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# 2005 Indianapolis 500® Daily Trackside Report

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# **The 89th ANNUAL INDIANAPOLIS 500-MILE RACE**

LADIES AND GENTLEMEN OF THE MEDIA:

Welcome to the Indianapolis Motor Speedway for the 89th running of the 500-Mile Race and the 60th anniversary of the Hulman family's restoration of the event's historic tradition.

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

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

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**DAY 1 – SUNDAY, May 8, 2005**

**PAGE 1**

Welcome to the 89<sup>th</sup> running of the Indianapolis 500-Mile Race, the “Greatest Spectacle in Racing.” Fred Nation, executive vice president of communications for the Indianapolis Motor Speedway, Ron Green, director of public relations for the Speedway, John Griffin, vice president of public relations for the Indy Racing League, and Bill York, Media Center manager, and their staffs are here to assist you. Please direct your questions and requests to any Indianapolis Motor Speedway or Indy Racing League staff person in the Media Center.

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This is the 39<sup>th</sup> edition of the Indianapolis 500 Daily Trackside Report, which was first distributed at the Indianapolis Motor Speedway in 1967. As stated on the first page of the 1967 DTR, “This press information has been compiled as an added source of your information in your coverage of the ‘500.’ It is our sincere wish that it will be of assistance in your assignment.”

Notes and items of interest will appear on these pages during the month and will also be available on the Speedway’s official site on the World Wide Web, [www.indianapolismotorspeedway.com](http://www.indianapolismotorspeedway.com) and the official Indy Racing League Web site, [www.indycar.com](http://www.indycar.com). Performance histories will be issued at the end of each day in the Media Center and on the Indianapolis 500 and Indy Racing League Web site.

**TODAY AT THE TRACK (all times local):**

9 a.m.            Public Gates Open  
11:30 a.m.      Opening Ceremonies  
Noon-5 p.m.    Rookie Orientation Program (no veterans on track)  
2 p.m.            Question-and-Answer Session with 2004 Indianapolis 500 winner Buddy Rice  
6 p.m.            Track closes

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**PRACTICE REPORT:**

Eight drivers will participate in ROP: No. 37 Sebastian Bourdais (Newman Haas Racing Team Centrix); No. 33 Ryan Briscoe (Target Chip Ganassi Racing); No. 44 Jeff Bucknum (Dreyer & Reinbold Racing); No. 83 Patrick Carpentier (Red Bull Cheever Racing); No. 91 Paul Dana (Ethanol Hemelgarn Racing); No. 2 Tomas Enge (Panther Racing); No. 41 Scott Mayer (A.J. Foyt Enterprises); No. 16 Danica Patrick (Rahal Letterman Racing).

The drivers must complete four phases of ROP in order to be eligible for the Indianapolis 500. At least three of the phases must be completed during ROP. The fourth phase may be completed on the first day of practice.

No. 37 Bourdais and No. 83 Carpentier do not need to pass ROP due to their previous high-speed, open-wheel racing experience. They will be allowed to complete 40 laps to become accustomed to the track.

The four phases of ROP are:

195-200 mph  
200-205 mph  
205-210 mph  
210+ mph

\*\*\*

According to Dr. Henry Bock, IRL senior director of medical services, 34 IndyCar Series drivers have passed physicals. Thirty-one Menards Infiniti Pro Series drivers have passed physicals.

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**DAY 1 – May 8, 2005**

**PAGE 2**

At 11:50 a.m., the ambient temperature was 79 degrees with winds from the southeast at 5 mph, and a relative humidity of 57 percent. The track temperature was 118 degrees, according to Firestone engineers.

Noon – **GREEN**. Carly Patterson, 2004 Olympic gold medalist in the women’s all-around, waved the green flag to start the first day of practice for the 89<sup>th</sup> Indianapolis 500. #16 Patrick was first on track.

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**CARLY PATTERSON:** “I’ve never been to a race or seen anything like this before. This was really cool. I’m already getting offers for the upcoming gig in Dallas. It was really exciting to see. The cars were going so fast and they were so loud. I’m probably going to pay more attention to racing now.”

\*\*\*

**PRACTICE REPORT (Cont):**

12:24 p.m. – No. 2 Enge passes Phase 1.  
12:26 p.m. – **YELLOW**. Tow-in for No. 2 Enge, who runs out of fuel.  
12:34 p.m. – **GREEN**.  
12:41 p.m. – No. 16 Patrick passes Phase 1.  
12:45 p.m. – No. 33 Briscoe and No. 83 Carpentier pass Phase 1.  
12:56 p.m. – No. 2 Enge passes Phase 2.  
1:02 p.m. – No. 33 Briscoe passes Phase 2.  
1:03 p.m. – No. 16 Patrick passes Phase 2.  
1:04 p.m. – No. 91 Dana passes Phase 1.  
1:08 p.m. – No. 83 Carpentier passes Phase 2.  
1:15 p.m. – No. 44 Bucknum passes Phase 1.  
1:18 p.m. – **YELLOW**. Debris between Turns 1 and 2. No. 33 Briscoe passes Phase 3.  
No. 91 Dana passes Phase 2.

At 1:20 p.m., the ambient temperature was 82 degrees. The track temperature was 124 degrees, according to Firestone engineers.

1:27 p.m. – **GREEN**.  
1:31 p.m. – No. 83 Carpentier passes Phase 3.  
1:32 p.m. – No. 16 Patrick passes Phase 3.  
1:34 p.m. – No. 44 Bucknum passes Phase 2.  
1:36 p.m. – No. 2 Enge and No. 91 Dana pass Phase 3.

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No. 41 is being driven by Larry Foyt, who is being permitted a refresher test. Foyt competed in the 2004 Indianapolis 500 and has not competed in an IndyCar Series event since.

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**PRACTICE REPORT (Cont):**

1:48 p.m. – No. 33 Briscoe passes Phase 4.

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**DAY 1 – May 8, 2005**

**PAGE 3**

Danica Patrick, driver of the No. 16 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone, took the honor of being the first driver on track for Opening Day at the 89<sup>th</sup> Indianapolis 500, an honor that sometimes has been hard-fought over the years. The best start by the driver first on track over the last 25 years has been by Raul Boesel, who started second in 1994. The best finish is by Eliseo Salazar, who finished fourth in 1995.

**FIRST ON TRACK, 1980-2005**

<b>Year</b>	<b>Driver</b>	<b>Started</b>	<b>Finished</b>
2005	Danica Patrick	N/A	N/A
2004	Sarah Fisher	19 <sup>th</sup>	24 <sup>th</sup>
2003	Felipe Giaffone	16 <sup>th</sup>	33 <sup>rd</sup>
2002	Billy Boat	23 <sup>rd</sup>	18 <sup>th</sup>
2001	Stephan Gregoire	29 <sup>th</sup>	28 <sup>th</sup>
2000	Stephan Gregoire	20 <sup>th</sup>	7 <sup>th</sup>
1999	Stephan Gregoire	Did Not Qualify	
1998	Mike Groff	32 <sup>nd</sup>	15 <sup>th</sup>
1997	Dr. Jack Miller	17 <sup>th</sup>	20 <sup>th</sup>
1996	Michele Alboreto	12 <sup>th</sup>	30 <sup>th</sup>
1995	Eliseo Salazar	24 <sup>th</sup>	4 <sup>th</sup>
1994	Raul Boesel	2 <sup>nd</sup>	21 <sup>st</sup>
1993	Jimmy Vasser	19 <sup>th</sup>	13 <sup>th</sup>
1992	Scott Brayton	7 <sup>th</sup>	22 <sup>nd</sup>
1991	Scott Brayton	19 <sup>th</sup>	17 <sup>th</sup>
1990	Tero Palmroth	16 <sup>th</sup>	12 <sup>th</sup>
1989	Arie Luyendyk	15 <sup>th</sup>	21 <sup>st</sup>
1988	Raul Boesel	7 <sup>th</sup>	20 <sup>th</sup>
1987	Ludwig Heimrath Jr.	10 <sup>th</sup>	30 <sup>th</sup>
1986	Chip Ganassi	26 <sup>th</sup>	25 <sup>th</sup>
1985	Dick Simon	26 <sup>th</sup>	14 <sup>th</sup>
1984	Dick Simon	20 <sup>th</sup>	23 <sup>rd</sup>
1983	Bill Tempero	Did Not Qualify	
1982	Gary Bettenhausen	30 <sup>th</sup>	12 <sup>th</sup>
1981	Larry “Boom Boom” Cannon	Did Not Qualify	
1980	Bill Tempero	Did Not Qualify	

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**DAY 1 – MAY 8, 2005**

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The Indiana Pacers advanced to the second round of the NBA Playoffs on May 7. This is the seventh time the Pacers have advanced to the second round. In the previous six times the Pacers advanced, there has been a first-time winner at the Indianapolis 500 five times.

Year	Pacers result	Indianapolis 500 winner
1994	Beat Orlando 3-0	Al Unser Jr. (2nd win)
1995	Beat Atlanta 3-0	Jacques Villeneuve (1st win)
1998	Beat Cleveland 3-1	Eddie Cheever (1st win)
1999	Beat Milwaukee 3-0	Kenny Brack (1st win)
2000	Beat Milwaukee 3-2	Juan Pablo Montoya (1st win)
2004	Beat Boston 4-0	Buddy Rice (1st win)
2005	Beat Boston 4-3	N/A

\*\*\*

Darren Manning may be the biggest beneficiary of Giacomo's upset win in the 131st Kentucky Derby on May 7. For the last two years, the winners of the Indianapolis 500 and Kentucky Derby have shared the same number. Funny Cide and Gil de Ferran shared the No. 6 in 2003, and Smarty Jones and Buddy Rice shared 15 in 2005. Giacomo wore No. 10, the same number as Manning's Panoz/Toyota/Firestone. Overall, the Derby and Indianapolis 500 winners have shared the same number eight times:

Year	Derby winner	Indianapolis 500 winner	Number
1915	Regret	Ralph De Palma	2
1940	Gallahadion	Wilbur Shaw	1
1970	Dust Commander	Al Unser	2
1976	Bold Forbes	Johnny Rutherford	2
1978	Affirmed	Al Unser	2
1997	Silver Charm	Arie Luyendyk	5
2003	Funny Cide	Gil de Ferran	6
2004	Smarty Jones	Buddy Rice	15

\*\*\*

**PRACTICE REPORT (Cont):**

- 1:53 p.m. – No. 44 Bucknum passes Phase 3.
- 1:59 p.m. – No. 2 Enge passes Phase 4.
- 2:10 p.m. – No. 37 Bourdais on track for the first time.
- 2:24 p.m. – No. 41 Foyt completes refresher test.
- 2:25 p.m. – No. 44 Bucknum passes Phase 4.
- 2:26 p.m. – No. 83 Carpentier passes Phase 4, and may continue practicing at the discretion of the senior official.
- 2:40 p.m. – Scott Mayer on track for the first time in No. 41.

(More)

**DAY 1 – MAY 8, 2005**

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**TOMAS ENGE (No. 2 ROCKSTAR Panther Racing Dallara/Chevrolet/Firestone):**

“The track is fantastic. Maybe a little bit too fast for me, because the faster you go, the smaller the track looks. It is nice. It is something special, something fantastic. The first feeling is good. The car might be a little too tight when we set up the car for the first run to be more safe. To be more safe, the car was a little bit understeer.”

\*\*\*

**PRACTICE REPORT (Cont):**

2:52 p.m. – No. 37 Bourdais passes Phase 1.

3:05 p.m. – No. 41 Mayer passes Phase 1.

3:12 p.m. – No. 16 Patrick passes Phase 4.

3:14 p.m. - No. 37 Bourdais passes Phase 2.

At 3:30 p.m., the ambient temperature was 83 degrees with winds out of the south at 7 mph and relative humidity of 38 percent. The track temperature was 133 degrees, according to Firestone engineers.

3:36 p.m. – No. 41 Mayer passes Phase 2.

3:49 p.m. – No. 91 Dana passes Phase 4.

3:58 p.m. – **YELLOW**. Track Inspection.

4:07 p.m. – **GREEN**.

4:12 p.m. – No. 41 Mayer passes Phase 3.

\*\*\*

**JEFF BUCKNUM (No. 44 Investment Properties of America Dallara/Honda/**

**Firestone):** “It went good. It was my rookie test, so I had nothing to gauge it off of. We just went through the phases that the Indianapolis Motor Speedway wanted us to go through. That went smooth. After that, we just tried a couple extra things for balance and that was good.”

**RYAN BRISCOE (No. 33 Target Chip Ganassi Racing Panoz/Toyota/Firestone):** “I think it is a good program here at the Speedway, because it is a unique track and it is good to let it get up to speed step-by-step. We had no problems today. We took it easy and went through the phases. At the end of the day, we sort of started slightly trimming out the car just a little bit. We still have a long way to go, but it was just good to get some confidence on the track. We are learning all the time. It is very unique. I have just been experimenting a little bit with lines. I’ve been watching the wind. It has been changing a bit this afternoon, so it has definitely been interesting. It is a long month ahead.”

**ENTRY UPDATES:** The chief mechanic for No. 4 is now Ron Catt. The chief mechanic for No. 44 is Geoffrey Carter.

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**DAY 1 – MAY 8, 2005**

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**PAUL DANA (No. 91 Ethanol Hemelgarn Racing Dallara/Toyota/Firestone):** “Mission accomplished. We did it, and we did it real quick. I mean, four, 10-lap runs, no problem. We got through it pretty easily.

“I’m pretty sick actually, so we knew that as soon as we cleared the minimum we needed to go to get through the rookie day that we were going to park it. I need to get home and get to bed. We’ll come back tomorrow and start taking some wing out of it and see how fast we can go.

“The Hemelgarn team has a lot of experience around here. They’ve won it. Tim Wardrop, our engineer, has won here several times, so they know what they’re doing. They just put a lot of downforce in the car and nailed it to the track, so it was pretty much as stable as it’s ever going to be. That’s as easy as it’s going to get. When we start taking the wing out, it’ll start getting touchy, but maybe I’ll be a little more mentally acute. I’m kind of laid out right about now.

“It’s a special day. It’s something that you think about and work for your whole life. To do it is really cool. It’s a long, long month, and we need to qualify for the race, we need to finish the race, so this is a milestone, but there are much bigger ones to come this month, and I’m just focusing on those.”

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**PRACTICE REPORT (Cont):**

5 p.m. – **CHECKERED.**

\*\*\*

**FASTEST SPEEDS OF DAY**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>C/E/T</b>	<b>Speed</b>
1	16	Danica Patrick	P/H/F	221.463 mph
2	33	Ryan Briscoe	P/T/F	220.546 mph
3	83	Patrick Carpentier	D/T/F	219.010 mph
4	2	Tomas Enge	D/C/F	218.219 mph
5	41	Larry Foyt	D/T/F	216.141 mph
6	44	Jeff Bucknum	D/H/F	214.657 mph
7	91	Paul Dana	D/T/F	211.786 mph
8	41	Scott Mayer	D/T/F	206.947 mph
9	37	Sebastien Bourdais	P/H/F	204.177 mph

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**DAY 1 – MAY 8, 2005**

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**POST ROP QUOTES:**

**SEBASTIEN BOURDAIS (No. 37 Newman Haas Racing Team Centrix Panoz/Honda/Firestone):** “Obviously, we had a lot of adjustments to do. The car was not ready on time, and the deal came together kind of late, so it was difficult for the team, and it’s a real challenge for us. You know a one-off like that, for a Champ Car operation, it’s difficult to put together an IRL car. There are a lot of things to do in a very short amount of time. So far, it’s going OK. We completed the first two phases. We had time to check the second car, which is actually my car, which wasn’t ready. The T-car was in better shape, so we used it and went out there with my car in the end, and the weather is going to be all right for us tomorrow and we can get some work done.”

**PATRICK CARPENTIER (No. 83 Red Bull Cheever Racing Dallara/Toyota/Firestone):** “It was good. I think that it was very important. At first, we were not sure we were going to do (ROP), then we ended up doing it. It was very important for me to do it today before we get everybody running. Once we start running three abreast, it is a different story down the straightaway. I loved it. It is a beautiful place and a beautiful track. I had a great time today. We were starting to get the car working at the end. They gave us some time to get adjusted and the car was really bad. It was pushing really bad. We came in and fixed, and they allowed us to run a little bit more. I am very happy. I needed the time before everyone else came in. I ran 219 (mph). It is not the fastest, but we had a lot of downforce. I am very happy.”

**SCOTT MAYER (No. 41 ABC Supply Co. Inc. Dallara/Toyota/Firestone):** “It was stressful going through the first two (phases). Once we got into phase three, the car felt phenomenal. The quicker we go, the more comfortable it felt. I feel the weight of the world lifted off my shoulders. I feel very blessed by God to be through the ROP and the three sessions, and tomorrow we will go out there and start hitting it hard.”

**DANICA PATRICK (No. 16 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone):** “It’s what we came here to do. I was given a good car by Buddy (Rice) and Vitor (Meira) with all of the hard work they did last year. I have to give a lot of the credit and speed to that. I knew I had time today. I’m sure things will get more tricky as the car gets trimmed out. But the car felt good, and I’m looking forward to going faster.” (About running at Indianapolis Motor Speedway): “This event is amazing. There are a lot of media and a lot of things going on. It was opening day, and there were fans out there. Even in Turn 3, when we were coming in the pits, you could see people on the inside, sitting on the grass. I think it’s important to look at this place like another race track. It’s really nice that we get to come here early, and build confidence, as opposed to going out there and spooking ourselves, or making a mistake that could put us out for a while. It’s tradition, and this event is very much tradition. Rookie Orientation is a great format. It’s the right way to do it.”

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**MONDAY’S SCHEDULE (all times local):**

9 a.m.	Public Gates Open
Noon-5 p.m.	Rookie Orientation Program
6 p.m.	Track Closes

**END DAY 1 NOTES**

**DAY 2 – MONDAY, May 9, 2005**

**PAGE 1**

**TODAY AT THE TRACK (all times local):**

9 a.m.                    Public Gates Open  
Noon-5 p.m.            Rookie Orientation Program  
6 p.m.                    Track Closes

\*\*\*

Eight drivers are eligible to participate in ROP today: No. 37 Sebastian Bourdais (Newman Haas Racing Team Centrix); No. 33 Ryan Briscoe (Target Chip Ganassi Racing); No. 44 Jeff Bucknum (Dreyer & Reinbold Racing); No. 83 Patrick Carpentier (Red Bull Cheever Racing); No. 91 Paul Dana (Ethanol Hemelgarn Racing); No. 2 Tomas Enge (Panther Racing); No. 41 Scott Mayer (A.J. Foyt Enterprises); No. 16 Danica Patrick (Rahal Letterman Racing).

Only Mayer and Bourdais have phases of ROP to complete in order to be eligible for the Indianapolis 500. Mayer has completed three phases of ROP. Bourdais has completed two phases.

\*\*\*

**PRACTICE REPORT:**

At Noon, the ambient temperature was 88 degrees with winds from the south at 16 mph, gusting to 24 mph, and a relative humidity of 44 percent. Skies were partly cloudy. The track temperature was 116 degrees, according to Firestone engineers.

Noon – **GREEN**. No cars take to the track.

12:04 p.m. – #16 Patrick is first on track. This is the second consecutive day that Patrick has been the first driver on track.

\*\*\*

Car owner Chip Ganassi has hired two-time Indianapolis 500 winner Arie Luyendyk to work with rookie Ryan Briscoe during the Month of May. Ganassi told a funny story about a phone call over the weekend he made to Briscoe to inform him about his new mentor.

**CHIP GANASSI (Owner, Target Chip Ganassi Racing):** “I told Ryan that I had hired a two-time winner, Arie Luyendyk, to help him with little tips and suggestions. I told him that couldn’t remember everything and wouldn’t be available at times during the month. I guess it was a lot for him to take in because as the conversation ended, Briscoe asked me, “What’s that guy’s name again?”

\*\*\*

12:30 p.m. – #16 Patrick records lap of 221.936 mph, fastest lap of the month so far.

12:51 p.m. – #16 Patrick records lap of 222.741 mph, fastest lap of the month so far; #37 Bourdais completes phase 3 of ROP.

At 1:20 p.m., the ambient temperature was 82 degrees with winds from the south at 15 mph, gusting to 22 mph, and a relative humidity of 44 percent. Skies were mostly cloudy. The track temperature was 102 degrees, according to Firestone engineers.

1:21 p.m. – **YELLOW**. Track inspection.

1:29 p.m. – **GREEN**.

\*\*\*

No. 20T is being driven by Jeff Ward, who is being permitted a refresher test. Ward has not competed in the IndyCar Series since the end of the 2002 season.

\*\*\*

1:34 p.m. – #20T Ward on track for first time today.

(More)

**DAY 2 – MONDAY, May 9, 2005**

**PAGE 2**

Alvin Junior “A.J.” Shepherd, who drove in the 1961 Indianapolis 500, died May 8 in Miami, Okla. He was 78.

In 1961, Shepherd had six USAC National Championship starts, including the “500.” Driving the Travelon Trailer Special handled the year before by track-record holder Jim Hurtubise, Shepherd was running 11th when he became involved in a multi-car tangle on the main straight at Lap 52. He was credited with 14th place.

Survivors include his sons, Michael, Dennis and Robert; three sisters, two brothers, six grandchildren and six great-grandchildren.

\*\*\*

2:40 p.m. – **YELLOW**. Debris at pit entrance.

2:42 p.m. – **GREEN**.

3:02 p.m. – **YELLOW**. Tow in for #2 Enge who has pulled off the track in Turn 2 after light smoke trailed from the car. Crew reports mechanical failure on car.

3:22 p.m. – **GREEN**.

3:25 p.m. – #37 Bourdais completes fourth phase of ROP.

\*\*\*

Among the golfers playing at the Brickyard Crossing today were 2004 J.P. Chase Bank Rookie of the Year Kosuke Matsuura and Darren Manning of Target Chip Ganassi Racing.

\*\*\*

**JEFF WARD (No. 20T Vision Racing Dallara/Toyota/Firestone):** “It's been such a long time since I ran, even if I went out with one of my old cars it would have felt weird. But it felt fine. It's just a little windy out there for the first time out, for me anyway. Right now, the brain is trying to catch up with the speed particularly in the corners, but it's good so far. Hopefully, tomorrow will be better.” (About success at Indianapolis): “It's been a good track for sure, it's fun. I just can't wait to get into the race. Qualifying is just so nerve racking. Once you get in the race, it's a whole lot better.” (Still nervous after all these years?): “You've got to be. If you're not, you're not taking it seriously. You want to do good and put pressure on yourself to go fast and want to do well in the race. But that's all off the track. Once you get in the car everything just comes naturally.” (Were you surprised at the opportunity to come back?): “I was, because I wasn't beating down the path to run. I did it a few years at Indy and it didn't work out, so I was kind of content with what I was doing, and if it worked out it worked out. But Tony (George) gave me a call so here I am.”

\*\*\*

Vision Racing driver Ed Carpenter was on the pit lane watching his teammate Jeff Ward complete his refresher test.

**ED CARPENTER (No. 20T Vision Racing Dallara/Toyota/Firestone): (About teaming with Jeff Ward):** “It's going to be good. He is just trying to get comfortable today and get his feel back, and once he gets comfortable in the car, he is going to be a good addition to the team. He's finished every position at the top except winning this race, so by the time we get around to race day, I know he is going to be good. It will be good to have a teammate for a month. The league is so intense now it's hard to be a single-car team - so just having a second car out here this month, we will be able to work on more things and try more things with the car. I've known Jeff a long time, and it's always been a good situation, so I'm really looking forward to it.”

(More)

**DAY 2 – MONDAY, May 9, 2005**

**PAGE 3**

5 p.m. – **CHECKERED.** #20T Ward has completed his refresher test.

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**FASTEST SPEEDS OF DAY**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>C/E/T</b>	<b>Speed</b>
1	16	Danica Patrick	P/H/F	222.741 mph
2	2	Tomas Enge	D/C/F	219.914 mph
3	37	Sebastien Bourdais	P/H/F	219.421 mph
4	20T	Jeff Ward	D/T/F	211.200 mph
5	41	Scott Mayer	D/T/F	204.217 mph

\*\*\*

A total of 39 cars are now at the Speedway, 24 have passed technical inspection. Ten drivers have been on the track to date. There were three yellows for 22 minutes.

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**POST ROP QUOTES:**

**SEBASTIEN BOURDAIS (No. 37 Newman Haas Team Centrix**

**Panoz/Honda/Firestone):** (About Indianapolis Motor Speedway): "It's a legendary place. There are a lot of classics. This racetrack you have to treat with a lot of respect. I had that kind of feeling when I went out the first time. It's always special. I've also been trying to do this race for two years, so it's good to be here, and it's good to get off on the right foot. Centrix made it happen. It's been something difficult to come, but they pulled it out, and it's looking pretty good." (About ROP): "I didn't really know what to expect, because everybody was saying I have experience, but my experience is nothing. I've got absolutely no experience on superspeedways, and that was the real point for me about this ROP. Just to try and get a real feel for it. I've never driven an IRL car before. I couldn't do it before this season. The only time I drove an open-wheel car with low downforce was testing in 2003 at Fontana. That's the only time I was able to get a real feel for it. So I really feel like I'm a beginner. I'm just starting to learn everything. It's pretty much the case on ovals. On short ovals, at least I did two races, so I can talk about it a bit more. But on these superspeedways, I'm really starting from scratch. It's a big challenge ahead of me. Everybody is saying I've got a real good chance and I rely on a lot of experience and all that, but I really don't. I have to learn everything. That's the biggest challenge for me." (About goals for ROP): "We spoke with Brian Barnhart, and the target was really clear. I personally consider us to have no experience in this. Even so, they wanted to waive ROP for me. I really felt that I needed it. We really took our time, went through all the phases one by one. It was actually very good, because the car wasn't completed. The guys worked very hard, but at the end of the day, there was too much to be done to be ready on time. It's very good that it happened like that. It took the pressure off of the team, and myself, too. So, there was absolutely no rush for anybody, and the only target was to get confident. We didn't trim the car at all. We just tested with the kind of downforce we would expect to race with. It felt pretty good. We worked on the balance and started with a lot of understeer to make sure I wasn't going to lose it or anything. We worked our way through setups and adjustments. It went very smoothly. I feel pretty good in the car right now and am ready to start testing properly."

(More)

**DAY 2 – MONDAY, May 9, 2005**

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**DANICA PATRICK (No. 16 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone):** I've had fun these last couple of days, just being able to learn it by myself before I get out there with everybody else and felt uncomfortable blowing around in their wind. I was curious what the orientation was going to be like, but it's been good. That's what you do at Indy, you just keep trimming it out. You go faster and you just make sure you're still comfortable, and that's kind of what the program is. And of course there's going to be setup issues that are going to come up along the way, and we're going to do a little bit here and a little bit there until the balance is right, but for the most part, Buddy (Rice) and Vitor (Meira) worked really hard last year and the engineers worked really hard and the car is really good. Basically, I'm driving what they drove last year, and it's actually going pretty well, so I'm pleased."

**TOMAS ENGE (No. 2 ROCKSTAR Panther Racing Dallara/Chevrolet/Firestone):** "Driving the track for me today felt much better. This track is so special and so unique that it can be very difficult for the drivers. So we're just trying to take it slow in our RockStar Chevy and work our way up to faster speeds. My ribs still feel the same, but I'm getting comfortable and now we can start to work on the car. The speeds are getting better, and now I want to get into the groove of this track."

**TUESDAY'S SCHEDULE (all times local):**

9 a.m.	Public Gates Open
Noon-6 p.m.	Indianapolis 500 Practice (all drivers)
6 p.m.	Track Closes

**END DAY 2 NOTES**

**DAY 3 – TUESDAY, May 10, 2005**

**PAGE 1**

**TODAY AT THE TRACK (all times local):**

9 a.m.                      Public Gates Open  
Noon-6 p.m.                Indianapolis 500 Practice (all drivers)  
6 p.m.                        Track Closes

\*\*\*

In conjunction with the release of Pennzoil's new Platinum Full Synthetic motor oil, Panther Racing will give its No. 4 Chevrolet-powered Dallara a makeover during the month of May. The Pennzoil Chevrolet will divert from its traditionally all-yellow livery to new platinum paint scheme when practice opens today at the Indianapolis Motor Speedway.

Pennzoil Platinum is the most advanced motor oil that Pennzoil has ever produced and is the newest product from the category leader. Pennzoil's newest product is a full synthetic, ultimate-protection formulation, and is built to stand up to today's most demanding engines. Pennzoil Platinum passes every major U.S., Japanese and European industry specification for gasoline-powered engines.

The only other time Panther Racing has adjusted the yellow livery of the No. 4 was at Kansas in 2003 when Sam Hornish, Jr. raced with an adjusted paint scheme to promote the release of the movie "Terminator 3".

**JOHN BARNES (Co-owner, Panther Racing):** "Our association with Pennzoil is one of the longest standing partnerships in the IndyCar Series. We're thrilled to display such a beautiful Pennzoil Platinum race car for the Indianapolis 500. We all know the new paint scheme will make our Chevy look great in the field, but it's having Platinum Protection inside our three race cars that's going to help this team the most."

**GARY PEDIGO (Co-owner, Panther Racing):** "That Platinum car is one of the single best looking race cars I've ever seen. And it's going to look even better at the front of the Indianapolis 500."

\*\*\*

Argent Mortgage will present \$2,500 to the driver who posts the fastest lap in today's practice. The Argent Fastest Lap of the Day Award will be given out on each of the eight practice days: May 10, 11, 12, 13, 18, 19, 20 and 27.

\*\*\*

**PRACTICE REPORT:**

At Noon, the ambient temperature was 80 degrees with winds from the west-southwest at 9 mph and a relative humidity of 54 percent. Skies were sunny.

Noon – **GREEN**. Al Case, a 60-year veteran of the Indianapolis Motor Speedway track safety crew, waved the green flag to open practice. #3 Castroneves, who is celebrating his 30<sup>th</sup> birthday, is first on track followed by his teammate #6T Hornish and #17T Meira.

12:23 p.m. – **YELLOW**. Debris

12:54 p.m. – **GREEN**.

12:55 p.m. – #26 Wheldon records lap of 224.998 mph, fastest speed of the month so far. In all, 11 cars are over the 2004 pole average of 222.024 mph set by Buddy Rice.

At 1 p.m., the ambient temperature was 84 degrees. The track temperature was 126 degrees, according to Firestone engineers.

1:05 p.m. – **YELLOW**. Report of spray from #36 Junqueira.

1:16 p.m. – **GREEN**.

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**DAY 3 – TUESDAY, May 10, 2005**

**PAGE 2**

Indy Racing League will host a press conference on Thursday, May 12 in the Trackside Press Conference Room at the Indianapolis Motor Speedway to preview MBNA Pole Qualifying for the Indianapolis 500.

IRL President and COO Brian Barnhart, Tom Anderson, co-owner and managing director of Fernandez Racing, Tim Cindric, president of Marlboro Team Penske and Mike Hull, managing director of Target Chip Ganassi Racing, will be available for interviews beginning at 10 a.m.

MBNA Pole Qualifying for the 89th Indianapolis 500 is scheduled for noon (EST) on May 14.

\*\*\*

Al Case, a 60-year veteran of the Indianapolis Motor Speedway, waved the green flag to open practice today.

**AL CASE:** “I worked on the gates for two years and on the fire department for 58 years. I love racing, the Dodgers and Purdue. My favorite driver was Al Herman, he was a driver here in the 1950's. He got himself killed, but he was Rookie of the Year and just a real nice guy. He came down to the fire station and talked and was a nice guy.” (About working on the the fire crew): “In those days you didn't have to be a fireman, you just had to love racing.” (About the track): “Everything has changed for the better. If I remember right, the only thing left is Cagle's old office - what was Pop Meyers house in front of the museum -- and I thinks that's all that's left of the original 1946. The big barn down there has been rebuilt. The cars were different in the old days they all didn't look the same. My favorite car was the 14 of Billy Vukovich. That was a great car. (Did you ever imagine you would be the man to drop the green flag on practice?): “No, and I don't know if I'm going to be able to finish it. So take a picture now!”

\*\*\*

2:35 p.m. – **YELLOW.** Debris on backstretch.

2:46 p.m. – **GREEN.**

2:59 p.m. – **YELLOW.** Debris in Turn 4.

3:05 p.m. – **GREEN.**

3:11 p.m. – **YELLOW.** Tow in for #27 Franchitti, who has stopped on the apron in Turn 4. Driver reports a mechanical issue in car.

\*\*\*

SWE Race Car Parts will sponsor the Pole Award for the Indy Racing League Menards Infiniti Pro Series™ beginning with the Futaba Freedom 100 at the Indianapolis Motor Speedway. SWE Race Car Parts will award the fastest qualifier with a check for \$1,000 and a trophy at each of the remaining 11 events in 2005. The trophy for the SWE Race Car Parts Pole Position Award will be on display during qualifying at each event.

**ROGER BAILEY (Executive Director, Menards Infiniti Pro Series):** “We are very pleased about the new dimension in our relationship with SWE. They have been involved with us since day one. This program will not only benefit SWE and the series, but is a tremendous incentive to all of the competitors who will have the opportunity to earn additional prize money.”

**STEVE EPPARD (President of SWE Race Car Parts):** “I want to reward the team owners and drivers with some recognition. As a development series, the Menards Infiniti Pro Series is sometimes overlooked. This might help other businesses step forward.”

\*\*\*

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**DAY 3 – TUESDAY, May 10, 2005**

**PAGE 3**

3:16 p.m. – **GREEN.**

3:45 p.m. – **YELLOW.** Track inspection.

3:55 p.m. – **GREEN.**

3:58 p.m. – #33T Briscoe records lap of 225.266 mph, fastest lap of the month, so far.

\*\*\*

In celebration of his 30<sup>th</sup> birthday, Marlboro Team Penske placed white decals on the front and back of Helio Castroneves' helmet in the shape of the No. 30. Marlboro Team Penske plans to give him a cake at the conclusion of the day.

\*\*\*

Correction: A.J. Shepherd's finishing position in the 1961 Indianapolis 500 was incorrectly reported in the May 9 DTR. Shepherd finished 26<sup>th</sup>. We regret the error.

\*\*\*

5:10 p.m. – #26 Wheldon records lap of 226.808 mph, fastest of the month, so far.

Twelve cars have bettered the fastest practice lap during the 2004 Indianapolis 500, which was 223.224 mph by Tony Kanaan during practice on MBNA Pole Day, May 15.

6 p.m. – **CHECKERED.**

\*\*\*

A total of 53 cars are now at the Speedway, 49 have passed technical inspection. Thirty-eight drivers have passed their physical examinations at the Clarian Infield Care Center. Twenty-nine drivers have been on the track to date. There were 1,506 incident-free laps and were six yellows for 1 hour, 16 minutes today.

\*\*\*

**FASTEST SPEEDS OF DAY**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>C/E/T</b>	<b>Speed</b>
1	26	Dan Wheldon	D/H/F	226.808 mph
2	8	Scott Sharp	P/H/F	226.609 mph
3	3	Helio Castroneves	D/T/F	226.062 mph
4	11	Tony Kanaan	D/H/F	225.629 mph
5	55	Kosuke Matsuura	P/H/F	225.620 mph

\*\*\*

**POST-PRACTICE QUOTES:**

**DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone):** "I'm excited to be back here. This is my favorite race. Honda will probably get mad at me because Motegi should be, but the Indianapolis 500, to me, means an awful lot. It's great to be back." (About his best lap): "I was fortunate on my quickest lap. I fell into a draft, which I took. I think the biggest thing I notice about the Speedway this year is the competition level. It seems very, very close between not just what you would perhaps call the big teams, but I think there are lot of people that could be very, very competitive. With the testing restrictions that we have in the Indy Racing League, it enables people to spend a little more time to build up to speed and focus on each individual day and catch us out. The competition level is the biggest thing that struck me, certainly this year, and I expect it to get even tighter. I'm pumped up to be back here." (About racing at Indianapolis): "I think this year is going to be a fantastic race, and I think every driver is looking forward to it from the standpoint of being back and having the competition being so close. Anyone's that's not been to the Indianapolis 500 before, this would be a great year to come."

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**DAY 3 – TUESDAY, May 10, 2005**  
**PAGE 4**

**SCOTT SHARP (No. 8 Delphi Panoz/Honda/Firestone):** “I am so enthused to come here with this team. It is what I have always dreamed about. This is my favorite race track. To come here and feel like I have this effort behind me really gives me confidence walking in, so it is great to have this kind of a first day to back that up. We have a lot of work ahead of us. Tomorrow night, no one is going to care who was fastest on Tuesday night, so it’s all about keeping it going. We are going to work through our long list of things we need to learn, and hopefully, that will put us in the position we need to be on Saturday.”

**RYAN BRISCOE (No. 33 Target Chip Ganassi Racing Panoz/Toyota/Firestone):** “I’m pretty satisfied with our day, and the car feels good. We were quickest there for a bit, and we know we are heading in the right direction. We’ll be changing engines tonight, and I expect we’ll be even faster tomorrow. There were a lot of cars running today, and there’s more rubber being laid down, so it’ll just get faster throughout the week I think.”

**TOMAS SCHECKTER (No. 4 Pennzoil Panther Dallara/Chevrolet/Firestone):** “For our first day in our new Pennzoil Platinum Chevy, we were quite happy. Everything ran well, and we accomplished everything that we hoped to. Today was just the start of a long month of hard work. We’ll do some analyzing tonight and get ready for another long day tomorrow. For sure, we’ll find some more speed and steadily climb higher on the speed charts.”

**VITOR MEIRA (No. 17 Rahal Letterman Racing Menards Johns Manville):** “It was a good start for us today. We were able to shake down both the primary and backup cars, and we made some suspension adjustments. Overall it was a pretty normal first day, and I think everyone is pleased with the start of our Indy 500 program for 2005. We still have a few more days to work on a lot of things before qualifying on Saturday. It’s great to come to Indy with an experienced and well-repaired team.”

