dealt with Fred Crowe quite a bit and Simpson walked through the office and said, "Hi, how are ya doin'?" The next time I saw him was at Willow Springs. I was testing my Super Vee and he had his 5000 car there, that bird that he was going to run at Long Beach and I'm working on the Super Vee and I hear someone say, "Hey Mears, what are you doing?" I turned around and it was Bill walking down the pit lane. "Hey, how's it going?" He talked like we'd known each other for ten years, you know, and that was really the first time we ever really talked, spoke to each other. He took me down to the Bird and introduced me to the designer of the car and had me take a look at it and you know, we went on to our testing. About a week or so later, I got a call and it was from Bill and he says, "What are doing next Wednesday?" I said, "Well, I'm working." He said, "Well, can you get off?" I said, "I don't know, what do you need?" He said, "I want you to test drive my 5000 car at Willow." I said, "I'm sure dad will let me off or I might call in sick, one or the other." Dad's in the audience, by the way. So, we got together. I went over and did the test and by the end of the day, I was a couple of seconds a lap quicker than he was and he enjoyed that and he said, "I want to sign you up." I thought, "sign me up?" I'd never had a contract with anybody in my life. He said, "Yeah, I want to sign you up to 5000 and/or Indy Car." So, I said, "Great, let's go." And so I ran two or three SCCA races in that 5000 car, but never really had done anything in an Indy Car yet and he knew, you know, by contract, I mean, I wouldn't press anything anyway, but by contract, that was kind of in as part of the deal. Well, he's no dummy either and he didn't want to take this kid out of the

RICK MEARS -- May 17, 2000 (cont.):

desert and stick him in an Indy Car and possibly cost him a lot of money, so he had an Eagle he wanted to sell to Sugai and seeing how Sugai was wanting to buy it, so he told, and this is how he got me in, he told Sugai, "I'll sell you the car under one condition, you let Mears run it at Ontario, in the 500." He said, "Then after that, you know, if you guys are happy, you can walk down the road together and if not, you part your ways." So, in that way, he was fulfilling the contract by getting me into an Indy Car and plus, he was helping out in any way he could. So, we were happy and we went on down the road and that's when we started with the pink Eagle. That picture you're talking about, I remember sitting there thinking I could console myself and say, "Well, maybe next year, I'll have another year of seat time under my belt and maybe a little bit better equipment and be able to qualify," and little did we know that we'd be coming back with one of the best teams in the business. So, I mean, actually, not qualifying was probably the best thing that ever happened.

Q: Rick, we've got another question from the Internet. This comes from schmitter@tcon.net and first Tim and Mary ask how you are today. Obviously, you're looking good. Their question is, what was your preferred line around the track, a high groove or a low one? I guess it would be depending on who was in front of you and you're passing at the time.

MEARS: Well, that does . . . it's mainly high in, low in the middle and high out is your normal pattern. This place, and most places, as far as the quick lap around here, you want a late entry, a very late entry, a late apex, as late as you can so you can straighten the car out coming off the corner a little bit and free it up, but you have to run the car very neutral and a very late line. It's easy to get in trouble out there if you get too late, but this place, especially, your entry determines your exit. You get your entry wrong, your exit's going to be wrong, so you've got to get your entry right to get the exit right and that's usually a fairly late turn in and fairly late apex. I'd always try to get it to where when I come off the wall, I'd turn the car and get it set and it would work its way down to a late apex, just touch the paint and work its way back off to the fence without ever having to make a correction, and if you could get that arc right, that was about as close as you could get it. That's what I tried to do. It's very seldom could you make it through there like that without having to make a correction, but it's what you strive to achieve.

Q: Rick, talk about your years with Roger and how tough a guy was he to drive for?

MEARS: The years have been great with Roger. You know, early in my career with him, I kept hearing people say, "Isn't he tough to work for?" You know, that question kept coming up from time-to-time and I never could understand it because to this day, he has never said "Rick, you ought to do this," you know, as far as telling me what to do or to do anything. I mean, he just, he's always let me, and that's one thing that really helped in the early going, he's always let me take things at my pace, like when I was first starting out with the car. It was, "Hey, go qualify for the race, get in the show and get some experience." He said, "(inaudible) we've got Mario, we got Sneva to stand on the gas for qualifying. You just go out and get experience. Take your time." That was the same way, like after the accident in '84, you know, he came in and said, "It doesn't matter how long it's going to take, that seat's going to be there when you're ready, so don't hurry it, don't push, you know, you may end up doing more damage in the long run that way." He's always been very good at taking the pressure off and so I've never understood that question until a little bit later on, and then I started realizing that sometimes the people that are asking me that are people

RICK MEARS -- May 17, 2000 (cont.):

that maybe have worked for him before and did no longer work for him, and I've found out that he can be tough to work for if you don't work. If you don't work, he can be tough to work for, but always to me, and from what I've seen over the years, he's always just asked that you do the best that you can do. As long as you're putting your best foot forward and believe me, it's good that he realizes not everybody's made like him, because if he didn't I'd have been gone a long time ago. I tried to follow him around for a few days and it would run you in the ground, but he's been just absolutely great to work for. This has got to be a driver/owner record relationship, I think.

Q: After the CART/IRL split, did you maybe wonder if you'd ever come back here to this facility?

MEARS: Oh, I, not really. I figured I'd be back at some point in time, for something. You know, whether it's everybody getting back together or not, I didn't know that, in that respect. I knew I'd be back here at some point. It's been too much of a home, you know, our home away from home and so I always knew I'd be back, but I was hoping we'd all be back under the same banner, same running together and everything normal, so to speak. But, who knows, it can still get there and if we keep our fingers crossed . . . Nobody does not want to be here. Everybody wants to be here, so hopefully it will all come together.

Q: Jimmy Vasser said on Monday that he was really kind of surprised by the positive reaction he got from the fans walking out of Gasoline Alley, everybody saying, "Glad to have you back." He said he thought a few people would probably throw tomatoes at him. Does it really amaze you that when you come back here, no matter what side of the fence, political side you're on, it seems that the fans here always really welcome you back.

MEARS: Well, they are. The fans here are race fans and that's why they're here and that's why they've been here for so many years and they come here to enjoy the racing and enjoy the drivers and the shows that are put on and they're just good race fans and that's why you get that reaction.

Q: By the way, we want to welcome Chris Mears as well. She probably spent as much time in front of the camera when Rick was running here. She probably answered as many questions, yes, Chris Mears is sitting right here. It's great to see you all again. Questions for Rick Mears? I've got another one for you. I remember being in the pits when the engine cowling came loose and you lost it in Two and the car got upside down and I guess that was in '92. You broke your wrist. Was that the moment, was that the incident that decided for you, "I've had enough?"

MEARS: No. No, it wasn't. I was already thinking about it before that. That helped speed up the process a little bit. It definitely sped up the process, but I had already been thinking about it about a year or so before that and kicking it around and I knew I was going to be doing it soon. I just really hadn't set a time yet and so where it probably helped speed it up was after that, you know, in dealing with the wrist for the remainder of the season and I finally just said, "Hey, it's time to go." Then I thought, well maybe I'll run another year and then get out and then I thought well, you're crazy. If you're already thinking about it, it's time to go, you know, so why are you going to run another year for? That's stupid. So, I just decided it was time to go and made the decision. But that wasn't the reason, because I had already been thinking about it before that.

RICK MEARS -- May 17, 2000 (cont.):

Q: Rick, you've always been such an easygoing, friendly guy, laid back. Did your personality change when you got inside the race car? Did you suddenly become the aggressor? Was there a different personality for you in the race car?

MEARS: Well, I would hope so because I knew if I was like my normal self, we wouldn't win anything, wouldn't go fast enough. So, I chose this to make a living, sitting down, I'm basically lazy. I always figured, that's one thing that always helped me with chassis and setup on the car, I figured the harder I worked on the setup, the easier it was to drive, the easier it was for me, the less I had to work. But, no, we did get a little more aggressive. It's kind of like being an actor, so to speak, you get away with doing things that you wouldn't do normally, you know, outside the race car. You could get in there, you get aggressive, you could do a little pushing, a little shoving, but that was the name of the game. You had to. I mean, there was a fine line between too much and not enough, but that's what you had to do, sort of. You do change a little bit, yes. You know, usually, especially if you get a little mad if someone cuts you off or something, you get a little mad, you get a little more aggressive, so you do change some.

Q: It's been well-documented, you know, how much it hurt Al Unser Jr. to miss the show in '95 and Emmo was in here yesterday and talked a little bit about missing the race. He never got to come back and run Indy because of what happened in '96. How did it affect you because that probably had to affect you and everybody else that was involved in that '95 effort as bad as anybody?

MEARS: No, it definitely did and that was probably the only time in '95 that it even crossed my mind about sitting in a car again. It was kind of, believe me, it came and went a lot quicker than it's going to take me to tell you this story. You know, I remember thinking if I could just feel the car once, I might be able to think of something to help, you know, as far as trying to get up to speed. But, like I said, it took about that long and then that was gone. It was tough on everybody. It really was, but I've got to tell you the team and Roger and everybody really handled it very professionally, I thought, with a lot of class. He came in afterwards and said, "Okay guys, let's go to Milwaukee and try to kick their butts there." So, it was tough. And as far as me, as far as coming back here or not coming back after '95, it was tough, because like I said, this is home, we have a lot of friends here. It's home, so to speak and it was tough, but it wasn't for me because I was out of the car. It would have been a lot tougher if I was still driving, a lot tougher. I think it was much tougher on the drivers than anybody else.

Q: Rick, I know at Indy several times and I don't know quite how often you did it, you were so cool before the start of the race that I believe you took a nap in the race car before they woke you up when they fired the engine. Did you do that at every race or just here?

MEARS: I could do that just about anywhere, just about anywhere. That was my body's natural way of nerves, of getting away. I get nervous, I get sleepy. I remember years ago when I was little with mom and dad out on a boat in the ocean when we got caught in a little bit of a storm, well, I just grabbed mom's arm or a post or something on the boat and just went to sleep to get away from it. You know, if you don't know what's coming, it doesn't scare you. That was just my body's natural way, I think, of relaxing. Trying to relax.

RICK MEARS -- May 17, 2000 (cont.):

Q: Was there any competitor in the race who fell asleep during the race?

MEARS: I don't think so.

Q: Rick, could you elaborate just a little bit on the fact that the Ganassi team is here and Al Unser Jr. is here and I mean some of the CART drivers are now back and running in the Indianapolis 500. Is this the sign of maybe a more peaceful coexistence because it certainly has to help the quality of the race?

MEARS: Oh, I think it's definitely going to help and I think it's going to be . . . I think it's a plus for everybody and I wish everybody was here, not just them and I'm sure everybody else wishes they were here also. But, I think it's good and I think it's maybe a good step in the right direction and we've just got to play it by ear now and see what happens. Hopefully, one of these years we'll all be back here running under the same roof again.

Q: Rick, being a four-time winner obviously it had to change your life because everybody tags that with your name. How has it changed your life as far as being a four-time winner here at Indy?

MEARS: It's a lot easier to pay the bills. It just, I don't know how you describe it, it's something that's with you forever and you know, it's something that nobody can take away from you and it's never really gone, so it's just something . . . I mean, I feel like a normal person, I don't feel any different than I did before we ever raced here as far as that goes and I just felt like I was very fortunate, right place, right time and the right opportunities to be able to get this done. Like I said earlier, I never dreamed of coming to Indianapolis, that was way out of my league, let alone win it, let alone win it more than one time. So, I feel just very, very fortunate to be able to be in this position.

Q: Two questions. First of all, what are you doing these days? Are you still working with Roger and then secondly, what are your boys doing? Are Clint and Cole still racing and the other one into music?

MEARS: Yes. I'm still working with Roger, still go to all the races and most all the tests and Casey is still running the Lights cars with Doricott, the Doricott team, which my brother is team manager of still. Clint is still working at a driving school in California. He's still knocking on doors trying to get something going, but nothing's happening just yet. He's got possibly a truck deal put together if the owner can get a sponsorship that's needed. So, he's working on that and Cole, the youngest one, he's still into the music in San Diego and having a good time. More power to him. I'm glad for him.

Q: A lot safer . . .

MEARS: Yes, you bet. A lot safer.

Q: Rick, I don't know if you're in a position to address this or not, but I'll try. If anybody has come close to owning this racetrack, it's been you and this year we have a 19 year-old woman trying to qualify for the race. Not so much the gender thing as a 19 year-old with so little experience and you've done so well here. Can you address that?

MEARS: Well, I think she'll do very well. Just what little I've seen her run, I haven't really watched her run on the short-track stuff, but I've heard a lot about how she runs and I was watching her at the Vegas race and she was running very strong

RICK MEARS -- May 17, 2000 (cont.):

there. You know, like the Vegas race, the accident there, that was probably a little bit of the 19-year old, you know, being aggressive. She was obviously running the car very free because to run as fast as she was running, the car had to be very free and I think it looked like on that restart, I don't know if the turbulence, I can't remember how close she was to the car in front of her, but you could see the black marks starting way back in the corner, so the car was obviously very, very neutral. And, you know, the tires were probably a little cool on that restart, so that's kind of inexperience and you know, the young aggression, but that's good to have that. That's what you need to go fast after you get the experience. It's good to have, so I think she's going to do very well. She just needs seat time.

Q: Rick, out of the four races that you've won here at Indy, which is most memorable to you, the first or the fact that you became one of the few to win four races?

MEARS: Well, I guess my favorite's the fourth one and not because it's four or one of the few to be four, but just because of the race itself. The first one was, you know, you always hear people mainly say the first one's the best one. Well, it has its place, but it was only my second time here and to me, we just one another race. I didn't really appreciate Indy as much at the time and you know, then after we were fortunate enough to win it we go on down the road and you don't win it again and then you come back and you don't win it again and pretty soon you start looking around and you say, "Well, here's so-and-so and they've been here for 10 years and have never won it," or "They've been here for 10 years and only won it once." And who knows if I'm ever going to win another one, you know, because there's not a lot of multiple winners. So, that started making each one after that a little more important, however you want to say it, appreciated it more. So, then we won the second one and then thinking that could be the last one, then the third one and then the fourth one, so obviously the fourth one by not knowing if you're ever going to win one, let alone two, that made it very important, but the main thing about that race was the race itself. The battle that Michael and I had at the end of the day and it was probably one of the most textbook style races that we've run, because I've always gone out in the first half, run the first half of the race to get to the second half and during that time, stay in position where you need to be to win the race toward the end. Work on the car, keep a little up your sleeve, not let anybody know what you have until it's time, which is what we did. We made the car quicker and quicker. This was the same gameplan we always took, but the majority of the time either the fastest guy fell out or you fell out yourself or you had problems, or you cut a tire or you blow motor or something, and you never really get to play that scenario out of having the shoot-out at the end and that's what you're always gearing to. So, this time we were gearing to that and it actually happened. Michael was the fastest car all day long. He was still running at the end. He ran his fastest laps of the race at the end when he and I were battling, so it wasn't like it was handed over. It was something we went out and earned and we kept a little up our sleeve until the last pit stop. Michael had a little bit of understeer in the car and he was quicker than everybody, so he probably thought, "Well, I don't want to take much of a chance of trying to dial too much of this out and be out of shape and no more stops left to make adjustments." So, that's where it's good to keep a little in your pocket, a little up your sleeve, because then he wouldn't work as hard. Where if I'd have shown that speed before the last stop, he might have went in and put another turn or two of front wing in the car or bigger stagger or something like that and freed the car up and made it faster, and he would have been more difficult to race with. So, you know, and then

RICK MEARS -- May 17, 2000 (cont.):