**RICHIE HEARN (No. 70 Meijer/Coca-Cola Racing Special Panoz/Chevrolet/Firestone):** (About experience of being back in a car): "I was sitting in the car for a long time (during track inspection Tuesday afternoon) and when I went back out, going into Turn 3, these big drops (of sweat) came down into my face. It was like it was raining in my helmet."

**BUDDY RICE (No. 15 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone):** “It has been a great feeling returning to the Speedway as the defending champion. I have been here a couple of days with the Rookie Orientation, and Danica did a great job in completing that process. Today was more of a systems day with us running the primary and the backup cars. We want to make sure everything was running properly on both of our cars. I did a little work on the primary car in the afternoon, but we’ll concentrate on finding more speed and other areas on Wednesday. It is going to be a long month, and I know a lot of people are excited early in the month, but I learned last year with this team that we map out a plan and we stick with it. So I’m very confident that this Honda/Panoz package will be fast and that we will be a factor on race day.”

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**DAY 3 – TUESDAY, May 10, 2005**

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**KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz/Honda/Firestone):** “This is our first practice day at Indianapolis, and obviously, our setup is great. My teammate Scott Sharp also did very well. My primary car and my backup car are both good. I am very happy to get up to speed quickly. We had quite a lot of downforce on the car today, but the car is already quite fast and quicker than last year. If we took off more drag and downforce, I think we can be close to 230 mph for qualifying. I am very comfortable driving on this track with the new asphalt. This track is very difficult, and you need to concentrate every day to do your best.”

**HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Toyota/Firestone):** “The first day of practice went well, and it was a great way to spend my 30th birthday. I haven’t run here since last year, so I’m very happy we ended the day in the top-three. We were able to work on several things to try and find the limit and make sure the Marlboro Team Penske car is consistent. I’m looking forward to getting back out there tomorrow.”

**BUDDY LAZIER (No. 95 Panther/Jonathan Byrd’s/ESPN 950 AM Dallara/Chevrolet/Firestone):** “It was a good start. As a team we just started working together, and this is a learning process. We wanted to run very consistently, so we went according to our plan. It’s been a great beginning. We were dialed down pretty hard, and every lap we ran was in clean air, and we never got the sniff of a draft.”

**SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone):** “We worked mostly on the qualifying setup today. We’d like to be a bit faster, but at least we were able to try a number of different things on the Marlboro Team Penske car. We’ve got to stay focused and just try to get the best car we can. We still have some work to do, but it’s a long month and hopefully we’ll be good enough on race day.”

**WEDNESDAY’S SCHEDULE (all times local):**

9 a.m.	Public Gates Open
Noon-6 p.m.	Indianapolis 500 Practice (all drivers)
6 p.m.	Track Closes

**END DAY 3 NOTES**

**DAY 4 – WEDNESDAY, May 11, 2005**

**PAGE 1**

**TODAY AT THE TRACK (all times local):**

9 a.m. Public Gates Open  
Noon-6 p.m. Indianapolis 500 Practice (all drivers)  
6 p.m. Track Closes

\*\*\*

Argent Mortgage will present \$2,500 to the driver who posts the fastest lap in today's practice. The Argent Fastest Lap of the Day Award will be given out on each of the eight practice days: May 10, 11, 12, 13, 18, 19, 20 and 27.

**ARGENT FASTEST LAP OF THE DAY AWARD WINNERS:**

<b>Date</b>	<b>Driver</b>	<b>Speed</b>
May 10	Dan Wheldon	226.808 mph

\*\*\*

Playa Del Racing has teamed with county music superstar Toby Keith to help raise money for Ally's House. Playa Del Racing will donate a percentage of the winnings from its 2005 Indianapolis 500 driven by Jaques Lazier. Lazier and Playa Del Racing (PDR) CEO Gary Sallee made the announcement May 6, during a pre-event party and concert at the "Toby Keith and Friends Golf Classic" which benefits Ally's House. Keith, a native Oklahoman, has a special attachment to Ally's House, which is named in memory of Allison Webb, daughter of Keith's friend Scott Webb. Ally Webb died in August 2003 from a form of kidney cancer called Wilm's tumors. Ally's House was established to help Oklahoma kids with cancer and their families. Donations will be used to help these families through this difficult journey.

**GARY SALLEE (CEO, Playa Del Racing):** "We are honored to partner with Toby for this worthy cause. Having the Ally's House logo on our car at the Indianapolis Motor Speedway is a way for us to pay tribute to the brave families facing the horror of a child suffering from cancer. We are hoping for good luck on race day so we can assist in making a difference in the lives of these special kids and their families."

**TOBY KEITH (Country Music Artist):** "This is a special charity to me. I saw firsthand how a child's cancer diagnosis can devastate a family."

\*\*\*

Indy Racing League will host a press conference on Thursday, May 12 in the Trackside Press Conference Room at the Indianapolis Motor Speedway to preview MBNA Pole Qualifying for the Indianapolis 500. IRL President and COO Brian Barnhart, Tom Anderson, co-owner and managing director of Fernandez Racing, Tim Cindric, president of Marlboro Team Penske and Mike Hull, managing director of Target Chip Ganassi Racing, will be available for interviews beginning at 10 a.m. MBNA Pole Qualifying for the 89th Indianapolis 500 is scheduled for noon (EST) on May 14.

\*\*\*

**PRACTICE REPORT:**

At 11:55 a.m., the ambient temperature was 83 degrees with winds from the south-southwest at 7 mph and a relative humidity of 61 percent. Skies were mostly cloudy. The track temperature was 121 degrees, according to Firestone engineers.

Noon – **GREEN.** Jodi Howell, 2005 Indiana Miss Basketball, waved the green flag to open practice. #55 Matsuura is first on track followed by his teammate, #8 Sharp, and #15 Rice.

(More)

**DAY 4 – WEDNESDAY, May 11, 2005**

**PAGE 2**

**PRACTICE REPORT (Cont.):**

12:05 p.m. – **YELLOW**. Track inspection.

\*\*\*

Jodi Howell, the 2005 Indiana Miss Basketball from Alexandria, Ind., waved the green flag to open today's session. Howell will attend Purdue University this fall on a basketball scholarship.

**JODI HOWELL:** "I've never been here before. I'm usually at a basketball tournament, but I always watch (the Indianapolis 500). It's awesome that I had a chance to do this."

\*\*\*

12:14 p.m. – **GREEN**.

12:16 p.m. – **YELLOW**. #15 Rice does a quarter spin to the left and makes heavy contact with the SAFER Barrier in Turn 2. Car then does four-and-a-half spins and comes to rest at the exit to Turn 2. There is heavy damage to the rear of the car. Following behind, #55 Matsuura does a quarter spin to the left at the exit at Turn 2 to avoid the accident. There is minimal damage to the #55 car. Matsuura is towed back to pit lane by the Delphi IRL Safety Team. Rice climbs from his car without assistance from the Delphi IRL Safety Team.

12:41 p.m. – **GREEN**.

\*\*\*

Medical update from Dr. Henry Bock, IRL senior medical director: Buddy Rice is awake and in stable condition. He is being transported by ground to Methodist Hospital for further evaluation.

\*\*\*

#9T Dixon is recording laps today in a Panoz chassis. He drove a Dallara on May 10.

\*\*\*

12:57 p.m. – **YELLOW**. Debris in short chute between Turns 3 and 4.

At 1 p.m., the ambient temperature was 87 degrees with winds from the southwest at 7 mph and a relative humidity of 61 percent. Skies were mostly cloudy. The track temperature was 133 degrees, according to Firestone engineers.

1:01 p.m. – **GREEN**.

**KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz/Honda/Firestone):** "He was just in a big hurry. Today is a long day with six hours of testing. When we pitted, (Buddy Rice) was behind me because his pit stall is behind mine. When we exited in the pit lane, he was in a hurry and he overtook me immediately. He overtook Helio (Castroneves) and tried to overtake (Sam) Hornish. On the third lap, I was behind him, but not too close. He spun in the middle of Turn 2 and he hit the wall. The track was covered with his parts. I wanted to go outside, but it was very dusty. His car came to the inside, so I spun to avoid the crash. I didn't hit the wall and I saved the car, but I have quite a lot of damage. The engine block, the gearbox and the bell housing were damaged. So is the underwing. It could be worse. It was very lucky for me. Hopefully, (Buddy) will be able to come back and nothing is wrong with him.

1:35 p.m. – **YELLOW**. Debris in Turn 2.

1:40 p.m. – **GREEN**.

1:46 p.m. – **YELLOW**. Debris in Turn 3.

1:55 p.m. – **GREEN**.

(More)

**DAY 4 – WEDNESDAY, May 11, 2005**

**PAGE 3**

**PRACTICE REPORT (Cont.):**

- 2:29 p.m. – #21 J. Lazier on track for first time this month.
- 3:15 p.m. – **YELLOW**. Debris on track between Turns 3 and 4.
- 3:28 p.m. – **GREEN**.

\*\*\*

Representatives of the American Dairy Association of Indiana presented a glass quart milk bottle for permanent display at the Indianapolis Motor Speedway Hall of Fame Museum in honor of the 50<sup>th</sup> anniversary of the Victory Lane Bottle of Milk tradition.

The bottle, which is identical to the ones presented to the winner of the Indianapolis 500, has been etched with the Indianapolis Motor Speedway's "Wing and Wheel" logo.

**DON GURTNER** (President of the Board of Directors of Milk Promotion Services of Indiana (MPSI) and a Fremont, Ind., dairy farmer): "We're proud of our connection here. It (the tradition of milk in Victory Circle) really started long before 50 years when Louis Meyer asked for some buttermilk after the race in 1933, then it was off and on for a few years after that. Then Tony Hulman started it as a permanent fixture, and it's been great. I think there is only one more tradition like that that is older, and that is the Borg-Warner Trophy at the Speedway. To be part of it and it signifies that dairy farmers are behind it and a part of racing, it means a lot."

\*\*\*

- 3:35 p.m. – **YELLOW**. Debris on the frontstretch.
- 3:37 p.m. – **GREEN**.
- 3:58 p.m. – **YELLOW**. Track inspection.
- 4:07 p.m. – **GREEN**.
- 4:13 p.m. – **YELLOW**. Debris on the backstretch.
- 4:16 p.m. – **GREEN**.

At 4:20 p.m., the ambient temperature was 87 degrees with winds from the south-southwest at 15 mph and a relative humidity of 50 percent. Skies were cloudy. The track temperature was 114 degrees, according to Firestone engineers.

- 4:23 p.m. – **YELLOW**. Report of smoke trailing from #7 Herta in Turn 3.
- 4:27 p.m. – **GREEN**.
- 4:32 p.m. – #11 Kanaan records lap of 227.453 mph, fastest lap of the month, so far.
- 4:44 p.m. – **YELLOW**. Track inspection.
- 4:53 p.m. – **GREEN**.

\*\*\*

Medical update from Dr. Henry Bock, IRL and IMS senior director of medical services: Buddy Rice was admitted to Methodist Hospital for observation. His injuries consist of a severe back contusion and concussion. His further participation at the Indianapolis Motor Speedway will not be decided until next week.

\*\*\*

**FASTEST SPEEDS AS OF 5 P.M.**

Pos.	Car	Name	C/E/T	Speed
1	11	Tony Kanaan	D/H/F	227.808 mph
2	9T	Scott Dixon	P/T/F	226.816 mph
3	27	Dario Franchitti	D/H/F	226.253 mph
4	8	Scott Sharp	P/H/F	226.159 mph
5	26	Dan Wheldon	D/H/F	225.849 mph

(More)

**DAY 4 – WEDNESDAY, May 11, 2005**

**PAGE 4**

**PRACTICE REPORT (Cont.):**

At 4:20 p.m., the ambient temperature was 86 degrees with winds from the southwest at 7 mph and a relative humidity of 59 percent. Skies were cloudy. The track temperature was 102 degrees, according to Firestone engineers.

5 p.m. – **YELLOW**.

5:06 p.m. – **GREEN**.

5:19 p.m. – **YELLOW**. #6 Hornish spins on warmup lane in Turn 1. Car comes to rest on warmup lane. No contact.

5:29 p.m. – **GREEN**. Light moisture being reported over portions of the Speedway.

5:31 p.m. – **YELLOW**. Rain reported over Speedway.

5:36 p.m. – **CHECKERED**. Rain ends the day.

\*\*\*

**FASTEST SPEEDS OF DAY**

Pos.	Car	Name	C/E/T	Speed
1	11	Tony Kanaan	D/H/F	227.453 mph
2	16	Danica Patrick	P/H/F	226.994 mph
3	9T	Scott Dixon	P/T/F	226.816 mph
4	27	Dario Franchitti	D/H/F	226.253 mph
5	8	Scott Sharp	P/H/F	226.159 mph

\*\*\*

A total of 54 cars are now at the Speedway, 50 have passed technical inspection and one is in the process. Thirty-one drivers have been on the track to date. There were 14 yellows today for two hours and seven minutes. There were 1,403 laps today and there have been 2,909 laps in the Month of May. Thirty-nine drivers have completed their physical examinations at the Clarian Emergency Medical Center.

\*\*\*

**POST-PRACTICE QUOTES:**

**TONY KANAAN (No. 11 Team 7-Eleven Dallara/Honda/Firestone):** "It was a big tow. I've got to thank the Newman Haas boys, Bruno (Junqueira) and Sebastien (Bourdais). They were doing a long run, and I came out of the pits at I guess the right or the wrong time. I was trying to get around by myself to feel the car, but they towed me around, so it was a good lap." (About the expected pole speed): "Dan (Wheldon) told you guys yesterday how fast his car was, and I won't do that. I don't know. I think we could see high 225s, low 226s, but I'm always wrong on that stuff, so I won't follow my predictions." (About the re-paved surface): "I think we can feel the grooves a lot more. They did a great job. I haven't driven without the grooves when they came here and tested. It looks like there's a lot of grip out there. We've just got to make the race line a little wider. It looks pretty slippery to go two wide." (Are you trimmed out completely?): "Not yet. We have a lot to go. We're working on it, everybody is. We'll see."

**DARIO FRANCHITTI (No. 27 ArcaEx Dallara/Honda/Firestone):** "I'm focused on the race setup. Tony's working on the qualifying setup. I think he got a pretty good tow there, but each of us is getting a little bit closer to where we need to be. We're working on those different things, but we're each getting happier on each run. I think it's such a strange track, the weather affects it and the wind affects it. It's a big challenge."

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**DAY 4 – WEDNESDAY, May 11, 2005**

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**SCOTT SHARP (No. 8 Delphi Panoz/Honda/Firestone):** “This was another strong day for the Delphi Fernandez team. We made some big changes – changes that will really work for the whole month, for the race and qualifying as well. All the big times are coming in tow, but nevertheless we are posting some solid times on our own. It was a good day of progress. We have a lot more running to do, and we’ll just keep chipping away at it.”

**RICHIE HEARN (No. 70 Meijer/Coca-Cola Racing Special Panoz/Chevrolet/Firestone):** “The track has a lot of grip. The track is really good and very fast. I think it will help make the field tighter and make qualifying more exciting. It's a fast track and speeds should be good on Saturday.”

**DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone):** “We did some long runs today and tried to get a feel for what the car is doing, and we had full fuel in it and it's OK. There are still some things we need to work on, but from my standpoint, it was a good baseline.” (About his status as a pre-race favorite): “I wouldn't say that. The series is way too competitive to ever think we are going to do that, but I'd love to try to win for sure. It is a very difficult series to be part of, and the Indianapolis 500 this year is going to be fantastic.”

**TOMAS SCHECKTER (No. 4 Pennzoil Panther Dallara/Chevrolet/Firestone):** “We're OK. We have been doing mostly race stuff, and just at the end, we tried a little qualifying stuff. I think a lot of these cars have been working all day on qualifying stuff. But we've got no problems. We are in no rush, and we are just slowly getting into it. (Could you maybe turn your bad luck around?): “I just pray and you know what, if I don't get another result all year I won't mind as long as I get a good result here. It would be great for the whole team and everybody here. I've had good runs here and good cars, and it looks like I've got a good one again this year.”

**BUDDY LAZIER (No. 95 Panther/Jonathan Byrd's/ESPN 950 AM Dallara/Chevrolet/Firestone):** “The day went really good. The car was awesome, and I have a great engineer in Andy Brown. We did a lot of running during the hot part of the day, and we're just getting information right now to make it go as good as it will go. It just really feels good. I got a lot of laps, and I'm just trying to get back up to speed. I feel really good. We ran a lot of laps in the heat of the day, and the car was just smoking. It's good to be back with a great car and a great team.”

**KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz/Honda/Firestone):** “After our first run, I had the quickest time and the car was quite good. On my second run, I was behind Buddy Rice and he spun just in front of me in Turn 2. I almost crashed. I had damage to my car from his debris, and it took a long time to fix these problems, and we were not able to get back out. My teammate, Scott Sharp, was trying our new setup and things are looking good. For tomorrow, I think we can have all three of our cars in the top five.”

**PATRICK CARPENTIER (No. 83 Red Bull Cheever Racing Dallara/Toyota/Firestone):** “We're struggling with some handling issues. The car is just not responding the way we would like it to with the changes that we're making. We're making some major changes, which is why we didn't go back out after running early in practice. Hopefully, we'll turn the corner tomorrow.”

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Indiana Lt. Gov. Becky Skillman was presented the keys to an ethanol-powered Chevrolet Tahoe today by General Motors at the Indianapolis Motor Speedway.

The E-85 Tahoe is being loaned to the state of Indiana by GM as part of the automaker's program to make these vehicles available to states that are part of the Governor's Ethanol Coalition, promoting the use of renewable fuels. On May 9, Jiffy Mini-Marts opened the state's first public E-85 pump at one of its Terre Haute stations. E-85, which is 85 percent ethanol and 10 percent gasoline, burns cleaner than oil-based fuels, reducing ozone-forming pollution by 20 percent and greenhouse gas emissions by nearly 30 percent.

The Indy Racing League has committed to introducing ethanol fuels over the next two seasons. The target for the 2006 season is a maximum blend of 90 percent methanol and 10 percent ethanol for the IndyCar Series, including the Indianapolis 500. Beginning in 2007, the fuel will be 100 percent fuel-grade ethanol in IndyCar Series cars.

**BECKY SKILLMAN (Indiana Lt. Governor):** "I thought there was nothing more exciting than just being here and hearing the roar. My close friends who know of my need for speed know that I take any opportunity to come to the track, but this is indeed a very special day. I'm pleased to be here in a couple of capacities. This is Tourism Week in Indiana; I've spent some time on the road promoting our great attractions, and there is no greater attraction than the Speedway. I also serve as the state's first Secretary of Agriculture and Rural Development. Indiana's just the logical, natural site for the production of ethanol (and) soy bio-diesel. We are the crossroads of America, we have abundant corn and soy beans and we look forward to working with all of you to make this a reality. The governor and I will set an example. You'll see the governor taking state government on the road in that RV that is powered by soy bio-diesel, and now I will get to travel the state as well in this great Tahoe that is powered by ethanol. We thank General Motors for being our partner in this effort."

**JERRY LEANDERSON (General Motors):** "We at General Motors are working hard to develop alternative fuels and technologies that are better for our environment. One of the issues that is especially important to us is doing what we can to increase the use of ethanol as an alternative fuel. As part of that effort, GM will provide Indiana with an E-85-capable Chevy Tahoe for use in the state to promote ethanol and E-85-capable vehicles. GM is currently the biggest producer of E-85 and flexible-fuel vehicles in the United States with over 1.1 million vehicles on the road and with vehicles for sale in all 50 states."

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**POST-PRACTICE QUOTES (cont.):**

**BOBBY RAHAL (Co-owner, Rahal Letterman Racing):** (About status of Buddy Rice): "He's very sore but nothing is broken thankfully. They will not allow him to qualify this weekend, which I know he's very disappointed with. We think he'll be ready to go on Wednesday. It just seems odd where it happened. It seemed to be very early in the corner. We looked at the car and couldn't see anything that would indicate any kind of failure. Unfortunately, the video wasn't very good and the guys following him didn't see anything."

**ALEX BARRON (No. 51 Red Bull Cheever Racing Dallara/Toyota/Firestone):** "We went out in the morning with all of the changes we made overnight, and we were heading in the right direction, but then the track got hot. Then we lost something where we had to replace the engine. We made some big changes and went back out, and we were heading in the right direction, but then it started to rain."

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**ADRIÁN FERNÁNDEZ (No. 5 Investment Properties of America Panoz/Honda/Firestone):** “Today was really our first day of running. We had some problems with the seat yesterday. In general, it felt fine but I don’t feel very comfortable with the car. We struggled a little bit in the morning and the car is still not quite there. This was our first day so it was a good start. We have to regroup, check all of our settings and see what Scott and Kosuke did to get ready for tomorrow. I am pretty confident for the weekend.” (About returning to the IndyCar Series): “It feels really good to be back. I haven’t driven [an IndyCar Series car] since the last test we had in Homestead (in December), but everything came back quick and it feels good to be back in the driver’s seat again.”

**HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Toyota/Firestone):** “We tried some different things with the Marlboro Team Penske car, and unfortunately they didn’t work. We spent a bit more time in the garage than on the track, but the good news is we learned quite a bit and know what we need to do tomorrow.”

**SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone):** “I think we had a good day and I’m satisfied with how the Marlboro Team Penske car is handling. We worked on our own this afternoon and tried to find some speed without the draft. I’m looking forward to qualifying so we know how we truly stack up against the rest of the competition and what we’ll be up against come race day.”

**VITOR MEIRA (No. 17 Rahal Letterman Racing Menards Johns Manville):**

**DANICA PATRICK (No. 16 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone):**

**SCOTT DIXON (No. 9T Target Chip Ganassi Racing Panoz/Toyota/Firestone):**

**THURSDAY’S SCHEDULE (all times local):**

9 a.m.	Public Gates Open
Noon-6 p.m.	Indianapolis 500 Practice (all drivers)
6 p.m.	Track Closes

**END DAY 4 NOTES**

**DAY 5 – THURSDAY, May 12, 2005**  
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**TODAY AT THE TRACK (all times local):**

9 a.m.	Public Gates Open
10 a.m.	Indianapolis 500 MBNA Pole Qualifying Preview
Noon-6 p.m.	Indianapolis 500 Practice (all drivers)
6 p.m.	Track Closes

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Argent Mortgage will present \$2,500 to the driver who posts the fastest lap in today's practice. The Argent Fastest Lap of the Day Award will be given out on each of the eight practice days: May 10, 11, 12, 13, 18, 19, 20 and 27.

**ARGENT FASTEST LAP OF THE DAY AWARD WINNERS:**

<b>Date</b>	<b>Driver</b>	<b>Speed</b>
May 10	Dan Wheldon	226.808 mph
May 11	Tony Kanaan	227.453 mph

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The Indy Racing League hosted a press conference this morning to preview MBNA Pole Qualifying for the Indianapolis 500. Quotes from the press conference will be distributed separately.

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Mi-Jack Products, Inc., the leading U.S. manufacturer of specialized RTG cranes, announced May 12 that it would be an associate sponsor on the two Newman Haas Racing Team Centrix entries in the Indianapolis 500 for rookie Sebastien Bourdais and Bruno Junqueira.

**MIKE LANIGAN (President of Mi-Jack Products, Inc.):** "We have the highest respect for the Newman Haas Racing Team and consider it an honored opportunity to be associated with Carl (Haas) and Paul (Newman) in the Indy 500."

**CARL HAAS (Co-owner of Newman Haas Racing):** "I'm very happy that Mi-Jack is involved with our Indy 500 program. Mike Lanigan and everyone at Mi-Jack are racers at heart, and that philosophy matches ours. We are looking forward to a great month together."

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Medical update from Dr. Henry Bock, IRL and IMS senior director of medical services: Buddy Rice has been released from Methodist Hospital. His driving status will be determined next week.

**BUDDY RICE (No. 15 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone):** "I slept pretty well last night, and I had a bunch of the team and some friends in the evening, and that was very cool. Overall, yeah, I'm sore, but I feel OK. I'm just going to relax today and come to the track on Friday. I'll see if I can help Vitor (Meira) and Danica (Patrick) if they need any help with the engineers. I plan to see Dr. Bock also and see what he says about my condition. Right now, I am anxious to get back in the car."

**PRACTICE REPORT:**

At 11:55 a.m., the ambient temperature was 61 degrees with winds from the east at 16 mph and a relative humidity of 75 percent. Skies were mostly cloudy. The track temperature was 98 degrees, according to Firestone engineers.

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Noon – **GREEN**. Green flag waved by Indiana natives Wayne Seybold and Kim Seybold-Catron, 1998 U.S. Winter Olympians in pairs figure skating. The Seybolds, a brother-and-sister team, were six-time national medalists and four-time U.S. world team members. Wayne Seybold is the mayor of Marion, Ind., and Kim Seybold-Catron is the director of skating and part-owner of the Arctic Zone Iceplex in Westfield, Ind. #51 Barron is first car on track.

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**WAYNE SEYBOLD:** "It was awesome. We grew up with our parents bringing us here for time trials and practice, so to be able to wave the green flag to get it started today was great. This place is one of the biggest spectacles. To be able to be a part of it officially is like a dream come true, especially for a kid from Indiana."

**KIM SEYBOLD-CATRON:** "It was pretty exciting to be that close to all of it, with all the cars, a little scary at first, but we really enjoyed it. Coming to the track today was a great experience, and we enjoyed it."

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12:07 p.m. – **YELLOW**. Tow-in for #4T Scheckter. Smoke appeared from rear of car before it stopped along pit wall just short of Yard of Bricks start-finish line. Crew reports mechanical issue.

12:18 p.m. – **GREEN**.

At 12:30 p.m., the ambient temperature was 59 degrees with winds from the east at 14 mph and a relative humidity of 67 percent. Skies were mostly cloudy. The track temperature was 100 degrees, according to Firestone engineers.

12:40 p.m. – #11 Kanaan records lap of 227.525 mph, fastest of the month.

At 1 p.m., the ambient temperature was 62 degrees with winds from the northeast at 12 mph and a relative humidity of 68 percent. Skies were partly cloudy. The track temperature was 108 degrees, according to Firestone engineers.

1:20 p.m. – #25 Roth on track for first time this month.

1:23 p.m. – **YELLOW**. Track inspection.

1:31 p.m. – **GREEN**.

1:38 p.m. – **YELLOW**. Report of spray from #36 Junqueira.

1:43 p.m. – **GREEN**.

1:44 p.m. – **YELLOW**. Debris in Turn 1.

1:48 p.m. – **GREEN**.

At 2 p.m., the ambient temperature was 67 degrees with winds from the northeast at 12 mph and a relative humidity of 68 percent. Skies were partly cloudy. The track temperature was 114 degrees, according to Firestone engineers.

2:16 p.m. – **YELLOW**. Track inspection.

2:28 p.m. – **GREEN**.

2:35 p.m. – **YELLOW**. Debris on the frontstretch.

2:37 p.m. – **GREEN**.

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Entry update: The #25 entry is now entered by Roth Racing/PDM Racing and called Roth Racing/PDM Racing. The chassis-engine combination is Dallara/Chevrolet/Firestone, and the driver is Marty Roth. Rick Duman is the chief mechanic.

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**FASTEST SPEEDS AS OF 3 P.M.**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>C/E/T</b>	<b>Speed</b>
1	11	Tony Kanaan	D/H/F	227.525 mph
2	26	Dan Wheldon	D/H/F	227.114 mph
3	17	Vitor Meira	P/H/F	227.037 mph
4	55	Kosuke Matsuura	P/H/F	226.859 mph
5	16	Danica Patrick	P/H/F	226.623 mph

\*\*\*

3:23 p.m. – **YELLOW**. Tow-in for #21 J. Lazier, who stopped in the warmup lane in Turn 4.

3:39 p.m. – **GREEN**.

3:52 p.m. – Barron recording laps in #83T.

At 4 p.m., the ambient temperature was 61 degrees with winds from the east-northeast at 17 mph and a relative humidity of 69 percent. Skies were partly cloudy. The track temperature was 109 degrees, according to Firestone engineers.

4:14 p.m. – #16 Patrick records lap of 227.633 mph, fastest of the month.

4:22 p.m. – **YELLOW**. Debris on the frontstretch.

4:24 p.m. – **GREEN**.

4:27 p.m. – **YELLOW**. Debris in Turn 4.

4:33 p.m. – **GREEN**.

4:38 p.m. – **YELLOW**. Tow-in for #11 Kanaan, who stopped in the short chute between Turns 3-4. Crew reports car is out of fuel.

4:44 p.m. – **GREEN**.

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**FASTEST DRIVERS AS OF 5 P.M.**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>C/E/T</b>	<b>Speed</b>
1	16	Danica Patrick	P/H/F	227.633 mph
2	11	Tony Kanaan	D/H/F	227.525 mph
3	55	Kosuke Matsuura	P/H/F	227.375 mph
4	26	Dan Wheldon	D/H/F	227.114 mph
5	17	Vitor Meira	P/H/F	227.037 mph
6	6T	Sam Hornish Jr.	D/T/F	226.724 mph
7	27	Dario Franchitti	D/H/F	226.640 mph
8	8	Scott Sharp	P/H/F	226.505 mph
9	70	Richie Hearn	P/C/F	225.691 mph
10	37	Sebastien Bourdais	P/H/F	225.653 mph
11	9T	Scott Dixon	P/T/F	225.589 mph

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At 5 p.m., the ambient temperature was 62 degrees with winds from the east-northeast at 17 mph, gusting to 27 mph and a relative humidity of 65 percent. Skies were partly cloudy. The track temperature was 104 degrees, according to Firestone engineers.

5:24 p.m. – **YELLOW**. #10T Manning does a quarter-spin and makes heavy contact with the SAFER Barrier in Turn 2. Car then makes several spins to the left and a half-spin to the right before stopping on the apron at the exit of the corner. There is heavy damage to the rear and front nose of the car. Manning climbs from the car without assistance from the Delphi IRL Safety Team.

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Medical update from Dr. Henry Bock, IRL and IMS senior medical director: Darren Manning has been checked and released from the Clarian Emergency Medical Center. He is cleared to drive.

**DARREN MANNING (No. 10T Target Chip Ganassi Racing Panoz/Toyota/Firestone):** “We just changed cars, and maybe the feel was just slightly different. I was just on a build-up lap on pretty low downforce, tires were cold. Tried to stick it in up to speed a bit too fast.”

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5:42 p.m. – **GREEN.**

5:46 p.m. – **YELLOW.** #91 Dana does a three-quarter spin to the left in short chute between Turns 1 and 2. Car makes light contact with the SAFER Barrier with the right rear then does a half-spin to the left and makes light secondary contact with the SAFER Barrier with the right rear. Car comes to rest in Turn 2 and is towed back to pit lane by Delphi IRL Safety Team.

5:53 p.m. – **GREEN.**

6 p.m. – **CHECKERED.**

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**FASTEST SPEEDS OF DAY**

Pos.	Car	Name	C/E/T	Speed
1	16	Danica Patrick	P/H/F	227.633 mph
2	11	Tony Kanaan	D/H/F	227.525 mph
3	55	Kosuke Matsuura	P/H/F	227.375 mph
4	26	Dan Wheldon	D/H/F	227.114 mph
5	17	Vitor Meira	P/H/F	227.037 mph
6	27	Dario Franchitti	D/H/F	226.908 mph
7	6T	Sam Hornish Jr.	D/T/F	226.724 mph
8	8	Scott Sharp	P/H/F	226.505 mph
9	9T	Scott Dixon	P/T/F	226.183 mph
10	70	Richie Hearn	P/C/F	225.691 mph
11	37	Sebastien Bourdais	P/H/F	225.653 mph

\*\*\*

Golf enthusiasts can get a free 10-minute golf lesson from Indiana PGA Professionals during the “Laps & Lessons” event from noon-4 p.m. on May 13 at the Brickyard Crossing Golf Course driving range. Golf equipment manufacturers Cleveland, Callaway, Nike and Ping will provide demonstration clubs that can be used by “Laps & Lessons” participants, and participants also can register to win prizes.

**JEFF SCHROEDER (Golf professional, Brickyard Crossing):** “A 10-minute lesson could be the cure for a problem with one’s swing, so we encourage everyone to come out to Brickyard Crossing, enjoy expert teaching and try out the latest in golfing equipment from our partner manufacturers.”

\*\*\*

A total of 56 cars are now at the Speedway, 53 have passed technical inspection. Thirty-three drivers have been on the track to date. There were 11 yellows today for 1 hours and 46 minutes. There were 1,717 laps today and there have been 4,626 laps in the Month of May. Thirty-nine drivers have completed their physical examinations at the Clarian Emergency Medical Center.

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Danica Patrick is the first female driver to lead a full practice day at Indianapolis since Janet Guthrie on May 7, 1977. Sarah Fisher posted the fastest lap on May 14, 2004, but no at-speed laps were completed due to rain.

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**POST-PRACTICE QUOTES:**

**DANICA PATRICK (No. 16 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone):** “It was a really good day. We went in the right direction the whole time, which doesn't always happen. Sometimes you take steps back, but we made the car better and better. I'm happy with it. I told them to take notes on however the car came back to the garage.” (About competing at Indy one year after an announcement at IMS): “This has kind of been our timetable and what we've been wanting to do since we met. Indy has always been the goal, and the way the contract was structured. I'm glad it's working out for everybody.” (About not running late in the day): “We stopped at about 4 p.m., or 4:30 p.m. maybe. I was happy with the car. We also ran the first two days of Rookie Orientation doing quite a few laps, and we used up our tires a little bit, and we don't want to short ourselves in the end, so we just stopped. The guys had enough work to do in the garage with just taking notes and making sure that everything is perfect on the car. We decided that we'll just make sure everything is done thoroughly and stop right there.”

**BOBBY RAHAL (Co-owner, Rahal Letterman Racing):** “Such a shame for yesterday with Buddy (Rice). It's certainly something we didn't want, but Vitor (Meira) and Danica have carried the team as a result. I'm as proud of that as I am of anything. The team is working very well together, very similar to last year. The speeds and the times and the consistencies of them are reflections of that, so I'm pretty happy right now, with the exception of what happened to Buddy.” (About Danica being quick so soon): “I think the thing I'm most pleased with is that we've been methodically, and she's been methodically going through it, through the setup changes, and been very focused. I left her a phone message this morning. I had to go to Washington on some business, and I said, 'Just stay focused, stay quiet, and just keep thinking about what you're doing,' and she's doing that, obviously very well. Did I know she'd be fastest? No, but the last couple of days she's been right up where the fast guys are. I wasn't surprised when Scott (Roembke) told me as I was getting off the plane that she was quickest. I think everybody is trying to foresee what might happen this weekend, I think we're just going to take it one step at a time just like we've been doing all week. We'll do that again tomorrow. What happens on Saturday or Sunday, we'll just see what happens.”

**TONY KANAAN (No. 11 Team 7-Eleven Dallara/Honda/Firestone):** “My teammates and I have been working really well together. We've been making our qualifying simulations, and I'm confident about what we can do. I think Team 7-Eleven is making good progress, and now it's just a matter of waiting for the right conditions and dialing the car in for our qualifying run on Saturday.”

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**DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone):** “It's obviously great to qualify on the pole, and that's what we're working toward, there's no doubt about it. You've got to have one eye on the race, but right now everything seems to be going pretty good. There are the occasional 'Indianapolis 500 blues' where you go out in the afternoon and nothing goes like it was going in the morning, so you have to work back and find out why, but that's the joy of the Indianapolis 500.”

**VITOR MEIRA (No. 17 Rahal Letterman Racing Menards Johns Manville):** “We ran a lot of laps today. We accomplished many things with the car. It was cooler today, and the weather changes a lot of things with this track. You have to be careful with the hot weather. We can be surprised with the wind and the hot weather. A lot of things are depending on the wind. We have to be ready for both hot and cold weather. I think I ran almost everything by myself. I had a couple of tows, but I tried to stay by myself as much as possible. It looks like the weather will be cool on Saturday, so today was good to learn how the track will be for qualifying. Of course, the conditions always seem to change minute-by-minute here.”

**DARIO FRANCHITTI (No. 27 ArcaEx Dallara/Honda/Firestone):** “The ArcaEx team had a very good day today, but it's kind of a double-edged sword. You want to go out and run on your own because you want to know how you're going to do in qualifying. At the same time, you want to run up the time charts so you're looking for a tow. We spent most of the day on our own and worked on qualifying most the time, and we're pretty happy. Hopefully the weather will hold up. We have a good balance with the ArcaEx car, and we're just going to tweak it a little bit more to prepare it for Saturday.”

**SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone):** “I'm happy with how things went today. We were able to work on our qualifying setup the entire session, and the Marlboro Team Penske car is pretty comfortable. I'm looking forward to qualifying, and hopefully, all of our hard work this week will pay off.”

**SCOTT DIXON (No. 9T Target Chip Ganassi Racing Panoz/Toyota/Firestone):** “I think everyone will put in a better engine (Friday) and just work on qualifying more tomorrow. I'll do some more new tire runs, trim it out a bit more and get a better balance. It's been hard today with the wind, especially in (Turn) 2, and I think it caught a few people out. We kept it pretty casual toward the end of the day, you know, because we're down to one car now.” (About adjusting to the weather): “It takes grip away if it gets hotter, but Saturday it's going to be fairly cold, very similar to what we've got here. I think the car was decent. We probably need to work a little bit more on the engine, fine tune it, but we can work on that on the day off.”

**RICHELIE HEARN (No. 70 Meijer/Coca-Cola Racing Special Panoz/Chevrolet/Firestone):** “(Qualifying setup is) what today was about for us. We made changes to the Meijer car from the way we've run it the last two days to help us go fast just for the four laps of qualifying instead of 500 miles. We made progress as the day went along, and I think we're close to where we want to be.”

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**BRYAN HERTA (No. 7 XM Satellite Radio Dallara/Honda/Firestone):** “We didn't get the speed that the other three did, but tomorrow we are going to our full qualifying setup, so I would expect that we will be right there with them. Today we were trying some different setup concepts that we wanted to evaluate, and we know which one we want to go with now, so tomorrow we'll start refining it and going for speed.”