the pass on the restart, you know, we got hung up on the lapped cars a little bit on the restart and he had a good run. I knew he was going to pass me. It was just a matter of where, so I just stayed on the bottom side and let him take the long side around the top and he had such a, with a three-car draft ahead of him, he had such a big run, he was gone by me with no problem. So, then it was fun coming back and the timing worked out perfect to where I could stay on the throttle flat through Three and Four and pick up his tow going into One and he stayed in the middle of the track and you know, kind of, I stayed in the middle behind him trying to decide which way he was going to go. I didn't know which way he was going to go, and he stayed in the middle and just as I got to him, he committed to the low side, which left the door open for me to go to the right in the same place, same thing I did with him. Then it was a matter, now we were up to speed and I was wide open and it was just a matter of were we going to make it out the other side or not, because it was time to. That's when you do that kind of thing, at the end when it's time to win the race. Had this been 30, 40 laps or 20 laps into the race, I probably would have never made that move, but being no more pit stops and possibly no more yellows, it's time to go. Fortunately the car stayed with us and we made it out the other side. Luckily, Michael, when he dove to the bottom on the apron because of the understeer, I had a little bit of understeer in mine too and that allowed me to come down with him to get low enough on the track for the front-end to stay with me to where I could stay after the throttle. So fortunately we made it out the other side without having to lift and then I knew if I could make it through Two flat without lifting, with my turbulence, I could possibly put enough distance on him that he couldn't grab me down the back chute. If we could get that to happen and I get through Three and Four quick, we were home-free. It was just a matter of not making any mistakes after that and the car staying together. So as it worked out I got through Two very well, got through Three and Four well and we started putting some distance and then it was just a matter of staying focused. So, until we had another yellow and when Mario decided he couldn't make it to the pit. I blew a motor coming off of One and still made the pit and he blew his coming out of Two or going into Three and couldn't make it in the pits. We've laughed about that and he knows. He knows I know. So, that put a little more excitement back in the race again, with the restart. Mike is always very good on restarts, very quick, so I knew I was going to have to do something because he's very good at laying back and getting a run and getting the timing down and I needed something to break the draft down the front straightaway, so at that point in time, the rule book goes out the window. You don't pay much attention to rules. I didn't actually brake-check him, but I did a similar type of thing that we used to do in short-track racing all the time. As we came down the back chute going into Three, I saw him start laying back. I don't believe in speeding up and slowing down. That's a way you stack guys up and cause accidents and that's brake-checking and I don't really agree with that, so all I did was I'd start speeding . . . he was laying back further and further and I'd speed up a little bit like I was going to go, but then I'd maintain it. I wouldn't slow down, I'd just maintain that speed and then I'd keep watching him in the mirror and he didn't come yet and so I'd speed up a little bit more and then maintain it and he still wasn't (inaudible). So, about the third time I took it up a little bit quicker and he thought I was going that time and I just maintained it and he stood on the gas and he was coming at me. So, now I just watched in the mirror and waited until I saw the nose of the car drop and I knew he had to be on the brakes and off the throttle and I was gone, so that gave us the little distance that I needed to keep him from drafting me down the front straightaway. So, then it was just a matter

RICK MEARS -- May 17, 2000 (cont.):

of getting through One and Two hard and again, it was just concentration from there on.

Q: Well, that kind of answers my question, Rick. Awhile ago, you were talking about if you got your entry right and you got a late apex, that's all you had to do, so it sounds like there's more to it. That was my question. It sounds like you had it on automatic pilot.

MEARS: Well, you definitely have to drive it and to get a late pattern, it's hard to make yourself turn in late when you're running that fast and you've got to get the car dialed in to be able to do it. You know, you figure 200 miles an hour, you're covering a football field per second, 300 feet per second and you're trying to enter that corner within a foot or so of the same each time. That's where the concentration comes in, where you really have to stay on top of the game. Just like qualifying, the most pressure of anything I've done is qualifying here. The race is a piece of cake compared to qualifying and especially if you're in the hunt. If you're in the hunt to be on the front row or a shot at the pole, that's when the pressure really builds. Now if you aren't, then it's a matter of just going out there and getting four laps in, get it in the show and go down the road. But we were fortunate enough over the years with the equipment that we've had, we've been fairly consistently having a shot at the front row and so you've got to run every lap to the limit and you never run one corner of that four laps the same way twice because the tires are going off, the fuel load is going down, everything's changing, so you keep adjusting your pattern. You go through the corner one time and you feel what the car did and you'll correct in the next corner to try to make it a little bit better and then you'll feel what that correction did and then you'll adjust some more in the next one to make it better yet. You keep doing that to try to maintain the speed that your losing as the tires go off and besides that, you're running it around on eggs on the right-rear instead of the right-front and it gets very touchy, especially if there's a little wind blowing or whatever, but qualifying here is a lot of fun. That's when I'd sleep most.

Q: Rick, before we take our next question, which will be our last one, you will be available for a few minutes for one-on-ones? We're coming up on 2:00. By the way Rick, at 3:45 you'll be out in the PC6?

MEARS: Yes.

Q: Are you just going to have them strap some rain tires on it if the track's still wet?

MEARS: Yes.

Q: This will be our last question, then Rick will be available for one-on-ones. Rick, I always wondered where you came down on this question, a lot of people say that the Indy 500 makes the stars and the stuff you've been describing about laying it out there and hanging it out to put on those exciting kind of races, where do you come down on that argument. Did guys like you make Indianapolis a star or vice-versa.

MEARS: I suppose I come right down the middle on it. It takes both to make it happen. Just like when people would ask what percentage is car and what percentage is driver, I've never seen a car go very fast by itself. I've never seen a driver go very fast by himself either, so it takes both to make it happen and I think Indy helps create the stars and I think the stars help create Indy. I think it's been hand-in-hand all along.

RICK MEARS -- May 17, 2000 (cont.):

Q: Okay, to our Internet viewers and listeners, thanks so much for being with us again. Questions tomorrow, Mario Andretti will be here and I'm sure we'll have lots of questions about '91.

MEARS: Yeah, give him a good show on that one.

Q: You can send questions for Mario at legends@indy500.com. Rick, you were a great champion, you are a great champion. It's great to have you here and Rick will be available for a few minutes. Remember, we'll have to keep it fairly tight because I guess you have a short autograph session and then the car at 3:45. Thanks a lot for being here.

MARIO ANDRETTI -- LEGENDS OF THE SPEEDWAY - May 18, 2000

QUESTION: Well, we want to welcome everyone back to the media center, the conference room here at the Indianapolis Motor Speedway. Once again we're being joined by a worldwide audience on the Internet and we want to remind you that if you have questions that you would like to e-mail for our final legend to be honored tomorrow, Andy Granatelli, you can do that. Legends@indy500.com is the address, so we welcome you on the Internet and obviously, all of you are with us here today. There's really not much of an introduction needed for this man. Probably along with Muhammad Ali, probably one of the most known names in the world is Mario Andretti, former world driving champion, 1969 champion here at the Indianapolis Motor Speedway and from what I understand, our newest "Yellow Shirt." Is that true? I understand you even brought your shirt with you this morning.

ANDRETTI: Activated it this morning, yeah.

Q: It's great to have you back here and let's get an opening comment if we can and let me allow you to . . . let me tell you very quickly before we start questions that we have Mario here in the conference room for approximately 28 minutes, until a quarter of and then he must go. They have the autograph session and all the other festivities, so Mario the mike is yours.

ANDRETTI: Well, thanks for the opportunity. I really. . . I was very flattered when I was invited to come here for today and I look forward to it. Quite honestly, I've missed this place as you could imagine. We visited around and it's amazing all the work and the transformation that has gone on the last few years and I had the opportunity to have a pretty good look at the new layout, the Grand Prix course. Tony and I drove around as much as we could today. We tried to knock a few tires around in the corners, but it's very interesting. I had seen the layout on a computer module before, but the real thing looks pretty good. It looks pretty interesting, so I think that's going to be a very good advantage, it's going to be a good home for the U.S. Grand Prix, I feel.

Q: Let's get to one Internet question first. This comes from jharden@midamer.net. Mario, you were my favorite in great part because you would drive anything and drive it well, especially championship dirt cars. Lately it doesn't seem many of the guys are interested in trying other forms of machinery and therefore, seem to lose touch with the fans. Do you think the versatility shown by drivers of your era, Big Al, A.J., Bobby, J.R. and yourself, contributed to your popularity and made you better drivers?

ANDRETTI: Well, I think, yeah. To answer the latter part of the question, I think it helped us expand our dimension as far as skills and in just being able to deal with all the different disciplines. I derived a lot of satisfaction personally, from being able to do that. Today, what is different is that I think the commitments are somewhat more demanding to drivers of a particular series. When an owner pays a certain salary to these drivers that they pay to the top drivers, they want to own these guys. They don't want them to go out there and spread their wings and potentially injure themselves doing something different. They feel the responsibility to the sponsors and everything else, plus, the fact that you do probably more testing in preparation for the races, so you have less time. I remember when I would be on my way to some of the Champ Car races, they talked about a Champ Car dirt race, even coming to the Hoosier Hundred, I'd be running a midget two nights before, I'd be running a sprint car the night before and I'd be running three races before I arrived and do the Champ Car race. Today, every Champ Car race is at least three days

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commitment, so, again, the nature of the beast is different and I'm sure a lot of these guys, the really talented guys that are running today would love to be able to go around and do different things, but I think it's almost impossible to do that anymore.

Q: Mario, when they were going to bring the Brickyard here, you had said something to the effect that, you know, this is always the hallowed ground of Indy cars and all that. Now their adding a third event. How do you . . .

ANDRETTI: First of all, let me correct you there. I never, ever, ever said that this was just the sacred ground for, like, I've been accused of saying for single-seaters. To me I've always said the more racing, the merrier and I never objected personally, not that it made any difference to this, so . . .

Q: Well, now that Formula One is coming here, adding another event to this place, you know, you said some pretty positive things earlier. You know, how do you see that affecting the 500?