**ALEX BARRON (No. 51 Red Bull Cheever Racing Dallara/Toyota/Firestone):** “We made a big jump today in the right direction, which is a good way to go into the last day of practice before qualifying. By Friday you want to be ready, and then on Saturday, you just want to do a warmup run to get ready for qualifying. We had a big list of things to do today. We ran through them all and made some gains with the car, but we didn't find the magic trick we were looking for. The Red Bull Toyota is real solid, it's good as far as grip. We are just looking for overall speed. We will do some things tonight to fine tune the car for tomorrow.”

**PATRICK CARPENTIER (No. 83 Red Bull Cheever Racing Dallara/Toyota/Firestone):** “We've tried a lot of things on the car, but we seem to be running the same speeds every day. We're not last, but we're not where we want to be. We're now going to trim the car out a little bit for qualifying and try to take care of some of the push we have, so we'll see what we can come up with tomorrow.”

**HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Toyota/Firestone):** “It was a disappointing day. We tried quite a few things with the Marlboro Team Penske car, but unfortunately, we didn't find the gains we were hoping for this afternoon. We're looking forward to a better day tomorrow.”

**SCOTT SHARP (No. 8 Delphi Panoz/Honda/Firestone):** “I think we are where we want to be heading into Pole Day. It was another great day for the Delphi Fernandez team. We went through more items on our list and learned some things that will help us for qualifying and also a couple of things that may help us for the race. We had some speed. It is hard to tell what everyone else is doing because so many guys are drafting, and it is hard to tell what they can really do on their own. Of speeds on our own, I think we are up there. We are in a good position right now.”

**KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz/Honda/Firestone):** “The time was good today, but I had quite a good tow. The car feels good, but on my own the car was a little bit edgy. The wind direction was different today, and the wind was really strong and the car was shaking quite a lot. When I drove on my own, it was a little bit difficult to drive, but our times were good. We have a lot of motivation right now.”

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**DAY 5 – THURSDAY, May 12, 2005**

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**JAQUES LAZIER (No. 21 Playa DEL Racing Dallara/Toyota/Firestone):**

“Everything's cool. It's going smoothly, almost too smooth. The car is comfortable and consistent. We're trying to free it up some more, though, because it's (track) got too much grip because of the new surface. We're struggling to free it up to get a little bit more speed, but we think we figured out something today that should hopefully help us to be quicker tomorrow.”  
(About returning to the Indianapolis Motor Speedway with Playa DEL Racing): “It's great to be back at Indy again. It's every driver's dream. It's really nice to know I have a solid ride at the beginning of the month. I'm really honored to be running for the Playa Del Racing team. They helped me start my career in 1999, and I'm really glad we can work together again.”

**PAUL DANA (No. 91 Ethanol Hemelgarn Racing Dallara/Toyota/Firestone):**

“Today was a little bit frustrating. We didn't quite accomplish what we wanted to. Early in the day, we missed on the gearing so we came back to the garage and did a gear change. Then later, as we got running, we were taking rear wing out of the car but we weren't seeing any gain in speed. We sort of got stuck there. We're going to change motors tonight, so we'll see tomorrow if that helps any. (About spin): “On the spin, I had just thrown a downshift as we were exiting the corner, and it looks like the shift hung up and locked the rears for an instant. It's a miracle we didn't break the car in half. I got lucky on that one.”

**BRUNO JUNQUEIRA (No. 36 Newman Haas Team Centrix**

**Panoz/Honda/Firestone):** “I had to go full throttle so he (Darren Manning) didn't hit me when he slid down the track. Sebastien and I got lucky to avoid being collected in his accident. The Centrix car is a little bit better but we didn't make as much progress today. It's a shame that we didn't get to work in more traffic. We went out with full fuel and new tires to do long runs to work on our race setup. Sebastien ran behind me to make his car better in traffic but I didn't run behind him so we still need to do more work. Tomorrow we need to trim the car and work on our qualifying setup to get ready for Saturday. I hope the weather cooperates like it has so far.”

**SEBASTIEN BOURDAIS (No. 37 Newman Haas Team Centrix**

**Panoz/Honda/Firestone):** “We're not sure why we are quicker today, but we'll take it. I went through a fog of debris from Darren's accident. Luckily it missed my head. It could have been the end of the Team Centrix patrol, but we were lucky. I was following Bruno closely, and I saw that he went low to avoid Darren (Manning) so I went high around him and hoped for the best. Obviously, the Centrix car is a lot better, I am able to follow more closely in traffic. We are really far behind the others but we found both speed and consistency in traffic and by ourselves so we accomplish quite a lot today. I hope it doesn't rain tomorrow so we can work on our qualifying setup.”

**JEFF BUCKNUM (No. 44 Investment Properties of America**

**Dallara/Honda/Firestone):** “Today was a huge learning experience because on Sunday, I just did laps for ROP. Our goal was for me to learn my way around the track and just methodically complete our laps. Today was the first chance to try new setups and really learn what the car can do. We finished on a good note. Roger (Yasukawa) should be able to move forward more from what we learned today. It was really my first time to experience the turbulence behind these cars. It's unlike anything else I've seen in my racing career. This place has so many variables, and the

key is not to lose your momentum. Just the slightest thing will slow you down and you'll lose 10 spots."

**FRIDAY'S SCHEDULE (all times local):**

9 a.m.	Public Gates Open
Noon-6 p.m.	Indianapolis 500 Practice (all drivers)
6 p.m.	Track Closes

**END DAY 5 NOTES**

**DAY 6 – FRIDAY, May 13, 2005**

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**TODAY AT THE TRACK (all times local):**

8 a.m.                      Public Gates Open  
Noon-6 p.m.                Indianapolis 500 Practice (all drivers)  
6 p.m.                        Track Closes

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Argent Mortgage will present \$2,500 to the driver who posts the fastest lap in today's practice. The Argent Fastest Lap of the Day Award will be presented each of the eight practice days: May 10, 11, 12, 13, 18, 19, 20 and 27.

\*\*\*

**ARGENT FASTEST LAP OF THE DAY AWARD WINNERS:**

<b>Date</b>	<b>Driver</b>	<b>Speed</b>
May 10	Dan Wheldon	226.808 mph
May 11	Tony Kanaan	227.453 mph
May 12	Danica Patrick	227.633 mph

\*\*\*

Transcript and quotes from this morning's press conferences featuring Rahal Letterman Racing and Marlboro Team Penske will be available separately.

\*\*\*

Today is "Tom Carnegie Day" at the Indianapolis Motor Speedway. In celebration, Joie Chitwood, president and chief operating officer of the Indianapolis Motor Speedway, gave Carnegie an official Indianapolis 500 leather jacket. Carnegie's children, Blair, Bob and Charlotte, also appeared at the ceremony. Charlotte presented Carnegie with the green flag, which he used to start practice today.

Indianapolis Deputy Mayor Steve Campbell presented Carnegie with a proclamation declaring today "Tom Carnegie Day" in the City of Indianapolis.

\*\*\*

The Indiana Section of the Society of Automotive Engineers today announced six candidates for the 39<sup>th</sup> BorgWarner Louis Schwitzer Award. The award, presented to engineers by engineers, honors early racing pioneer Louis Schwitzer and acknowledges individuals with the courage and conviction to explore and develop new concepts in racing technology.

This year's candidates are:

- \* Panoz Chassis Update Kit
- \* Chevrolet IRL Engine
- \* Delphi Ear Piece Sensor System
- \* Honda IRL Engine
- \* Team Penske Rear Wing Adjustment System

Each May, SAE members interview candidates and select the winner, who receives a \$5,000 check and a plaque from BorgWarner. All winners' names are listed on the BorgWarner Louis Schwitzer pedestal in the Speedway Hall of Fame Museum. The award is sponsored by BorgWarner Inc. and presented by the Indiana Section of SAE. This year's winner will be announced at a news conference at the Indianapolis Motor Speedway Media Center at 10 a.m., Friday, May 20.

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At a press conference this morning, officials with American Builders and Contractors Supply Co., Inc. announced it will sponsor A.J. Foyt Racing's No. 14 Dallara/Toyota/Firestone IndyCar® Series entry driven by A.J. Foyt IV beginning with the Indianapolis 500.

ABC Supply Co., Inc., will also serve as race entitlement sponsor of the IndyCar Series race at the Milwaukee Mile. The ABC Supply/A.J. Foyt 225 is scheduled for July 24.

ABC Supply Co., Inc., based in Beloit, Wis., is the largest wholesale distributor of roofing and siding materials, tools and supplies in the United States.

**KEN HENDRICKS (Founder and CEO, ABC Supply Co., Inc.):** "As a Wisconsin-based company, and with so many of our customers and associates in the area, we are thrilled to be sponsoring the ABC Supply/A.J. Foyt 225 at the Milwaukee Mile. After all, what better way to experience IndyCar Series racing than by sponsoring a race in our own backyard." (About sponsorship with A.J. Foyt Racing): "This is a fun and exciting opportunity for us to really connect with both our current and future customers. Our people are really energized about our association with the Indy Racing League and A.J. Foyt Racing. The values and work ethic that have served this racing dynasty are the same values that fuel ABC Supply, and we feel that our involvement in the IRL and the world-famous Indianapolis 500 is a great way for us to reach out to our customer base and enhance the ABC Supply brand image."

**A.J. FOYT (Owner, A.J. Foyt Racing):** "It's great to be associated with ABC Supply and all the great people with work at ABC. Ken came up the same way I did. It was a hard-working street. It wasn't an easy street. It's very important to work with someone who's know how it was before you were there. That's the problem with the world today. Some people have it a lot easier, but when you start from the bottom and work your way up, you really appreciate it. Ken knows how it is, and I take my hat off to him and ABC Supply." (About association Milwaukee): "It seems like at Milwaukee, I've had a lot of good times there. I've also had some bad times there. The doctors are great. One of the highlights of my career was at the Milwaukee race track. I won at Springfield the day before and my motor was messed up there, so I unloaded the dirt car and sat on the pole with the dirt car against a bunch of foreign cars." (About Danica Patrick's performance): "I'll say she's beating all the boys pretty bad. She's got great ability and she's a very good-looking girl. My grandson (A.J. Foyt IV) also told me she's engaged, and that's good. Anthony thought she was a very pretty girl. I think it's wonderful. If you go back a few years, I was one of the first people to give a lady a ride here with Janet Guthrie, which I think she had a top-10 finish. (Danica) is a very beautiful girl. She's a nice girl, and she's doing a hell of a job. I think it's great." (About engine performance): "I've been here many years, and I've sat on the front row and set track records. I've been fortunate to win here and I've been fortunate to hit the wall here. Here, I've always worked on getting as gaining horsepower as I can. I don't care who you are, you could be A.J. Foyt, Roger Penske or Team Green. If you don't have horsepower, you're going to be hurting. Right now, Toyota and Chevrolet don't have what Honda's got. Toyota's hurting, and we're hurting." (On new qualifying procedures): "I think they made the change for the people. The only change I would have done, and this is A.J. Foyt talking, not the Speedway. I don't talk for the Speedway. The only change I would make is, like in NASCAR. You take the top two cars and everybody else can stand on their time. If you had 20 cars on Sunday, you keep the top 11, then they could come back at 9 a.m. on Monday and decide if they wanted to stand on their time or not. That's the only thing. All in all, it's about the same thing."

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**DAY 6 – FRIDAY, May 13, 2005**

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Danica Patrick, driver of the No. 16 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone, turned the fastest lap of the month of May, 227.633 mph, at 4:14 p.m. Thursday, May 12.

Buddy Rice won the 2004 MBNA Pole for the Indianapolis 500 with a four-lap qualifying average of 222.024 mph and a time of 2 minutes, 42.1145 seconds. His fastest lap was Lap 2, which was 40.4997 seconds, 222.224 mph.

Arie Luyendyk holds the one- and four-lap track records, set in 1996. The one-lap record is 37.895, 237.498, and the four-lap record is 2:31.908, 236.986.

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**PRACTICE REPORT:**

At 11:55 a.m., the ambient temperature was 78 degrees with winds from the south at 9 mph and a relative humidity of 63 percent. Skies were mostly cloudy. The track temperature was 114 degrees, according to Firestone engineers.

Noon – **GREEN**. Green flag waved by Tom Carnegie, Indianapolis Motor Speedway Public Address announcer. #20T Ward is first out on track followed by #3T Castroneves.

\*\*\*

**TOM CARNEGIE, IMS Public Address announcer:** (About being honored with his own day at Indianapolis): "It's something that I thought would never happen, No. 1, and then to have it happen unexpectedly is a tremendous, tremendous meaningful thing to me. I was just shocked and pleased all at the same time. My only failure today was, waving the green flag. I have noticed it done for years and never tried to imitate it. Of course, I was a complete failure there. I just hope all the fans here today, realize how I appreciate it. I noticed the line for my pins out there, and golly, my heart just did another thump, and oh, golly, how wonderful the fans are. And this is a great racing fraternity that we have in Indianapolis anchored by the Speedway and to be part of it is very, very meaningful to me. And to my wife and family, we've been married 62 years, and this is the proudest moment after my wedding. This has just been great. My three children being here was just icing on the cake." (About his 60 years at Indianapolis Motor Speedway): "I wasn't sure I would last one year because I knew nothing about the 500. When I got thrown into the situation, and when George Hoster gave me the mic and said, 'Here go to work,' and I never saw him again that day. Four and half hours later, I determined that I was going to have to learn this game, and that's just how it happened. All of a sudden, I was in the right place at the right time. It took me 10 years to feel comfortable, to know that what I said was somewhere near the truth."

\*\*\*

At 1 p.m., the ambient temperature was 82 degrees with winds from the south at 9 mph and a relative humidity of 59 percent. Skies were mostly cloudy. The track temperature was 123 degrees, according to Firestone engineers.

1:05 p.m. – #4 Scheckter records lap of 227.804 mph, fastest lap of the month.

1:14 p.m. – **YELLOW**. Track inspection.

1:25 p.m. – **GREEN**.

1:54 p.m. – **YELLOW**. #91T Dana does a quarter-spin in Turn 2 and makes heavy contact with the SAFER Barrier. Dana's car makes another quarter-spin and slides down the backstretch backward. Behind the accident, #6T Hornish hits debris and does a full flip and comes down on the right side of the car before overturning. Hornish's car comes to rest on the grass on the backstretch. Hornish climbed from the car with assistance from the Delphi IRL Safety Team. Dana is taken from the car by the Delphi IRL Safety Team.

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2:13 p.m. – Rain is falling over the Speedway.

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Medical update from Dr. Henry Bock, IRL and IMS senior director of medical services: Sam Hornish Jr. has been checked and released from the Clarian Emergency Medical Center. He is cleared to drive. Paul Dana is awake and alert and being transported via ground to Methodist Hospital. He is complaining of back pain and will be further evaluated at Methodist Hospital.

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**FASTEST DRIVERS AS OF 2:15 P.M.**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>C/E/T</b>	<b>Speed</b>
1	4	Tomas Scheckter	D/C/F	227.804 mph
2	11	Tony Kanaan	D/H/F	227.191 mph
3	16	Danica Patrick	P/H/F	226.769 mph
4	6T	Sam Hornish Jr.	D/T/F	226.741 mph
5	27	Dario Franchitti	D/H/F	226.454 mph
6	3T	Helio Castroneves	D/T/F	224.950 mph
7	5	Adrian Fernandez	P/H/F	224.795 mph
8	37	Sebastien Bourdais	P/H/F	224.764 mph
9	8	Scott Sharp	P/H/F	224.640 mph
10	2	Tomas Enge	D/C/F	224.509 mph
11	33T	Ryan Briscoe	P/T/F	224.371 mph

\*\*\*

Friday the 13<sup>th</sup> is usually associated with superstitions. Gasoline Alley, however, does not subscribe to that point of view. Several drivers said they aren't superstitious, though Richie Hearn and Jaques Lazier always enter the car from the same side (Hearn on the left, Lazier on the right).

"I always get in the car from the left side," Hearn said. "No reason, really, I just do it that way. I'm not into superstitions. I think it takes energy away you can put to better use."

Helio Castroneves is another driver who lacks superstitions. He doesn't even fear the number 13, remembering he won the Indianapolis 500 in 2002 from the 13<sup>th</sup> starting spot.

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Target Chip Ganassi Racing drivers Scott Dixon, Darren Manning and Ryan Briscoe are posting their thoughts during the month of May to a blog on the Target Racing website at [www.targetracing.com](http://www.targetracing.com). Dixon recently told fans of a prank he and a member of his crew played on Manning.

Dixon wrote: "I got to the track around 8:30am – way too early – so myself and one of the mechanics decided to mess with Darren Manning's golf cart and take one of the spark plugs off. He drove around all morning thinking that he'd broken his golf cart because it would only go at walking speed. I played along for awhile and pretended that mine was messed up too, but we eventually told him what we did after we saw him trying to push the golf cart to get it going."

\*\*\*

Today's accident may be a good omen for Marlboro Team Penske driver Sam Hornish Jr. In 1977, Penske driver Tom Sneva had an accident in the fourth turn during "Fast Friday" and sustained slight damage to the car. Sneva won pole for the Indianapolis 500 on the following day. In 1991, Penske driver Rick Mears had an accident in Turn 1 and also went on to win the pole for the Indianapolis 500.

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3:31 p.m. – **CHECKERED.** Heavy rains have brought an end to practice.

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**SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone):** “We were working on a qualifying run, and I went into Turn 2 as the yellow light came on. I started to get out of the throttle because I was close to the #91 car (Dana) as it hit the wall. I tried to drive between the debris and the wall, and I think I ran over a large piece of his gearbox. It’s a shame because the Marlboro Team Penske car was running really well. It was our backup car, and we were thinking about qualifying it tomorrow. Now we’ll have to go back to our primary car and try and get it ready. Hopefully we’ll be close to where we were with the 6T this afternoon and put it in a good spot during qualifying.”

\*\*\*

Following a recent practice for the 89th running of the Indianapolis 500, the hot topic among Target Chip Ganassi Racing drivers Darren Manning and Ryan Briscoe was pole speed. After much debate, Manning placed a \$5 wager on the speed, predicting a four-lap average of 228 mph. Briscoe predicted a hesitant 226 mph. After going back and forth on who better versed in matters of velocity, Manning decided the issue would have to wait to be settled after Saturday’s Pole Day.

Other pole speed predictions:

**JAQUES LAZIER (No. 21 Playa Del Racing Panoz/Toyota/Firestone):** “I think the Pole speed will be a low 227 (mph). I think that the speeds we saw yesterday were pretty much what will stick for tomorrow because the conditions were pretty good. Let’s say 227.3.”

**RICHELIE HEARN (No. 70 Meijer/Coca-Cola Racing Special Panoz/Chevrolet/Firestone):** “226.300 mph.”

**VITOR MEIRA (No. 17 Rahal Letterman Racing Menards Johns Manville Panoz/Honda/Firestone):** “225.5 mph.”

**BUDDY RICE (No. 15 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone):** “225.2 mph.”

\*\*\*

A group of World War II-era United States Air Force veterans, part of the world-famous “Flying Tigers,” visited the Indianapolis Motor Speedway today. The group, representing the 69th Depot Repair Squadron of the 14th Air Force, was stationed in China from 1944-46 and maintained the warplanes that flew over Burma and China, fighting Japanese forces. They enjoyed trackside hospitality in the Bill Vukovich room at the Speedway’s “Legends Row” suites then received a tour of the Hall of Fame Museum in the afternoon.

The group is in Indianapolis from May 11-16 for its 31st reunion. Twenty-five of the “Flying Tigers” are in Indianapolis, along with spouses and family. There were 399 in the 69th Squadron originally, and approximately half are still alive. Corporal Marty Oxenburg, an 83-year-old native and resident of Philadelphia, organized the reunion and visited the Speedway for the first time today.

**MARTY OXENBURG:** “It’s really unbelievable. I’ve always watched this in May, on Memorial Day, since I was a kid. But you have to be here to really feel it, hear it. It’s unbelievable. The (hospitality) staff here is great. They’re so organized. I wish the Air Force had been this organized. (Laughs) No really, they’ve been very kind.”

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**FASTEST SPEEDS OF DAY**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>C/E/T</b>	<b>Speed</b>
1	4	Tomas Scheckter	D/C/F	227.804 mph
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9	8	Scott Sharp	P/H/F	224.640 mph
10	2	Tomas Enge	D/C/F	224.509 mph
11	33T	Ryan Briscoe	P/T/F	224.371 mph

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**POST-PRACTICE QUOTES:**

**HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Toyota/Firestone):**

“Our time was improving, and we were looking forward to continue working on our qualifying setup this afternoon. It is too bad the rain shortened the day. Hopefully tomorrow the weather will be clear and we will be able to put the Marlboro Team Penske car in the show.”

**TONY KANAAN (No. 11 Team 7-Eleven Dallara/Honda/Firestone):**

“We didn't get to run much before the rain came, but we're confident. We shook down the Team 7-Eleven car and everything ran well, which was good. It was a very short day for everybody. Now we'll see what tomorrow brings.”

**DARIO FRANCHITTI (No. 27 ArcaEx Dallara/Honda/Firestone):**

“It was really warm and humid today, and we don't think this will be very representative of the conditions we'll have tomorrow for qualifying. We'll look to go back to what we learned yesterday, make an engine change, and hopefully the ArcaEx car will be strong for qualifying. It would have been nice to have had another couple of runs before the rain came.”

**SCOTT SHARP (No. 8 Delphi Panoz/Honda/Firestone):**

“We are excited for qualifying tomorrow. Like many teams, we didn't have a chance to fully do our qualifying runs due to the weather, so we know we have quite a bit of speed yet to show. With the anticipated condition changes that will happen with the storms moving in, everyone will have to rebalance their cars anyway so we will pick up in the morning and really see what we have for speed. I am pretty confident. It would have been nice to have a qualifying simulation with our present package in the bag, but we were working on race setup in the morning and had planned to focus on qualifying this afternoon. The speed of the storms surprised us.”

**KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz/Honda/Firestone):**

“This is the day before Pole Day, and we were trying to work a little bit on race setup and then work on our qualifying setup. After our one-hour session on race setup, the rains came. I think we have quite a good setup for qualifying and shouldn't have a problem. I am just looking forward to qualifying tomorrow.”

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**ADRIAN FERNANDEZ (No. 5 Investment Properties of America Panoz/Honda/Firestone):** “It was a short day. I think there is promise in what we found today and we’ll see tomorrow. There is not much to say as we have very limited laps but at least with the laps we did, it does show promise for tomorrow. I am pretty optimistic.”

**LARRY FOYT (No. 48 A.J. Foyt Racing Panoz/Toyota/Firestone):** “We’re going in the right direction, but we were pretty far off on the setup when we started. We’re gaining on it, and we have a long way to go but the good thing is that all the changes were the right changes.”

**TOMAS SCHECKTER (No. 4 Pennzoil Panther Dallara/Chevrolet/Firestone):** “It was good. It was a couple laps (at that speed) as well. It’s a lot of hard work from everybody at Chevrolet and Panther. They’ve worked a lot. We knew we had something. I don’t think we knew we had that much, but it’s always good to have a little bit more than you expect. We still think we’ve got some more stuff for tomorrow.” (About running the fastest lap without a tow): “No, we did four laps in there, so it was good, it was encouraging for everybody. Again, I just have to take my hat off to Chevrolet. They’ve kept at it, they’ve worked hard and it means a lot to everybody here and all the Chevrolet fans out there as well.”

**DARREN MANNING (No. 10 Target Chip Ganassi Racing Panoz/Toyota/Firestone):** “Well the weather bugged us a bit today as I was hoping to run later in the afternoon. Losing the #10T Target Toyota back-up car in the accident on Thursday was a small setback, but we’ve gotten a lot of good work done and we’re looking forward to qualifying. With the new format it certainly will make things interesting for all involved.”

**SCOTT DIXON (No. 9T Target Chip Ganassi Racing Panoz/Toyota/Firestone):** “It’s been a productive week and the atmosphere has been more fun too. I think because there seems to be a lot more people this year probably because they are more excited with format in general. It will certainly make this weekend more intense. Hard to tell where we were at today as we found ourselves chasing the track a bit. We did make some really good gains this week, and the car is really decent. All three of the Target cars are pretty even so we do expect to make the top 11 in qualifying tomorrow. I think we’ll see the top speed in the mid-227 mph range.”

**RYAN BRISCOE (No. 33T Target Chip Ganassi Racing Panoz/Toyota/Firestone):** “It’s been a really good week. You can really feel the build up this week. It’s been fun to get to know the history of this place, meet some of the interesting characters and fans and hear the stories associated with this race. On track, the Target team has done a lot of work fine tuning the car for qualifying. I feel really confident with the car. I got to test it in all kinds of different conditions; hot, cool, wind coming at various directions and intensities. I certainly learned a lot, and it’s great to get all the time to test on the oval. I feel like I have a lot of the tools now to be much more comfortable out there. Working with Arie Luyendyk has given me lots of valuable information and has had the effect of keeping everyone on the crew a little more relaxed. The only expectations I have for qualifying is to exercise patience while waiting to qualifying, and maybe re-qualify, and then on track be smooth and fast. I’m confident that Toyota will provide us with a good engine so we just have to go out there and get the job done.”

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**DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone):**

"We had a very strange day today. The Klein Tools/Jim Beam car has been pretty quick all week, and when we went out today, we couldn't get out of our own way. We were running pretty slow. I'm not sure exactly why that is, and we're certainly going to be looking into that and see if we can run for the pole tomorrow."

**BRYAN HERTA (No. 7 XM Satellite Radio Dallara/Honda/Firestone):** "We didn't get everything accomplished today that we would have liked in the XM Satellite Radio car. We did get one full run and another half run in today before the rain came. I think we're a little better off today because we made some improvements, but we've still got some work to do for tomorrow."

**ALEX BARRON (No. 51 Red Bull Cheever Racing Dallara/Toyota/Firestone):** "We got out there early and got some quality laps in. I felt like we were heading in the right direction, but we weren't able to really tell because of the rain. We're going to make some additional adjustments to the car tonight so we're ready for qualifying tomorrow."

**PATRICK CARPENTIER (No. 83 Red Bull Cheever Racing Dallara/Toyota/Firestone):** "It was a difficult day because we weren't able to determine whether the adjustments we made have us going in the right direction. We're just going to have to get the cars ready for qualifications, and hope the work we've been doing pays off."

**BRUNO JUNQUEIRA (No. 36 Newman Haas Team Centrix Panoz/Honda/Firestone):** "I only ran three laps (at speed), and the car didn't feel right, so we came back to the garage. We found some things that could explain why the car was acting the way it did and were fixing them then it started to rain. It's a shame that we didn't get to work on our qualifying setup because we had to concentrate on our race setup this week. It's important that we learn as much as we can in the morning practice and then we can try to make a strong qualifying run."

**SEBASTIEN BOURDAIS (No. 37 Newman Haas Team Centrix Panoz/Honda/Firestone):** "We were only able to make one qualifying attempt before the rain came. Obviously, it wasn't the kind of speed we expected, but the balance was good. Realistically, we took enough drag out of the car to expect a bigger improvement than we had. We should have been at least another mile and a half quicker, but we discovered something on the car that might explain why we were slower than we expected. Tomorrow is another day though. Today, we weren't satisfied with P9 (position nine), so hopefully, we will be satisfied with a top-five tomorrow."

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A total of 56 cars are now at the Speedway, 53 have passed technical inspection. Thirty-three drivers have been on the track to date. There were two yellows for 1 hour , 46 minutes. The track closed at 3:31 p.m. There were 462 laps today and have been 5,088 laps this month.

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**Medical update from Dr. Henry Bock, IRL and IMS senior director of medical services:** Paul Dana has been admitted to Methodist Hospital. He is awake and alert and listed in good condition. Dana has a spinal fracture and a concussion and further testing is scheduled for Saturday.

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**DANICA PATRICK (No. 16 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone):** “Since it is my first time here, I am not sure how all the rain will affect the grip level on the track. Maybe the track will be back to where it was for Rookie Orientation. We got most of the way through our program today. Although we didn't get a chance to try every trick, I still think we have a pretty good grasp of where things will need to be for tomorrow. This week has gone by so fast. I am still trying to take it all in. It still seems like a dream, but tomorrow, I will make my first qualifying run here at Indianapolis. I think we have a shot at the front row. My goal for tomorrow is to qualify. As a team we want to get both cars in the field tomorrow, and then, we can focus on getting ready for the race.

**TOMAS SCHECKTER (No. 4 Pennzoil Panther Dallara/Chevrolet/Firestone):** “I suppose this is the right time of the week where you want to pick up your speeds. The team's done a great job. Chevrolet, they've really put a lot of work into it. We knew we had a little bit left, we didn't know we had quite this much, it sort of surprised me on my first lap by. I thought my dash was a bit broken but, it just shows how much hard work these guys have put into it and I really appreciate it.” (Was there any sort of tow?): “I had four of them (laps) in the 227s so I don't think there was much help at all. I think the car is very good. It's an Indy-qualifying car where it's on the edge and it's from wall to wall, but that's where it should be here, and that's what it takes to qualify on pole and that's what we'll do.” (About his luck): “For sure, I think all that bad luck I've had before, if it comes right here then it will make up for it, for sure. Again, I don't want to be speaking too much about luck, I want to be speaking about hard work and what the team's done and what we have to do to ensure we win this race.” (About his maturity): “I suppose it's with all ovals, but with this oval you really have to respect it, and it's like you say, it's a different level of respect. Each year you come back, again you learn a little more. This track changes by the minute, and you've got to be aware of that. Any time you think it's easy or you think you're getting on top of it, it catches you out so you've always got to be aware. I've got good people around me, and it's helped in everything we develop and me also getting a handle on this track as well.” (About competition for the pole): “I think it's a bunch of guys, you know, it's not going to be easy at all. The Andretti guys are all very quick. I know they've worked very hard. The Rahal guys are doing a great job, so there's a whole bunch of them. And that's what it should be, that's what it takes. It shouldn't be easy to get a pole position at Indianapolis. It's going to still take a lot of hard work and it's still going to take four perfect laps to make it happen. So, there's a whole bunch of guys.” (Do you feel like a true threat for the pole?): “Yeah, I do. And I always have felt that way. You know we worked on our car, and I think that another thing that I've learned as well is how to approach the month and what to concentrate on. It's so easy to get here and then your first run or your second run the car's pretty good and you can not touch it at all and it comes the day before qualifying and you start messing with things. That's the biggest problem that I really tried in the beginning of this week to go back and forth and really find something that I'm comfortable with. So now I'm in the position that I don't want to touch the car at all now.”

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**TOMAS SCHECKTER (Cont.)** (Going into today, was everything positive when you made a change?): “Yeah, a lot of times, you step in the wrong direction, but then you know which is the right direction and we did that earlier this week, and we just slowly went at it and put things together and it slowly came together into a car I'm really happy with now.” (Did you do any major changes or just a lot of little stuff?): “In the beginning of the week, we did some major changes, just to see, we learned some stuff from Japan and we wanted to see, “Okay, what happens if we go in this direction?” That stuff didn't work and we had to revert back to it, but we tried to do longer runs and really just get a feel. Sometimes during qualifying runs around Indy, you do little laps and you're just driving on the edge. You don't really feel the change. We preferred to do a little bit longer runs, a little more downforce and get a feel for what's happening on the chassis and come up with a mechanical basis of what really works.” (About Danica Patrick): “Oh, it's great and she's done an unbelievable job. There's no doubt about it. This place really takes a couple of deep breaths to get around here quick, and she's really done a super job as a rookie. She's got great schooling. She's been around Europe for a while and I watched her there. Plus, hopefully in a press conference, she's a little bit cuter to sit next to than Tony Kanaan. (Laughter) It makes it a little bit better, but she's done a really great job and I take my hat off to her.” (Tomas, are you as curious as the rest of us as how this new format is really going to pan out tomorrow?): “I'm not sure, because I think you've seen from the times this week, they've sort of stabled out. It's not like they've just gone quicker and quicker and quicker and people have got loads left, and I think after someone's done their first run, considering the conditions don't change massively one way or the other, I'm not sure how many people will go back out again. One thing's for sure, the quickest guy's going to end up on pole and that's really what matters. I think what the Speedway's done with the surface, it's good, it's very consistent, it's good on the tires. I think it should be fine because tomorrow morning we'll do some running, we'll clean it off a little bit and get back to it, so I don't think there should be a problem.” (How far have things come with the Chevy engine, especially since you're in a good position given your great run at Motegi?): “Again, the Chevy guys have really worked hard, and that makes me very, very happy because a lot of people put them down and they've really, really worked very hard, and this is my month to try to convince Chevy to stay in this another year. That would be great. It's a great American company. I'm proud to be carrying a bowtie on my car and pushing me forward. They've worked very hard and it's showing now, but we still have a lot of work to do.”

**SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone):**

(What was going through your mind?): “Um, this isn't going to be fun. I came around the corner there, saw the yellow, I was on the brakes, trying to slow down. You don't want to get on it too hard. Kosuke (Matsuura) got on it real hard the other day when Buddy (Rice) crashed and spun, so I was like, ‘Need to slow it down.’ One of the half-shafts came out of Paul's (Dana) car and was cart-wheeling down the track. I thought, ‘That's going to hurt a lot worse if I hit that,’ because you clip the bottom of that you don't know which direction it's going to go. It's a long piece of steel rod that's going to come back into the cockpit, so I thought I'll go over there and as soon as I look over I thought, ‘Well, I'd better center that (piece of debris), whatever it is, and I hit it. I thought, ‘That's going to tear up the bottom of the car,’ and I hit it, but I hit it hard enough that it shook my head so I was looking down, and I thought, ‘That's going to hurt the car.’ Then I looked up and all I could see was the fence, so then I was like, ‘Maybe the car's not that big of a deal right now.’ Definitely the wildest ride that I can say I've ever taken in one of these cars, but probably the least amount of injury you can have too.”

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**SAM HORNISH JR. (Cont.):** (What was your visual sighting as you were in the air?): “Sky, fence, ground. And I was hoping I didn’t get caught up in the fence because that starts whipping everything around and it’s a lot easier when its (the car) like a piece of Styrofoam flipping through the air. You don’t want to get it ... everything seems to jerk around and accelerate when you touch anything as far as the fence or whatever. I didn’t even realize I’d hit my knee until I was sliding upside down, and I thought, ‘That hurts just a little bit.’ Stopped, called the guys and told them on the radio I’m OK. They’re like, ‘What? Are you OK?’ ‘Yeah, I’m OK.’ I thought the antenna’s got to be gone because the one sidepod was ripped off and both antennas on top of the car were gone, so I threw that out, kind of braced myself because I’ve heard stories of people letting themselves go when the belts (release), so I just put one hand down, turned the other one (belt lock) and started crawling out. The safety guys were there.” (So you were out before the safety crew got there?): “I was unbuckled and starting to come out, but my HANS device, when I was trying to get out, kept getting stuck in the grass so I had to have them help me take that off. It was interesting.” (Was your helmet on the ground?): “No it wasn’t on the ground at all. The roll hoop bent a little bit but it was fully intact, but it was good as far as that goes.”