ANDRETTI: Well, the 500 has been affected by other factors, not by adding the other events. There are other factors that have affected that. That's another story entirely. To me, the Indianapolis, to be a host of the U.S. Grand Prix is a good thing, it's a very positive thing. It's a solid home for it. You could see that the commitment is solid. The commitment is a huge commitment that was made here by creating a facility that will host a world championship event. It's wonderful. I think Formula One has been missing from these shores for too long and in recent years, it's been sort of a makeshift situation because when you have the street courses, you know, the longevity factor is always in doubt and when you have a permanent facility such as this, then you think that the future for that could be solid, so that's excellent. I think I have all of the praises for Tony George for having that foresight and vision to be able to do this.

Q: Mario, outside of your win here in '69, what is your fondest memory of this place?

ANDRETTI: My fond memories here are of just being able to lead it. I just did an interview and you know, we looked at 29 years of being here and only one win, makes you think, "Gee, what did he do the other 28 years?" When you look at the record, you know, I am third in all-time lap leading and I've led more laps here than some four-time winners, so I've been a factor. It's a fact, so I've been a factor here and when you're leading, you're in control and that's what it's all about, so in by far, my experiences here at the Speedway have been all positive. There's very few negatives here.

Q: Mario, there was talk a couple of months ago about how you tried to arrange a deal for Michael yourself to race here in the Indy 500, but something outside, other factors, be it Ford or something, kept that from happening. Could you talk about that and how important it is to you to get Michael back here in the Indy 500?

ANDRETTI: Well, yeah, I'd love to be able to see Michael here. Of course I do. I mean, this is one of the things that to me are very disappointing, that guys like him, let's face it, he's not getting any younger, but does he have the talent and the ability to win this race, you're (expletive) right, but he needs to be able to be here and have the chance to try. To be missing from here since 1995 is a total travesty, not only for him but for all the other talents that are in CART that would bring a lot of excitement here, a lot of electricity and could only be good for everyone. It could be good for the Speedway, it could be good for the fans, could be good for them. That's the travesty

MARIO ANDRETTI -- May 18, 2000 (cont.):

of it all that that's not happening. These poor guys are caught out because of politics, things that they have no control over and for whatever reason, for one reason or another, they're not here. That's the sad part. That's the only thing that makes me sad.

Q: Have you tried to work something . . .

ANDRETTI: I tried to work something and somehow it didn't go down. I'm not going to go into the details or pointing fingers, but for some reason or other, it didn't seem to go down and that's, again, that's really disappointing. Michael's disappointed. You know he said at least if he would have won it a few times like Little Al did, you know, it would have been easier to take, but he was so close and so competitive when he was here and he wants it so bad, but here it is. He hasn't had a chance to really go for it, so that's bad.

Q: Mario, looking at the U.S. Grand Prix here in the fall, from your perspective what can be expected in terms of the racing and the atmosphere compared to the 500?

ANDRETTI: Well, I think it's going to be, it should be totally different. I think what's going to be interesting for me to see, whether a dual facility really works. I've never seen it work before and if it's going to work, it's going to work here. For some reason, I've seen really great road course layouts in conjunction with an oval. We've seen Daytona. I mean, it's been there since the 60s and I've raced there like 24 Hours and you know, a big crowd is 45,000 people. It never catches on. The ambience doesn't seem to really correlate, but if it's going to happen, it's going to happen here and I hope it does. From everything I hear, it just, the excitement of this event coming back here, the fact that it's Indianapolis, the fact that it's going to be presented so well. I think that it's going to have a big draw. I think there's going to be a big crowd here. A lot of people probably don't realize how strong the Formula One fan base is in the United States and now they have a chance to really come here and see that the U.S. can showcase the facility second to none, so all of that, I think, is going to play well. I just really hope and pray that it does exactly what it's designed to do.

Q: Mario, your feelings of the Speedway and the IRL/CART split are pretty well known, but was it difficult for you to come back here when they were talking to you about this?

ANDRETTI: Not difficult at all. No, I will always support the Speedway. I don't want to see this race diminished in stature at all. I mean, there's no interest whatsoever in that. My dispute is with the IRL. I will not support the IRL because I think that's what has disrupted open-wheel racing in America for us. I mean, we are pulling in different directions and that doesn't make sense. We should all be pulling in the same direction, so that's where my problem is, but I will always support the Speedway.

Q: Mario, there's a lot of theories about why, considering this was the year that a lot of CART teams were supposed to come back. A lot of people thought there would be a lot of teams here and now we only have Ganassi and Walker here. Why do you believe that more CART teams didn't come this year?

ANDRETTI: I don't know. I'm, again, I think there could be some underlying pressure, either from some sponsors or whatever, you know, that prevented some teams from coming. It's quite a burden to be able to field one or two cars just for one race, you know, since the equipment is so totally different. So, again, you know,

MARIO ANDRETTI -- May 18, 2000 (cont.):

those are the logistical problems that you face and not too many teams have that capability. What is in favor of Chip Ganassi is several things. One is his team is based right here in Indianapolis, which is huge. The other is he's riding the crest, he's riding four years of championship-making, so he can do whatever he wants. The sponsors will go along with it and not everybody's in that position, so again, I think when it comes down to really trying to put it all together, maybe a lot of people said, well, we only need a couple more 2 1/2, 3 million to make it happen and maybe that 2 1/2, 3 million is harder to come by than you think, so that's really what . . . these are all factors that I think played into this. Again, it's an enormous undertaking when you have another series already in place and all those commitments, so it's a shame and again, you know, I would love to have seen some of the top drivers, at least, compete here because they deserve to be here.

Q: Mario, we have another question from an Internet viewer. How did you learn of the Speedway and can you tell us of your first visit to the Speedway?

ANDRETTI: I first heard of the Speedway when I was still living in Italy. In fact, what really impressed me more than anything, I remember Bill Vukovich, back in 1954, I was 14 years old and I clearly remember because my background, where I was born and raised, is part Yugoslavia, and that's a Slavic name, Vukovich and that somehow rang to me, but then he wins the race and he has . . . it was over 120 miles an hour, which in kilometers, it's over 200 kilometers per hour. I remember his average speed was 207 kilometers an hour. As a kid, I said, "Oh, average 207 kilometers an hour" back in the 50's and I was so impressed about that and that's when I first became aware of Indianapolis and when I came to the States in '55, it wasn't until 1958 when I was brought here by my uncle. My brother and I were brought here and we watched the race and we watched Sam Hanks win and we were in the fourth turn and we had, I guess the peanut gallery was really low in those days because all I could see was the helmets go by. We were so low, but I remember that race and then the next time I was here was when I was competing, so that was my Indy saga before I became a competitor.

Q: Hey racer, talk about when you came here and just how you were received by the fans and maybe a little bit of the friction and jealousy that guys like Foyt might have had for you then, because I think he might have been the four-time winner that led one more lap than you, if my record book is correct.

ANDRETTI: You mean when I first came here in '65? Well, you know, as a rookie I had actually had some real problems that I thought, "Here we go." I arrived here and in those days, we had two full weeks of practice before qualifying and my car did not arrive, was not on the track until Wednesday of the second week, which only had one day to get my driver's test in and up to then I had only driven roadsters. I never drove a rear-engine car, so the rear-engine car. . . you know, I was hearing people say, "Oh gee, poor Montoya, he's a rookie and he's flying," but you know he was here testing, he tested a couple hundred miles before practice even started. You know, when we here, never sat in a doggoned car and we went out there and we were thrown to the wolves and luckily, luckily, the car was really a lot better than what we expected. We didn't know what to really expect, but we were right on pace right away and that surprised the hell out of me, quite honestly, because I didn't know what it was going to be and again, from there we just cultivated a situation. We were very much in unknown and uncharted waters for us because the car was something that certainly that Clint Brawner did not understand. Jim McGee

MARIO ANDRETTI -- May 18, 2000 (cont.):

understood a little bit and I understood a little bit, but very little bit, but it worked. It worked for us. The fans have always been, you know, incredibly supportive right from the very beginning. That's the beauty about events like this, you get people so emotionally behind and you feel that, you just really feel that you're being rewarded by just them showing that emotion always, just every single day out here practicing, you know, they're there, you know somehow you're doing something for somebody and it's a big payoff when you do that. I think deep down there's no stronger force to keep you motivated than that.

Q: Mario, getting back to the politics, do you see any cracks in the wall at all? Are you encouraged by anything at all about coming back together?

ANDRETTI: I don't know. I wish that I would, like today, I had breakfast with Tony and we talked about everything, but the pertinent things and, I don't know. If I could sacrifice myself, and be hung somewhere and beaten for awhile, to put this thing together, I'd do even that. That's how I feel about it, but I don't know what else to do, you know, I wouldn't know what to do, except that maybe we could get a general consensus out there and so people writing in and expressing their wishes and maybe that could change things, I don't know.