**SATURDAY’S SCHEDULE (all times local):**

7 a.m.	Public Gates Open
9 - 11 a.m.	Indianapolis 500 Practice (all drivers)
Noon-6 p.m.	MBNA Pole Qualifications
6 p.m.	MBNA Pole Winner Ceremony
6 p.m.	Track Closes

**END DAY 6 NOTES**

# UNOFFICIAL BOX SCORE

## IRL IndyCar® Series

### 89th Indianapolis 500-Mile Race at Indianapolis Motor Speedway

Sunday, May 29, 2005

FP	SP	Car	Year	Driver	Car Name	C/E/T	Laps Comp.	Running/ Reason Out	IRL Pts.	Total IRL	IRL Stand.	IRL Awards	Designated Awards	Total Awards
1	16	26		Dan Wheldon	Klein Tools/Jim Beam	D/H/F	200	Running	50	234	1	\$1,243,000	\$294,805	\$1,537,805
2	7	17		Vitor Meira	Rahal Letterman Menards Johns Manville	P/H/F	200	Running	40	136	5	611,000	45,955	656,955
3	18	7		Bryan Herta	XM Satellite Radio	D/H/F	200	Running	35	139	4	438,000	19,505	457,505
4	4	16		R Danica Patrick	Rahal Letterman Racing Argent Pioneer	P/H/F	200	Running	32	112	9	323,000	55,855	378,855
5	9	95	12W	Buddy Lazier	Panther/Jonathan Byrd's/ESPN 950 AM	D/C/F	200	Running	30	30	23	288,000	805	288,805
6	6	27		Dario Franchitti	ArcaEx	D/H/F	200	Running	28	123	7	297,000	12,055	309,055
7	3	8		10 Scott Sharp	Delphi	P/H/F	200	Running	26	125	6	291,000	4,305	295,305
8	1	11		3 Tony Kanaan	Team 7-Eleven	D/H/F	200	Running	24	162	2	276,000	191,105	467,105
9	5	3	4W	Helio Castroneves	Marlboro Team Penske	D/T/F	200	Running	22	123	7	268,000	9,805	277,805
10	24	33		R Ryan Briscoe	Target Chip Ganassi Racing	P/T/F	199	Running	20	81	16	273,000	555	273,555
11	26	20		1 Ed Carpenter	Vision Racing	D/T/F	199	Running	19	71	19	258,000	305	258,305
12	15	37		R Sebastien Bourdais	Newman Haas Racing Team Centrix	P/H/F	198	Accident	18	18	25	234,000	555	234,555
13	22	51		3 Alex Barron	Red Bull Cheever Racing	D/T/F	197	Running	17	90	12	250,000	4,805	254,805
14	14	5		3 Adrián Fernández	Investment Properties Of America	P/H/F	197	Running	16	16	26	226,000	305	226,305
15	33	48		4 Felipe Giaffone	A.J. Foyt Racing	P/T/F	194	Running	15	15	27	247,000	305	247,305
16	27	21		3 Jaques Lazier	Playa Del Racing	P/T/F	189	Running	14	14	28	219,000	305	219,305
17	8	55		1 Kosuke Matsuura	Panasonic ARTA	P/H/F	186	Accident	13	90	12	236,000	305	236,305
18	17	24		2 Roger Yasukawa	Dreyer & Reinbold Racing	D/H/F	167	Mechanical	12	68	20	233,000	305	233,305
19	10	2		R Tomas Enge	ROCKSTAR Panther Racing	D/C/F	155	Accident	12	62	21	230,000	2,055	232,055
20	11	4		3 Tomas Scheckter	Pennzoil Panther	D/C/F	154	Accident	12	77	17	227,000	30,305	257,305
21	25	83		R Patrick Carpentier	Red Bull Cheever Racing	D/T/F	153	Mechanical	12	101	11	229,000	2,055	231,055
22	21	44		R Jeff Bucknum	Investment Properties Of America	D/H/F	150	Accident	12	24	24	222,000	555	222,555
23	2	6		5 Sam Hornish Jr.	Marlboro Team Penske	D/T/F	146	Accident	15	146	3	230,000	161,455	391,455
24	13	9		2 Scott Dixon	Target Chip Ganassi Racing	P/T/F	113	Accident	12	84	15	218,000	7,805	225,805
25	20	70		5 Richie Hearn	Meijer/Coca-Cola Racing Special	P/C/F	112	Accident	10	10	29	197,000	5,305	202,305
26	23	15	5W	Kenny Brack	Rahal Letterman Racing Argent Pioneer	P/H/F	92	Mechanical	10	10	29	240,000	35,805	275,805
27	31	22		6 Jeff Ward	Vision Racing	D/T/F	92	Handling	10	10	29	193,000	1,805	194,805
28	28	14		2 A.J. Foyt IV	A.J. Foyt Racing	D/T/F	84	Handling	10	76	18	212,000	6,805	218,805
29	19	10		1 Darren Manning	Target Chip Ganassi Racing	P/T/F	82	Mechanical	10	108	10	211,000	1,805	212,805
30	12	36		3 Bruno Junqueira	Newman Haas Racing Team Centrix	P/H/F	76	Accident	10	10	29	191,000	1,205	192,205
31	29	25		1 Marty Roth	Roth Racing/PDM Racing	D/C/F	47	Handling	10	10	29	190,000	5,305	195,305
32	32	91		4 Jimmy Kite	Ethanol Hemelgarn Racing	D/T/F	47	Handling	10	10	29	210,000	305	210,305
33	30	41		1 Larry Foyt	ABC Supply Co. Inc.	D/T/F	14	Accident	10	10	29	189,000	305	189,305
												<b>\$9,400,000</b>	<b>\$904,815</b>	<b>\$10,304,815</b>

**Time of Race:** 3:10:21.0769 **Average Speed:** 157.603 mph **Margin of Victory:** Under Caution

**Fastest Lap:** #11 Tony Kanaan (Race Lap 167, 228.102 mph, 39.4560 sec.) **Fastest Leading Lap:** #11 Tony Kanaan (Race Lap 27, 225.828 mph, 39.8533 sec.)

**MBNA Pole Winner:** #11 Tony Kanaan (227.566 mph, 2:38.1961) **Marlboro "Lap Leader" Award:** #6 Sam Hornish Jr. **Bombardier "Quick Start" Award:** #4 Tomas Scheckter

**Firestone "Performance" Award:** #6 Sam Hornish Jr. **Checkers/Rally's Pit Stop Challenge:** Marlboro Team Penske (#6 Sam Hornish Jr.)

**Legend:** R=Indianapolis 500-Mile Race Rookie; W=Indianapolis 500-Mile Race Former Winner **Chassis Legend:** D=Dallara (19); P=Panoz (14)

**Engine Legend:** C=Chevrolet (5); H=Honda (14); T=Toyota (14) **Tire Legend:** F=Firestone (33)

#### Lap Leaders:

Laps	Car	Driver	Laps	Car	Driver	Lap Leader Summary:	Times	Total	Cautions	Reason/Incident
1-2	#6	Sam Hornish Jr.	116-119	#6	Sam Hornish Jr.	Sam Hornish Jr.	6	77	18-24	#41 Foyt, accident T1
3	#11	Tony Kanaan	120-122	#11	Tony Kanaan	Tony Kanaan	8	54	77-86	#14 Foyt IV, #36 Junqueira, accident T2
4-7	#6	Sam Hornish Jr.	123	#27	Dario Franchitti	Dan Wheldon	4	30	114-119	#9 Dixon, #70 Hearn, accident T1
8-25	#11	Tony Kanaan	124-135	#11	Tony Kanaan	Danica Patrick	3	19	147-154	#6 Hornish Jr., accident T1
26	#27	Dario Franchitti	136-143	#27	Dario Franchitti	Dario Franchitti	5	15	155-161	#2 Enge, #4 Scheckter, #16 Patrick, #44 Bucknum, accident T4
27-37	#11	Tony Kanaan	144-145	#11	Tony Kanaan	Vitor Meira	1	3	171-173	#24 Yasukawa, car smoking
38-54	#6	Sam Hornish Jr.	146-149	#27	Dario Franchitti	Bruno Junqueira	1	2	187-189	#55 Matsuura, accident T3
55	#27	Dario Franchitti	150-161	#26	Dan Wheldon				199-200	#37 Bourdais, accident T4
56	#16	Danica Patrick	162-164	#17	Vitor Meira				<b>Total: 8 caution flags, 46 laps</b>	
57-58	#36	Bruno Junqueira	165-171	#26	Dan Wheldon					
59-97	#6	Sam Hornish Jr.	172-185	#16	Danica Patrick					
98-100	#11	Tony Kanaan	186-189	#26	Dan Wheldon					
101-111	#6	Sam Hornish Jr.	190-193	#16	Danica Patrick					
112-115	#11	Tony Kanaan	194-200	#26	Dan Wheldon					

**Total: 27 Lead changes among 7 drivers**

**DAY 7 – SATURDAY, May 14, 2005 – MBNA POLE DAY**  
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**TODAY AT THE TRACK (all times local):**

7 a.m.	Public Gates Open
9 - 11 a.m.	Indianapolis 500 Practice (all drivers)
Noon-6 p.m.	MBNA Pole Qualifications
6 p.m.	MBNA Pole Winner Ceremony
6 p.m.	Track Closes

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Argent Mortgage will present \$2,500 to the driver who posts the fastest lap in today's practice. The Argent Fastest Lap of the Day Award will be presented each of the eight practice days: May 10, 11, 12, 13, 18, 19, 20 and 27.

**ARGENT FASTEST LAP OF THE DAY AWARD WINNERS:**

<b>Date</b>	<b>Driver</b>	<b>Speed</b>
May 10	Dan Wheldon	226.808 mph
May 11	Tony Kanaan	227.453 mph
May 12	Danica Patrick	227.633 mph
May 13	Tomas Scheckter	227.804 mph

\*\*\*

Tomas Scheckter, driver of the No. 4 Pennzoil Panther Dallara/Chevrolet/Firestone, turned the fastest lap of the month of May, 227.633 mph, at 1:05 p.m. Friday, May 13.

Buddy Rice won the 2004 MBNA Pole for the Indianapolis 500 with a four-lap qualifying average of 222.024 mph and a time of 2 minutes, 42.1145 seconds. His fastest lap was Lap 2, which was 40.4997 seconds, 222.224 mph.

Arie Luyendyk holds the one- and four-lap track records, set in 1996. The one-lap record is 37.895, 237.498, and the four-lap record is 2:31.908, 236.986.

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The Indy Racing League will provide numerous Video News Releases throughout the month of May to assist with your coverage of the 87<sup>th</sup> Indianapolis 500. The next VNR will be:

**Saturday, May 14 (Pole Day):**

- Time: 9:30 – 10 p.m. (EDT)
- Coordinates: AMC 9, Transponder K08  
Audio 6.2/6.8  
Download Frequency 11860 Vertical

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Today's qualifying will be broadcast live from 1 p.m.-4 p.m. (EDT) on ESPN, 4-6 p.m. (EDT) on ABC and 6-7 p.m. (EDT) on ESPN.

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Rain fell overnight at the Indianapolis Motor Speedway and continued throughout the morning. This is the third consecutive Pole Day where it has rained. This is the second consecutive year that it has rained on "Fast Friday" and Pole Day.

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**DAY 7 – SATURDAY, May 14, 2005 – MBNA POLE DAY**  
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The May 14 "Tony Hulman Classic" USAC Valvoline National Sprint Car race at the Terre Haute (Ind.) Action Track has been postponed due to rain.

Although no remaining May dates were available for rescheduling due to scheduling conflicts at the Terre Haute track, officials will seek another 2005 date for the race, which will be announced when firm.

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As the top ladder series for the IndyCar® Series, the Menards Infiniti Pro Series™ is the proving ground for young open-wheel race car drivers. Running in conjunction with the IndyCar Series at 13 venues provides many opportunities to learn, but there is no better classroom than the Indianapolis Motor Speedway and all of the activities that surround the Indianapolis 500 in May.

In addition to competing on the famed 2.5-mile oval on the Friday before the 89th Indy 500, two Menards Infiniti Pro Series drivers are using the time around the track this month to gain additional experience.

Mishael Abbott and Chris Festa are spotting for IndyCar Series drivers Jaques Lazier and Richie Hearn, respectively.

“Mike Colliver is my engineer, and he's also engineering Jaques' car,” said Abbott, who will drive the No. 91 Hemelgarn Johnson Motorsports entry in the Futaba Freedom 100. “He knew I was going to be here all month, and he asked me if I wanted something to do, so I said sure.

“Spotting has been a great experience,” Abbott said. “I've been able to watch Jaques and all of the other drivers from Turn 3 and see how they track through the turns. I'm learning a lot about what lines they drive, and that should help me as I prepare for the Futaba Freedom 100. I'm also able to listen to the communication between Mike and Jaques, and that will benefit me, as well.”

A similar scenario unfolded for Festa, driver of the No. 19 entry for Sam Schmidt Motorsports, the same team which is fielding Hearn in the Indianapolis 500.

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Persistent rain forced MBNA Pole Day Qualifications for the 89th Indianapolis 500 to be moved from Saturday, May 14 to Sunday, May 15, Indianapolis Motor Speedway and Indy Racing League officials announced.

All on-track activity was canceled at 12:15 p.m. (local time) Saturday after rain fell on the Speedway throughout the morning, preventing any action on the historic 2.5-mile oval.

Qualifying for spots 1-22 in the field will start at noon Sunday and continue through 6 p.m. Practice will precede MBNA Pole Qualifications from 9:30-11 a.m.

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**MBNA POLE QUALIFYING RAINOUT QUOTES:**

**ROGER YASUKAWA (No. 24 Dreyer & Reinbold Racing Dallara/Honda/Firestone):** “I don't think it affects our program too much. Playing the weather game is part of the deal at Indy. The good thing is that we'll have more time to think and prepare for qualifying tomorrow. It looks like the weather should cooperate tomorrow, which gives us something to look forward to.”

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**MBNA POLE QUALIFYING RAINOUT QUOTES: (Cont.)**

**BRIAN BARNHART (President and COO, Indy Racing League):** “There were going to be some strategic decisions made by some good teams, and we lost out on a good opportunity for that today.” (About trying to qualify 22 cars on Sunday): “We may have to wait to see how it plays out. It may change the drama aspect about positions 8-12, since they now are going to be where they’re going to stay. You’re still going to have drama about the pole. That’s going to be running all day long, from 12 to 6, just like we did with Helio (Castroneves) a couple of years ago. You’ll still have the drama with the front row and pole, and you’ll have the potential of drama with positions 18-24 as they battle for the 22nd spot.” (About the option of running on Monday): “Monday is something we had as an option available to us. A lot of it is the weather forecast, and the fact that we just really wanted to come out of this weekend with 22 cars qualified. That was our original goal, and doing so means we have to qualify 22 cars in one day. The forecast for tomorrow, although cool, is dry for the whole day. One thing we are going to change because of the anticipated coolness and a high of 58 degrees, is that we are going to add an additional warmup lap. You’ll start and attempt on the third time by instead of the second.” (About decision to use the new format): “Qualifying has evolved every year since the Speedway opened. In 1911, the lineup was set by the order the entry was received, and it’s evolved every year since. It’s always a unique and interesting qualifying procedure. The other thing fans are attracted to is track records, and the days of track records are few and far between just because of the interest in trying to control the speeds, so the other aspect that they like is bumping. We tried to devise a system that saw bumping every day. Unfortunately, we didn’t get to see it today.” (About decision to delay): “We decided to do what was in the best interest of the fans as well as the competitors. Even if it stopped raining right now, the conditions are not conducive to drying under the situation. It would take three hours to dry, an hour to practice and you’re not going to start qualifying at 5:30. It’s not fair to the fans or the competitors. We decided to call the day early, and run Pole Day in entirety and give everybody a fair chance under the same conditions.”

**TOM ANDERSON: (Co-owner and Managing Director, Fernandez Racing):** “With the format changing to 22 cars on Sunday, we have a little bit more to think about. With three chances on the same day, though, I think I would still play our cards accordingly. The biggest thing is making sure everybody gets back in the rhythm because, obviously, rain disrupts rhythm. You would prefer rhythm going into qualifying rather than periods of hesitation, which the rain provides.”

**SCOTT SHARP: (No. 8 Delphi Panoz/Honda/Firestone):** “It is a shame that we were not able to get qualifying in today particularly from the standpoint that today was supposed to be a bit warmer. From a driver's perspective, I think we all know pretty much where we sit at this stage. You certainly want some practice time to confirm where the car is, maybe do a couple of laps, make any changes and get yourself set for qualifying. As long as the IRL is willing to keep that and give us the time we need, I don't think it matters what day we do it.”

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**SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone):** “The rain is unfortunate. Obviously, we were looking forward to getting back on the track today, especially after yesterday’s incident. Our plan was to run both the No. 6 Marlboro Team Penske car as well as the backup to help us decide which one would be better for qualifying. We can’t change the weather, so we’ll just have to wait until tomorrow to see where we stack up against the competition.”

**HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Toyota/Firestone):** "It's a shame we couldn't get qualifying in today, especially with the new format, but Mother Nature didn't let that happen. We'll see where we're at in the morning warmup, but overall, I feel good about tomorrow. The Marlboro Team Penske guys have been working really hard to make sure we're ready to put the car in the show so hopefully we'll have a good run."

**TONY KANAAN (No. 11 Team 7-Eleven Dallara/Honda/Firestone):** “I would have liked to have qualified today, but the rain wouldn't let us. So I'll just relax with my wife and look forward to hopefully getting on the track tomorrow. You try to focus on qualifying on a particular day, but you have to have the ability to ride out the weather if necessary.”

**DARIO FRANCHITTI (No. 27 ArcaEx Dallara/Honda/Firestone):** “It seems like we're always dealing with the rain when we come to Indianapolis. The conditions are supposed to be much cooler tomorrow, and we'll have to change the setup for the ArcaEx car a bit for the conditions. I think there will be some added pressure to get in the show tomorrow, to be one of the 22 cars to qualify. Otherwise, you don't have much time to work on your race setup.”

**SEBASTIEN BOURDAIS (No. 37 Newman Haas Team Centrix Panoz/Honda/Firestone):** “I woke up this morning and saw the rain and knew I was going to sit around all day. At least it gave us a chance to catch up on preparing the car. We were pretty behind. As a driver, it is frustrating because you prepare yourself mentally for qualifying, and then nothing happens. We have been able to make improvements to the car for the race setup, but we only ran one qualifying simulation. I guess it’s better than nothing, and we will give it our best shot. Realistically, we didn’t have much chance at the pole, but I would be really happy to be in the top-11, but the important thing is to qualify for the race since we will be in Mexico next weekend. Actually, this situation is probably better for us since we can concentrate on getting in the top 22 tomorrow instead of trying to get into the top 11 today and possibly have kept coming up short.”

**BRUNO JUNQUEIRA (No. 36 Newman Haas Team Centrix Panoz/Honda/Firestone):** “When it rains, there is nothing you can do. On ovals, you have to be patient. I hope I can put the Centrix car in a good starting position, but a top-10 start would be great. It will be tough to get pole, but we are going to go for it and see how close we get. It is supposed to be cooler tomorrow, but that doesn’t change anything for us since we didn’t really get a qualifying simulation in yesterday anyway. I feel really comfortable in Indianapolis. I haven’t run in an IndyCar since the race here last year and got on track on Tuesday and on the third lap we ran a good time. It’s more important for us to have a good race than get a good starting spot so we concentrated on getting a good race setup this week since we won’t be here next week. There is going to be a lot of action tomorrow, and it will be great for the fans. I hope the weather cooperates and a lot of people come out to see the action.”

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**JOHN TZOUANAKIS (Team Manager, Newman Haas Racing):** “We would have definitely liked to have seen two days of qualifying, today and tomorrow. It’s going to put a lot of pressure on the team to attempt to get both cars in the top 22 positions that are available, yes. We have a few ideas of what we would do if we don’t, but we’re putting a lot more effort and time into getting the cars into the race, and then if it doesn’t happen we’ll worry about those other options.” (If things don’t work in your favor tomorrow, are there any options for getting the guys back (from the Champ Car event in Mexico) next weekend?): “Some of those things have been discussed, but like I said, the biggest thing is (to) wait and see what takes place tomorrow. Hopefully we’ll get both cars in, and we won’t have to worry about those others options.”

**TOMAS SCHECKTER (No. 4 Pennzoil Panther Dallara/Chevrolet/Firestone):** “I’m not sure if (the rainout) makes us the favorites for sure. There are a lot of guys out there that are very, very fast. But, we’ve been working very hard. Chevrolet, Pennzoil – everybody has been doing a good job. Half the guys, I really tip my hat off to them, they are working day and night.” (About leading most laps vs. winning): “There’s a lot. This is one of the toughest races in the world, and it is for a reason. Sometimes it is easy to lead a couple of laps, but there is a big difference between leading and winning. I am learning that slowly. I think we had a good race in Japan where I showed a lot of maturity. We were two laps away from it, and I think we really come into this race with a good atmosphere and team and hope we can get it done.”

**PATRICK CARPENTIER (No. 83 Red Bull Cheever Racing Dallara/Toyota/Firestone):** “Tomorrow is like it would be today. I am going to go on the track and see if the car is any quicker. We have struggled a bit this week. It seems like anything we have done and no matter how free the car is we are stuck at 219 (mph). We are hoping that we get a little bit more speed and make the top 22 and go work on the race setup. If we have a good race car and stay on the lead lap, anybody has got a chance, so that is what we are going to do.”

**BUDDY LAZIER (No. 95 Panther/Jonathan Byrd’s/ESPN 950 AM Dallara/Chevrolet/Firestone):** I’ve probably never been involved with a program that had a shot for the first few rows. I think the best start we’ve had is the middle of the second row. I think we could have a shot at the front row. The Chevy power... they’ve really done their homework over the winter. I mean there’s a lot of power there. Obviously the Honda’s are strong and the Toyota’s are strong, but I think our Chevy has something for them tomorrow. We unfortunately didn’t get a chance to run yesterday. It’s really hard to figure out what people are doing out there because with the draft you can pick up three or four miles, and we try to run strictly clean air. This week really looking at running in clean air and trying to optimize the qualifying capacity. This is a new effort. They’re really good guys, but they’ve just started working together this week. We feel pretty good about tomorrow.” (About the opportunity can get him in Victory Lane): “Yes. Big time. I have been watching, and I have great teammates in Tomas (Scheckter) and Tomas (Enge). We have a very fast race car. My race engineer, Andy Brown, I have so much respect for him. We are a factor, I think, for the first few rows. In the right condition, we could be front row. We have a very strong race car. Come Race Day, I think we are going to be a huge factor. Yes, I couldn’t be more pleased. It’s the best chance I’ve had in many, many years to win this race again.”

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**SCOTT SHARP (No. 8 Delphi Panoz/Honda/Firestone):** (About chance for the pole) “It would be tremendous. I think it has really become two different races. The race for the pole, then quickly everyone shifts gears and starts working on the important race on the 29th. This whole opportunity with Fernandez (Racing) and Delphi for me has been a tremendous rejuvenation. I would love to do it for all these guys. The opportunity I have with them, we have been working so well together and things have been going great this week. We have a lot of momentum right now. They have given me a lot of confidence. I am pretty excited to go out tomorrow and see just what we have.”

**RICHIE HEARN (No. 70 Meijer/Coca-Cola Racing Special Panoz/Honda/Firestone):** (About having the opportunity to race): “Yeah, it’s nice to be here at the beginning of the week. Things have gone well for us. It’s been a big chore for the team to get the Chevy and the Panoz together since it has not been done before. The car has run without a hitch, and we couldn’t be much happier, really. We’ve spent a long time working on the race setup, but have also tinkered with qualifying as well. Our main focus is to get in the top 11 and then focus on the race next week.” (About starting the week with a team): “One thing that makes this place different is that you cannot just go out there and cruise around. You must really tune your car for the race. I think that experience comes into play, and I think that sometimes when you are with a big team you can over think that process and almost engineer yourself out of it (the race). If you have a good tight group of guys, whether you have a lot of money or not, you can put together a good race car that will be there at the end.”

**BOBBY RAHAL (Co-owner, Rahal Letterman Racing):** (About Buddy Rice): “I’m disappointed for him to not have a chance. I mean, he’s doing a rain dance for tomorrow, but it won’t take him long to get on top come Race Day. Danica and Vitor are going to do a lot of good work this week after qualifying. They’ve already done some full-tank runs. We’re going to have good race cars and this is still a team and while we’re disappointed, we’re thankful that Buddy’s okay, but it’s a shame that he’s not going to have a run at the pole tomorrow, but we’re going to do everything we can to make sure that we give him the best race car next Saturday and have the best racecars out there the following Sunday. I think he’ll be on a mission, there’s no doubt about it.” (About Sunday’s weather): “I don’t think you’re going to see too many runs until late tomorrow, in the old days, it would be because of the line would’ve been run through. Now, there will be some people who say, ‘Let’s wait until Happy Hour.’ Which makes that five or six (o’clock) to qualify see what everybody can throw at you and if you wait all day and you can’t get it done, well, you went out at the most ideal time and you get fourth or third or sixth or whatever. I think you won’t see people qualifying cars early. They’ll wait for Happy Hour. Then they’re subject to, if they can’t quite get it right and they think they can.”

**VITOR MEIRA (Rahal Letterman Racing Menards Johns Manville Panoz/Honda/Firestone):** (About getting tires up to temperature on Sunday): “That’s why they’ve added the third lap by, for tomorrow, it’s an option, you don’t have to take it, but you have the choice. Last year, we did have the third lap, last year it was cold, it was very cold, it was very cold on qualifying, and we did use the third lap. It’s all a matter of how you approach the day. If you start your lap on the third lap by, you just have to be a little more patient with tires and not start to use them on your previous lap before the green flag. It’s just a matter of how you approach it and everything. Last year it was difficult, but the more tires you have, the better.”

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**DANICA PATRICK (No. 16 Rahal Letterman Racing Argent Pioneer):** “I’m not sure how we’re going to be. We need to do a couple more full-tank race simulation out there with Buddy (Rice) and Vitor (Meira). See how the cars react a little bit faster than I’m used to, or what I have raced before and I’m sure that I’ll have to learn a little bit, a lot a bit, maybe. I’m sure I’ll have knots all over my body, and my fiancé (a physical therapist) will work them out. I think that maybe yesterday, if we’d ran the full day, I think that was the first day that people were really trying to be alone and really trying to do runs by themselves. I think if we would’ve had some towing going on, which would’ve happened in Happy Hour, no doubt, we would’ve seen, maybe 228. I think in qualifying, the first lap, you don’t want to go out there and do something stupid and end your qualifying right away. And you don’t want to do anything that makes you doubt the car. You have to have the most confidence in the world in your car and that you’re going to keep your foot down and that thing is not too positive in the front, or you’re going to slip in the front end and hit the wall trying to keep your foot in it. So I think the first lap has got to be a confidence builder and knowing where the car’s going to be. The second lap, you’ve got to push it a little bit and go after it after that.”

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Medical update from Dr. Henry Bock, IRL and IMS senior director of medical services: Paul Dana remains hospitalized at Methodist Hospital. His testing and evaluation was completed Saturday and confirmed that Dana sustained a concussion and fractured T-7 vertebra. He will remain hospitalized until at least Sunday.

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**SUNDAY’S SCHEDULE (all times local):**

7 a.m.	Public Gates Open
9:30 - 11 a.m.	Indianapolis 500 Practice (all drivers)
Noon-6 p.m.	MBNA Pole Qualifications
6 p.m.	MBNA Pole Winner Ceremony
6 p.m.	Track Closes

**END DAY 7 NOTES**

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**RUBBERQUEEN QUALIFYING FOR THE MBNA POLE**  
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**TODAY AT THE TRACK (all times local):**

7 a.m.                   Public Gates Open  
9:30 - 11 a.m.        Indianapolis 500 Practice (all drivers)  
Noon-6 p.m.         MBNA Pole Qualifications  
6 p.m.                 MBNA Pole Winner Ceremony  
6 p.m.                 Track Closes

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**ARGENT FASTEST LAP OF THE DAY AWARD WINNERS:**

<b>Date</b>	<b>Driver</b>	<b>Speed</b>
May 10	Dan Wheldon	226.808 mph
May 11	Tony Kanaan	227.453 mph
May 12	Danica Patrick	227.633 mph
May 13	Tomas Scheckter	227.804 mph

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Tomas Scheckter, driver of the No. 4 Pennzoil Panther Dallara/Chevrolet/Firestone, turned the fastest lap of the month of May, 227.633 mph, at 1:05 p.m. Friday, May 13.

Buddy Rice won the 2004 MBNA Pole for the Indianapolis 500 with a four-lap qualifying average of 222.024 mph and a time of 2 minutes, 42.1145 seconds. His fastest lap was Lap 2, which was 40.4997 seconds, 222.224 mph.

Arie Luyendyk holds the one- and four-lap track records, set in 1996. The one-lap record is 37.895, 237.498, and the four-lap record is 2:31.908, 236.986.

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The Indy Racing League will provide numerous Video News Releases throughout the month of May to assist with your coverage of the 89<sup>th</sup> Indianapolis 500. The next VNR will be:

**Sunday, May 15 (MBNA Pole Qualifying):**

- Time:               9:30 – 10 p.m. (EDT)
- Coordinates:    AMC 9, Transponder K08  
                      Audio 6.2/6.8  
                      Download Frequency 11860 Vertical

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Today's qualifying will be broadcast live from 1 p.m.-4 p.m. (EDT) on ESPN2 and 6-7 p.m. (EDT) on ESPN2.

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**PRACTICE REPORT:**

At 9:25 a.m., the ambient temperature was 54 degrees with winds from the west-southwest at 7 mph and a relative humidity of 68 percent. Skies were mostly cloudy. The track temperature was 73 degrees, according to Firestone engineers. The temperatures are the coolest of the month.

9:30 a.m. – **GREEN.** #11 Kanaan is first out on track followed by #6 Hornish and #8 Sharp.

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**RUBBERQUEEN QUALIFYING FOR THE MBNA POLE**  
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9:51 a.m. – #16 Patrick records lap of 228.373 mph, fastest of the month.  
10 a.m. – **CHECKERED**. Group 1.  
10:02 a.m. – **GREEN**. Group 2.  
10:32 a.m. – **CHECKERED**. Group 2.  
10:32 a.m. – **GREEN**. All cars. Ward is recording laps in #20T.  
10:35 a.m. – #11 Kanaan records lap of 228.920, fastest of the month.  
10:37 a.m. – **YELLOW**. Debris on the frontstretch. IRL officials have penalized #11 Kanaan for failing to acknowledge the yellow flag. Car will not be allowed further practice.  
10:40 a.m. – **GREEN**.  
10:44 a.m. – #16 Patrick records fastest lap of 228.948 mph, fastest of the month.  
10:44 a.m. – #16 Patrick records fastest lap of 229.331 mph, fastest of the month.  
10:45 a.m. – **YELLOW**. Track inspection.  
At 10:45 a.m., the ambient temperature was 54 degrees with winds from the west at 12 mph and a relative humidity of 68 percent. Skies were mostly cloudy. The track temperature was 71 degrees, according to Firestone engineers.  
10:53 a.m. – **GREEN**.  
11 a.m. – **CHECKERED**.

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**FASTEST DRIVERS OF PRACTICE**

Pos.	Car	Name	C/E/T	Speed
1	16	Danica Patrick	P/H/F	229.880 mph
2	27	Dario Franchitti	D/H/F	229.422 mph
3	11	Tony Kanaan	D/H/F	228.920 mph
4	17	Vitor Meira	P/H/F	228.666 mph
5	6	Sam Hornish Jr.	D/T/F	228.356 mph
6	8	Scott Sharp	P/H/F	227.953 mph
7	3	Helio Castroneves	D/T/F	227.602 mph
8	4	Tomas Scheckter	D/C/F	227.574 mph
9	26	Dan Wheldon	D/H/F	227.493 mph
10	55	Kosuke Matsuura	P/H/F	227.239 mph

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Danica Patrick's lap of 229.880 mph during pre-qualifying practice this morning was the fastest lap ever turned by a woman at the Indianapolis Motor Speedway. Sarah Fisher held the previous mark of 229.675, set on the fourth lap of her qualification run May 11, 2002. Fisher turned a practice lap of 229.101 earlier that day.

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NASCAR NEXTEL Cup driver Casey Mears, nephew of four-time Indianapolis 500 winner Rick Mears, is at the Speedway today. Mears, who drives for Target Chip Ganassi Racing owner Chip Ganassi in NASCAR, made three IndyCar Series starts in 2001.

**CASEY MEARS:** "It's cool to come out. This is a special place to me and my family. Chip asked if I would like to come hang out on Pole Day, so I am excited to be here, and hopefully, the guys will do well." (About chances of running at Indy): "One thing that has made that difficult is that they have moved the start time. Hopefully in the future it will all work out. Chip knows that I really want to run, and hopefully that will happen soon."

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At noon, the ambient temperature was 53 degrees with winds from the west at 14 mph and a relative humidity of 62 percent. Skies were cloudy. The track temperature was 76 degrees, according to Firestone engineers.

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Drivers will receive three warm-up laps today, one more than normal, because of the cool temperatures.

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**MBNA POLE QUALIFYING CHRONOLOGY:**

12:05 p.m.	#8	SCOTT SHARP/Norwalk, Conn. Delphi - P/H/F	
	QA-1	1 – 39.5909 – 227.325	Q – 1
		2 – 39.6266 – 227.120	
		3 – 39.6042 – 227.249	
		<u>4 – 39.6807 – 226.811</u>	
		T 2:38.5024 – 227.126	
12:11 p.m.	#6	SAM HORNISH JR./Defiance, Ohio Marlboro Team Penske - D/T/F	
	QA-2	1 – 39.8280 – 225.972	Q – 2
		2 – 39.8317 – 225.951	
		3 – 39.8594 – 225.794	
		<u>4 – 39.8807 – 225.673</u>	
		T 2:39.3998 – 225.847	
12:16 p.m.	#11	TONY KANAAN/Salvador, Bahia, Brazil Team 7-Eleven - D/H/F	
	QA-3	1 – 39.5047 – 227.821	Q – 3
		2 – 39.5134 – 227.771	
		3 – 39.5675 – 227.459	
		<u>4 – 39.6105 – 227.212</u>	
		T 2:38.1961 – 227.566	
12:21 p.m.	#10	DARREN MANNING/North Yorkshire, England Target Chip Ganassi Racing - P/T/F	
	QA-4	1 – 40.1639 – 224.082	Q – 4
		2 – 40.1770 – 224.009	
		3 – 40.2201 – 223.769	
		<u>4 – 40.1945 – 223.911</u>	
		T 2:40.7555 – 223.943	

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**MBNA POLE QUALIFYING CHRONOLOGY (cont.):**

12:27 p.m.	#55	KOSUKE MATSUURA/Aichi, Japan Panasonic ARTA - P/H/F	
	QA-5	1 – 39.7045 – 226.675 2 – 39.7571 – 226.375 3 – 39.7779 – 226.256 <u>4 – 39.7735 – 226.281</u> T 2:39.0130 – 226.397	Q – 5
12:34 p.m.	#51	ALEX BARRON /Menifee, Calif. Red Bull Cheever Racing - D/T/F	
	QA-6	1 – 40.9095 – 219.998 2 – 40.8984 – 220.058 3 – 40.9319 – 219.877 <u>4 – 40.9281 – 219.898</u> T 2:43.6679 – 219.958	Q – 6
12:39 p.m.	#36	BRUNO JUNQUEIRA/Belo Horizonte, Brazil Newman Haas Racing Team Centrix - P/H/F	
	QA-7	1 – 39.8687 – 225.741 2 – 39.8711 – 225.727 3 – 39.8838 – 225.656 <u>4 – 39.8773 – 225.692</u> T 2:39.5009 – 225.704	Q – 7
12:46 p.m.	#16	DANICA PATRICK/Roscoe, Ill. Rahal Letterman Racing Argent Pioneer - P/H/F	
	QA-8	1 – 40.0142 – 224.920 2 – 39.5364 – 227.638 3 – 39.5390 – 227.623 <u>4 – 39.4979 – 227.860</u> T 2:38.5875 – 227.004	Q – 8
12:52 p.m.	#33	RYAN BRISCOE/Sydney, Australia Target Chip Ganassi Racing - P/T/F	
	QA-9	1 – 39.8847 – 225.650 2 – Crashed in Turn 1	UA – 1

#33 Briscoe did a quarter-spin to the left at the exit of Turn 1. Rear of car hits outside retaining wall. Car lifts off ground slightly, lands on four wheels and slides backward along retaining wall and SAFER Barrier in Turn 2. Car stopped along SAFER Barrier in Turn 2. Briscoe climbed from car without assistance.

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Medical update from Dr. Henry Bock, IRL and IMS senior director of medical services: Ryan Briscoe has been checked and released from the Clarian Emergency Medical Center without injury. He is cleared to drive.

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**MBNA POLE QUALIFYING CHRONOLOGY (cont.):**

1:08 p.m.	#37	SEBASTIEN BOURDAIS/Le Mans, France Newman Haas Racing Team Centrix - P/H/F	
	QA-10	1 – 39.9866 – 225.075	Q – 9
		2 – 40.0473 – 224.734	
		3 – 40.0212 – 224.881	
		<u>4 – 39.9772 – 225.128</u>	
		T 2:40.0323 – 224.955	
1:13 p.m.	#2	TOMAS ENGE/Liberec, Czech Republic ROCKSTAR Panther Racing - D/C/F	
	QA-11	1 – 39.8035 – 226.111	Q – 10
		2 – 39.7922 – 226.175	
		3 – 39.8083 – 226.084	
		<u>4 – 39.8130 – 226.057</u>	
		T 2:39.2170 – 226.107	
1:19 p.m.	#3	HELIO CASTRONEVES/Sao Paulo, Brazil Marlboro Team Penske - D/T/F	
	QA-12	1 – 39.6185 – 227.167	Q – 11
		2 – 39.6296 – 227.103	
		3 – 39.5944 – 227.305	
		<u>4 – 39.6940 – 226.735</u>	
		T 2:38.5365 – 227.077	
1:24 p.m.	#7	BRYAN HERTA/Valencia, Calif. XM Satellite Radio - D/H/F	
	QA-13	1 – 40.1271 – 224.287	Q – 12
		2 – 40.1944 – 223.912	
		3 – 40.1769 – 224.009	
		<u>4 – 40.2360 – 223.680</u>	
		T 2:40.7344 – 223.972	
1:29 p.m.	#9T	SCOTT DIXON/Auckland, New Zealand Target Chip Ganassi Racing - P/T/F	

After two warm-up laps, #9T Dixon did not take the green flag to start the attempt due to handling problems reported by Dixon.

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**RYAN BRISCOE:** “Unfortunate. The car was really fast, and the new engine we got today feels very competitive. The first lap around the car was pretty neutral and was sort of to be expected. Generally all week we have been producing push on every lap. I turned into (Turn) 1, and it felt good. But in mid-corner, I picked up a gust of wind, and it loosened up the rear, and around she went. Fortunately with this new qualifying procedure, we can get out and try it again.”

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**MBNA POLE QUALIFYING CHRONOLOGY (cont.):**

1:34 p.m.	#27	DARIO FRANCHITTI/Edinburgh, Scotland ArcaEx - D/H/F	
	QA-14	1 – 39.8012 – 226.124 2 – 40.4543 – 222.473 3 – Waved off	UA – 1
1:39 p.m.	#95	BUDDY LAZIER/Vail, Colo. Panther/Jonathan Byrd's/ESPN 950 AM - D/C/F	
	QA-15	1 – 39.7458 – 226.439 2 – 39.7411 – 226.466 3 – 39.7722 – 226.289 4 – 39.7846 – 226.218 T 2:39.0437 – 226.353	Q – 13
1:45 p.m.	#70	RICHIE HEARN/Glendale, Calif. Meijer/Coca-Cola Racing Special - P/C/F	
	QA-16	1 – 40.3858 – 222.851 2 – 40.4502 – 222.496 3 – 40.4257 – 222.631 4 – 40.3860 – 222.850 T 2:41.6477 – 222.707	Q – 14
1:51 p.m.	#20	ED CARPENTER/Indianapolis Vision Racing - D/T/F	
	QA-17	1 – Waved off	UA – 1
1:54 p.m.	#4	TOMAS SCHECKTER/Cape Town, South Africa Pennzoil Panther - D/C/F	
	QA-18	1 – 39.7889 – 226.194 2 – 39.8102 – 226.073 3 – 39.8408 – 225.899 4 – 39.8301 – 225.960 T 2:39.2700 – 226.031	Q – 15

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**MBNA POLE QUALIFYING CHRONOLOGY (cont.):**

2 p.m.	#24	ROGER YASUKAWA/Los Angeles Dreyer & Reinbold Racing – D/H/F	
	QA-19	1 – 40.0850 – 224.523	Q – 16
		2 – 40.1388 – 224.222	
		3 – 40.2028 – 223.865	
		<u>4 – 40.1939 – 223.915</u>	
		T 2:40.6205 – 224.131	
2:05 p.m.	#26	DAN WHELDON/Emberton, England Klein Tools/Jim Beam - D/H/F	
	QA-20	1 – 39.9557 – 225.249	Q – 17
		2 – 40.0161 – 225.909	
		3 – 40.1364 – 224.235	
		<u>4 – 40.3851 – 222.854</u>	
		T 2:40.4933 – 224.308	
2:10 p.m.	#83	PATRICK CARPENTIER/La Salle, Quebec Red Bull Cheever Racing - D/T/F	
	QA-21	1 – 40.8985 – 220.057	Q – 18
		2 – 40.9055 – 220.019	
		3 – 40.9009 – 220.044	
		<u>4 – 40.9321 – 219.876</u>	
		T 2:43.6370 – 219.999	
2:16 p.m.	#17	VITOR MEIRA/Brasilia, Brazil Rahal Letterman Menards Johns Manville - P/H/F	
	QA-22	1 – 39.6309 – 227.096	Q – 19
		2 – 39.6293 – 227.105	
		3 – 39.6812 – 226.808	
		<u>4 – 39.7555 – 226.384</u>	
		T 2:38.6969 – 226.848	

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At 2:22 p.m., there was a break in the qualifying line.