Q: Mario, Rick Mears was here yesterday and he continues to express surprise over the fact that you were unable to coast into the pits in '91 when he and Michael were engaged in that dual. He wanted us to ask you about it.

ANDRETTI: Well, Rick Mears should thank me for that because if the race would have not gone yellow, he would not have finished with fuel, and that's an absolute fact. I remember that some certain individual from USA Today came to me and cussed me to death for having created that yellow because he felt that Rick Mears would have probably not finished and Michael would have won. So, tell Rick to just be thankful that that's what happened.

Q: Mario, you were here in '76 and '77 when Janet Guthrie came in and today we have two women drivers attempting and one, a young one, who has a lot of potential. What was it like back then when the first woman showed up and what are your views of today?

ANDRETTI: Well, my views are the same. They have the freedom to be here and it's up to them to perform to the level that they need to perform to be able to be a factor, so if they go out there and blow your doors off, you know, touché. It's all power to them, but they haven't done that yet. We've seen that happen before and I don't know what the reason is, I don't know if . . . maybe it's a sport just like tennis or golf, you don't have tennis pros or golf pros. Why do you have the separate gender, because the women, there's a physical aspect there that is different. The women cannot drive the ball as far, they cannot hit the ball as hard and I think there's a certain, not necessarily at Indianapolis, but on road courses, physical aspect in the race car that probably a woman does not possess. I mean, thank God, their anatomy is different. Again, they're testing themselves in what is determined as a man's sport and they've carved a little bit of a place for them, but not yet. They've never proven that they can be competitive yet. I mean, competitive, I'm talking about winning. I'm not talking about second or third -- winning and until they win, they're not a factor. It's that simple.

MARIO ANDRETTI -- May 18, 2000 (cont.):

Q: Little Al, when he won in Vegas, one of the biggest things that he was most pleased about was that Michael called him on the cell phone in Victory Lane and said that you and Michael both watched him win the race, you felt so happy for him. Just talk a little bit about seeing Little Al being able to get a little bit back of what he's lost.

ANDRETTI: Well, you know, these two families have raced, competed against one another for decades and decades, you know, and we have very warm feelings toward one another and you know, no matter where it happens, you're happy of the success that comes your way. We know how tough things can be. We've all been on different sides of that well and I sure as hell have and I've seen Little Al being in somewhat of a slump for whatever reason in the last couple of years, and to be able to see him come around, no matter how it happened. It's a big "W", it's a win and you feel good, so that's probably the momentum that he needs to carry on and come back and get him as focused back, whatever it takes to come back to the winning form. Yeah, it's wonderful to see. It's good for the sport and it's good for us to see that.

Q: This will be our last question. Mario, what made the Indianapolis 500 a great race? A lot of people, you know, during the split, the word was Indianapolis made the stars and CART's side was they had the stars and I'm just wondering, what did make this race great in your opinion, and how much was it diminished by losing some of that star power over the last several years?

ANDRETTI: Well, I like to think that what made this race so great was the strong tradition that it enjoyed over the years and you know, you cannot put importance to the rich heritage of our sport. I say this, look at the LaScala as a theater in Milan and even LaScala is only LaScala if you get the Pavarotti's and the Caruso's and people like that singing there. If I go sing there, you know, it's not going to be so good, so Indianapolis is also great because they've had great drivers here, you know, and when you look back you look at the greatest in the history of the sport having competed here and that's what this place deserves, but also, one goes with the other. Indianapolis would not be Indianapolis if you didn't have the greatest drivers in the past that competed here. To say that the facility itself is the only thing that will create stars, I think is ludicrous. I think it goes hand-in-hand. Jimmy Clark was not created by Indianapolis, but when he came to Indianapolis, I think he brought something to Indianapolis. I think he elevated Indianapolis also a step or two, so it goes hand-in-hand. I think credit where credit is due. The greatest theater, the greatest track, needs the greatest singers, the greatest drivers. Period. Otherwise, something will always be missing.

Q: Mario Andretti, thanks for being with us today. One of the legends of the Brickyard and certainly one of the legends of all motorsports. You have squid and rice tonight somewhere here in town.

ANDRETTI: Well, I wish.

Q: We want to remind you that at 6:15 this evening, the Target/Chip Ganassi Racing Team will be in here to talk about their return to the Speedway and where they stand a couple of days before Pole Day. I'm not sure, we'll have to check with Ron in terms of Mario's status with one-on-ones, because I know they have to move him to the next stop here in just a couple of minutes. To our Internet audience, thanks for being with us and Mario, thank you once again.

Q: We're here in the Indy Trackside Press Conference Room at the Indianapolis Motor Speedway. This press conference is also live on the World Wide Web on indyracing.com. With us today is a true Indianapolis Motor Speedway Indy 500 legend, Andy Granatelli. Andy, welcome.

GRANATELLI: Thank you for inviting me. It is an honor to be here. I'd like to say first that it's a real pleasure and brought tears to my eyes ... when you have as many memories as I have. But I remember the good old days and all the wonderful stories you all wrote about me. And my cars and all the controversy and everything. And then when I walk in here, there are kids here who weren't even born during all the time that I raced here. This is my 54th year here. And it's a real honor and I'm real pleased with the way that the Speedway is growing. And very pleased with the way Tony George is putting money back into the track and making improvements and whatnot. And I think he has to be congratulated for that. It's a far cry from when I came here the first time in 1946. And the track was all brick and the grass was growing up in the corners. Weeds were about so high and all throughout the entire track... and the grandstands were mostly wooden shambles. And it's a big change and I've seen it all. I've seen it all. As usual, I'm a little bit controversial. You weren't expecting anything different from me, would you? I think that this is still the world's greatest racing facility by far and away. And I think that it's about time that everybody, in particular the people in Indianapolis, including the press, do what they need to do to help this place to get back to the crowd we used to have here. I think that... I think that the splitting of IRL and CART have hurt both factions. And I think that we ought to bury the hatchet once and for all, not necessarily put CART back together with IRL, but I think we ought to forget it. There's more than one organization that... Mario was here yesterday and he made the statement that he believed that only half the drivers were here that had, that could win this race. Well, his point was that his son wasn't here. Of course, his son hasn't won this race. And I'd like to see Michael win the race, too. But his point also was, though he didn't realize it, that CART has only half the people that could win races, too. So pardon me when you say that, but you say that CART's not a whole body. You say that IRL's not a whole body. Well, that's just not true. Only two American-born drivers are in CART and I don't think you'll find two drivers here that are foreign-born. And this is the United States of America. And here's where we all got started, including me. I came here penniless, absolutely penniless in 1946. We came... a lot of times my brothers and I, brother Joe and brother Vince, had to drive our 11-year-old race car down here, put headlights on it. We had no money for a trailer. We had no money for a car. We'd put tools in the car. We drove it down here and we did it for the love of racing. Well, you can't do that today, can you? If you want to do CART, you've got to have like 7 or 8 million dollars just to get started. And if you wanted to do it period, you could get by with about half of that. They're only giving you about half of what they should be. But no matter what, it'll cost you half as much to race here as it does in CART. And that was all we could find in the first place. And I think that CART, I think that CART will do fine on its own. I think IRL will do fine on its own. I have to agree 100% with what Tony did. And the obvious... to go out reason that nobody's ever been told, and I'm not going to change that today, as to why Tony did what he had to do, I believe that IRL is doing a great job here. Certainly making progression. You'll hear the engines out there now and they sound better different and better than they did last year. The hazards have been fine. I think the 222 miles an hour speed is plenty fast enough for the Speedway. I think the best races that were run here were at 150 miles an hour. I think that they're running faster than 225 here the same,