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**PRACTICE REPORT:**

2:34 p.m. – **GREEN**. #9T Dixon first on track.

3:16 p.m. – **YELLOW**. Track being prepared for qualification attempt.

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**MBNA POLE QUALIFYING CHRONOLOGY (cont.):**

3:20 p.m. – The previous qualifying run of the #6 car of Sam Hornish Jr. was withdrawn by Marlboro Team Penske officials. The car is in line for a second attempt, the first car to take advantage of the new qualifying rules that allow three attempts per car per day. Hornish was 10<sup>th</sup> on the provisional grid before the run was withdrawn.

3:22 p.m.	#6	SAM HORNISH JR./Defiance, Ohio Marlboro Team Penske - D/T/F	
QA-23		1 – 39.5327 – 227.660	Q – 19
		2 – 39.5371 – 227.634	
		3 – 39.6158 – 227.182	
		<u>4 – 39.7141 – 226.620</u>	
		T 2:38.3997 – 227.273	

#6 Hornish climbed from 10<sup>th</sup> to second on the provisional grid on his second run with the #6 car.

3:34 p.m.	#5	ADRIÁN FERNÁNDEZ/Mexico City Investment Properties Of America - P/H/F	
QA-24		1 – 39.9216 – 225.442	Q – 20
		2 – 39.9745 – 225.144	
		3 – 40.0169 – 224.905	
		<u>4 – 40.0020 – 224.989</u>	
		T 2:39.9150 – 225.120	

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At 3:39 p.m., there was a break in the qualifying line.

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**PRACTICE REPORT:**

3:43 p.m. – **GREEN.** #9T Dixon first on track.

4:13 p.m. – **YELLOW.** Track inspection.

4:22 p.m. – **GREEN.** #26 Wheldon first on track.

4:27 p.m. – **YELLOW.** Debris on backstraight.

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**MBNA POLE QUALIFYING CHRONOLOGY (cont.):**

4:33 p.m.	#9T	SCOTT DIXON/Auckland, New Zealand Target Chip Ganassi Racing - P/T/F	
QA-25		1 – 39.9455 – 225.307	Q – 21
		2 – 39.9579 – 225.237	
		3 – 39.9530 – 225.265	
		<u>4 – 39.9911 – 225.050</u>	
		T 2:39.8475 – 225.215	

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At 4:40 p.m., there was a break in the qualifying line.

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Rahal Letterman Racing officials announced Danica Patrick will not make another qualification attempt today.

**BOBBY RAHAL (Co-owner, Rahal Letterman Racing):** “I just don’t think we were quite comfortable with the setup. The first lap is key, and we couldn't really get to where we needed to be on that first lap so we could go fast, but I don't think we would have been consistent enough, so we had some discussion for the better part of an hour. Pretty darn good, fifth on the grid so far. She had a tremendous week, so we'll put it away and get ready for the race.”

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Medical update from Dr. Henry Bock, IRL and IMS senior director of medical services: Paul Dana has been released from Methodist Hospital in Indianapolis. Dana did not require surgery on his fractured T-7 and T-8 vertebrae, which he sustained during a crash May 13 in practice. Doctors will allow the injury to heal on its own in a brace, but Dana will not drive again in the Month of May and will miss the Indianapolis 500.

**PAUL DANA (No. 91 Ethanol Hemelgarn Racing Dallara/Toyota/Firestone):** “I am feeling much better, and I am looking forward to going home later today. My focus right now is to get healthy and to help Team Ethanol in any way that I can. I want to thank the medical staffs at the Indianapolis Motor Speedway and Methodist Hospital for helping me and my family through the past few days. I also appreciate the tremendous support we have received from our sponsors, friends and members of the IndyCar (Series) community. It has been a tough three days, but I am already feeling better and looking forward to returning to racing.”

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**PRACTICE REPORT:**

4:41 p.m. – **GREEN.** #33T Briscoe first on track.

5 p.m. – **YELLOW.** Track being prepared for qualification attempt. Skies were cloudy, air temperature was 56 degrees, with 58 percent relative humidity, west wind at 11 mph. Track temperature was 78 degrees, according to Firestone engineers.

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**MBNA POLE QUALIFYING CHRONOLOGY (cont.):**

5:07 p.m.	#21	JAQUES LAZIER/Vail, Colo. Playa DEL Racing - P/T/F	
QA-26		1 – 40.9121 – 219.984	Q – 22
		2 – 40.8782 – 220.166	
		3 – 40.9174 – 219.955	
		<u>4 – 40.9032 – 220.032</u>	
		T 2:43.6109 – 220.034	

#51 Barron is on the bubble.

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**MBNA POLE QUALIFYING CHRONOLOGY (cont.):**

5:50 p.m. – The previous qualifying run of the #3 car of Helio Castroneves was withdrawn by Marlboro Team Penske officials. Castroneves was fourth on the provisional grid before the run was withdrawn. A spot is now available on the starting grid.

5:50 p.m.	#3	HELIO CASTRONEVES/Sao Paulo, Brazil Marlboro Team Penske - D/T/F	
QA-31		1 – 39.5900 – 227.330	Q– 26
		2 – 39.6582 – 226.939	
		3 – 39.7113 – 226.636	
		<u>4 – 39.6819 – 226.804</u>	
		T 2:38.6414 – 226.927	

#3 Castroneves fell from fourth to fifth on the provisional grid on his second run with the #3 car. #21 J. Lazier is on the bubble.

5:56 p.m.	#44	JEFF BUCKNUM/Glendale, Calif. Investment Properties Of America - D/H/F	
QA-32		1 – 40.6526 – 221.388	Q – 27
		2 – 40.6065 – 221.639	
		3 – 40.6370 – 221.473	
		<u>4 – 40.6166 – 221.584</u>	
		T 2:42.5127 – 221.521	

#44 Bucknum bumps #21 J. Lazier from field.

6 p.m. – **CHECKERED.** End of RubberQueen Qualifying for the MBNA Pole. #11 Tony Kanaan wins the MBNA Pole for the 89<sup>th</sup> Indianapolis 500. It is his first career Indianapolis 500 pole.

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**DANICA PATRICK:** “I think it's important to keep in perspective at what point I'm at. This is my fifth IndyCar (Series) race. I'm a rookie. I'm pulling the rookie card now. I think it's been a pretty great month so far. I was the fastest one this morning, and I just think that I was like, ‘All I needed to do was lift in (Turn) 1 before I went in.’ But if I would have done that and not been on pole, I would have been pretty mad at myself for leaving something on the table. I drove my butt off and I drove it into the corner, and it stepped out on me, and I kept going around, got my foot back in it again. I knew I had to finish the run. Right now we're P5, and I shouldn't be mad. I have a job, and I drive for an awesome team, and I have good solid sponsors, so why am I mad?” (About the practice run): “Just a little unstable, we're were walking all over the track. When you're turning left four times at 230 mph, it's not very comfortable if it doesn't feel like it's going to go around. I still went out there and did 227.6 and (227).3 and stuff like that, but it wasn't enough. We need to make sure this car stays in the front of the grid, because this team's got good race cars, and we just need to go racing now. I feel like I wasted a pole car, but, then again, maybe I saved it.”

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**DANICA PATRICK POST-QUALIFYING RUN CHRONOLOGY:**

- 12:52 p.m. Finishes qualifying run. Starts extensive media interviews.
- 2:15 p.m. In team garage watching qualifying run of teammate Vitor Meira. Her #16 car was on setup pad.
- 2:30 p.m. Speaks with engineer Ray Leto. Wants to make another qualification attempt.
- 2:35 p.m. Asks team members in garage, “Where are the bosses?”
- 2:40 p.m. Team co-owner Bobby Rahal and team COO Scott Roembke arrive at garage on golf cart.
- 2:50 p.m. Decision is made for Patrick to practice #16 car. Leto returns with list of changes for car.
- 3:08 p.m. #16 car rolls from setup pad toward pits. Patrick gets good-luck kiss from fiancée Paul Hospenthal.
- 3:20 p.m. Patrick climbs into #16 car during second qualifying run of Sam Hornish Jr. Waits in car during Adrian Fernandez’s attempt.
- 3:43 p.m. Track opens for practice. Patrick takes seven laps in #16 car.
- 3:50 p.m. Returns to pits.
- 3:56 p.m. #16 car is refueled.
- 3:59 p.m. Patrick returns to track for four laps of practice in #16 car.
- 4:04 p.m. Returns to pits.
- 4:05 p.m. Patrick climbs from #16 car, gets hug from Rahal. Decision is made not to make another qualification attempt.
- 4:16 p.m. Patrick leaves pits for Gasoline Alley.
- 4:50 p.m. Patrick interviewed by media in team garage.

**MBNA POLE QUALIFYING NOTES:**

- This is Tony Kanaan’s first pole position of the season and the sixth pole position of his IndyCar Series career. Kanaan’s last pole position came at Pikes Peak in Aug. 2004.
- The last time the reigning series champion won the pole was 2000 when Greg Ray won the pole position.
- Sam Hornish Jr. qualified second, his first-ever front row qualifying performance. His previous best start was seventh in 2002.
- Scott Sharp qualified third, his first front-row start at Indianapolis since he won the MBNA Pole Award in 2001.
- The front row consists of all past IndyCar Series champions. Kanaan (2004), Hornish (2001 and 2002) and Sharp (1996 co-champion). The last time it occurred was in 1991 with Rick Mears, A.J. Foyt and Mario Andretti.
- Rookie Danica Patrick qualified fourth – the best starting position for a woman at the Indianapolis 500. The previous best start for a woman was sixth by Lyn St. James in 1994. The last rookie to start as high as fourth was Scott Dixon in 2003.
- Patrick recorded the fastest practice lap and the fastest qualifying lap today.
- The 22-car field’s average speed was 225.324 mph.

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**POST-MBNA POLE QUALIFYING QUOTES:**

**JAQUES LAZIER (No. 21 Playa Del Racing Panoz/Toyota/Firestone):** “(About being bumped from field): “Obviously, it was a big disappointment. We qualified 23rd out of 22. But looking at the big picture, it only means we’ll start one row back, which doesn’t hurt us too bad. Now we’ll focus on the team and get ready to go racing. The big picture is that the team has done a tremendous job in a very short period of time. We just barely missed it. We’ll keep our chins up and get ready for the race.”

**ROBBIE BUHL (Co-owner Dreyer & Reinbold Racing):** “(About Jeff Bucknum qualifying at 6 p.m.): “That was exciting. The last time I was kind of that excited was the year we got Steve Knapp in. He only did 20 laps or something and later in that day, we said, ‘Let’s make a shot for it,’ and we got him in. For the week we had, actually from Japan to getting to this point, talk about a big swing of emotions. It’s good for all our guys. This is a good boost. You don’t go looking for all that drama. He did a great job.”

**BRIAN BARNHART (President and COO, Indy Racing League):** “I think it was outstanding. It has created a situation that is exactly what we were anticipating. I would have loved to have seen it with the 11 from Pole Day and 11 on the second day, but even doing 22 we had three bumps and three withdrawn cars. I thought it was excellent. You look at the thought processes and the strategy implemented by the teams. Penske, who plays the game better than anyone has ever played it and just absolutely lives for this place, rolled the dice with both cars and moved one up from 10th on the grid up to the middle of the front row, and then rolls the dice with the guy sitting fourth on the grid and actually loses one spot and moves him back to fifth. To have the guts to make that call at about 20 ’til 6 or quarter ’til 6, whenever he went out, if that's not drama, I don't know. I hope everyone appreciates what it takes to do that, because if something happens to that 3 car at that point in the day, he's starting 23rd at best next week, and that changes your outlook on how you approach the second week with full-tank runnings. The strategy and drama and excitement, I thought, was exactly what we were hoping for and were anticipating. I appreciate all the teams playing it the way they did. It was very exciting.”

**PATRICK CARPENTIER (No. 83 Red Bull Cheever Racing Dallara/Toyota/Firestone):** “The car was pretty much perfect. No push, not loose. I was flat out in the four laps, and that is all we can do. At one point, I think the pedal was twisting I was pushing it so hard. The speed we did was pretty much it. We tried everything on the car. It was disappointing that we got bumped, but now we’re going to start working on race setup. We’re going to get in, so we just need to look ahead.”

**MONDAY’S SCHEDULE (all times local):**

No track activity

**NEXT DAY ON TRACK:** Wednesday, May 18. 89th Indianapolis 500 practice, noon-6 p.m. (local time).

**END DAY 8 NOTES**

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Former Kelley Racing crew member Bernie Hallisky, who was injured in a pit road accident on Aug. 11, 2002 at Kentucky Speedway is working now for Vision Racing as a fabricator. Hallisky is at the Indianapolis Motor Speedway today with the team, which fields entries for Jeff Ward and Ed Carpenter.

**BERNIE HALLISKY (Fabricator, Vision Racing):** “I have been through four surgeries, but have been working for Vision racing since they started. This is the only race I come to, and I primary serve as a cheerleader. I love being here. I worked for Greg Ray for two years, in fact, I came back pretty quickly after I got hurt, probably too quick. (About his future plans): “I'd like to go back to building Sprint Cars and Silver Crown cars, and to tell you the truth, I would like to do an Infiniti Pro Series deal. I love those cars. I think they are a great deal I just wish there were more of them. It's fun having Jay Drake (Vision's Menards Infiniti Pro Series driver) in the shop because he comes in there, and we talk about Eldora, Terre Haute, Anderson. It's fun. I have a nine year old I am working with in quarter midgets, who I think is really good. His name is Dillon Brannin. He is just a great kid. His father Scott works over at C & R Radiator, and Scott was my big help since I got hurt. We are doing this T.Q. deal with A.J. Davis (former Panther crew member and successful sprint and midget driver) who paid for a lot of the parts on the car and is really the car owner. I'm trying to do this to build a little business up. We are doing a lot of R & D on the cars. Dillon is neat kid, smart and dedicated to racing and is willing to work on the cars. (About working at Vision): “It's fun racing with Larry (Curry). I ask a lot of question but I don't think I give that much input, but these things are not that complicated. You have to have good engineers, you have to understand aerodynamics, because the aero grip is so important, and so Larry has his hands full. He's keeping Ed (Carpenter) safe and our whole goals is keeping Ed on the race track. If I could come up with a big sponsor I would get back into sprint or Silver Crown racing. If I could come up with a really big sponsor, I would go IPS racing. I love the IPS stuff. I think it's neat. I think it's a good program. There's a lot of talented guys out there who could do this, and this is what Tony is trying to do with his team. Tony (George) is a great guy to work for. He comes to shop everyday, just about, and walks through the shop just like he's a part of the deal.”

**\*\*\* MBNA POLE QUALIFYING REPORT BEGINS ON PAGE 4. \*\*\***

**WEDNESDAY'S SCHEDULE (all times local):**

7 a.m.	Public Gates Open
9:30 - 11 a.m.	Indianapolis 500 Practice (all drivers)
Noon-6 p.m.	MBNA Pole Qualifications
6 p.m.	MBNA Pole Winner Ceremony
6 p.m.	Track Closes

**END DAY 7 NOTES**

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**ALEX BARRON (#51 Red Bull Cheever Racing Dallara/Toyota/Firestone):** (About qualifying time and conditions): “We were a little slow, but we backed up what we thought we were going to do, within half of a mile an hour. We hit the gearing right. Conditions changed some from what they were this morning.” (About his setup): “We have focused mainly on qualifying during practice, so we knew kind of what we had coming into today.”

**DARREN MANNING (#10 Target Chip Ganassi Racing Panoz/Toyota/Firestone):** (About conditions): “(With) these cold conditions, there’s a lot of downforce and a lot of horsepower. These are pretty good conditions and pretty stable.” (About starting position): “This race is so long. Anything can happen from anywhere on the grid.” (About his run): “This was the best I could do at the moment with the downforce level that we have on the car. This was the first time I’ve been in the car since the accident on Thursday, so I just wanted to make sure I had a good, confident car underneath me – something that wasn’t going to put me in the wall again. I know we’ve got a bit of downforce we can take out of the car to go a little bit faster. So, we’ll just see if we need it. We’ve got two more attempts also if we need it. We were quite lucky to go out pretty early on. We can definitely get one or two more runs in that. This morning in the practice session, it took me a while to get up to speed, just getting back up to speed in qualifying trim. So we know we’ve got a lot of downforce to take out of the car. Maybe not as much as what Ryan (Briscoe) did. I think 2 mile an hour later on this afternoon might be something to go for.” (About going out after the accident): “Going through Turn 2 this morning, it took me a while to put my foot to the floor through there, I’ll tell you. That SAFER wall is definitely not soft. Whatever anybody tells you, it’s not soft, but it’s safe, so that’s good.” (About going out to qualify again): “I know there’s more time in the car. I know there’s a couple more miles per hour. We’ve got to sit down with Chip and the engineers. The only way to go faster for me now is to take downforce out of the car, and that’s obviously risky, given what Ryan’s just done. I’m in the show now, I think, pretty much guaranteed, I would say, in the top 22. So, is it going to be worth while taking another 2 mph to get two places further up the grid? We’ll have to wait ‘til the line’s gone through once.”

**SAM HORNISH JR. (#6 Marlboro Team Penske Dallara/Toyota/Firestone):** “We were not really happy with our run, but we’re glad to be back out there. It wasn’t very good. It wasn’t what we’d thought it could be. The weather has changed a little bit, and the wind’s picked up. It’s turned just a little bit. We were obviously much quicker on our fast lap. We ran around 226.6. I don’t know why we slowed down quite as much as we did. It’s a pretty big deal to pull a car out of the field. You never know. You could pull the car out and it could rain or hit the wall. We’re going to see where we’re at. We know we don’t have to be on the pole or in the first two rows to win this race. You just have to be patient and have a good-handling race car. We’ll just go out there and do the best we can. We’ll just have to make sure our race car is good. That’s about all we can do.”

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**BRUNO JUNQUEIRA (#36 Newman Haas Racing Team Centrix Panoz/Honda/Firestone):** “I’m happy. I knew that was the speeds that the car could do. We worked on the car a little. We ran really consistent laps. Maybe not the fastest position that we wanted, but we’re going to be ready for the race. I think the cooler track makes it really fast. It’s windy, but my car is good handling-wise, so we were flat all the way around for four laps. We tested race setup most of the week. We were going to go for the qualifying setup Friday, but we didn’t get much because of the rain. We didn’t have that great of qualifying knowledge, and that’s why we’re not that fast.” (About the new qualifying format): “I think it’s going to be a lot more exciting for the fans. With the rain yesterday and qualifying for three days, it’s going to be very exciting. Especially next weekend.”

**SCOTT SHARP (#8 Delphi Panoz/Honda/Firestone):** “The cold air makes more downforce, but more drag on the car, so it’s pretty impressive. Really, unless the conditions change, I don’t see why we’d come back out. Historically, later in the day, sometimes the winds die down, the sun peeks out and warms the track up a little bit. If we have a little window of being faster, unless that happens, I wouldn’t see us coming back out. We’ve all seen what other guys have done, we all saw the speeds this morning, a lot of those guys got those times by drafting. Everyone knows, pretty much, what they can do, and I think only if someone is a surprising amount off, maybe then they’ll come back out. The run that we’re running, the speeds that we’re running, the car’s pretty edgy. It’s a bit of a handful, so I don’t think people are dying to do that again.”

**TONY KANAAN (#11 Team 7-Eleven Dallara/Honda/Firestone):** “We had a chance to try the car this morning, and I liked it. We made a couple adjustments to pick up more downforce so we’d have more grip around the track. I’m pleased with my run. I think I pushed too hard too soon, but I’m pleased with the run. I don’t know if it’s going to be good enough to sit on the pole. I’m going for the pole, but you have to be realistic. I think the first two rows would be good.” (About new qualifying format): “I like it. It makes it exciting. I have two more chances right now. The car is running good, and I could go out two more times and go quicker.”

**TOMAS ENGE (#2 ROCKSTAR Panther Racing Dallara/Chevrolet/Firestone):** “We found some small things to improve on the car this morning. Overall, I’m happy with the run, and happy for the guys. Now we can just focus preparing for the race.” (On the Chevy engine): “They have made a great improvement from last year. The engine is very strong and we are very happy to be with Chevy.” (On having veteran teammates): “They are great to work with. It helps us to improve our car even more. Buddy and Tomas are very knowledgeable. I try to gain as much information from them as possible.”

**KOSUKE MATSUURA (#55 Panasonic ARTA Panoz/Honda/Firestone):** “I was pretty happy. This time, this is what we were expecting. We expected the same time. Low 226 (mph), which is not bad. I think we can be second or third row. My teammate Scott (Sharp), Tony (Kanaan), and Danica (Patrick)—those guys a little bit faster than me. I think we did our best. I don’t think will go back to the track in a little while. We are done today.” (Is there more speed in car?): “I don’t think we can have any speed.” (About his second year): “Of course, every race is getting comfortable and comfortable. The second time at the Indy 500 race is a lot comfortable. Very comfortable to get up speed. This year, the track surface is different. It is just a different drive, but the racetrack is good.”

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### **SEBASTIEN BOURDAIS (#37 Newman Haas Racing Team Centrix**

**Panoz/Honda/Firestone):** “This morning, we were faster than that, and we were a bit faster than Bruno (Junqueira) pretty much the whole time. I definitely said that the Centrix car #37 was going to put 25.8 or 25.7 as Bruno (Junqueira) did. We are going to be in the show. It is the most important thing for the Centrix car, but it is always disappointing when you don’t know why you are not fast enough.” (About qualifying effort): “It was flat all away around. Not much I can do. The Centrix car was good. It was just lacking some speed. Bruno Junqueira had a better package. Now we are in the show I think, hopefully.” (About weather): “It was very cold, so it gives you a bit more downforce. I don’t know quite what to say about all of that. I thought we were going to be a lot faster than that, but we are in the show.” (Are you satisfied?): “I am not satisfied with the speed. The Centrix car is in the field. I did five laps in a row. We took even more downforce out of the car than Bruno did, so I don’t really feel that we had anything left on the racetrack. We worked very hard on the race setup, and the Centrix car is pretty good. We were really able to follow nose to tail, and we will see if it is good enough. We spent three days on race setup and nothing on the qualifying setup, so we were not expecting to be on the pole.”

**TOMAS SCHECKTER (#4 Pennzoil Panther Dallara/Chevrolet/Firestone):** “It’s good enough as long as we’re in the field, but I’m not satisfied. Sometimes you go out on a hot and windy day, and you post some unbelievable times. Sometimes you go out on another day, and it just doesn’t come. Before we were a lot stronger. I expected a little bit more, but we’ll take what we can get. We don’t know why we didn’t go as quick. We’ll have a look at it. I’d like to maybe have another go at it, but I’m not sure. The Chevy’s done a great job. I’m a little disappointed with my time, but that’s the way it goes. I have to thank everybody at Panther, Pennzoil, and Chevrolet. They’ve worked very hard. Hopefully, we can be sort of stuck in the field and not have to worry about it and just concentrate on the race car.” (Regarding new qualifying procedure): “It is great pressure. You’re taking time off, so you’ve got the potential to go worse. And that’s the risk you’ve got to take. It’s the gamble you take.” (About Danica Patrick): “My sense is she’s very comfortable. She’s got her head screwed on straight. I think she can do well. She’s got a great package and good people around her. I think she’s going to be on top of it.”

**ROGER YASUKAWA (#24 Dreyer & Reinbold Racing Dallara/Honda/Firestone):** “I thought it was going to take about 223 mph to be in the field, and we ran 224 mph so I am happy about that. Now we can focus on getting a setup for the race.” (About the track): “Indy is definitely my favorite track. I finished 10<sup>th</sup> both in 2003 and 2004, so I am hunting for a better finish than 10<sup>th</sup> this year.” (About the month): “Our week didn’t start off as well as we had hoped because we didn’t get to run much before qualifying. We just worked to get into the top 22, and hopefully we have accomplished that today. I have to thank Dreyer & Reinbold Racing for giving me this opportunity to run again at the Indianapolis 500.”

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**PATRICK CARPENTIER (#83 Red Bull Cheever Racing Dallara/Toyota/Firestone):** “We still have all week. It was such a tough week for us, tough year so far. We’ve got no speed, but it was a joy to drive. I love this place and the track. The car was pretty much perfect. No push, no loose, just need a little bit more power. We need to bring the thing a little bit more forward. I was flat out the four laps, and that is all we can do.” (About confidence of staying in top 22): “No, I am not confident that it is good enough to keep me there. I know this is what we got. It is the fastest we’ve done this week by ourselves. It’s not very much, but we will leave it there. We are going to start preparing for the race. In the race, everything evens out. If we have a good car, we can keep it flat out around the track. We stand a chance, and that’s all we’re going to do.” (If he can get anymore speed): “Man, we’ve done everything, and even at one point, I didn’t even have to turn the steering wheel in the corner to go around, so you cannot do much more than that. The car was as free it could be, and that’s it. Power is key. It is a long track, two and a half miles and to push this thing in the wind you need some ground.” (On if he will qualify again today): “For us, we are not going to go back out there. The speed was pretty much it. We tried everything on the car. We even raced it really hard, and it is still going flat out around the track and gained .4 miles per hour. The wheels are straight. There is nothing else we can do. There’s nothing left on the car. We’ll go racing, and hopefully in the race everything will even out and we’ll be able to race with these guys.” (On not being able to get more speed): “It is unusual. It is the first time in my career. It is very difficult, but that is the way it is. I knew it coming here. I was hoping we could make it a little bit better, and I am still hoping we can make it a little bit better. We are going to keep working very hard, and maybe one of these days maybe we’ll go back up to the front. If you stop working, then there’s no point doing it. Every time I go back, I’m hoping that we find a solution and find something and get a little bit here and there. I think we are going to get back to the front. If we get back on those tighter tracks, maybe we’ll start going out and the team will start getting a bit excited and try to get the wheel going. It is very difficult to do at this time, especially for the 500.”

**DANICA PATRICK (#16 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone):** (About making another attempt): “We’re going to have to decide whether or not anyone goes any faster. Wheter or not it’s worth sacrificing a front row start or not. But I don’t know. I want to be on pole, so it is tough; it’s tough to decide.” (About the first lap of qualifying): “Just oversteer, the balance is a little bit off. Just got loose and almost spun. I was not expecting to turn right on my qualifying attempt. It’s a good car, but the balance is just one lap off. We’ll have to adjust that and work on it. But it was frustrating from me as I really wanted the pole.” (Did you know how fast you were going during those laps?): “Actually, no, I didn’t know how fast I was going. I had lap times set on my (steering) wheel rather than the speed for the first time on my dash. So I was just doing my best to keep my foot as far to the floor as I could and be smooth.”(What has been the Indy experience so far?): “I’m trying to stay focused, keep my head down and stay on the job. It means a lot that so many people are being supportive.”

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### **RICHIE HEARN (#70 Meijer/Coca-Cola Racing Special Panoz/Chevrolet/Firestone):**

“We’re pretty low on the speed chart, so we’ll have to see whether or not I survive the day. I’m pretty disappointed in how I ran. I ran faster earlier in the week with full tanks, and I just don’t know why. No one on our team knows why we lost so much speed. We’re going to wait and see if we need to go back out. I’ll only go back out if I get bumped. I don’t even really know what I’d do. It wasn’t like I had a problem to fix. I mean the thing is trimmed out, and I just don’t think I can go any faster than what we did, so we’ll see.” (About Chevy’s improvement): “They’ve run well this year. I know they haven’t had the finishes that they’ve wanted, but they’ve had some good runs. They qualified on the pole at Motegi, and a lot of guys are running really good here, just not us, so we’re going to have to figure out why we’re not and put together a good race car.”

### **BRYAN HERTA (#7 XM Satellite Radio Dallara/Honda/Firestone):** (Will you go out again?)

“I don’t know. If it’s up to me, we will.” (About the run): “It’s obviously a little disappointing, or a lot disappointing, but for some reason this month, we really haven’t ever really been able to get the speed out of the XM Satellite Radio car that we were hoping for. So we’re still searching for it. I didn’t have any particular problems during my run. Obviously, it just wasn’t quite as fast as Tony’s. So, at this point, we’ll probably have to evaluate what we’re going to do. I wouldn’t mind taking another shot at it. The team has to evaluate it and see where we’re going to go. We need to get the track open for practice a bit. We need to make a couple runs, make some adjustments and try to find some speed. We didn’t have a big imbalance in the car or anything that I know we could just put a turn of front wing in and go back out and go faster. So, we’d really have to probably put a whole new set up on and go out and try and see if we can find any more speed that way and that would require some practice time.” (Why are so many drivers disappointed with their runs?): “I don’t think we’ve had so many cars on the track at one time all month as we had this morning because obviously there was a short session, and we had a day off and the track conditions were a lot different. So, everybody was trying to maximize their track time, and the more cars you put on this track, the more draft there is even if there’s five cars on the backstraight. It seems like the wind just swirls and creates more speed.”

### **HELIO CASTRONEVES (#3 Marlboro Team Penske Dallara/Toyota/Firestone):** Had a

slip-up on the second lap, otherwise we’d be in the second spot right now. You know you can’t get greedy. It could always be much worse so we are happy.” (You always seem to do well here): “When you respect this place, even when you know you are in good shape, you receive respect back. Suddenly it is a mutual thing here.” (About making another attempt at the pole?): “We’re close right now. I don’t think we can get more out of it the way the weather is right now, the way the weather is changing. We’re very surprised at the times. I know what happened during the last lap. Had a little trouble and unfortunately had to lift. That’s why our average was a little lower than we expected. I believe if we can keep this position we’re not going to go out.” (About Danica Patrick): “It’s all about history. When I was (trying) win my third one, but unfortunately, didn’t make it happen. A lot of people get into it and give me a lot of support because of history. Come on, it would be phenomenal, a woman getting a pole position. I know my buddy (Tony Kanaan) would be very upset. I don’t want to destroy that, but that would be great and I’ve said too much.”

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**DAN WHELDON (#26 Klein Tools/Jim Beam Dallara/Honda/Firestone):** (About the run): “Since the start of the month, we just lost a lot of speed, and we have no idea why. Extremely disappointing. The Indy 500 is way too special for me to sit on a time like that, so, yeah, I’ll be back out. We need to do whatever we’ve got to do to try to go quicker because that’s an extremely disappointing speed for the team and for the engine manufacturer. The organization that I’m in and having the partnership with Honda, you’d certainly expect more. We have no idea, to tell you the truth, why we’re so slow. It’s extremely disappointing. The Indianapolis 500 means a great deal to me and to put in that performance is unbelievable. The guys are working hard. I feel bad for them because they’ve been working left and right. We started out the month with a very fast car, and it’s the same car, the same everything.” (Will you go back out?) “The Indy 500 is way too special for me to sit on a time like that. I love this place and I think I can drive around here quickly, and that’s not the case right now. My laps were pretty much flat out, but we’re just not getting any speeds on the car. Obviously, you’ve got another couple of attempts to beat it, but I think they just wanted a time in the bank just in case anything happened. Although it’s pretty dismal, it is what it is, and we can go out again and try to work on that. I’m normally pretty confident that they can work out what it is, but I don’t think anybody really knows why we’re so slow. If this was the old format, I can guarantee you I would have waved off after about the first warmup lap. I think it’s going to make the field a little bit more competitive because more people can have more attempts, and there’s perhaps not the risk factor that there was the last time. I personally believe you’ve got to stick with the history and tradition of the Indy 500. That’s what makes this race so special, and I personally don’t agree with some of the changes that they’ve made. I really liked it the way it was. I think what you will see is some really close competition, like I’m going to go out again. People are not going sit on their times like they perhaps would have done before. Certainly for me, the pole is pretty special. I mean. this is the 500... The Indy 500 means a lot more to me than the championship. I’m desperate to win it, and I’d love to have my face on that trophy one day. Judging by today’s performance, I’m not gonna get the pole, so we’ll have to work on race stuff.”

**BUDDY LAZIER (#95 Panther/Jonathan Byrd’s/ESPN 950 AM Dallara/Chevrolet/Firestone):** “The wind caught me once in Turn 2. I circled 227 mph as a target but didn’t get it. For the conditions, it was a good run. I hate to get greedy, but I wanted a little bit more. The conditions really have a lot to do with it. This is really a rocket ship of a race car. We have a great engineer, Andy Brown, and a great race team. Come Race Day, I think were going to be tough. (About taking another shot at qualifying?): “We need to talk about that. We wanted to get our cars in (qualified), then sit back to see what the conditions change to. Humidity is a big factor. If it goes way down, then the speeds are going to go way up. I think the whole Panther team has cars that are potential front-row cars, so if the conditions are right, we may go for it. It’s up to the team owner. It’s kind of fun, it puts a whole new twist in it. With yesterday being rained out, it’s 22 cars qualifying vs. 11 cars. It’s neat to be able to re-enter a car that has already qualified.” (The Byrds are back. You’re back. Things seem to be going pretty well. How does it feel?): “It feels wonderful. I feel like I’m in the best shape in my life. I just love this place. I love Indy car racing. The big payday is just two weeks away, and we’re doing a lot of work this week in practice for Race Day. It’s all about the 500 miles. But the pole is pretty exciting, too.”

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### **VITOR MEIRA (#17 Rahal Letterman Menards Johns Manville Panoz/Honda/Firestone):**

(About qualifying attempt): “We actually had a very very slight leak, which got a just a touch worse during the attempt.” (What was the problem that pushed you back?): “It was a leak that was nothing. It would have been fine, maybe but we didn’t want to take any chances here. We decided to solve everything and come back again.” (Do you like this different way of qualifying?): “Yes, I like it. Right now I like it. If I was on pole, I would have to say a big NO. We get another chance if we decide to. The weather is changing again. The wind is going to change. So we have to look into it. It all depends on the forecast.”

### **ADRIÁN FERNÁNDEZ (#5 Investment Properties Of America Panoz/Honda/Firestone):**

“It went better than I thought; I didn’t think we’d get 225 (mph). We just didn’t have enough time on the car this year. With a new car and a new team, it’s just tough. It takes time. We couldn’t catch (teammates) Kosuke (Matsuura) or Scott (Sharp) in that respect. We’re satisfied. We’re solid on the grid, and I don’t think there will be a problem if we bump out, so we’ll just focus on the month and try to have a strong car. It feels very good to be back in a race car. It feels very positive. Very positive after being in Mexico, in the NASCAR car. It’s like, ‘Whoa, this thing is fast!’ I think we’re fine in the field, though. I don’t think we want to go back out. We don’t want to risk, maybe crashing the car. Unless the conditions change a lot. We know we don’t have a shot at the pole, so we don’t want to be in the position of maybe putting the car in the wall. It’s not really worth it. We’ve got the car on the grid, so we’re just going to focus on the race and watch for who gets the pole.”

### **SAM HORNISH JR. (#6 Marlboro Team Penske Dallara/Toyota/Firestone):**

(About new qualifying format): “I am liking it a little bit better than the old one. We knew we had good car. We just missed a little bit on whatever the first qualifying run we did, gearing or whatever it happened to be. We are just really happy with what we just got out of the car right there. Hopefully, it will be good enough to keep it for the first two rows. There are still quite a few of guys that could go and be fast. I don’t think we will be going out there and trying that again. I don’t know if we are going to take our third attempt.” (About decision to re-qualify): “We were just looking at it. We were like, ‘If we can get up to 226.5 mph average, that is going to move us up to, I think at that time, it was inside the top six or fifth.’ That is a big amount for what we had to gain. We had a lot to gain, and we only had a little bit of time that we really needed to get up there. It was a lot of reward that we had to get and not much as far as risk. After our first run, we were like, ‘We may be out there running again.’ We wanted to make sure that it was not raining. It actually brightened up for a little bit. We were like, ‘Hey, this is going to be good for us, we’re going to get out there and get some practice in.’ These guys just did an awesome job at getting the car turned around and everything. From the time we came in off the track to the time we went out, I don’t know, like five or six minutes for our qualifying run. I was fresh in the car and ready to go.” (About his last two laps being slower): “I think the wind started picking up a little bit, and we got too much push. We knew that we were going to get some push, but we wanted to go back out there and run. It looks like it could rain right now, we wanted to make sure that we got back out on the track and got that run. We knew that it might not be the optimum and might not be the pole run, but we can go out there and qualify ourselves up quite a bit.”

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**SCOTT DIXON (#9T Target Chip Ganassi Racing Panoz/Toyota/Firestone):** “It is not bad. We just took a bit of the front grip out of the car just to make sure we could make a good run. It was a little bit too far. We had quite a bit of understeer. We ended up going all the way to the left on the weight jack(er) and a lot stiffer on the rear. It was bad just to get the thing to steer on the last couple laps. At least it was a good, solid effort. The guys have been struggling big time this couple of weeks, so it was good to get it in for Team Target.” (About his year): “I don’t know. You seem to go up and down, up and down. It seems like we are right on the fence. They’re making the car pretty good; then it is not so good. I can definitely see that we are trying.” (About qualifying): “It’s not quite what we were expecting this morning. It was a little bit of a tailspin. We had a lot of understeer and couldn’t even go around the track flat.” (About team’s preparations after first attempt): “I think most of the time, it’s getting a little more confidence after you have a loose car or if you crash to that extent. You sort of go back a couple of steps and make sure that the car has got some understeer in it, and then start working forward again. That’s what we had to do. It doesn’t take too long. It’s a little hard out there when there are people jumping in line and the track is closing again and things like that. It takes a little bit of time. We were trimming out again and trying to jump a few more spots and we sort of sent ourselves in another tailspin. We just started being conservative and put a car in there considering we do not have a ‘T’ car.” (About struggling lately): “I think if we could point things out, then it would probably make things a lot more easier and we should know what to fix. We are trying everything. All of us are definitely putting it on the line as you can see with the occasional crashes that we do have. It is not something that we like to do, but we are working as hard as we can. There might be a couple key things to get on top of and move ahead, but we don’t know what exactly it is at the moment.”

**HELIO CASTRONEVES (#3T Marlboro Team Penske Dallara/Toyota/Firestone):**

“Obviously, I’m not happy with the result, at least I can sleep nice tonight. I had to try. When we did a (practice) run, we did like 227 (mph) and then 228 (mph) all of a sudden. I said, ‘I think we’re gonna be close, but hey, it’s worth a shot.’ Suddenly, I tried and I was a little disappointed, obviously, but I would not sleep tonight if I had not tried. Roger (Penske) came to see me and said, ‘What do you want to do?’ Right there in the middle of the signing thing! He said, ‘It’s your decision.’ Great! It’s my decision! So, I said, ‘Hey, I want to try. I have to try.’ That was a good decision. We only lost one position, so it’s not going to hurt. I tell you they say drama is in NASCAR, I guess drama is here. I mean, this is drama.” (Are you happy with the result?): “With the result? I don’t think so, but I’m happy with me. No doubt about it, it was a tough call and at the last minute. I guess it makes it fun for the fans, but whew, thank God we made it. Qualifying is one thing, and the race is another thing. Now it’s over. The first race is over. Let’s put it this way and now we’re going to focus on the real deal.” (Was the T-car in line as insurance?): “Exactly. Makes sure that if something happened during our run, not a crash, but just like a wiggle or a lift-off or a problem, we wanted to make sure that everything is covered, and that’s why it took so long to go out there. Thank God we didn’t need that.” (What would it mean to win number three?): “If we believe in numbers, so far everything works to myself. I turned 30, my car is number 3, and I’m going for my third. So hopefully, it’s gonna happen.”

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**JEFF BUCKNUM (#44 Investment Properties Of America Dallara/Honda/Firestone):** “We just needed to get in that top 22, so we could just take this next week and concentrate on the race car. I guess it made it pretty exciting to have yesterday washed out and not get any practice time for me, which I only had one day (of practice) before this. And that is just a testament to the crew and the Honda engines, which clearly have an advantage. But now that we are in, we’re in, and that is it. We will get to concentrate this next week on the race car, which, to be honest with you, that was pretty much race trim right there doing 221 (mph) no problem. We already have a good race car.” (About possibility of getting bumped on Day 4:) “No, this isn’t the most cars ever trying to qualify for the Indy 500 this year. There’s only so many cars that are going to try, and there’s just a few that have the speed that we have with the Hondas.” (About getting into field): “It is super satisfying I have to say. I knew that we would be in this field. Coming in at the last minute like that was a little nervous for me. Although, it didn’t really hit me at first because I didn’t realize how close the time was at first. We’d just done a practice time that was actually right around where we were qualifying at. I just had to keep reminding myself that it is just another four practice laps, just keep that in my mind. Fortunately, it went really good and we just had a setup and turned out the car just enough to get in that top 22.” (About difficulty with past week): “It made it really easy, I guess. I was listening to Sebastien Bourdais say, ‘Man, we got a break yesterday’ from the rain. I’m thinking: ‘What are you talking about? I got breaks all the time.’ It was very comforting with the team, even with the sitting around. Dennis Reinbold and Robbie Buhl obviously have been here just so many times. The engineers, Ben (Bretzman), all the guys in the crew, all the way down the board. I’m not even just saying this. They knew how to just talk to me, keep me at ease, and say: ‘We are going to be in the field. If it happens today, great. If it doesn’t, we have got next week. We are going to be in there.’ That was our approach the whole way. At the end there, once you are sitting there and you know that you are going to be the last car out there, you can’t help to get a few butterflies. Once you rolled onto the track, as soon as you launched the car up there and got on the track, now you’re just driving.”

**DARIO FRANCHITTI (#27 ArcaEx Dallara/Honda/Firestone):** (On decision to withdraw and try again) “Our gamble paid off. Not a lot but we did move up one spot on the pole. Really, that was all the car had. I went flat out. The run before we made one change and made it a little bit worse. Glad we managed to make that last run. Pretty stressful, you hang out on the edge during qualifying. To do that for two and a half times, I’m ready for bed tonight.” (This format where you can go right back out and try it again is great fun for the fans. But I would think for the racer would be a great deal of stress?): “The first time I heard about it this is the exact scenario that ran through my head. Then it turns out that way. We took our full allotment run, and we didn’t quite have enough for Tony (Kanaan) or whoever might be up against us on the pole.” (How about having your teammate Tony Kanaan get the pole?): “I think he’s buying dinner for everyone tonight. I’m happy for him, and he deserves it!” (About day): “This morning the car was very quick. We went out, the first lap wasn’t particularly quick, and then we had a fuel pressure issue, basically we lost all the fuel pressure, so we had to cancel that run. So we came back in, did a bit of practice, and again, the car felt very good. We made one change, went back out and that made the car a little bit too nervous. It was scrubbing speed. So, we came back in. I wasn’t too happy, but I was going to take it.” **(More Franchitti on next page)**

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**DARIO FRANCHITTI (#27 ArcaEx Dallara/Honda/Firestone) (cont.):** “Then, I see Michael (Andretti) and Kevin (Savoree) and Kyle (Moyer) and all those guys huddled in the corner, and the next thing the car is headed down pit lane. OK, I guess we’re going for another one! By that point, Brian Barnhart was leading the car and he said, ‘I know.’ It was the third time I’ve seen him today...The car was good. I think we got the most out of it. I’m reasonably happy. It’s a good place to start.” (How did you like getting three shots to qualify today?): “I didn’t. I think it’s really good for the fans. It’s exciting. When they talked about this new format, in my head, I’m thinking, I could picture myself, 6 o’clock, Pole Day, going on my third run and sure enough. For me, we improved. I think it’s a better system. I think it does make for more excitement.” (About the car): “It’s high pressure because the car is absolutely on the edge. It’s risky. To do it once is hard enough, but to do it three times, it takes a lot out of you, let’s put it that way. You have to be inch-perfect. You can run around here and do a half-reasonable lap time, but to be quick you have to be absolutely inch-perfect. One small mistake, and you’re going to be in the wall.”

**END RUBBERQUEEN QUALIFYING FOR THE MBNA POLE QUOTES**

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An interview with:

## ANDRETTI GREEN RACING

THE MODERATOR: If you could, **Michael**, talk about the entire day. You have four drivers, all talented. You have to balance the needs of all. Interesting situation.

MICHAEL ANDRETTI: It was an interesting day, for sure. You know, it was just so interesting for us as a team because I think each driver had their own scenario and own problems and own things we had to look at. So, you know, it was jumping from one to the next. Sometimes it was a little confusing. I think in the end we did the right decisions on all four cars. You know, I think it was a pretty good day.

Unfortunately, you know, we didn't get the other three cars quite where we thought we were going to get them. But to get **Tony** up there, especially after, you know, two years ago when he was knocked off right in the end by **Helio**, we were feeling a little de'ja vu there for a second. But when we saw **Helio's** first two laps, it made us feel a lot better and relieved. I was so happy for **Tony** because it was a long day for him.

THE MODERATOR: **Kim**, one of the things that not only **Dario** said, but it's been a constant theme really all day, some very talented drivers have come in here and said, "We've tried everything we can on this car and we don't really understand why we can't get it to go quicker." **Dario** said that sometimes these cars go quick and we're not quite sure why, then it falls away and we don't know why. We're talking about experienced people here. From your end, that's got to be frustrating as well.

KIM GREEN: I think perhaps more so for the drivers and the engineers, because I certainly don't understand what's going on sometimes out there with the speeds. The race cars are very, very sensitive to the conditions. We're certainly a touch frustrated with both **Bryan's** and **Dan's** car at the moment, we seem to have lost our way a little bit with those two race cars at the moment. And **Tony** really early in the week found a sweet spot for his race car and we tried not to change it too much.

Nevertheless, it was difficult to get consistent -- a consistent run of four laps together. Very difficult to do that. You know, I think he did a great job putting the run together he did. He perhaps went a little too quick too early. His average could have been a little bit better.

But **Dario** kept tweaking on his race car and getting it a little bit better, a little bit more consistent. I actually thought he would go a little bit faster. He had a run there at one point that was actually quicker than **Tony's** when we were practicing. Maybe there was some air movement from some other race cars that influenced it.

But, no, great effort by the team. You know, I think this qualifying system has a lot of merit. If we'd been in the 11-car situation yesterday, it would have been a lot of fun for the fans, a lot of pressure for us, and I think even today with the 22 cars locked in and the fight as well for that front row. **Mr. Penske** never gives up trying and he made it very difficult till the end there.

It's been a big challenge for all the teams, and certainly from our perspective, for us, total satisfaction would be four very consistent fast race cars. We've still got some work to do for race car, but really a fact day.

THE MODERATOR: **Kevin**, last year your team got **Tony Kanaan** out front. **Tony** put together that remarkable string of top five runs. It looks like your team kind of marshaled their forces around him and said, "This is the guy that has to run at the championship." **Dan** has been the guy hot to begin this year. I suspect at least from a

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Andretti Green – 05.15.05

team perspective, unfinished business begins with this trophy, but it begins with the face on a much bigger one out there. Talk about how you feel as you come into this event. You had all the momentum in the world. Man, they could either go with you or against you in a hurry.

KEVIN SAVOREE: Maybe some of that **Boston Red Sox** upset is going to rub off on us. **Mike** was never able to get a pole here, I guess. You know, this is the first time for **Andretti Green** to get one of those trophies. I know we're so proud of our guys and the job that they did. I mean, we've just got a great organization from top to bottom.

You know, certainly **Tony** is the reigning champion, but we've got a lot of resources behind all four guys and they're all great efforts. I think a little bit was, you know, just -- today was **Tony's** day. You know, obviously it's great for him to get the job done.

THE MODERATOR: Questions.

**Q. Michael, Tony put up some pretty impressive laps earlier in the week. But it seemed all anybody was interested in talking about was Danica. Was that a situation you liked, having the spotlight on somebody else?**

MICHAEL ANDRETTI: I don't know. We didn't really think about it. We were just doing our own thing. I think having **Danica** up there is great for the series, you know. I think she's done a fantastic job. I think she's earned a lot of respect from everybody. So I think it was good for the sport in general to have her up there.

But for us, we didn't really think about it. I think we're doing our own program, and that was it. We felt good about what we were doing, and that's all we needed to do.

**Q. Michael, as Kevin touched upon, you came here so many times with competitive machinery, led a lot of laps. Now as co-owner of a top team, where does it stand ticking off one of the goals of having a pole? What does that do as an owner?**

MICHAEL ANDRETTI: This is a big step, you know. I think winning the pole here is something that's very difficult to do. As you said, I've never been able to do it in my career. And now we got one big goal yet, and that is to win it. You know, I think more people have won this race

from the pole position, so hopefully this is a good omen.

You know, we're looking forward to it. I think all four drivers are really looking forward to the race. I can tell you, I think they're all four relieved to get this day over with and now just focus on that. I think we're going to be ready, you know, to go and try to get our face on that trophy, or one of our drivers' faces on that trophy.

**Q. This hasn't been the easiest month for Andretti Green Racing because of the accident that occurred in San Francisco, with two of your longest-lived employees. How do you rally around this and how do you overcome these difficulties? Has this been something that's motivated the rest of the crew?**

KIM GREEN: Well, I think everybody's -- **Tino Belli** is our technical director, **Scott Graves** director of engineering, both had a pretty horrific car accident. There was two other engineers in the accident, as well. **Bryan Herta's** engineer got a broken collarbone and **Brian Page**, who is an assistant. But everybody just picked up a little bit of extra work. Both **Tino** and **Scott** couldn't go to **Japan** and have been on sort of partial work since we got back from **Japan**. They play important roles on our race team, in our engineering department.

Everybody's just tried to pick up a little bit extra and take some of the load from some of those guys. But they've been out here every day, and by the time the end of the day is over, they're pretty worn out. But, you know, I think the strength of our team is the teamwork that goes on. And engineering is a very close-knit group. I think they work very, very well together and help each other where they're needed.

**Q. Michael, when you talk about, as others have, about Danica being good for the sport, being up there, good for the series, did that feeling extend to when you saw her car wiggle a little bit on that first lap and saw that it was going to be a flawed lap? Did that feeling extend to being disappointed a little bit for her or a little bit of a thrill of she's going to have a flawed lap?**

MICHAEL ANDRETTI: Had she not done that, I mean, I think we could have been in trouble. I think she had a good shot at knocking **Tony** off.

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You know, when we saw that, it was a little bit of relief. Then I thought, you know what, they're going to run it again. I really thought they would. I was really quite surprised they didn't, which I was a little relieved.

But from a selfish standpoint, you know, we were sort of happy to see that.

**Q. Michael and Kim, this month we've seen a couple of flying cars. Obviously, for you that's pretty close to the heart because you've seen that before. A comment from you about the cars flying. Then also from Kim, if there's anything that can be done. Is it because the cars are so finely balanced now?**

MICHAEL ANDRETTI: No, I think it's just been a freak deal. The one with **Sam**, he just hit a big piece on the racetrack. I mean, that's going to happen. It would have happened any other time. Once you get the front end of any car with that sort of surface, it's going to grab and it's going to flip over. I mean, it's just the way it is. I don't think there's anything you can do with that, I really don't.

You know, as for, who was it, **Briscoe's**, it was, again, when you're going backwards and you have the thing propped up under a tire, it's going to catch air. I don't know how you're going to stop that. That's the nature of the business, unfortunately, I think.

THE MODERATOR: I want to acknowledge the arrival of the pole winner for this year's **Indianapolis 500**, **Tony Kanaan**. Congratulations, **Tony**.

TONY KANAAN: Thank you.

THE MODERATOR: **Dario** reported you spent quite a bit of time with your head in your hands back in the engineering room. So it must have been a long, long, long period.

TONY KANAAN: Yeah, it was. It was a long day. My boss on my left here draw a pretty early number for me, so I had to wait all day. So I think it was -- I mean, it was a long day, but I think was good for the fans and exciting for everybody out there. Obviously, nerve-wracking for us.

But we're here for them. I was excited even if I was concerned that I could probably lose the pole. But that last 45 minutes was really, I mean, I told **Kim**, I'm probably going to have to check my heart tomorrow morning because it was tough.

**Q. Michael, Kim talked about how the car stayed in a pretty good groove. How tough was that to do the last couple of days with the change in weather? And, Tony, kind of pick up on that, as well. What was your feeling when you realized you didn't have to go back on the track, you were able to take your helmet off?**

MICHAEL ANDRETTI: To answer the question, I think that's where experience came in. We didn't panic. **Tony** especially, he was really good and cool about it. He's like, "I know we're not quick today" on Thursday when it was hot. We're not going to touch the car because we know we have a good one. It was just conditions caught us out. That's basically what they did. When the conditions were like they were today, it came right to his car. You know, I think that was where experience came in, and it was a right move.

**Q. Tony?**

TONY KANAAN: What was the question?

**Q. What was it like when you realized you didn't have to go back out?**

TONY KANAAN: I think the team helped me out a lot, including my teammates. We had a problem -- not a problem, but we felt we weren't quick enough on Friday. Then was actually experienced a little bit of problem on Thursday. We didn't panic at all because this place can change so much. I don't have a lot of experience in this place, but I had some that I haven't changed my car from one day to the other. And all of a sudden I'm quick, and all of a sudden I'm slow.

Talking to **Michael** and **Kim** and people that been here a lot, we didn't panic. We said, "We're not going to change anything. We'll find out the day that we have to find out," which was going to be this morning. And this morning felt good. We made a couple little adjustments. You know, it was going to be what it was going to be. That's what we did.

On the second part, it was relief, for sure. I had my fingers crossed, and I almost broke both of them inside the race car like that, trying to hide from everybody, right, because I don't want anybody to see. But it was a relief when **Kim** told me, "Okay, you can get out of the car." I still didn't believe because I saw another **Penske** car in front of me. I didn't know if it was **Hornish** or if it was **Helio's** car. I didn't even look at my watch to see if

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it was 6:00 or not. But he asked me to get out. As he's the boss, I said, "Okay, I'll get up."

It was a big relief, for sure. I definitely had my heart going as quick as if I was putting the qualifying lap together, just sitting there in the pits waiting for 6:00.

**Q. Your resume now has the IRL series championship and an Indy 500 pole. Can you put this in perspective?**

TONY KANAAN: Well, yeah, I think there's more than that. When I got hired by this team, I think they had a lot of trust on me. I hadn't come with a good results in my career up until that point. I mean, I wasn't that impressed. I had the one *Lights* championship. So they put a lot of faith on me.

The best thing I could have done for them, it was what we've been doing. I mean, I have the pleasure of gave them the first pole position. I gave them the first win, the first championship, the first *Indianapolis* pole. So we're getting pretty short on the list (laughter). Hopefully we get the big one and then we go and try to do the second one and the third one. We're on the way.

I got to thank them to really put up with me because sometimes I'm not an easy guy. *Kim* can tell you all about that later.

**Q. Tony, Bryan Herta said earlier this week that the race -- this is a race where generally the fastest car finds its way to the front and it often wins. The key is to have the fastest car. After today, you've got the fastest car. Talk little bit about the advantage that is to be able to know that.**

TONY KANAAN: Well, the fastest car today not necessarily is going to be a fast race car. So we working on that. I think it's a good baseline, it's a good start. It's a good place to start, for sure. I mean, nobody in front of you, so you can get out of trouble easier.

We got to work. I think we have a great organization between the four of us drivers. We do know what we want. We had collect some information this past week for race setup, as well. Bet you they already back there working on it. Tomorrow morning we start working on the race setup. When we go back on the track on Wednesday, we'll see.

But not necessarily the fast car wins all the time. You know, got to get through traffic, got to

get a lot of things right for you. This guy over here, he can tell you all about that, too (referring to *Michael Andretti*). We're just going to have to work hard because my teammates are going to be really hard to beat, as well.

**Q. Tony, do you think things are coming together to the point, being on the pole, with a few years of experience here now, that this could be the year? What gives you the confidence to believe this could be the year?**

TONY KANAAN: I don't know. I think with the team having a good momentum since last year, I just think that, you know, every year is the year. I think every year that I come here is the year. I finished third two years ago, second last year. You know, maybe this is the year. Maybe this is not. I think *Michael* had every year, this was his year, and he never got it. It's so difficult to predict.

I do feel very good. I think we got a great momentum between the four of us. The team is working very well together. So we just got to keep doing. I mean, this team has won four out of the -- three out of the last four races. I have to say, yes, we have a good momentum going, so we try to keep that.

**Q. Tony, to ask you what I asked Mike, what were your thoughts when you saw Danica's car wiggle a little bit in the first corner and realized she was going to have a flawed lap? Were you disappointed for her or was there a thrill there?**

TONY KANAAN: Sure (laughter). I said, "Oh, they should give her another try."

I guess it was her problem to catch her car really. What can I say? She is a very strong -- a very good race car driver. She was a very strong contender for the pole. I saw that. I thought she did a really good job of catching it. That's talent. That's nothing else. Once goes that way, man, I mean, you just pray because you don't know what's going to happen.

But to tell you that I felt sorry for her, I mean...

**Q. Was it a thrill?**

TONY KANAAN: No. I never do that. I never celebrate when people make mistakes or crash or whatever because I think if I want to win, I want to win from the best and beat the best. If I want to be the best guy today, I want to be the best

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because everybody had a try, and they didn't succeed. I mean, otherwise what fun is that? We still can feel good, but she made a mistake, I didn't, and that's the way you win races, that's the way you win pole positions.

**Q. Tony, you were joking you were going to have a beer while you waited. How did you actually kill your time for those five hours?**

TONY KANAAN: Bugging **Kim** and **Michael** and **Kevin** and everybody (laughter). Just try to make something up. Walking around. I mean, just try to kill time.

I remember one point I looked at the clock, it was 4:00. I'm like, "Great, just two hours to go." I'm there. So it felt like 50 minutes later. I looked, it was 4:05. I'm like, "This is going to be a long day."

And then one point, some of my teammates were struggling, so we went back to the engineer room and I tried to see if I could do anything for them. So we talked about it. We share a little bit. That killed a little bit more time, too. I went to cheer for **Dario** when he went out in qualifying. I wanted to wish him luck. Just really try to get your mind out of it.

**Q. How much more intense would this format have been if they had been able to run yesterday, slugging it out with 11 cars instead of down to 22?**

TONY KANAAN: I don't know. I think it was pretty exciting today. I would say if I had to choose, I would go 22 cars in the same day because it was very exciting. I can't tell you about if they had done different because we haven't done it.

**Q. Michael?**

MICHAEL ANDRETTI: I think for **Tony**, it probably wouldn't have mattered because I think he was in the position he was in. For us, with the four cars, I think it would be a little more nerve-wracking, for sure.

**Q. Kim or Michael, after Dario's practice lap this morning, everyone seemed really happy and really excited. I kind of caught the feeling that you thought maybe he'd be the guy on the pole today. After he went out in that first attempt, had to come back in, he told us he had a fuel cell problem, did you feel**

**going into that that he might have been the guy, perhaps not Tony?**

KIM GREEN: Well, I think over the last couple days, perhaps **Tony's** car has been a touch more consistent over a six-lap run. Obviously, today was a seven-lap run. You know, **Dario** I think was only a tweak or two away from knocking **Tony** off pole position today because he has been fast all week.

Obviously, a lot of speeds out there are from drafting. The additional little wickers they made us put on our rear wing endplates this month makes a big difference in the draft. They don't become very effective, so therefore you pick up a lot of speed in the draft. A lot of the speed you see out there, obviously if you can see a race car on the straightaway ahead of you, you are getting some help. The sessions today when there are a lot of cars on the track, there is a fair amount of air turbulence that helps you.

But I honestly thought **Dario** was going to go and knock this guy off the pole in his last qualifying run. I was surprised to see he didn't quite get it done. But really the cars are, again, so sensitive that he was only a small adjustment away from doing that.

**Q. Dario said going out three times today was nerve-wracking. During the day, Tony, did you have any desire to go out and practice and see what was missing? Were you bugging anybody on your team about going out and practicing?**

TONY KANAAN: **Kim** can answer that. I was bugging him all the time. At one point I said, "Should we go out just to see?"

He goes, "No."

"Okay."

Then I go to **Mike**, maybe **Michael** can change **Kim's** mind. "**Mike**, what do you think?"

"I don't know."

**Kevin** would see me and just run away (laughter).

I guess, yeah, I definitely wanted to. You know, I wanted to see what I had because we got in a point basically towards the end that I was going to have to go without knowing how my car was. My car was good at 12:00, but I didn't know how it was going to behave at 5:30.

They kept running away from me and I was panicking a bit. They kept me calm, I think. That's the great combination that we have here, you know, when somebody's panicking, the other

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one is calm, and the other way around, too. It worked pretty well.

**Q. Tony, come race day, what is the biggest advantage in your mind starting up front and starting from the pole?**

TONY KANAAN: Having clean air, setting up the pace, going into turn one hopefully without anybody in front of you. That's all. Because after that, after the green flag drops, it's all about who has the best car, who gets the clean day in the pits, gets to the end.

So just having the advantage not maybe to get in trouble on the start.

**Q. For the owners, obviously you have a situation that we've talked about where you pulled together, it's been so important to your success. In any good organization, internal competition is also good. You have some very talented race car drivers. You appear to have a couple of race drivers, one that is very happy, one that's reasonably happy, and a couple that may not be so happy. How do you deal with that internally? That would strike me as something that is a little bit difficult to juggle.**

MICHAEL ANDRETTI: I think it is, but I think they're real, and they know if their teammates are up there, that eventually as a team we're going to find out what their problem is and how we're going to get them up there.

I think it would be even more of a lost feeling if you were the only one on your team and you were lost. At least you know you have information to go by from the other guys to hopefully improve.

I think it's a positive having that, you know, because I think the higher ones help bring up, you know, the low, and then maybe the low brings the other one down to a little more reality, too (laughter). It keeps it at a good balance.

TONY KANAAN: I don't want to go back to the locker room right now, believe me (laughter).

I think **Michael** is right. Obviously, they're not happy, but they are in a way that I don't feel that they are mad at me. They're not mad. They're just mad of the situation, whatever happened to their car that day. That's why we've been putting this team together the way it is, because every single one of them came to congratulate me. And I know wasn't just a fake congratulations.

You know, right now they get all my data, I get all their data, we put it together and we'll find out why. You know, it's a 500-mile race. You can win from last. So they're not giving up at all. I mean, now, you know what, they going to chase me all the time because I'm there in the front. But they going to be up there.

KIM GREEN: I think right now, in fact, his three teammates are probably looking for a giant cake that might end up in his face. They're probably not working on their race cars at all. They're probably looking to do something to **Mr. Kanaan** when he gets back to the garage.

**Q. We know nobody has ever picked on anybody else.**

MICHAEL ANDRETTI: Never (laughter).

THE MODERATOR: Congratulations, guys.

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**Andretti Green – 05.15.05**

**DAY 9 – WEDNESDAY, May 18, 2005**

**PAGE 1**

**TODAY AT THE TRACK (all times local):**

9 a.m.                    Public Gates Open  
Noon-6 p.m.            Practice (all drivers)  
6 p.m.                    Track Closes

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Argent Mortgage will present \$2,500 to the driver who posts the fastest lap in today's practice. The Argent Fastest Lap of the Day Award will be presented each of the eight practice days: May 10, 11, 12, 13, 18, 19, 20 and 27.

**ARGENT FASTEST LAP OF THE DAY AWARD WINNERS:**

<b>Date</b>	<b>Driver</b>	<b>Speed</b>
May 10	Dan Wheldon	226.808 mph
May 11	Tony Kanaan	227.453 mph
May 12	Danica Patrick	227.633 mph
May 13	Tomas Scheckter	227.804 mph

\*\*\*

Arie Luyendyk Jr. has been named the driver of the No. 98 CURB/Agajanian/Beck Motorsports entry for the Indianapolis 500. Luyendyk, 23, will make his IRL IndyCar Series® and Indianapolis 500 debut if he qualifies for the 89th running of the Indianapolis 500. Luyendyk Jr. will receive an opportunity to pass the Rookie Orientation Program on May 19, according to IRL President and COO Brian Barnhart.

**ARIE LUYENDYK JR (No. 98 CURB Records Dallara/Chevrolet/Firestone):** "I'm very grateful for the opportunity Greg Beck, Cary Agajanian and Mike Curb are giving me to drive in the Indianapolis 500. It's been a dream of mine to race in the Indianapolis 500, especially because of what my father has accomplished. I've been working toward this chance by racing in the Menards Infiniti Pro Series, and feel I'm ready for this important step in my career."

**GREG BECK (Owner, Beck Motorsports):** "Arie has done a great job in the Menards Infiniti Pro Series and we felt that he was ready for the challenge of Indy. We have a strong package with Chevy power and a Dallara chassis to help give Arie a great opportunity in his first Indy 500."

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Jimmy Kite has been named the driver of the No. 91 Ethanol Hemelgarn Racing Dallara/Toyota/Firestone. Kite will drive for the injured Paul Dana, who suffered fractures in the T-7 and T-8 vertebrae during an accident in practice on May 13. Kite, 29, is a four-time Indianapolis 500 starter and is currently competing in the NASCAR Craftsman Truck Series and has competed in the United States Auto Club (USAC) Silver Crown Series.

**JIMMY KITE (No. 91 Ethanol Hemelgarn Racing Dallara/Toyota/Firestone):** "Over the years, Hemelgarn Racing has built a great heritage at Indianapolis, and I am honored to be asked to drive the car at Indy. I know Paul really wants to be in the car, and I am going to do my best to make everyone associated Team Ethanol proud of our effort."

**RON HEMELGARN (Owner, Hemelgarn Racing):** "I am excited to have Jimmy part of our team as the substitute driver for Paul Dana in the No. 91 Ethanol Hemelgarn Racing car. I have known Jimmy since the late 1990s, and he has always done a great job here at Indy. He is truly a driver that deserves a break. We can't wait to get him on the track, and we are looking for a great showing from the Ethanol car at this year's race."

(More)

**DAY 9 – WEDNESDAY, May 18, 2005**

**PAGE 2**

Rahal Letterman Racing announced that 1998 IndyCar Series champion and 1999 Indianapolis 500 winner Kenny Brack will drive the No. 15 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone in place of reigning Indianapolis 500 champion Buddy Rice.

Rice suffered a concussion and back contusions in a single-car crash in Turn 2 at the Indianapolis Motor Speedway during practice May 11 was not cleared to drive by Dr. Henry Bock, senior director of medical services for the IndyCar Series and the Indianapolis Motor Speedway. Bock said further evaluation of Rice discovered a partially torn spinal ligament in his mid- to lower neck that is essential to maintaining the alignment of the spine. Doctors have recommended rest and rehabilitation, and Rice will be reassessed in about three weeks. Rice will continue his rehabilitation in the Indianapolis area for the next two weeks.

**KENNY BRACK (No. 15 Rahal Letterman Racing Argent Pioneer**

**Panoz/Honda/Firestone):** “It is pretty weird that Buddy filled in for me last year, and now, I will fill in for him. I’m very sorry that Buddy was injured, and we have become good friends over the last year. I hope he gets well soon, but I wanted to come back to Indy with a good team and a fast car, and I couldn’t have asked for a better combination. This is the team that won the race last year. I feel good and ready to go later today. I want to thank Bobby (Rahal), Dave (Letterman), Scott (Roembke) and all of the sponsors for giving me this opportunity again.”

**BUDDY RICE (No. 15 Rahal Letterman Racing Argent Pioneer**

**Panoz/Honda/Firestone):** “Needless to say, I am extremely disappointed that I won’t be able to defend my Indy 500 championship. I have spent the last several months thinking about, working toward and planning how I would defend my Indy 500 victory. Physically, I feel fine, but I have to trust the Speedway and IRL medical team because they are looking out for my safety. I am optimistic that I will be cleared for Texas and will be able to get back in the car. I plan to stay here in Indy and help our team in anyway I can. I think this team can win the Borg-Warner Trophy again, and I hope I can assist them in accomplishing that goal.” (About Kenny Brack): “Kenny was a big help to our team last year during the Month of May. He assisted us in the engineering department, and I am glad that he is able to fill in for me in the Argent Pioneer Honda for the rest of the month. I know Kenny, I know the team, and I know this race car, and he can win this year’s Indy 500. I want to assist him, Vitor (Meira) and Danica (Patrick) in an effort to get Rahal Letterman Racing into the Speedway’s victory lane. I plan to help out any way possible.”

\*\*\*

The team of Dario Franchitti (No. 27 ArcaEx Dallara/Honda/Firestone) qualified for the Checkers/Rally’s Pit Stop Challenge during qualifications this morning.

Those teams join 11 previously qualified teams for the May 27 event. The other qualified teams are those of Helio Castroneves (No. 3 Marlboro Team Penske Dallara/Toyota/Firestone), Tomas Scheckter (No. 4 Pennzoil Panther Dallara/Chevrolet/Firestone), Sam Hornish Jr. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone), Bryan Herta (No. 7 XM Satellite Radio Dallara/Honda/Firestone), Scott Sharp (No. 8 Delphi Panoz/Honda/Firestone), Scott Dixon (No. 9 Target Chip Ganassi Racing Panoz/Toyota/Firestone), Tony Kanaan (No. 11 Team 7-Eleven Dallara/Honda/Firestone), Kenny Brack (No. 15 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone), Vitor Meira (No. 17 Rahal Letterman Racing Menards Johns Manville Panoz/Honda/Firestone), Dan Wheldon (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone) and Alex Barron (No. 51 Red Bull Cheever Racing Dallara/Chevrolet/Firestone).

The bracket for the Checkers/Rally’s Pit Stop Challenge will be determined by a draw May 26.

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**DAY 9 – WEDNESDAY, May 18, 2005**

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**PRACTICE REPORT:**

11:45 a.m. – **GREEN**. Track is open to only #91 Kite and #15 Brack. IRL officials have allowed 30 minutes of practice times to both teams as a refresher session for their drivers. #15 Brack is first on track.

11:52 a.m. – Brack records lap of 216.646 mph on fourth lap and 220.482 mph on his fifth lap.

At noon, the ambient temperature was 72 degrees with winds from the southeast at 12 mph and a relative humidity of 43 percent. Skies were mostly cloudy. The track temperature was 115 degrees, according to Firestone engineers.

12:10 p.m. – **YELLOW**. Refresher session complete.

12:15 p.m. – **GREEN**. Luke Zeller, 2005 Indiana Mr. Basketball, waved the green flag to open session to all cars. #3T Castroneves is first out on track followed by #5 Fernandez and #6T Hornish.

12:19 p.m. – **YELLOW**. Debris on frontstretch.

12:27 p.m. – **GREEN**.

12:38 p.m. – **YELLOW**. Tow-in for #25 Roth, who has stopped on the backstretch apron. Crew reports car lost fuel pressure.

12:45 p.m. – **GREEN**.

1 p.m. – **YELLOW**. Cars called to pit to allow for refresher session.

1:01 p.m. – **GREEN**. Track is open to only #91 Kite and #15 Brack for refresher laps.

At 1:10 p.m., the ambient temperature was 72 degrees with winds from the east-southeast at 13 mph and a relative humidity of 43 percent. Skies were mostly cloudy. The track temperature was 116 degrees, according to Firestone engineers.

1:21 p.m. – **YELLOW**. Refresher session complete.

1:24 p.m. – **GREEN**.

1:42 p.m. – **YELLOW**. Tow-in for #2T Enge, who has stopped in Turn 2. Crew reports car is out of fuel.

1:48 p.m. – **GREEN**.

At 2:10 p.m., the ambient temperature was 76 degrees with winds from the east-southeast at 13 mph and a relative humidity of 43 percent. Skies were mostly cloudy. The track temperature was 121 degrees, according to Firestone engineers.

2:17 p.m. – **YELLOW**. Debris in Turn 4.

2:29 p.m. – **GREEN**.

2:30 p.m. – **YELLOW**. Track inspection.

2:33 p.m. – **GREEN**.

2:57 p.m. – **YELLOW**. Track inspection.

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There is a recent history of success for substitute drivers in the Indianapolis 500. In 2003, Alex Barron finished sixth as the substitute for the injured Arie Luyendyk. In 1996, Danny Ongais finished seventh after replacing the late Scott Brayton. In 1987, Al Unser replaced Ongais and won the race.

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3:19 p.m. – **GREEN**.

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**DAY 9 – WEDNESDAY, May 18, 2005**

**PAGE 4**

At 4 p.m., the ambient temperature was 75 degrees with winds from the south-southeast at 12 mph and a relative humidity of 41 percent. Skies were mostly sunny. The track temperature was 131 degrees, according to Firestone engineers.

\*\*\*

The sixth annual Racing To Recovery Gala raised more than \$232,000 Monday night at Eddie Merlot's in downtown Indianapolis. About 500 people joined names like Michael Andretti, Sam Hornish Jr. and Helio Castroneves in a fund-raising dinner and charity auction to benefit the Sam Schmidt Paralysis Foundation and Rehabilitation Hospital of Indiana. Schmidt presented Andretti with the first-ever SSPF Legendary Driver Award. Among the items presented was an original painting with the cars Andretti drove in his career, his helmet and a backdrop of Indianapolis Motor Speedway.

**SAM SCHMIDT (Owner, Sam Schmidt Motorsports):** "This is such a testament to the commitment of the racing community to one another and it's such a huge step for the Sam Schmidt Paralysis Foundation." (About presenting award to Andretti): "Michael deserves this for his racing accomplishments, but he shouldn't really be getting it because he's just not old enough to be a legend."

**MICHAEL ANDRETTI (Co-owner, Andretti Green Racing):** "One of the reasons I've been so involved with helping Sam (with his Foundation) is that in racing, we work with technology everyday - our equipment is so advanced. I see what technology is doing for us. With what I see technology can do, I know that there will one day be a cure for paralysis."

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Action Gaming, the leading inventor and provider of video poker products in the gaming industry, announced on May 17 a major associate partnership for the Indianapolis 500 on the No. 21 Playa Del Racing Panoz/Toyota/Firestone driven by Jaques Lazier.

Action Gaming is dedicated to the design, creation and innovation of video poker games and other games of chance.

**SUSAN SCHAFER (Co-owner, Playa Del Racing):** "Action Gaming is the leader in its industry. Founder and President Ernie Moody is a dynamic businessman and sportsman whose knowledge and experience bring added value to our growing relationship. Playa Del Racing looks forward to a rewarding and fun on- and off-track experience for everyone involved."

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Jimmy Kite is doing "double duty" this weekend. Kite will leave Indianapolis tonight for Charlotte, N.C., to practice and qualify the No. 06 MRD Motorsports Chevrolet for the NASCAR Craftsman Truck Series event at Lowe's Motor Speedway on Thursday. Kite will return to Indianapolis Thursday night for IndyCar Series practice Friday morning. Kite will then return to Charlotte by private jet for the Craftsman Truck race on Friday night. Kite will return to the Indianapolis Motor Speedway following the race to prepare for qualifying this weekend.