ANDY GRANATELLI -- May 19, 2000 (cont.):

or any racetrack for that matter. Back in my day, when a driver drove by, you knew who he was by the way he sat in the car. You could tell by the way he held his steering wheel who he was. You could tell by the way he bent over the wheel or how relaxed he was. You didn't need to see the car number. You didn't need to see anything but the driver. Anybody who ever saw Ralph Hepburn drive ... and you could tell who the driver was by the way the guy held the steering wheel. Rex May sat upright in the car like a giant. He sat with his arms straight out and he drove like nobody else ever could drive, you know. But now you don't see that any more. Because the guys are way down in the car. Well, that's fine. We're going twice as fast as we should go, but that doesn't mean that that's a great show necessarily. You understand? But... I know what you're thinking right now. "What's this guy rambling on about?" And maybe I'm about the fact that the CART cars came here, they'd probably run 10 to 15, 20 miles faster, but so what? We've already run faster than a CART car here. Arie Luyendyk holds the record at 240-some miles an hour. If that doesn't prove anything, they could run 250 around here. But what good does that do, to run 250? If that's your goal, then let's show you've got, as far as I'm concerned. And if you run fast enough, they run it more an hour, at 500 miles an hour, that's cutting the price of tickets in half, get it? My pet peeve is when the race driver says today, "All day long, the tires ran fine." Well, that came about 50, 60, 70, 80 years ago when they had to run all day long. Now it's only 3 hours. So you talk about all day long. There isn't an "all day long" anymore. Maybe it's "all afternoon long," or maybe it's part of the afternoon, but not "all day long." Every driver uses that expression, "all day long." Bologna! Okay. It's a matter... I get to go to a movie and spend 15 minutes at a movie for \$7.00 you wouldn't like that, would you? But now you spend \$150.00 for three hours. In the old days, you spent \$10.00 for 7 hours. Well, point? I'm rambling, but I'm kind of giving you guys some things, bits and pieces you might throw them out to or write about if you're interested. Let's go back to me for a minute. I'm thrilled to be here. I'm honored to be here. I was asked by a local television station yesterday in Santa Barbara, did I feel that I've lived for a long time coming, and that I deserved to be here. And did I resent that fact that I wasn't invited sooner than this. And the answer to that is, "Hell, no. Hell, no." I never dreamt about being honored here. And if anybody has a big head, it's me. But I never dreamt about getting honored here. I'm thrilled to be here. I'm happy to be here. I'm particularly happy to see the older fellas here, and Dusty who's not older of course, but... (whew). Saved that one, didn't I, honey? I had a lot of good times together. We had a lot of good times together. We did. Just great times. I think... I think I'll open it up for questions for a little bit, okay?

Q: Andy, we appreciate the opening remarks, but Robin is ready to ask you a question. Talk about how secretive you kept the first turbine car and the secret tests as what ... and, you know, how tough it is in racing to keep a secret.

GRANATELLI: Well, we had the Novi here in '65 and I had the regular car sitting up on the back row tandem, top of the corner of the car. And everybody thought I was crazy. The car looked ugly, but I was already testing out the side-by-side construction. I put all the weight on the left side of the car and people thought I was a fool. But I was already testing this concept with the turbine car. We built the turbine car with my two brothers and our crew of course when the car was completely in-house. Every single thing on the car except the wheels and the SD6 Pratt & Whitney turbine engine was built in-house. Everything. And the reason we built everything in-house was because we didn't want to go to any outside vendor to have them know

ANDY GRANATELLI -- May 19, 2000 (cont.):

that we were building a special race car. And when we built the car, it was built completely in the rules, completely in specifications, and we unveiled the car at the Ambassador Hotel in Beverly Hills, California. And we ran the car the first time it was tested at Phoenix International Raceway. And of course, Parnelli Jones had already decided he wanted to retire. And when I let him drive the car, he said, "I'll only drive the car if it has a lock on the race. I won't drive it. See for yourself." And contrary to popular belief, the turbine car did not have a lot of power. It only had 480 horsepower while the cars had 750 horsepower. But what the car did have was it had the ability to go along the corner anywhere on the track you wanted to put it. Under the groove, in the groove, under the white line, out in the gray stuff, it made no difference. The car could go wherever you pointed it. For those of you who've seen films on the race or those of you who were here when someone was driving a car, on the main straightaway, he'd go down, right down the side. He was breaking the car in. He drove right down the wall. He didn't get out there in the groove at all. He drove it right down the wall. Well, that's the shortest way around the racetrack. The other poor guys wanted to go around the outside. We were driving all along the inside of the track, all along the track, 'cause the car has scratches. And when we finally built the car at Phoenix, he immediately knew he had a lock on the race, so to speak, if the car'd run 500 miles 'cause he set a new track record in a matter of 7 or 8 laps. The amazing thing about the turbine car was, it was already side-by-side construction, but it had four-wheel drive, of course, and the turbine power plant in that we never, ever adjusted a spring, a push-bar, nothing. I mean, the way we set the car in Santa Monica, it went to Phoenix and then ran... it came here. We didn't change a thing on it. They didn't do a single thing to the car to make it handle it any better. They asked if the car was designed to handle it in the first place. It had equal weight distribution. It has center. It had the fuel tank down the center of the car forward, forward from front to rear. All the other cars since then and before then always had the fuel on one side or the other or on the back, but never all down the center. That's why I put the engine on one side and the driver on the other, because the weight would be equal all the time. The turbine engine of course, only weighed 260 pounds. It didn't have any fan belts. It didn't have any hoses. It didn't have any water. It didn't need a radiator core, so it obviously took a lot of weight off the car. But nobody knows this to this day, but the turbine car was very heavy. The first car was very, very heavy. And that's because the first time we built the car, when we built it, it was extremely heavy. I think the rules at that time were 15 to 1,600 pounds. We were 1,900 pounds with that car, in spite of the fact that, in spite of the fact that the engine only weighed 260 pounds and didn't take any water or anything. We didn't have to carry a dry swimsuit, either. We didn't have to carry the typical two gallons or three gallons of oil because we had only a few quarts of oil in the turbine engine itself. It ran fine. We were very pleased when we built the car secretly 'cause we didn't dare... if they'd have seen it, they probably would have banned it before it even got here. But after it got here, I might as well tell you a couple of things. We were told for example that the flap on the back of the car was distracting the other drivers. Bologna! It never distracted anybody. But they banned that first thing off the bat. But we needed that for brakes when... with a piston engine, you take your foot off the gas, it's still through the crankshaft, but the compression slows the car down. But with the turbine car, you take your foot off the gas, and it's like putting the car in neutral. You keep going. So we needed something more in brakes. So we built a flap on the back of the car. When you stepped on the brakes, the flap would go up like an aircraft and slow the car down. Well, the drivers complained about that, not because it was too distracting,

ANDY GRANATELLI -- May 19, 2000 (cont.):

but to complain. The drivers complained there was terrific heat behind the car, that their cars were overheating and it was blinding them. They could see. They were choking. They couldn't see where they were going from the heat. That's all bologna and I'll tell you why. I might do a temp, but I know especially one, Mario Andretti and Al... and Al, Bobby Unser, and I were following the car around when Johnny Carson was driving it here during testing. And we got right up behind it with the pace car convertible, standing up on the top. It was like a balmy summer's evening. I said to Mario and I said to Bobby, "What are you guys talking about?" "Well, we had to say something, ha ha ha." You know. There was no heat behind that car. There wasn't. Besides, just common sense would tell you that you can't heat up the whole atmosphere. You can't heat up the whole city of Indianapolis with one turbine engine, you know. That being the case, then every time a jet engine takes off with... from the Indianapolis airport, the traffic is boiling over there. The airport would be boiling there, constantly, everybody. So several things had happened, but you know something? I'm disappointed that we hadn't won the race... I get asked two questions all the time. "Were you disappointed when you didn't win that race or any other race?" And they also say to me, "What were the peaks to your career? What was the thing that made you feel better than anything else?" And there is no such thing. I always looked forward to my next job, my next show. I never, ever looked back. I never took the time to feel sorry for myself or to say, "Hey." I only learned from the past. I never ran a race here that I didn't look back during the race and say to myself "What's happening now that I can learn from next year." And I always took the time to watch other cars. When that race is over, and everybody else went home, I'd go through Gasoline Alley and I'd go through all the pits and all the fuel tanks out there. I'd check everybody's fuel and smell them all. The guys who ran fast and who was cheating and who wasn't cheating. And then I'd figure it all out what was happening in my own small way. Understand? But I couldn't compare. I didn't go home and get mad about it, you know. The... I'm talking too much. Next question.

Q: (DID NOT USE MIKE) Half the drivers were (inaudible) given their reaction the first time.

GRANATELLI: Well, first off, I was advised by Bill Dredge, God rest his soul, that the PR guy was on the line. That I shouldn't run the turbine car, shouldn't build the turbine car. My PR guy obsessed STP. He couldn't and he tried twice. And I said, "Well, I don't care. The treble and pitch is right. I know what I want to do." And when I got here, everyone was flabbergasted. The USAC officials... I received the all-time award, Mechanics Award, for building the car and designing it. USAC officials went on paper and said it was 'the best engineered car' that ever went on the test and then within a couple of weeks, they banned it. So that's the way it goes, you know? But I want to ask... let me tell you this. I'll tell you Saturday morning, for the press conference I've got to give with Tony, okay? I'll save it for then. But everybody was shocked about the car, especially when it ran. They thought I was a fool to start with, but with it running, they were shocked.