**JIMMY KITE (No. 91 Ethanol Hemelgarn Racing Dallara/Toyota/Firestone):** This is going to be a lot of fun doing the back and forth between here and Charlotte. I'm excited about getting another shot to win at this place. I'm really, really looking forward to it. All the guys with MRD are also excited about this. I'm thankful that they are willing to work with me on flying back and forth Thursday and Friday. Everyone at Hemelgarn and MRD Motorsports has been really great about working the schedule to make it work out for everyone. Neither place is going to be easy but I have two great teams and I have a chance to race at two of the most important racetracks in the world! This is going to be a lot of fun."

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**DAY 9 – WEDNESDAY, May 18, 2005**

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4:53 p.m. – **YELLOW**. Smoke reported from #2T Enge.

5:02 p.m. – **GREEN**.

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The warm-up lanes at the Indianapolis Motor Speedway will receive the same diamond-grinding process early next week that was performed in April on the 2.5-mile oval. Crews will begin work immediately after qualifying ends at 6 p.m. Sunday, with work expected to be completed by Tuesday morning. Indianapolis Motor Speedway and Indy Racing League officials sought feedback during the first 10 days of this event from drivers, who indicated they wanted a grip level on the warm-up lanes consistent with that on the racing surface.

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Former Kelley Racing crew member Bernie Hallisky, who was injured in a pit road accident on Aug. 11, 2002 at Kentucky Speedway, is working for Vision Racing as a fabricator. Hallisky is at the Indianapolis Motor Speedway today with the team, which fields entries for Jeff Ward and Ed Carpenter.

**BERNIE HALLISKY (Fabricator, Vision Racing):** “I have been through four surgeries but have been working for Vision Racing since they started. This is the only race I come to, and I primary serve as a cheerleader. I love being here. I worked for Greg Ray for two years, in fact, I came back pretty quickly after I got hurt, probably too quick.” (About his future plans): “I’d like to go back to building Sprint cars and Silver Crown cars, and to tell you the truth, I would like to do an Infiniti Pro Series deal. I love those cars. I think they are a great deal. It’s fun having Jay Drake (Vision’s Menards Infiniti Pro Series driver) in the shop because he comes in there, and we talk about Eldora, Terre Haute, Anderson. It’s fun. I have a 9 year old I am working with in quarter-midgets, who I think is really good. His name is Dillon Brannin. He is just a great kid. His father, Scott, works over at C & R Radiator, and Scott was my big help since I got hurt. We are doing this T.Q. deal with A.J. Davis (former Panther crew member and successful sprint and midget driver), who paid for a lot of the parts on the car and is really the car owner. I’m trying to do this to build a little business up. We are doing a lot of R & D on the cars. Dillon is neat kid, smart and dedicated to racing, and is willing to work on the cars.” (About working at Vision): “It’s fun racing with Larry (Curry). I ask a lot of questions but I don’t think I give that much input, but these things are not that complicated. You have to have good engineers, you have to understand aerodynamics, because the aero grip is so important, and so Larry has his hands full. If I could come up with a big sponsor I would get back into sprint or Silver Crown racing. If I could come up with a really big sponsor, I would go IPS racing. I love the IPS stuff. I think it’s neat. I think it’s a good program. There’s a lot of talented guys out there who could do this, and this is what Tony is trying to do with his team. Tony (George) is a great guy to work for. He comes to shop every day, just about, and walks through the shop just like he’s a part of the deal.”

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Danica Patrick is listed fifth among the most-searched names by users of MSN.com as of May 17. Patrick’s popularity has also been seen on indycar.com. According to indycar.com Web site statistics, the search term "danica patrick" was ranked around 50<sup>th</sup> in March. By April, the search term "danica patrick" was 19<sup>th</sup>. This month, the search term "danica patrick" is fifth.

The search term "danica patri-" is 16<sup>th</sup>, and the search term "danica patrick photos" is 23<sup>rd</sup>. There are also at least 15 more Danica-related searches listed among the Web site statistics.

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**DAY 9 – WEDNESDAY, May 18, 2005**

**PAGE 6**

IndyCar Series driver Tomas Scheckter surprised Tatiana Curtis in her classroom this morning to tell her she had been named the first place winner of the Central Indiana Chevy Dealer's "Salute Your Hero" essay contest.

Scheckter, with Panther Racing, presented the sixth grade student at Tri-West Middle School in Lizton, Ind., a \$2,500 U.S. Savings Bond, a matching donation to her school and six suite tickets to the Indianapolis 500. Tatiana's essay was written about her sister, Lesa Nelson, a firefighter, award-winning weightlifter and car seat safety instructor, who saved a man's life and helped a woman give birth to her child.

As Tatiana's hero, Lesa will serve as an honorary pit crew member on the Panther Racing Team during this year's Indy 500. Tatiana and her family will be treated in first-class fashion with tickets to the Chevrolet suite during the race. She also will ride in a Chevrolet Silverado during the pre-race parade lap.

More than 450 essays were turned in at dealerships. Tatiana submitted her essay to Dave Stetler Chevrolet in Crawfordsville. The entries were narrowed to 10 finalists whose essays were judged by a panel of consisting of Scheckter, Indianapolis Motor Speedway representatives, previous contest winners, media personalities and Chevrolet dealers.

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6 p.m. – **CHECKERED.**

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Luke Zeller, the 2005 Indiana Mr. Basketball from Washington, Ind., waved the green flag to open practice today. Zeller will attend Notre Dame in the fall.

**LUKE ZELLER:** "It's a great honor to be asked to do this. I have never been here at the Speedway, but being down that close to the cars and drivers, you get a fast appreciation of the sport."

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**FASTEST DRIVERS OF THE DAY**

Pos.	Car	Name	C/E/T	Speed
1	26	Dan Wheldon	D/H/F	227.320 mph
2	11	Tony Kanaan	D/H/F	226.488 mph
3	5	Adrian Fernandez	P/H/F	226.042 mph
4	55T	Kosuke Matsuura	P/H/F	225.989 mph
5	3T	Helio Castroneves	D/T/F	225.976 mph

**FASTEST NON-QUALIFIED DRIVERS**

Pos.	Car	Name	C/E/T	Speed
1	15	Kenny Brack	P/H/F	225.774 mph
2	33T	Ryan Briscoe	P/T/F	222.408 mph
3	21	Jaques Lazier	P/T/F	221.972 mph
4	83T	Patrick Carpentier	D/T/F	220.898 mph
5	25	Marty Roth	D/C/F	220.377 mph
6	14	A.J. Foyt IV	D/T/F	220.209 mph
7	48T	Larry Foyt	P/T/F	220.176 mph
8	91	Jimmy Kite	D/T/F	219.266 mph
9	20T	Ed Carpenter	D/T/F	217.983 mph
10	22	Jeff Ward	D/T/F	216.639 mph

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**DAY 9 – WEDNESDAY, May 18, 2005**

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A total of 58 cars are now at the Speedway, 56 have passed technical inspection. Thirty-four drivers have been on track to date. There were nine yellows for 1 hour and 11 minutes. There were 2,499 incident-free laps today and a total of 8,996 laps this month. This was the busiest practice day of the month. The previous high was 1,717 laps on May 12.

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**POST-PRACTICE QUOTES:**

**DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone):** (About being quick in practice last week): "I think I was so upset by my qualifying performance, I forgot all about that. We're obviously trying to focus on the race, but you know the Indianapolis 500 better than anybody, it's the most competitive race in the world, and I think it's probably going to be the most exciting race for a long, long time. That's what we're building for, but with the competition level it's going to be a tough one." (About starting position meaning very little these days): "It does. Certainly if you have a fast car, you can come through. The Indianapolis 500 is a very special event for me. Not only do I want to perform well in the race, I certainly want to perform well in qualifying. When you have the goods to do it, obviously I think Andretti Green Racing give you a good race car, Honda have got good engines, and to start 16th was a little disappointing, but we're focused on the race now."

**DANICA PATRICK (No. 16 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone):** "Today was all about getting ready for Race Day. We ran full fuel tanks, and we tried to run in traffic. All our runs were aimed at learning how the car is reacting in traffic. I am pretty happy with the way the car reacted, but we still have room for improvement. I thought our team had a wealth of experience at Indy before, but now we have added Kenny Brack to drive for Buddy. From my perspective as a rookie it is great to have three former Indy 500 winners who can give me advice and help leading up to the race."

**JAQUES LAZIER (No. 21 Playa Del Racing Panoz/Toyota/Firestone):** "I think today was an extremely successful day for the Playa Del Racing team. I'm really happy with the car. It's about time we had a day go our way. We finally had a day to truly evaluate what the car needed to go better, and it did. We had an old practice motor in the car, and I know our new motor will be stronger. We were in race trim today, and things went really well, so that bodes very well for our effort."

**TOMAS SCHECKTER (No. 4 Pennzoil Panther Dallara/Chevrolet/Firestone):** "It was a good day overall. Right now, all three of us are working together to perfect our race setup. Each one of us likes our car a different way, but right now we're gathering all the data we can for next weekend. The Pennzoil Chevy will be strong, but it's a long race, and we're going to focus on making sure all three of our cars on solid when the race starts."

**TOMAS ENGE (No. 2 ROCKSTAR Panther Racing Dallara/Chevrolet/Firestone):** "It was very nice day. So far I'm pretty happy with how I'm making progress in traffic. We found a very good setup for the race, so that combined with our great Chevy engine will help us in the race. There is still some time to learn what it's like in the race conditions, but this day was very productive."

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**ROGER YASUKAWA (No. 24 Dreyer & Reinbold Racing Dallara/Honda/Firestone):** "Today we got the T-car out, which is brand new to the team, and it took us a little bit of time to get it ready. It basically was a shakedown run for us, since when you have a new car you come across different minute variations, and we wanted to make sure everything was in sync before we started doing long runs. Obviously, the crew spent quality time on the car, so it's a better decision to be safe and be sure everything is right. If the weather cooperates tomorrow, we should be doing many long runs and drafting practice."

**BUDDY LAZIER (No. 95 Panther/Jonathan Byrd's/ESPN 950 AM Dallara/Chevrolet/Firestone):** "We didn't get as many miles today as we wanted, but it's good for me as a driver to get as many laps as I can around this place. This year's rules, the new track surface, everything is giving me more info as a driver. We're working to collect all the data we can because all of our cars are capable of winning this race. I'm getting more comfortable in the draft because we've only had a few laps in dirty air. We've still got plenty of time, and I've got a good opportunity and I want to make the most of it."

**ADRIAN FERNANDEZ (No. 5 Investment Properties of America Panoz/Honda/Firestone):** "Unfortunately, we found something on the car that had limited our speed for qualifying. Now that we found it, the car is pretty quick. It is pretty good. Right now, we are just working on judging how much downforce we need. We improved the car a lot from this morning, and I am pretty happy."

**KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz/Honda/Firestone):** "This is our first full day working on the race setup. I had a little bit of a problem in Turn 2 with the car being neutral. We made a change, and the car was better, but at the end of the day, the car had the same feeling. Our times were OK, but sometimes there was too much push or too much loose. We will continue to work more on the setup this week and look at my teammates' setup, as well. I am confident we will have a good car for the race."

**SCOTT SHARP (No. 8 Delphi Panoz/Honda/Firestone):** "A really great day. I think this is the most I have ever worked on race setup, and we have only had one day. We still have two more days to work on it. I have never gone through as much stuff as we did today, or run as many laps or had as much traffic. That's what it is all about, trying to simulate every possible scenario that you could possibly face on Race Day. The Delphi car really ran well, and we made a lot of great changes. Literally, almost every change we made was a positive one. We are just pecking away each day with how to make the race car a little bit better."

**PATRICK CARPENTIER (No. 83 Red Bull Cheever Racing Dallara/Toyota/Firestone):** "We really made some improvements today, I feel. The car was good all day, and at the end, I could run 20 laps wide open. We're just lacking a little bit of speed for some reason. We're hoping that in the race we can keep it flat."

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**RICHIE HEARN (No. 70 Meijer/Coca-Cola Racing Special):** “The most important thing for the race is to get the car working good in traffic. That's what we were working on today. The Meijer car is good by itself, but we need to keep working to get it handling good in traffic. We made progress today, and that's the most important thing.”

**ALEX BARRON (No. 51 Red Bull Cheever Racing Dallara/Toyota/Firestone):** “We tried a lot of things for the race today, and we were able to make some decisions. We’re going to change an engine and hopefully get out tomorrow. If not, we have two more days to set it up, so I think we got ahead of the game on setup today. Hopefully, we’ll be able to run with more traffic next time. It seemed like every time we were in the garage, the big packs were out there. It was good, though.”

**HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Toyota/Firestone):** “Now that we’re in the field, we focused 100 percent on preparing for the race. We tried to get a good base setup on the Marlboro Team Penske car. We wanted to see how the car handled over long runs and at different fuel loads. We learned a lot today, and hopefully we’ll continue to make gains tomorrow.”

**SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone):** “We worked on the race setup of the Marlboro Team Penske car today to make sure it handles well both in and out of traffic and that it is good throughout the entire fuel load. So far, I'm happy with the progress we've made and I think we're in good shape. We also had the chance to do some pit stop practice today, which went well. My crew has done a great job for me in the pits this year, and hopefully things will continue to go as smooth for us on Race Day.”

**KENNY BRACK (No. 15 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone):** “It was fun. It really was. I enjoyed myself a lot. Obviously there are a lot of things in the first day of practice you have to get used to again, small procedures that have changed, dashboard layouts, light systems and stuff like that. Driving the car, I think it went really well. I think it took me four laps or five laps to be flat around here. I think that says a lot about the team, of course, and the car. It's a great combination, which I knew before coming here.” (About getting up to speed so quickly): “I think what allowed me to do this, the team is a very good team. The car is very well-balanced. They've got a good package in the Panoz and the Honda engine. If it's well-balanced, then it's easier, of course. If it's not, then it's harder. I kind of knew that the car was good before making the decision to come back. I wouldn't probably have been here unless this particular situation had arose. You've got to know the team, you've got to get in a car that's good, otherwise to do it like this is not ideal. I feel that this opportunity is good, and I think I can get into it quickly and be competitive. We'll see.” (About today's objective): “We worked on race setup all day. We're trying to find downforce levels for the race so we know where we need to be. We need to work on getting the mechanical package for the car where it needs to be. That's the total objective. It would be no point worrying about qualifying since we're one week late for qualifying. We got to get in the show, but I think if you start 23rd or 33rd, over 500 miles it's going to be very marginal difference. We're going to stick it in the show, take some downforce out of it obviously come Saturday and get up to little faster speeds and this and that. We need to work on race setup. That's what we're here for, and that's what everyone will remember from the Monday after Memorial Day.”

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**DAY 9 – WEDNESDAY, May 18, 2005**

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**BRYAN HERTA (No. 7 XM Satellite Radio Dallara/Honda/Firestone):** “The XM Satellite Radio team had a pretty good day. There are some things that we would obviously like to work on, but I am much, much happier with the car in race trim than I was in qualifying. We had a lot on our plate today to try and accomplish, and we got through everything, so it was a really positive day for us.”

**JIMMY KITE (No. 91 Ethanol Hemelgarn Racing Dallara/Toyota/Firestone):** “The frequent flier miles are stacking up fast. We had committed last month to run Charlotte for one of the Craftsman Truck races we're going to run, so I've committed. We have to run tomorrow night and Friday night with that, and then Ron Hemelgarn and the guys, we were actually just swinging by here on the weekend and Hemelgarn and the guys said: ‘Hey, don't leave town. There might be an opportunity for you,’ and then they called me Monday morning and said, ‘Hey, do you want to drive an IndyCar?’ Which, of course I do. You know, it's a great team, it's a great opportunity, and I hope I can do them good.” (About limited seat time this week): “It's very tough. There's teams that have mileage motors out every day of the month, and it makes it really difficult to make sure we're really good on Race Day, and it doesn't help that the driver's not going to be here tomorrow and part of Friday. Hopefully, we'll be able to learn from what we ran today. We're pretty happy with the car, and Friday morning we'll go out and run some more and we'll go out Saturday and, hopefully, put the car in. Then we'll have half a day Saturday and all day Sunday to do full-tank runs and try to get me comfortable here and make up for lost time.” (About running with team beyond Indianapolis): “We know they're running races after Indy. Basically, the way it was put to me was, just worry about Indy now and after Indy, they're going to decide what they're going to do. But for right now, the only thing they've spoken to me about is Indy.”

**THURSDAY'S SCHEDULE (all times local):**

9 a.m.	Public Gates Open
Noon-6 p.m.	Practice (all drivers)
6 p.m.	Track Closes

**END DAY 9 NOTES**

**DAY 10 – THURSDAY, May 19, 2005**

**PAGE 1**

**TODAY AT THE TRACK (all times local):**

9 a.m.                    Public Gates Open  
Noon-6 p.m.            Practice (all drivers)  
6 p.m.                    Track Closes

\*\*\*

Argent Mortgage will present \$2,500 to the driver who posts the fastest lap in today's practice. The Argent Fastest Lap of the Day Award will be presented each of the eight practice days: May 10, 11, 12, 13, 18, 19, 20 and 27.

**ARGENT FASTEST LAP OF THE DAY AWARD WINNERS:**

<b>Date</b>	<b>Driver</b>	<b>Speed</b>
May 10	Dan Wheldon	226.808 mph
May 11	Tony Kanaan	227.453 mph
May 12	Danica Patrick	227.633 mph
May 13	Tomas Scheckter	227.804 mph
May 18	Dan Wheldon	227.320 mph

\*\*\*

Rain fell early this morning over the Speedway and continues to fall throughout the morning. Track drying began at 1:09 p.m.

\*\*\*

Four Indianapolis 500 winners – Mario Andretti, Mark Donohue, Al Unser Jr. and Bobby Unser -- are among the 12 finalists nominated for the first all-time IROC Team, which will be selected by fans in balloting this year. The four drivers receiving the most votes will earn a spot on the all-time team in a program named “Crown Royal’s Legends of Victory Lane.”

The 12 finalists were selected by a media panel that has more than 100 combined years of experience of motorsports coverage. Drivers’ performance in International Race of Champions (IROC) races were the primary criteria for nomination.

Fans of legal drinking age can vote for the all-time team at Crown Royal IROC and NASCAR races throughout the country or online at [www.crownroyalracing.com](http://www.crownroyalracing.com). The final four-driver team will be named at the 2005 Crown Royal IROC finale in October at Atlanta Motor Speedway.

All 12 of the finalists have competed at the Indianapolis Motor Speedway in the Indianapolis 500, Allstate 400 at the Brickyard or IROC competition: Andretti, Donohue, Dale Earnhardt, Hurley Haywood, Tom Kendall, Steve Kinser, Bobby Labonte, Mark Martin, Scott Pruett, Unser Jr., Unser and Cale Yarborough.

The IROC series has matched top drivers from various forms of racing in identically prepared cars in an annual series since 1974.

(More)

**DAY 10 – THURSDAY, May 19, 2005**

**PAGE 2**

At 2:15 p.m., the track was closed due to rain. The last time an Indianapolis 500 practice day was completely washed out was May 18, 2001.

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Continuing its safety and technical leadership, the Indy Racing League has awarded a THOR-FT (Test Device for Human Occupant Restraint – Frontal Technology), which is able to replicate human body movements and can record 136 items of data in a single test, to Delphi. Delphi engineers at the Vandalia, Ohio, facility, working with the IRL’s technology and safety departments, will use the data to evaluate safety systems such as seat belt function and feet protection. In addition, the findings will be used to help develop the next-generation driver safety systems such as seat belts, head and neck restraints, seat and helmet designs and cockpit surround systems.

**MIKE DONEGAN (Delphi engineering manager, Vandalia Engineering and Testing facility):** “This dummy will help us continue to develop safety features for the IRL and the rest of the racing industry. We will work with the IRL to utilize every single piece of data from the testing. The things that we learn in the racing environment in the lab will directly translate to passenger car safety development.” (About uses for dummy): “We have a long list of tests we will do as soon as we receive the dummy. We know this high-tech piece of equipment will help us continue our record of creating important safety products for the IRL.”

**DR. HENRY BOCK (Senior director medical services, Indy Racing League and Indianapolis Motor Speedway):** “Looking for answers as to mechanisms of injury are exceedingly complex. The more we can break that down into its pieces and its parts, the better off we are. That’s what this new dummy will do for us. It has more pieces and parts that it can measure. When you make a change, there’s always a chance of hurting something and making something better. You have to look at the whole package, and that’s exactly what this dummy does.”

**KEN UNGAR (Senior vice president for business affairs, Indy Racing League):** “Every piece of data that we can glean from these experiences has to make us smarter, has to make us better. That’s where we’re fortunate to have medical and technical staffs that take as much scientific knowledge as we have and applying that to the real world and making racing better. We’re really proud of that.”

**PHIL CASEY (Senior technical director, Indy Racing League):** “We’ve learned a lot about what happens to a race driver in an IRL crash thanks to Delphi technologies and the extensive testing done in the Vandalia lab. This new advanced dummy has more sensors up and down the spine, which will allow us to add even more data to our database. Delphi will help us become more prepared for what a driver may go through in the case of any incident on the track.”

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**FRIDAY’S SCHEDULE (all times local):**

9 a.m.	Public Gates Open
Noon-6 p.m.	Practice (all drivers)
6 p.m.	Track Closes

**END DAY 10 NOTES**

**DAY 11 – FRIDAY, May 20, 2005**

**PAGE 1**

**TODAY AT THE TRACK (all times local):**

9 a.m.                    Public Gates Open  
Noon-6 p.m.            Practice (all drivers)  
6 p.m.                    Track Closes

\*\*\*

Argent Mortgage will present \$5,000 to the driver who posts the fastest lap in today's practice. The Argent Fastest Lap of the Day Award will be presented each of the eight practice days: May 10, 11, 12, 13, 18, 19, 20 and 27. The award for May 19 has been rolled into today's prize.

**ARGENT FASTEST LAP OF THE DAY AWARD WINNERS:**

<b>Date</b>	<b>Driver</b>	<b>Speed</b>
May 10	Dan Wheldon	226.808 mph
May 11	Tony Kanaan	227.453 mph
May 12	Danica Patrick	227.633 mph
May 13	Tomas Scheckter	227.804 mph
May 18	Dan Wheldon	227.320 mph

\*\*\*

IndyCar® Series driver Tomas Scheckter and an honorary Jiffy Lube Pennzoil Race Team will attempt to break the record for the most consecutive oil changes in one hour during the Pennzoil Change for Charity on May 24.

The two-hour charity oil change event will take place at the Jiffy Lube located at 5444 W. 38th St. in Indianapolis. All three bays will be run simultaneously. All oil changes during the noon-2 p.m. event are free to the public, and Pennzoil will donate the cost to Best Buddies Indiana and the Matt White Cure ALS Foundation.

The record breaking attempt will occur between 12:30-1:30 p.m. for the most oil changes in one hour - currently 116 set this past February in Daytona by a team led by NASCAR NEXTEL Cup champion Kurt Busch.

\*\*\*

Janet Guthrie, the first woman to race at the Indianapolis 500, will join the growing cheering section for Danica Patrick. Guthrie was pleased, but not surprised, when Patrick earned the fourth starting position for the 89th Indianapolis 500 – the best ever for a woman in the race. Guthrie predicts that some day a woman will win the Indy 500, and she believes Patrick stands an excellent chance of becoming that driver.

**JANET GUTHRIE:** “All the ingredients are in place. Danica is the first woman to arrive at the Speedway with top-notch equipment and the full backing of a winning team. And she has the talent and determination to make the most of her opportunity. Despite her inexperience at Indianapolis, there's no reason Danica can't win if she gets the right breaks on Race Day.” (About qualifying for the Indianapolis 500): “The media frenzy after I qualified was unbelievable. My team and I were on the front page of newspapers from the *Chicago Tribune* to the *Los Angeles Times*, and I could hardly move without tripping over television equipment. I remember taping a piece for the ‘Today’ show and Jane Pauley asked me if I intended to wear makeup on Race Day, and I laughed. ‘Of course,’ I replied. ‘The men shave, don't they?’ Danica is being confronted with the same challenge to her focus and concentration, but I'm sure that she will be able to handle it.”

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**DAY 11 – FRIDAY, May 20, 2005**  
**PAGE 2**

**PRACTICE REPORT:**

11 a.m. – **GREEN**. Track open to #98 Luyendyk Jr., so that he can complete Rookie Orientation Program.

11:04 a.m. – **YELLOW**. Tow-in for #98 Luyendyk Jr., who has stopped on course. Crew reports problem with gearbox.

11:10 a.m. – **GREEN**.

At 11:15 a.m., the ambient temperature was 61 degrees with winds from the north-northeast at 14 mph and a relative humidity of 81 percent. Skies were mostly cloudy. The track temperature was 75 degrees, according to Firestone engineers.

11:41 a.m. – **YELLOW**. #98 Luyendyk's team determines mechanical problem is too severe to complete ROP at this time.

\*\*\*

Jimmy Kite failed to qualify for the NASCAR Craftsman Truck Series event at Lowe's Motor Speedway. Kite was attempting to race in the Truck Series event and then return to Indianapolis for qualifications this weekend. He is practicing with the Ethanol Hemelgarn team today.

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Noon – **GREEN**. Kaitlyn Christopher, Miss Indiana, waved the green flag to open practice. #3T Castroneves is first on track followed by #15 Brack and #17 Meira.

12:10 p.m. – **YELLOW**. Track inspection.

At 12:15 p.m., the ambient temperature was 61 degrees with winds from the north-northeast at 14 mph and a relative humidity of 81 percent. Skies were mostly cloudy. The track temperature was 77 degrees, according to Firestone engineers.

12:18 p.m. – **GREEN**.

12:39 p.m. – **YELLOW**. Track inspection. #25 Roth is penalized by IRL officials for driving too fast on pit road.

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Indianapolis-based batteries.com has partnered with Playa Del Racing as an associate sponsor of the No. 21 Panoz/Toyota/Firestone driven by Jaques Lazier.

Playa Del Racing Vice President Susan Schafer announced today a long-term agreement with batteries.com, a leading online battery superstore with a complete store and information site for batteries, electronics, flashlights, and other mobile products, beginning with the 2005 Indianapolis 500.

**SUSAN SCHAFFER (Co-owner, Playa Del Racing):** "We are very excited to be adding another cutting-edge partner to our growing list of sponsors on our team, which is making its debut in the Indy 500. Batteries.com has a vast list of products, and the ability to find exactly which battery you need by searching on their website is a real convenience for the fans of the Indy Racing League IndyCar Series. We look forward to a mutually-beneficial and fun partnership throughout 2005 and beyond."

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Long-time Indianapolis 500 supporter Jonathan Byrd is at the track today as a guest of Panther Racing. Byrd's sons David and Jonathan Byrd II are co-owners of the No. 95 Dallara/Chevrolet/Firestone driven by Buddy Lazier.

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**DAY 11 – FRIDAY, May 20, 2005**

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The 39th annual BorgWarner Louis Schwitzer Award was presented this morning to Delphi engineers Erskine Carter, Glen Gray, Andy Inman, Tim Kronenberg and Bruce Natvig for the Delphi Earpiece Sensor System. The award recipient is selected by the Society of Automotive Engineers, Indiana Section, for innovative engineering excellence in the field of race car design at the Indianapolis 500.

The Delphi Earpiece Sensor System, now mandatory in the Indy Racing League, provides a major advancement in safety. An earpiece with imbedded accelerometers is placed in the driver's ear. In the event of a crash, it delivers the data necessary to determine the degree of head injury a driver may have experienced. The system provides actual head acceleration values at the moment of crash impact. These values are used to calculate a Head Injury Criterion (HIC). This HIC number is an important part of the diagnosis, as currently there is no medical test that can detect a concussion other than by a physician's examination.

Delphi received a \$5,000 prize from BorgWarner for winning the award, as well as a plaque. All winners' names are listed on the BorgWarner Louis Schwitzer pedestal in the Speedway Hall of Fame Museum.

This year, in order to mark the 100<sup>th</sup> anniversary of the Society of Automotive Engineers, a \$1,000 scholarship will also be offered to the university of the recipient's choice.

**GLEN GRAY (Engineering manager, Delphi Motorsports):** "I just want to thank the Schwitzer Award committee for choosing us this year. We also want to thank Tony George and Brian Barnhart for having this vision about safety here and creating an environment where we can work with officials with the IRL and have a real open relationship where ideas can be exchanged. We can't go without thanking Dr. Bock. He's been a catalyst on this. He's pushed us on this. He's been patient with us. Thanks to everybody. There are a lot of people involved in this, not just the five of us. You can't understand how fun it is to work with the IRL from an engineering standpoint because they'll tell us to go off and do something, and they don't ask us what it's going to cost."

**DR. HENRY BOCK (Senior director of medical services, Indianapolis Motor Speedway and Indy Racing League):** (About cost of safety improvements): "It's certainly doesn't come with a reasonable price tag. The dummy we presented yesterday, the work on the earpieces and all the engineers who worked on that, it's very expensive. Certainly, the IRL and Tony George and the Speedway have supported that and never really have said no to anything that we thought we needed to look into. So we can thank them all." (About how earpiece worked in Buddy Rice crash): "Before the development of the earpieces and the data that comes from the earpieces, we had the ADR (Accident Data Recorder) and the chassis crash data that we used as our assessment tool. What we do is we try to find out what causes the injury. In order to prevent it, you have to find out where it came from in the first place. So we try to put the chassis G's with what happens to the driver. What we discovered is that after the earpieces were in use is that there really isn't a big correlation between at least the degree of the crash pulse in the chassis and the head. It's much different. It gives you a completely different picture of how to assess and what to assess on the driver and what to change to try and improve that."

\*\*\*

Danica Patrick is driving #15T today.

12:47 p.m. – **GREEN**.

12:54 p.m. – **YELLOW**. Track inspection.

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Delphi engineers announced this morning that they were donating the \$5,000 award for winning the 39<sup>th</sup> annual BorgWarner Louis Schwitzer Award to the Sam Schmidt Paralysis Foundation.

**SAM SCHMIDT:** “It’s a fantastic thing for the foundation. I really appreciate everyone for making that contribution. I would like to congratulate the Schwitzer committee for recognizing this achievement because without drivers and longevity and them being able to feel they’re in a safe environment, we wouldn’t be able to have this level of competition. This, to me, is much more important than the competitive side of it. I still think to this day that safety needs to be first and foremost. I think Dr. Bock said it perfectly when he recognized Tony and the entire IRL staff for putting safety first. He’s been an advocate of the SAFER Barrier and several other advances, effectively putting his money where his mouth is, ever since the start of this deal. I think I’m alive today because of that.”

\*\*\*

At 1 p.m., the ambient temperature was 63 degrees with winds from the north-northeast at 9 mph and a relative humidity of 72 percent. Skies were mostly cloudy. The track temperature was 84 degrees, according to Firestone engineers.

1:02 p.m. – **GREEN**.

1:20 p.m. – **YELLOW**. Track inspection.

1:25 p.m. – **GREEN**.

\*\*\*

Crew for #98 Luyendyk Jr. reports car suffered an engine failure when driver shifted into fourth gear on his first lap on track this morning. The crew changing the engine and hopes to return to track this afternoon.

\*\*\*

2:20 p.m. – **YELLOW**. Track inspection.

2:28 p.m. – **GREEN**.

\*\*\*

At 3 p.m., the ambient temperature was 64 degrees with winds from the north-northeast at 9 mph and a relative humidity of 72 percent. Skies were mostly cloudy. The track temperature was 80 degrees, according to Firestone engineers.

\*\*\*

3:34 p.m. – **YELLOW**. Track inspection.

\*\*\*

Kaitlyn Christopher, Miss Indiana USA, waved the green flag to open today’s session. Christopher, a native of Kokomo, Ind., is a pre-veterinary medical student at Indiana University Purdue University Indianapolis.

**KAITLYN CHRISTOPHER (Miss Indiana USA):** (About two-seater ride): “The (two-seater) ride was really cool. It was hard for me to fit in the car because I am a little tall, so scrunching up in the car made for a snug fit, but it was truly an awesome experience to take some laps on the track.” (About waving the green flag:) “It was a great honor to be asked to wave the green flag today to begin practice. The cars are SO close and they come so fast past you while you are out there. It was really, really cool. This is definitely one of the coolest things I have gotten to do.”

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3:52 p.m. – **GREEN.**

4:09 p.m. – **YELLOW.** Track inspection.

\*\*\*

With less than a week until the third Futaba Freedom 100, three first-time racers in the Menards Infiniti Pro Series have been entered since May 19.

Cole Carter, Rocky Moran Jr. and German Quiroga will make their series debuts at the Indianapolis Motor Speedway on May 27.

Quiroga, 24, will compete in the No. 42 entry with Kenn Hardley Racing. Moran, 25, is the son of Rocky Moran, who started three Indianapolis 500-Mile Races from 1988-90. He will drive the No. 27 AFS Racing entry. Carter, 22, is a third-generation driver at Indianapolis. His grandfather, Duane, started 11 Indianapolis 500s, recording three top-10 finishes. Carter's father, "Pancho", won the pole position at Indianapolis in 1985 and recorded four top-10 finishes in 17 starts. He will drive the No. 77 American Revolution Racing entry.

**KENN HARDLEY (Owner, Kenn Hardley Racing):** "The team watched German when he tested at Kentucky last month, and I watched him at the Indy Open Test. In both cases he got up to speed very quickly and was very smooth around both tracks. He spent time at the shop yesterday getting fitted for a new seat, and we all agree that he will complement (2004 race runner-up) Jeff Simmons very well at the Freedom 100. He is a very personable young man with a lot of talent and we are looking forward to him being a part of our team."

**GERMAN QUIROGA (No. 42 Kenn Hardley Racing Dallara/Infiniti/Firestone):** "I'm very impressed with the Menards Infiniti Pro Series. Not only the car, but the attention I have received from the staff of the Indy Racing League has been outstanding. The car has a lot of power, and it handles very well. It's very safe, and I'm impressed how you go 190 mph approaching a corner and without taking your foot out of the throttle the car turns into the corner so well."

**ROCKY MORAN JR. (No. 27 Automatic Fire Sprinklers Dallara/Infiniti/Firestone):** "I'm totally blessed, totally happy to have this opportunity. I grew up at the Speedway, playing under the grandstands. I have more respect for Indianapolis than any other facility in the world. I want to thank Gary for the opportunity. Driving the Pro Series car at almost 200 mph is going to be amazing. I can't wait. I'm really, really excited."

**GARY PETERSON (Owner, AFS Racing):** "Rocky Jr. has driven many different types of race cars, from go-karts to open wheel. He's always a top finisher, even though he's generally with an underfunded team."

\*\*\*

4:18 p.m. – **GREEN.**

At 5 p.m., the ambient temperature was 66 degrees with winds from the north-northeast at 9 mph and a relative humidity of 72 percent. Skies were mostly cloudy. The track temperature was 81 degrees, according to Firestone engineers.

\*\*\*

Sebastien Bourdais, who compete in the Indianapolis 500 with Newman Haas Team Centrix, claimed the provisional pole today for the Champ Car World Series event in Monterrey, Mexico. His teammate, Bruno Junqueira, qualified second fastest.

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On May 19, Bryan Herta played host to several drivers from the Stars of Karting Series for a tour of the Andretti Green Racing garage area. Herta helped found the series which is presented by the Indy Racing League. The series is racing this weekend at Mark Dismore's karting facility just east of Indianapolis near New Castle, Ind.

**BRYAN HERTA (No. 7 XM Satellite Radio Dallara/Honda/Firestone):** (About the Stars of Karting): "It's a place for the best guys to compete against each other. Previously, there were a lot of different classes and championships. The IRL stepped up as the presenting sponsor this year. Several drivers have moved up. Phil Giebler has raced in the Infiniti Pro Series. Chris Festa is in that now. Marco Andretti has raced with us. Scott Speed is now doing the Red Bull thing. Guys like Phil, if somebody's smart, could get him right now for the IRL."

**WESLEY BOSWELL (Stars of Karting driver):** "A karter needs more things like this to happen to get them going to the next level. We've met the Andretti Green drivers and talked about all the go-kart stories. It's not all easy, but they're here now. It just motivates you even more to come to a place like this. Bryan showed us the car, the team, the engineering room."

\*\*\*

As of 5 p.m., 40 drivers had completed their physical examinations at the Clarian Emergency Medical Center.

\*\*\*

**FASTEST DRIVERS OF THE DAY AS OF 5 P.M.**

Pos.	Car	Name	C/E/T	Speed
1	26	Dan Wheldon	D/H/F	226.399 mph
2	11	Tony Kanaan	D/H/F	226.220 mph
3	8T	Scott Sharp	P/H/F	225.786 mph
4	27	Dario Franchitti	D/H/F	225.567 mph
5	55T	Kosuke Matsuura	P/H/F	224.984 mph

\*\*\*

5:19 p.m. – **YELLOW**. Tow in for #83 Carpentier. Crew reports gearbox issue.

5:25 p.m. – **GREEN**.

5:26 p.m. – #98 Luyendyk on track for systems check.

5:33 p.m. – **YELLOW**. Smoke and spray reported from #15T Patrick.

5:49 p.m. – **GREEN**.

6 p.m. – **CHECKERED**.

\*\*\*

Arie Luyendyk Jr. will be allowed 30 minutes of track time beginning at 9:15 a.m. on Saturday in order to complete the Rookie Orientation Program.