Q: Andy, as someone who has brought some innovative cars here and with this racetrack having the history of innovation here, how do you feel about the generally spec'd cars and spec'd engines of today and pretty rigid rules... just the spec-set cars and engines?

GRANATELLI: You're asking me, I believe... I would compare today's cars to yesteryear's cars?

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Q: How do you feel about that? Do you like it as well now? Do you expect it to be more competitive?

GRANATELLI: I wish there was more innovation. One of the reasons, one of the reasons why the grandstands are not full right now is 'cause there's no innovation. They built 181,000 Oldsmobiles last year and if you ask... is there people in this room that are going to have difficulty telling me what an Aurora is, okay? And if you go out on the street and ask people, "What's an Aurora?" They don't know it's an Oldsmobile. If it said "Oldsmobile" on every car instead of "Aurora"... they only sold 181,000 of them last year and about the same amount the year before and the year before. If they were Ford and Chevy engines in those cars like there is in NASCAR, then people could pull for those cars. But who's going to pull for an Aurora, when only say 5% or 1% of the Aurora fans are... that people are driving Auroras are caring about, care about the... you know, pulling for their own car. People have to have something to pull for. In the old days, they could pull for the driver because they knew who he was by the way he looked. They pulled for the car because it was either an Audi, a Maserati, an Alpha Romeo, a Lincoln, a Novi, a Duesenberg and I could go on and on. Every car was different. There were 4-cylinders, 6-cylinders, 8-cylinders, 12-cylinders, 16-cylinders. There were supercharged and unsupercharged. So everybody had something to look forward to and came here with their mouths hanging open like I did when I came here. Looking at the Novis, they completely mesmerized if anybody did. They'd just watch the Novis and you thought you were hypnotized. You could listen to the thing idle there, just watch it and watch it. But this was different. You can't have all the same engines. Don't talk about Infiniti now, because who owns an Infiniti? Six people? You know, it doesn't make any difference. You need to have variety. And we don't have that variety anymore.

Q: Do you think that variety can be achieved?

GRANATELLI: Of course it can be achieved. Of course it can be achieved. It can be achieved simply by just making the rules, opening the rules, you know. I mean, don't disrespect them, believe you're just going to come here... my son's coming here a few years back with BMW, but was told that he would have to wait two years before they could put the BMW in here. So BMW's not Ford or Chevrolet, but it's another type of car, so to speak, another couple of engines. You need to have more variety, not just run all one car.

Q: Andy, you were partnered with Colin Chapman between '66 and '69. Could you talk a little bit about the relationship you had with Chapman during that time?

GRANATELLI: You really want to hear it? I'll tell you about Colin Chapman. If he was sitting in the room, I'd talk no different. So the fact that he's dead makes no difference. Colin Chapman, when I made my first year with only one Grand Prix race in Mexico City and I had the presidential suite in the El Presidente Hotel, which has the biggest and best hotel and the best suites there. And I called him up, "We're going to talk about making a deal." And he walked into the suite and I said, "What do you want to have?" I'm ordering breakfast. I said, "What do you want to eat?" He says, "Nothing. Maybe just a cup of coffee." So I ordered my breakfast. "Well, maybe a little orange juice." And then a little bit later he says, "Well, make it some ham and eggs." And then, "Make that an English muffin," and then, "Well, maybe some chippers." And on and on. And before he got done, you thought he was too heavy to eat everything he ordered. You understand? So we got all through and I didn't say anything. But it ended up dealing with him... I said, "Colin, you know dealing with you

ANDY GRANATELLI -- May 19, 2000 (cont.):

is like you ordering breakfast. First you don't want nothing. You just want a cup of coffee. Then you want orange juice. Then you want chippers. Then you want, you want this. You want that. You're never in what you want." Colin never was satisfied, no matter how much you gave him. If he asked you for one thing, and you gave him double of that, he'd want to quadruple it. No matter what happened. But I do have one beef with Colin Chapman that I'll never forget. When he was building the Lotus cars, we had to move the fuel pump an inch because of the steering gear. And we had to extend the fuel pump away from the turbine engine that far. When I went to England, he showed me the housing he'd built for the shaft he'd built to extend the fuel pump. I looked at the shaft. It was made of (inaudible) metal. And I said, "Colin, this shaft will break. You can't use the shaft as is." He said, "Well, Andy, I ought to know better. Our engineers have stressed it, tested it. It worked. We've tested it in the lab and whatnot. It will work." I said, "Well, the only way it will work, Colin, is if you cut some little grooves in it. So that it'll have some torque twisting to it. Otherwise, it'll be so rigid it'll break." He said, "No, it won't." He said, "Don't worry about that, it won't break." I said, "Well, it's up to you. If you know better, go ahead and do that. From my point, I think it'll break." Well, we came here in April of that year and we tested the cars. And lo and behold, Jimmy (Clark's) car dies in the backstretch. So I said, "What happened?" He said, "We ran out of fuel." Well, it's hard for me to believe that Colin Chapman would let Jimmy run out of fuel in practice on the backstretch, so I didn't say anything about it. Well, come time for the race, we're in the race. Of course, what happens? At 197 laps as I recall, 200 leading the race and the fuel pump shaft fails, the very same shaft that I said would fail. And then a little bit later Art Pollard's shaft fails. So both my cars were out of the race. Meantime, Graham Hill's car is in the wall. The paper recorded that he broke a hub, that he lost a wheel. He broke a hub and Graham's out of the race. It was Colin's intention for my two cars to drop out of the race. I owned them all, but for the cars I was running to drop out of the race and for him to win with Graham Hill. He was quite unhappy when Joe Leonard sat on the pole and Graham was second, you understand. He wanted our cars to drop out of the race. Now then, the race is over and we get his car. And we check out the shaft, right? What do you think? His shaft's got the grooves in it, that he didn't put in my car. He put the grooves in his car. So he was playing dirty pool. You got it? Clear? He was playing dirty pool. He gave me two shafts he knew would fail, that I predicted would fail but he corrected them in his own car. Is that sour grapes? I don't think so. Just the facts, okay? Anything else you want to know about Colin Chapman?

Q: Andy, describe who you think is the greatest driver since you've been here, since '46, the greatest driver who's been here?

GRANATELLI: For the Indianapolis Speedway or for the whole world? Well, there's two different stories. If you take the greatest driver in the world, you have to take Mario Andretti although I'm not happy with him right now because of what he said yesterday, but he's the greatest driver because he's won Formula One. He's won the Daytona 500. He's won here 3 times as you know. And he's driven everything's there is to drive. Okay? So you have to give Mario the credit for it. Not to take anything away from Foyt, but he's done it all. When you take the best roadster driver for the Indianapolis Speedway, which was a truck. They were not race cars, they were trucks. Parnelli Jones without a shadow of doubt. I mean, he had the track down pat. I mean, he knew what the track was about. He's got a diamond shaped groove here that nobody here's ever seen. When you take the coolest driver that ever came down

ANDY GRANATELLI -- May 19, 2000 (cont.):

that pike, the guy that could hop in the turbine car and just tell him once what switch and gauges to throw and then he'd hop in the car and just B-LL-L-L-LL. And it was like he'd been driving it for 10 years. He could drive around the track and give you a complete and total report on how the car ran. Jimmy Clark, he was the smoothest. He was the best. He was the best, no question about that. But I don't think that Jimmy was the world's best driver because he never drove a sprint car, never drove a midget, never drove a stock car. He never won Daytona. Not to say he couldn't, but he didn't. But Jimmy was great.

Q: Andy, you always seem to have a passion for the Novi. Talk a little bit about the Novis and how you got involved in the project and so on.

GRANATELLI: Well, when I came here in 1946 the first time, and Ralph Hepburn qualified the first time and he set a new track record of 133-plus miles an hour. You might say, "133? That's no speed." Let me tell you something. The first time the guys drove this track in 1908 or whenever it was. The first guy, he was the greatest driver that ever occurred here. Every year since the first year, since the first race here, you had to be less brave to drive a car. The bravest driver was day one, race one, year one and down the line in other words. Because cars are so sophisticated these days that I could get into a car today and run over 200 miles an hour. No strain. Because the cars support you as long as you have some driving ability at all. It goes where you point 'em. But in those days, they didn't do that. So when I saw Hepburn qualify at 133.9 miles an hour... I can still see him right now coming out of turn four, and the front of the car... all blue-white smoke and the front tires smoking. And he stepped on the gas in the Novi with a big blue-white cloud coming off of the car. I can never forget it. And the sound of the car was unbelievable. Now, you might not be the type to take what I'm going to tell you now, but when I used to own Novis, people would tell me... They'd write to me and say to me that they would literally get a furious headache from the car going by, not that they didn't love the sound. But it would give them a terrible headache. Some people told me that they'd actually climax from the sound. Print that. Write that down. This sound was something else, okay? Something else. Not when I owned the cars. I ruined the sound. I'll tell you why. Before I owned the cars, they sounded like nothing else you could ever hope to imagine. With this one Novi on the track, you'd be overheard over all cities, all other cities and cars. The only car you could hear on the track, all around the track, when it qualified. Or when it was racing. You'd hear the Novi all the time. It didn't sound like nothing else, nothing else you could hope to hear. Anyway, I loved the Novi. Everything else was nothing. When Novi used to park in the garage area, and the tech would start it up, the crowd would get around it and get totally mesmerized. Just mouths open, hanging out looking at the car. That was me. That was me. I wanted to drive the Novi so bad I could taste it. And I told Ralph Hepburn that I thought I could drive the car, he said, "You could get 140 out of this. I'm an old man." He must have been at least 50 years old at the time he broke the track record. And, of course, I didn't. If I'd have drove the car, I'd be dead right now. I wouldn't be sitting here right now because I'd have been going 150 for one lap, for half a lap, for one corner. But it was a fantastic sounding vehicle. Now, the real story behind the Novi and all. In '57, '8 and '9 the car didn't qualify. And it didn't qualify... I'm sorry '58 and '9. It didn't qualify because it used to blow the hood off the car. The engine manifold would explode and blow the hood off the car. Nobody knew what was wrong with it. Well, what was wrong with it, was in 1957 when the car was at Monza and set a new track record at Monza. It had a new track record at Monza, 166 miles an hour in Monza. The car misfired, the first

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time that the car could ever run with the engine running wide open. So Gene Martin, our chief mechanic on the car before I owned it, said to the box people, "What do I need to make this car stop missing?" Well, they said, "You need magnetos." So he installed twin magnetos with twin sparkplugs. We had to design a new cylinder block and put in new magnetos. Now, this is the all-time classic. I order... I buy the cars because they haven't qualified in several years and I've always liked the underdog. I always wanted to take something nobody else can do and say, "Hell with them." And even though I love the Novis, I think they're immortal. I'm even afraid of them. But I love them. And it's running the dynamometer at about 3,000 rpm. And I said to myself, "What's wrong with this engine. It's tearing itself apart inside." I couldn't stand it. It was going, "M-M-M-M-R-R-R-R" and I thought, "Jesus, this is not the Novi. Something is wrong with the engine." It was coming apart. I said, "Gene, what's wrong with the engine?" He said, "Nothing." I said, "Something is wrong with it. It's tearing itself apart right now." He said, "Well, I put the timing in the engine. It says 20-25 degrees." That's 25. I said, "Show me." So good old Gene, and there's nothing wrong with Gene Martin by the way. The man has my undying respect forever, okay? Gene took the motor off, took the cellophane paper from a cigarette. Back then a cigarette was in a point but everybody didn't know then. Turns it over the flywheel. And the paper comes out at 25 degrees. So he says, "Gee, it's 25 degrees, Andy." That's when it's point is open. So it fires at that point, 25 degrees advance. I said, "Well, do you have a timing light?" I didn't believe that. I said, "Do you have a timing light?" You point the light and it flashes and the silver scopes in other words. He said, "No, I don't have one of those." I said, "Well." I sent Ronny Faulk who's here by the way, I sent him back to Pat at product in Santa Monica to get a timing light. And Ronny went back and got a light and came back. Put the timing light on it. Put the timing light on it and it was 50 degrees. 50, not 25. Well, for your information, if you run a racer or a passenger 2 or 3 degrees more than it's supposed to have in it, it's going to burn it up. It'll burn up pistons, it'll burn up the manifold. But to put in double the timing, 50 degrees, it's the greatest thing I could ever say about the Novi engine. It didn't burn it. It just exploded the intake manifold because the intake valve was still open when it fired the first time. So it fired not only into the combustion chamber, it fired into the intake manifold. So you had 120 pounds of pressure in the manifold. And it explodes the whole thing. The combustion chamber was in fact the intake manifold and it exploded the whole engine. So I said to Gene, "Set the timing to 0." Zero? I said, "Yeah, set it to 0." He sat it at 0 and he started it up and let it run. It had 25 degrees in it. It was a simple mistake that Gene made. In all history in Indianapolis, every magnetos that ever had gears, all the box makers, they also make it. It has no set timing in them, meaning they didn't advance. No triple action in the magneto. So what happened was when you put the engine on, when you start the engine up, we used to have a lever on the car. We'd pull out the lever and when you pulled it out, it would tighten the timing. Then you'd crank the starter or hand-crank it in those days or use an electric start. And after it started, you couldn't prime the moving start. And it would put a spark in the back like a little Model T Ford, spark on the rail. If it sparked on a Model T Ford, when you cranked it, it would break your arm because it was too fast. You had to take the spark out of it. So what happened was the Germans asked, "How much timing do you run?" He says, "25 degrees." So they put 25 degrees advance in it. So it took it in advance so it starts out with 0 and as you change and accelerate you've got 25 degrees. All previous manufacturers in the United States, including Bosch, didn't have a centrifugal advance in them. So if you understand what I'm saying now, he got double-timing by doing that. And then of

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course, at that point the engine started to hum. We changed her in '61 and I drove the car personally in 1961, 149.9 miles an hour. Dick Rathmann worked every day on it: 149.7, 149.8, 149.9. The car ran like the champ it is. Sounded beautiful and everything else, but that's all because the timing was double advance. All a simple mistake that was done by the Germans not telling them that they'd... he knew the centrifugal action in the ignition. But thank God for that. He didn't do that, I'd have never owned the cars.

Q: We have time for one more question. Andy, can you tell us a little something about the making of Grancor? And what became of Grancor?

GRANATELLI: What was the first part of the question?

Q: The making of Grancor? How it happened to be?

GRANATELLI: Grancor stands for "Granite W. Corporation" G-R-A-N-C-O-R. And my brothers and I started Grancor in 1946 and a simply... we had a gas company we called "Added Super Service." And we went into the power and speed business selling high compression heads and manifolds and champ shafts and ignitions and dual exhaust parts in 1947. We opened up Grancor on a motor (inaudible). By 1957, I was 36, I was \$14 million in sales in Grancor and doing \$12 million in sales in calibrating muffler sales. And I decided at that time I wanted to retire. At 34 years old. Ha ha, right? So I decided... I would give the business, or half of it, 51% of it to the employees and sell 49%. So I found someone who wanted to buy 49% of the business and I gave 51% of company to the employees. And they got mad at me. They said, "What are you doing? You're abandoning us." I said, "I'm giving you half the business for nothing. You owned 51%. If you don't like the new boss, tell him to get out." I said, "It's not costing you a penny." "No, no. We don't know." These are guys that for years and years moaned and groaned about everything and as soon as I gave them half the business, they didn't want to run it by themselves. But I said, "Look, if you don't want the business, just call the auction in tomorrow. Tell them to auction bid it off here and you'll make hundreds of thousands of dollars, and that's your severance pay." Well, they stayed in business for a year or two after that, and then sold it. But I went to California and met Dolly and married Dolly. Forty-three and a half years ago.

Q: (DID NOT USE MIKE) I have one other question. If STP isn't associated with racing, how do you feel? Do you feel bad that the most famous 3 initials in the world for advertising are going?

GRANATELLI: Well, unfortunately the people that bought STP... it's been sold several times since it was sold. Never did anything after I sold it. Followed my advertising schedule I'd set up years in advance. They sort of followed the same thing, but never followed through on anything. But still it's a household word. If its sales are not what they were or could be, they're... the unit sales are down, but their dollar volume is up because they've raised the price double what I used to sell it for. But just for your information, STP was a great product. It really was. And what STP did was take the yesteryear's motor oil into today's motor oil. It took motor oil I made four years ago and then introduced it as today's motor oil. That's what it did. No more, no less. Okay? Anything else?

Q: Andy, thank you for your time. We appreciate it.

GRANATELLI: Okay.

**The 85th Indianapolis 500
Indy Racing Northern Light Series Event
May 27, 2001**

(Schedule is subject to change.)

Sunday	May 6	Opening Day & Practice
Monday - Friday	May 7-11	Practice
Saturday	May 12	Pole Day - first day qualifications
Sunday	May 13	Second-day qualifying
Monday - Tuesday	May 14-15	Track closed
Wednesday - Saturday	May 16-19	Practice
Sunday	May 20	Bump Day - final day qualifications
Monday - Wednesday	May 23	Track closed
Thursday	May 24	Coors Carb Day
Sunday	May 27	Race Day, 85 th Indianapolis 500 ABC-TV & IMS Radio Network