\*\*\*

**FASTEST DRIVERS OF THE DAY**

Pos.	Car	Name	C/E/T	Speed
1	11	Tony Kanaan	D/H/F	226.490 mph
2	26	Dan Wheldon	D/H/F	226.399 mph
3	27	Dario Franchitti	D/H/F	226.065 mph
4	8T	Scott Sharp	P/H/F	225.786 mph
5	15T	Danica Patrick	P/H/F	225.459 mph

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**FASTEST NON-QUALIFIED DRIVERS OF THE DAY**

Pos.	Car	Name	C/E/T	Speed
1	15	Kenny Brack	P/H/F	224.829 mph
2	33T	Ryan Briscoe	P/T/F	223.204 mph
3	83	Patrick Carpentier	D/T/F	221.382 mph
4	25	Marty Roth	D/C/F	220.850 mph
5	14	A.J. Foyt IV	D/T/F	219.823 mph
6	48T	Larry Foyt	P/T/F	218.946 mph
7	21	Jaques Lazier	P/T/F	218.813 mph
8	20	Ed Carpenter	D/T/F	218.534 mph
9	91	Jimmy Kite	D/T/F	217.809 mph
10	22	Jeff Ward	D/T/F	215.855 mph
11	98	Arie Luyendyk Jr.	D/C/F	198.604 mph

\*\*\*

**POST PRACTICE QUOTES:**

**JAQUES LAZIER (No. 21 Playa Del Racing Panoz/Toyota/Firestone):** (About running so few laps today): "Today was about re-establishing a baseline for a qualifying setup, and we felt the weather conditions were not optimal for that. So we decided not to chase a setup and parked the car until tomorrow morning."

**RICHIE HEARN (No. 70 Meijer/Coca-Cola Racing Special Panoz/Chevrolet/Firestone):** "We made some good progress today. I got to run in traffic quite a bit, and that helped me see where our Meijer car is in relation to some of the other fast cars. Tim (Neff, engineer) came up with some good changes that made the car better during the long runs. The fastest car usually doesn't win the Indy 500. It's the car that is the most consistent."

**ARIE LUYENDYK JR. (No. 98 CURB Records Dallara/Chevrolet/Firestone):** "I was glad to get out there and get those first laps out of the way. Now I can sleep on it. I was running a little bit too high. I think that just comes from the Menards Infiniti Pro Series, you know, getting used to the speed. I just tried to turn the wheel as little as possible, and sometimes there I didn't get to the bottom of the racetrack. So, I'll work on that tomorrow, and we'll work on getting the car set up for qualifying. Hopefully, we can complete our three phases and get the car sorted out for qualifying." (About last-minute pressures): "It's a little bit of a scramble. With the weather, that obviously set us back, and we had some mechanical issues this morning. We have our backs against the wall right now, but we're just going to take it one step at a time. I just have to tell myself to still slowly build up to it. I am a rookie here. This will be my first IndyCar Series race. It's a lot of pressure on me, but I'm just trying to take it step by step." (About advice from Al Unser Sr. after the practice session): "He just told me to run a little lower. I was really close to the wall. I was just trying to turn the wheel as little as possible. I just need to be more aggressive with the wheel and get it down to the bottom of the racetrack. I'm thankful for the advice. I'm not a stubborn person, and I know that I need to work on that. Tonight I'll go back and review the tape, see what I did wrong and improve on it tomorrow."

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A total of 58 cars are now at the Speedway, 56 have passed technical inspection. 35 drivers have been on the track to date. There were nine yellows for 1 hour and 19 minutes. There were 2,228 incident-free laps today or 7,070 miles. The total is believed to be the highest number of laps run during an Indianapolis 500 practice day.

\*\*\*

**POST PRACTICE QUOTES: (Cont.)**

**ALEX BARRON (No. 51 Red Bull Cheever Racing Dallara/Toyota/Firestone):** “I think this morning, it was like it was the start of the race. Everyone was dicing in and out. We got more done today than we thought we were going to. We’re just going to keep poking away, doing what we can to make the car better in traffic. That’s really all we have left to do.”

**PATRICK CARPENTIER (No. 83 Red Bull Cheever Racing Dallara/Toyota/Firestone):** “The gearbox blew late in the day, so we had to stop a little bit early. It’s too bad because the car was getting better and there was traffic coming, and I wanted to test it in traffic. It’s OK, though. We ran enough laps. We really worked on race setup today. It was OK, but we need a little bit more (speed) for the race. We’re going to make the field, so we didn’t work on the qualifying setup at all. We’ll just put the qualifying setup on tomorrow morning and see what we get.”

**HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Toyota/Firestone):** “Overall it was a good day for us as we were able to try a number of things on the Marlboro Team Penske car. We’ve still got some work to do on our setup, so we’ve got to stay focused and make good use of the time we have left to prepare for the race.”

**SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone):** “We worked on the race setup of the Marlboro Team Penske car again today to make sure it’s handling well in traffic. We also worked on a number of scenarios that might come up during the race on pit road. The Month of May is winding down, so we need to maximize the on-track practice time we have left so that we can make sure the car is perfect on race day.”

**DARIO FRANCHITTI (No. 27 ArcaEx Dallara/Honda/Firestone):** “It feels like I ran 130 laps, as well. I’m pretty tired. We went out after lunch, and the car wasn’t bad. We made a couple of changes, ran it in some traffic, and we were not happy. We kept working at it. The ArcaEx team stuck at it all day. They kept making changes; we kept improving it. And the last run there, Tony (Kanaan) and I ran with (Adrian) Fernandez. We made good changes, and I was very happy with the balance at the end, which is key. I think each run we’re learning more. We got in some big packs today, which was at times kind of scary because it seemed particularly that the Red Bull cars were running around on the racing line about 30 or 40 mph off the pace. Not sure why. And that made things pretty interesting, people stacking up behind them. All in all, we’re pretty happy and almost ready to go racing.” (About running together in traffic): “We can run the four of us out there in traffic. We can create our own traffic. That certainly helps because we trust each other. We know what we’re doing. What it does is almost create a magnet effect. When we go out and do our long runs, it’s a dash out of pit lane and everybody sort of attaches on, and that’s when it gets crazy.”

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**SCOTT SHARP (No. 8 Delphi Panoz/Honda/Firestone):** “We’ll go out tomorrow just to get a feel for the condition change with a little bit warmer weather, but we made some good progress today. The track was certainly different. We tuned around it pretty well and got going really good there at the end. This is what happens at Indianapolis. The conditions change so easily and everyone has to make the right adjustments to get the car back to where they want it. I am real happy with the day. I feel we were pretty strong there at the end. The car was working well in traffic and seemed to be relatively quick as well, so things are good.”

**KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz/Honda/Firestone):**  
“We are working on the race setup, but the car was really edgy and snappy today. When I was in traffic, sometimes there was a big push and when you are too close, the rear wants to step out. So it was very difficult with understeer and oversteer. The car was always changing. We are going to run tomorrow. The weather was a little bit cooler today, and my car is better when it is warmer. Race day may be a little bit cooler, so we have to find a good setup for these conditions.”

**BRYAN HERTA (No. 7 XM Satellite Radio Dallara/Honda/Firestone):** “Herta: (About his day) “It was very similar to my month. The car is really good. It doesn't seem to have the, it doesn't do the one lap. It just won't quite go the big one lap for some reason, but we're good in traffic, and I was able to run with my teammates and the Penske cars and some fast cars and felt very comfortable with that, so like Dario said, it got a little crazy there at the end, some cars going slow. Enge, sometimes I don't know what he's doing out there, he's going so slowly on the line. When he goes, he goes fast, but he does a lot of laps very slowly and creates a dangerous situation. With that, I think we're probably about ready to go racing and put the car away and get it rebuilt.”

**ADRIAN FERNANDEZ (No. 5 Investment Properties of America Panoz/Honda/Firestone):**  
“I think we are good. We have been trying different things on the car for the changing conditions. The weather today is cooler. The track wasn't very good around mid-day. There were a lot of cars running, and we could simulate race conditions a little bit more. In general, I think we are in good shape, but it is still an unknown for the race in terms of what you pick for downforce and things like that. I have a feeling that we are strong. How strong, I don't know yet. We will be running a little bit tomorrow to try a few things.”

\*\*\*

**SATURDAY'S SCHEDULE (all times local):**

8 a.m.	Public Gates Open
10:15-11:15 a.m.	Practice
Noon-6 p.m.	Qualifications
6 p.m.	Track Closes

**END DAY 11 NOTES**

**DAY 12 – THIRD-DAY QUALIFYING**  
**SATURDAY, May 21, 2005**  
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**TODAY AT THE TRACK (all times local):**

8 a.m.                    Public Gates Open  
10:15-11:15 a.m.      Practice  
Noon-6 p.m.            Qualifications  
6 p.m.                    Track Closes

\*\*\*

**ARGENT FASTEST LAP OF THE DAY AWARD WINNERS:**

<b>Date</b>	<b>Driver</b>	<b>Speed</b>
May 10	Dan Wheldon	226.808 mph
May 11	Tony Kanaan	227.453 mph
May 12	Danica Patrick	227.633 mph
May 13	Tomas Scheckter	227.804 mph
May 18	Dan Wheldon	227.320 mph
May 20	Tony Kanaan	226.490 mph

\*\*\*

Arie Luyendyk Jr. will be allowed 30 minutes of track time this morning in order to complete the Rookie Orientation Program. He must complete 10 laps in each of four speed phases 195-200 mph, 200-205 mph, 205-210 mph and faster than 210 mph.

**PRACTICE REPORT:**

9:15 a.m. – **GREEN**. Track open to #98 Luyendyk, so he can complete Rookie Orientation Program.

9:23 a.m. – #98 Luyendyk on track.

9:34 a.m. – #98 Luyendyk completes Phase 1.

9:40 a.m. – #98 Luyendyk completes Phase 2.

9:45 a.m. – **YELLOW**. Luyendyk's time is complete.

\*\*\*

10:15 a.m. – **GREEN**. ESPN tennis commentator and former ATP tennis Luke Jensen waved the green flag to open the session for non-qualified cars. #33T Briscoe is out on track followed by #20 Carpenter.

At 10:20 a.m., the ambient temperature was 68 degrees with calm winds and a relative humidity of 56 percent. Skies were party cloudy. The track temperature was 97 degrees, according to Firestone engineers.

10:34 a.m. – **YELLOW**. Debris on backstretch.

10:38 a.m. – **GREEN**.

11 a.m. – **YELLOW**. Debris in Turn 2.

11:03 a.m. – **GREEN**.

11:15 a.m. – **CHECKERED**.

At 11:20 a.m., the ambient temperature was 70 degrees with east-southeast winds at 7 mph and a relative humidity of 51 percent. Skies were mostly cloudy. The track temperature was 107 degrees, according to Firestone engineers.

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**DAY 12 – THIRD-DAY QUALIFYING**  
**SATURDAY, May 21, 2005**  
**PAGE 2**

Indianapolis-based the College Network, Inc., one of the nation's largest publishers of educational materials designed to help adults pass end-of-course proficiency exams, will be an associate sponsor on the No. 21 Panoz/Toyota/Firestone driven by Jaques Lazier. Playa Del Racing President, Gary Sallee announced a long-term agreement with the company, which begins with the 89<sup>th</sup> Indianapolis 500.

**GARY SALLEE (President and co-owner, Playa Del Racing):** "We are extremely excited to bring a high-quality national adult education delivery company, with products and services of unmatched quality, to the Indy Racing League. As a new sponsor with a new team, the College Network's college-level educational materials are used by race fans throughout the world."

\*\*\*

Arie Luyendyk Jr. has completed two phases in ROP. He will be allowed to continue the third and fourth phase of ROP when there is a break in the qualifying line and the track is open for practice.

\*\*\*

**\*\*\* QUALIFYING REPORT BEGINS ON PAGE 3 \*\*\***

**DAY 12 – THIRD-DAY QUALIFYING**

**SATURDAY, May 21, 2005**

**PAGE 3 (REVISED, corrects number of qualifiers on all three completed attempts)**

At noon, the ambient temperature was 70 degrees with winds from the east-southeast at 7 mph and a relative humidity of 46 percent. Skies were partly cloudy. The track temperature was 112 degrees, according to Firestone engineers.

\*\*\*

**THIRD DAY QUALIFYING CHRONOLOGY:**

12:04 p.m. #33T RYAN BRISCOE/Sydney, Australia  
Target Chip Ganassi Racing - P/T/F  
QA-33 1 – 40.1042 – 224.415 Q – 28  
2 – 40.1104 – 224.381  
3 – 40.1404 – 224.213  
4 – 40.3019 – 223.315  
T 2:40.6569 – 224.080

12:10 p.m. #83 PATRICK CARPENTIER/La Salle, Quebec  
Red Bull Cheever Racing - D/T/F  
QA-34 1 – 40.4774 – 222.346 UA – 1  
2 – Waved off

#83 Carpentier brushed the outside retaining wall with his right-rear tire at the exit of Turn 1 on his first and second laps. Crew reports no damage to car.

12:15 p.m. #25 MARTY ROTH/Toronto  
Roth Racing - D/TBA/F  
QA-35 1 – 40.8607 – 220.261 Q – 29  
2 – 40.9791 – 219.624  
3 – 41.1692 – 218.610  
4 – 41.0022 – 219.500  
T 2:44.0112 – 219.497

12:20 p.m. #21 JAQUES LAZIER/Vail, Colo.  
Playa DEL Racing - P/T/F  
QA-36 1 – Waved off UA – 1

#21 J. Lazier bobbed between Turns 1 and 2 and brushed outside retaining wall on his first lap.

12:25 p.m. #15 KENNY BRACK/Arvika, Sweden  
Rahal Letterman Racing Argent Pioneer - P/H/F  
QA-37 1 – 39.4840 – 227.940 Q – 30  
2 – 39.5440 – 227.595  
3 – 39.5992 – 227.277  
4 – 39.5465 – 227.580  
T 2:38.1737 – 227.598

#15 Brack records fastest four-lap qualifying run of event. #11 Kanaan's MBNA Pole four-lap average was 227.566 mph.

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**DAY 12 – THIRD-DAY QUALIFYING**

**SATURDAY, May 21, 2005**

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**THIRD DAY QUALIFYING CHRONOLOGY (cont.):**

12:31 p.m. #41 LARRY FOYT/Houston  
A.J. Foyt Racing - D/T/F  
QA-38 1 – 40.9736 – 219.654 Q – 31  
2 – 41.0118 – 219.449  
3 – 41.0311 – 219.346  
4 – 41.0701 – 219.138  
T 2:44.0866 – 219.396

12:39 p.m. #22 JEFF WARD/Newport Beach, Calif.  
Vision Racing - D/T/F  
#22 Ward pulled off track on second warm-up lap due to loose handling condition.

12:47 p.m. #14 A.J. FOYT IV/Hockley, Texas  
A.J. Foyt Racing - D/T/F  
Large plume of white smoke trails from rear of #14 Foyt entering Turn 3 on second warm-up lap.

**A.J. FOYT IV:** “Just going into Turn 3, I felt it let go. Last two years I’ve had dramas (in qualifying). It always ended good both years, so hopefully it will end good this year, also. I’m used to it.”

\*\*\*

2004 Indianapolis 500 winner Buddy Rice celebrated with his replacement, Kenny Brack, after Brack produced the fastest qualifying run of the event today. Rice was not cleared to drive in this event after suffering a partially torn neck ligament in a practice crash May 11.

**BUDDY RICE:** “It’s great for Kenny. He’s put the fastest car in the field, and that’s what we needed to do. To come in on short notice, to hop in and do this is awesome. It will be a great boost to the team. Obviously, I can’t drive, but I couldn’t be happier with who’s in the car. This is great for him to be able to come in and do this.”

\*\*\*

1:02 p.m. – **GREEN.** Track opens for practice. #98 Luyendyk on track, completes third phase of Rookie Orientation Program.

1:12 p.m. – **YELLOW.** Track cleared for qualification attempt by #21 J. Lazier.

\*\*\*

**THIRD DAY QUALIFYING CHRONOLOGY (cont.):**

1:14 p.m. #21 JAQUES LAZIER/Vail, Colo.  
Playa DEL Racing - P/T/F  
QA-39 1 – 40.6110 – 221.615 Q – 32  
2 – 40.6150 – 221.593  
3 – 40.8935 – 220.084  
4 – 40.6082 – 221.630  
T 2:42.7277 – 221.228

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**DAY 12 – THIRD-DAY QUALIFYING**

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**THIRD DAY QUALIFYING CHRONOLOGY (cont.):**

1:23 p.m. #83 PATRICK CARPENTIER/La Salle, Quebec  
Red Bull Cheever Racing - D/T/F  
QA-40 1 – 40.3357 – 223.127 Q – 33  
2 – 40.4036 – 222.752  
3 – 40.4363 – 222.572  
4 – 40.4018 – 222.762  
T 2:41.5774 – 222.803

1:31 p.m. #20 ED CARPENTER/Indianapolis  
Vision Racing - D/T/F  
QA-41 1 – 40.2982 – 222.232 Q – 34  
2 – 40.7595 – 220.807  
3 – 40.6896 – 221.187  
4 – 40.6258 – 221.534  
T 2:42.5731 – 221.439

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1:40 p.m. – **GREEN**. Track opens for practice.

1:53 p.m. – **YELLOW**. Track inspection. Track cleared for qualification attempt by #22 Ward.

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**THIRD DAY QUALIFYING CHRONOLOGY (cont.):**

2:04 p.m. #22 JEFF WARD/Newport Beach, Calif.  
Vision Racing - D/T/F  
QA-42 1 – 41.2241 – 218.319 Q – 35  
2 – 41.1424 – 218.752  
3 – 41.0788 – 219.091  
4 – 41.1533 – 218.694  
T 2:44.5986 – 218.714

\*\*\*

2:13 p.m. – **GREEN**. Track opens for practice.

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Kenny Brack is the first driver to record the fastest four-lap qualifying average for the event and not earn the MBNA Pole since Arie Luyendyk in 1996.

Scott Brayton won the MBNA Pole with a four-lap average of 233.718 mph on May 11, 1996. Luyendyk qualified 21<sup>st</sup> after a track-record four-lap average of 236.986 mph on May 12. But Luyendyk started the race 20<sup>th</sup> after all qualifiers moved up one spot in the starting lineup when Danny Ongais was moved to the 33<sup>rd</sup> spot in the lineup. Ongais started last in the field after replacing Brayton, who suffered fatal injuries May 17 in a practice crash.

This is the 19<sup>th</sup> time in Indianapolis 500 history that the fastest qualifier will not start from the pole.

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2:23 p.m. – #98 Luyendyk has completed the Rookie Orientation Program.

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**PAGE 6 (REVISED, corrects O'Connor's pole speed in 1957)**

**LAST 10 FASTEST QUALIFIERS WHO DIDN'T START ON POLE:**

<b>Year</b>	<b>Fastest Qualifier</b>	<b>Speed</b>	<b>Started</b>	<b>Pole Winner</b>	<b>Speed</b>
1996	Arie Luyendyk	236.986	20 <sup>th</sup>	Scott Brayton	233.718
1991	Gary Bettenhausen	224.468	13 <sup>th</sup>	Rick Mears	224.113
1981	Tom Sneva	200.691	20 <sup>th</sup>	Bobby Unser	200.546
1976	Mario Andretti	189.404	19 <sup>th</sup>	Johnny Rutherford	188.957
1960	Jim Hurtubise	149.056	23 <sup>rd</sup>	Eddie Sachs	146.592
1957	Paul Russo	144.817	10 <sup>th</sup>	Pat O'Connor	143.948
1955	Jack McGrath	142.580	3 <sup>rd</sup>	Jerry Hoyt	140.045
1952	Chet Miller	139.034	27 <sup>th</sup>	Fred Agabashian	138.010
1951	Walt Faulkner	136.872	14 <sup>th</sup>	Duke Nalon	136.498
1948	Duke Nalon	131.603	11 <sup>th</sup>	Rex Mays	130.577

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2:24 p.m. – **YELLOW**. Debris on the frontstretch.

2:29 p.m. – **GREEN**.

2:34 p.m. – **YELLOW**. Debris on the frontstretch.

2:36 p.m. – **GREEN**.

3 p.m. – The ambient temperature was 72 degrees with winds from the east-southeast at 6 mph and a relative humidity of 41 percent. Skies were mostly cloudy. The track temperature was 119 degrees, according to Firestone engineers.

3:09 p.m. – **YELLOW**. Track inspection.

3:20 p.m. – **GREEN**.

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The Media Center at the Indianapolis Motor Speedway now has a robust, high-capacity network thanks to Cisco Systems, Inc. Cisco, the worldwide leader in networking for the Internet, implemented a wireless network in the Media Center to support worldwide media covering the 89<sup>th</sup> Indianapolis 500 this month and future events at the Speedway.

Wireless access, also known as “wi-fi,” is available on all four floors of the Media Center, with capacity for more than 500 journalists to be connected to the network at the same time. The upload speed is 11 megabytes, nearly 30 times faster than the upload capacity of the previous wireless network in the building. It is believed that no other sporting facility media center in the world is equipped with such a sophisticated, high-capacity wireless network.

This powerful network represents the completion of the first step of a major technical infrastructure upgrade to the Indianapolis Motor Speedway, providing technology that enables journalists and other professionals at the facility to do their jobs more quickly and efficiently.

The new Cisco wireless service is free to journalists working in the Media Center with wireless capability on their computers. More information on this new service is available on the second floor of the Media Center. To learn more about Cisco products, visit [www.cisco.com](http://www.cisco.com).

Cisco is also a technical partner of Indianapolis 500 competitor Red Bull Cheever Racing. The racing team is utilizing Cisco wireless and VoIP technology to take a more high-tech approach to car racing.

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The Borg-Warner Trophy will make its first public appearance in New York City since 1936 when it joins all 33 starters in this year's field for a photo opportunity and media availability Monday, May 23 in Times Square.

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3:32 p.m. – **YELLOW**. Tow in for #91 Kite, who has stopped in Turn 2. Crew reports car is out of fuel.

3:38 p.m. – **GREEN**.

3:54 p.m. -- #24 Yasukawa penalized by IRL officials for improper pit entry.

3:59 p.m. -- #5 Fernandez penalized by IRL officials for improper pit entry.

4:05 p.m. -- #24 Yasukawa, #5 Fernandez allowed to return to track after serving penalty.

4:08 p.m. – **YELLOW**. Debris on the backstretch.

4:12 p.m. – **GREEN**.

4:48 p.m. – **YELLOW**. #98 Luyendyk brushed the outside retaining wall exiting Turn 4 with the right rear tire of his car. Luyendyk stopped at exit of pits.

4:54 p.m. – **GREEN**.

5:26 p.m. – **YELLOW**. Track cleared for qualification attempt by #14 Foyt IV. The ambient temperature was 71 degrees with winds from the east-northeast at 7 mph and a relative humidity of 39 percent. Skies were mostly cloudy. The track temperature was 98 degrees, according to Firestone engineers.

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**THIRD DAY QUALIFYING CHRONOLOGY (cont.):**

5:32 p.m.	#91	JIMMY KITE/Effingham, Ill. Ethanol Hemelgarn Racing – D/T/F	
QA-43		1 – 41.1718 – 218.596	Q – 36
		2 – 41.1620 – 218.648	
		3 – 41.1786 – 218.560	
		<u>4 – 41.1983 – 218.456</u>	
		T 2:44.7107 – 218.565	

5:38 p.m.	#14	A.J. FOYT IV/Hockley, Texas A.J. Foyt Racing – D/T/F	
QA-44		1 – 40.8462 – 220.339	Q – 37
		2 – 40.8122 – 220.522	
		3 – 40.8285 – 220.434	
		<u>4 – 40.8213 – 220.473</u>	
		T 2:43.3082 – 220.442	

The A.J. Foyt Enterprises crew changed the engine in A.J. Foyt IV's #14 car in slightly less than two hours this afternoon, team spokesperson Anne Fornoro said. Foyt entered the track at 12:47 p.m. to make a qualifying attempt but pulled off track on his second warm-up lap after a large plume of smoke appeared behind the car.

**A.J. FOYT** (About his grandson's qualifying run): "It was a hell of a job." (What can you do to find more speed?): "I don't know." (Are you relieved to be in the field?): "Hell, no. I didn't come here to run in the back."

\*\*\*

5:48 p.m. – **GREEN**. Track opens for practice.

5:54 p.m. – **YELLOW**. Tow-in for #5 Fernandez on backstretch. Car ran out of fuel, crew reported.

5:58 p.m. – **GREEN**.

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

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Rookie Arie Luyendyk Jr. said he will attempt to qualify Sunday in the No. 98 Curb Records Dallara/Chevrolet/Firestone.

**ARIE LUYENDYK JR.:** “I felt pretty good up until I hit the wall. We had a tough day. It started out with rookie orientation, then I went out there, and I was a little impatient. I made a mistake, and now it cost us the qualifying today and not a lot of track time. I’m really disappointed. The guys have worked real hard to get the car together. This is just a setback. It’s obviously not good for me because I need the track time, and it’s not good for them because they are working on improving the car for me. So we’ll get out there tomorrow and hopefully qualify for the race and get this thing up to speed and get some more laps. The right-side suspension needs to be replaced, so we won’t get out today. We’ll get out tomorrow.” (About the weather forecast for tomorrow’s qualifying day): “I’m very nervous actually about tomorrow. We really wanted to just do a short run and get in the qualifying line, and that was one of our last runs before we were going to get into the qualifying line. So I’m definitely nervous about the weather tomorrow. Cross your fingers for me.” (About how the car felt during runs today): “There was a lot of understeer, push, so we’ll work on that for tomorrow.”

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Sebastien Bourdais, who will start 15<sup>th</sup> in the Indianapolis 500 for Newman Haas Racing Team Centrix, broke his track record to earn pole position for the Champ Car World Series event Sunday in Monterrey, Mexico. Bourdais’ teammate, Bruno Junqueira, qualified fifth.

Both drivers will return to Indianapolis for Miller Lite Carb Day on Friday, May 27.

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Three of Sweden’s five television networks are in Indianapolis covering Kenny Brack. One network, with a news bureau based in Washington, arrived on May 18, Brack’s first day on track. Another network sent personnel from its U.S.-based bureau on May 19, while reporters from the third network flew in from Stockholm, Sweden, on May 20.

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A total of 58 cars are now at the Speedway, 56 have passed technical inspection. Thirty-five drivers have been on the track to date. There were 13 yellows for 1 hour and 14 minutes. There were 1,603 practice laps today, and there have been a total of 13,427 laps this month.

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**END OF DAY QUOTES:**

**BRIAN BARNHART (President and COO, Indy Racing League):** “I spent about an hour with Bobby Unser on pit road today. He was just amazed at how we were practicing this second week. The ability of the cars to run so close together and their ability to pass really bodes well. It should make for an exciting race next Sunday.” (About possibility of rain limiting qualifying): “We haven’t changed procedures from the past. If the gun goes off at 6 p.m. tomorrow without the field being full, the 32 cars currently in the field are locked in, and you would have a special qualifying session on Monday for any cars that would be in line. They get one opportunity on the tech rack and one opportunity to qualify. They would bump among themselves for the last remaining spot.”

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Even the United States Postal Service knows who Danica Patrick is. The IRL trackside administration office received a large pile of mail Saturday. On top of the stack was a letter that had been mailed May 17 from Oregon. It was addressed: Danica Patrick, Race Car Driver, Indianapolis, IN.

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**SUNDAY'S SCHEDULE (all times local):**

8 a.m.	Public Gates Open
10:15-11:15 a.m.	Practice
11:15 a.m.	Armed Forces induction ceremony
Noon-6 p.m.	Qualifications
6 p.m.	Track Closes

**END DAY 12 NOTES**

### THIRD DAY QUALIFYING QUOTES

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**RYAN BRISCOE (#33T Target Chip Ganassi Racing Panoz/Toyota/Firestone):** “It’s a special feeling. Maybe not the position I’d like to be in, but it’s better than on Pole Day when I lost the car during qualifying. The speed we had that day was pretty good, maybe a top 10. It’s great to have qualified today, and we were a little concerned about it all, but we did what we had to do to get into the event. It’s a great feeling; the whole crew has been really supportive, and we’re just going to have to keep pushing hard in the race right now.” (About his qualifying run): “It wasn’t bad. It could’ve been better. The track seems to have changed a bit since this morning’s practice. I had a lot of push out there. We could’ve been a bit quicker, but we did some 24’s out there and some 23’s so that’s what we needed to do, and we’re pretty happy about it.”

**MARTY ROTH (#25 Roth Racing/PDM Racing Dallara/Toyota/Firestone):** “It feels great to be back. We’re not very happy with our qualifying run, and we’ll probably take another crack at it later in the afternoon. We just had a massive push that came in when we switched to these tires. We put our qualifying set of tires on, and they didn’t come up the way we thought. We were running 222s this morning. There’s a lot more in that car. We’re going to pull that run and take another shot later on. We just have to shuffle it up a bit as far as tires go, and we’ll stick it back in there and see what we can get.”

**LARRY FOYT (#41 A.J. Foyt Racing Panoz/Toyota/Firestone):** (About his qualifying run) “It’s a little frustrating. I thought we had a 220 mph in it, but for some reason, we just didn’t have it today. We trimmed the car out this morning, and it should have gone faster. But it just didn’t pick up. Our run was pretty consistent, though. We started to pick up a little bit of a push the last couple of laps in Turn 2 probably because of the wind. (Turn) 2 seems to be the toughest corner out there. Now we’re done with qualifying, we can focus on getting prepared for the race.” (About what his dad [four-time Indianapolis 500 winner A.J. Foyt] had to say): “He just told me to get everything out of the car that I could, but also to be consistent during my four laps.” (About his future): “I love racing these cars. The competition is great. Dad was able to get sponsorship in ABC Supply Company for A.J. (Foyt) IV. Hopefully some doors (sponsorship) open up for me, and we can continue to race these cars.”

**PATRICK CARPENTIER (#83 Red Bull Cheever Racing Dallara/Toyota/Firestone):** “It’s been so tough for us this month. We couldn’t get above 220 (mph). Finally this week, we worked on race setup and different things. This morning, we were very close to 223 (mph), so we got a bit greedy on the first run this morning. We took everything off that we were allowed to take off the car, and the car was just sliding around too much. I tried to keep it full throttle to maintain the speed, but the track was not wide enough. We brushed the wall. We had to come back in to change the tooling because we bent the tooling. Then this afternoon, we went back with a little bit more downforce and just ran with the car.” (About brushing the wall): “I was hoping I was going to make it the next lap around, but it got worse. Then I went down lower on the track. I was hoping it was going to give me enough road to go, but it actually went up faster, and I didn’t quite make it. That was it once you hit it that hard. This afternoon was nice. The car was neutral. It was pretty free. We’re very happy. We think we’ll have a decent race car. It might not be the fastest, but we’ll take it.”

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**KENNY BRACK: (#15 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone):**

“I am just relieved that we are in the field. I am also glad for the team obviously. They have had a real tough month. I am happy that they gave me the chance to shine a little bit. Because really, they could have kept it nailed to the ground, and we could have probably been in the field that way, too. I am really happy with that scenario, too.” (Did you think you would be here?): “Not really. I was at home. I was surprised, although I have worked my way to be back for an opportunity like this since I had my accident. I have done a lot of rehab and a lot of hard work to be able to get into one of these cars. I didn’t have any opportunities (earlier) in the month.”

(About his comfort in the car): “I am confident in the car. Although I have to say, the car has changed a lot since I’ve been gone. You see less out of them at the sides. And that is something that I have to get more used to in traffic situation. On my own, I guess I am pretty confident.”

(About his chances in the race): “We have to get a good race setup. Obviously, it is a bit different from qualifying to (the) race (setup). We worked all day (Friday) on the race setup and all the day on Wednesday. We are going to continue working on that today, and hopefully we can get a good race car, then we’ll see what happens. I am still a little un-used to the race situation, but it will be fine, I think.” (Were there any problems?): “Not really any problems. (It was) the usual stuff in qualifying trim. You are a little on the edge and a little sideways a few times. As long as you can manage to keep your feet flat to the floor and adjust the car with your inside adjusters, then you’re OK.”

(About getting back in car): “I was back last year at Richmond. I just did not feel strong enough to do the race distance. Obviously, it is a year later, I am strong enough now I think. It is a great feeling to be back. Especially to be back with Rahal Letterman Racing. They are a great team and great friends.” (About getting used to the track again): “No, it has been going very well so far. But like I said, a lot of the steep learning curve is not as steep because I know everybody. There is still a lot of stuff that I need to learn. Right now, we are trying to do a nice race setup and get the car ready for to race.”

(About starting 23rd): “I don’t think the starting position will make a difference. I think having a good race car is what matters. And we’ll just see if we have that yet. I don’t know that yet, but we’ll see if we can get there.” (About his endurance): “I am on the same workout planning before the accident, so I have no reason to believe that I should be any worse than I was before (the accident).”

(About running fast): “When I saw the speed this morning, I thought there was a possibility. You know the weather here. It was hotter here when we qualified, so we kept everything the same, and we ran a little slower. I think we could have pressed on a little more speed. The first thing this morning was the first time we started running in qualifying trim. So we tried to stand on our time in race situation, and that is what we need to be good at now.”

(About qualifying run): “Thanks very much. I have to say thank you to Team Rahal Letterman, obviously, for giving me a chance to come here in the first place. They called me and asked me if I wanted to fill in for their difficult situation with Buddy (Rice). It is great to be in the field. I don’t know what to say. It all happened quite quickly the past few days.”

(About his goals for qualifying): “No, I never did think about that (being the fastest qualifier) because to be the fastest qualifier you have to put the right engine in there, and Honda did a great job, obviously, with that. You have to trim the car out to a very uncomfortable level which is something I didn’t think the team was prepared to do cause then we could run for the pole.” **(More Brack quotes to come)**

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### THIRD DAY QUALIFYING QUOTES

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**KENNY BRACK (Cont.):** “All of these things need to happen to be at that kind of speed. Like I said, I guess they had faith in that I could do the job. And I am just thanking them for doing all of these things because it was a lot of fun to put the car in the eighth row.” (About why he got back into the car after his accident): “I want to write my own chapter in my own book.” (About his chances of winning from 23rd): “In previous years, I don’t think that the starting position had been critical. What is critical in this race is to have a good car. If we can get a good race car, then you can win this race from (the) 33rd (starting position) if you are just methodical and have a little bit of patience. It is 500 miles, and it’s going to be 10 pit stops or more. And there’s a lot of stuff that is going to happen next Sunday, and you just don’t want to be one of the stories before the 200th lap.” (How would you feel if you were able to win this race, given what you’ve gone through): “I don’t know if I could put words to that, really. I think that I’m here to do the best I can for Team Rahal Letterman, Honda, Pioneer and Argent. That’s my duty, and that’s what I intend to do. I don’t know whether the preparation that I have will be enough for me to say that I’m going to win this race. I think that we will do a good job, but we’ll see how far it takes us. I feel, to be back here, to have achieved what we have achieved already, it’s a big victory for me and I’m grateful toward the team and everybody that helped pull that together.” (Did you have plans to run here this month?): “I had plans at the beginning of the year. I tried to put a deal together, and I had a couple other maybes, but in the end, nothing happened with anything. And once the Indy 500 started, I didn’t really have any plans. I’m a believer in being prepared and, obviously, missing the first week does not rhyme with that philosophy. I felt that this situation is different because I already know the team, I know Vitor (Meira), Danica (Patrick) and Buddy (Rice). I still have lunch with the guys on the team and talk with Bobby a lot and all that stuff. I felt that it was different. It was a situation that – although you didn’t do the first week – you could do this decently good. I wouldn’t have done this unless I felt that I could do it.” (About the mental anguish of coming back): “I’ve been through a whole lot of stuff, but I think I’ve kept very positive through this thing. I’ve had a lot of faith and belief that I would be able to make myself back to normal and maybe in a race car if the right opportunity presented itself. I think that even though things look impossible, if you believe they are not, then there might be a chance they are not impossible. I think that Ford said it the best. He said, ‘If you think you can’t do it, you probably can’t, and if you think you can, you can.’ Mentally for me here, I’ve been here before. I don’t really feel any pressure. I’m here to do the best I can. Hopefully, that’s good. If it’s not, well, it’s not. That’s what it is. Last year, I was here to help the team and Buddy to do the best result they could. I don’t know how much I could help, but I did what I could – the same as Buddy does for me this year. If nothing else, you get strengthened by the fact that you have people who have driven the cars on your side, helping you out. I guess that’s a good feeling for me. I think that was probably a good feeling for Buddy last year, as well. It’s working out pretty good.” (About the changes in the car since he last drove here): “I think the Panoz is a good car around this place. The 3-liter engine is definitely different. It’s all about momentum now. Before, if you got out of the throttle, you could get back in it and pick it up again. Now, if you get out of the throttle, it takes you two laps to get back up to speed again. So there’s a lot different driving styles in these cars. In a qualifying run, you won’t notice that difference because you’re flat, balancing on the edge, trying to be. In a race situation, I guess that’s going to be a little different. That’s one of the challenges for me, to get used to that situation and hopefully I can. We’ll see.”

**(More Brack to come.)** (More)

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**KENNY BRACK: (cont.):** (Has Danica been able to provide input to you?): “I think she can provide some things. She’s obviously a rookie, so she’s having her hands full learning a lot of other stuff at the moment. She can certainly provide information about changes, but I think the team wants her to concentrate more on learning how to drive things in different situation. They don’t want to load her up with a lot of technical stuff yet because she’s got more important things to think of. I think Vitor is a great driver. He’s got more experience, so he’s doing a lot of the set-up work and Buddy, of course, and Danica, as well. Naturally, I think the team wants her to concentrate a lot on learning everything about this thing. You can’t do everything at once.” (About getting ride for the rest of the season): “Right now, this is a two-week project. I’m going to do the best I can for the team and for all the sponsors and associates. Then, after that, I guess we’ll have to re-evaluate everything, but nothing has been talked about after Indy. I’m hoping that Buddy is going to be well and come back to the next race.”

**JAQUES LAZIER (#21 Playa Del Racing Panoz/Toyota/Firestone):** “I’m very confident. I’m very happy with a 221 (mph average). I think, realistically, if we wouldn’t have had the car step out on us, we would have had a pretty big moment there. Four weeks ago, we had a tub that wasn’t painted and a bunch of parts, and basically, we’ve been thrashing ever since to try to get the package ready. The team’s put a lot of late hours in, and we’re here, and we’re living the dream right now, and we’re qualified for ‘The Greatest Spectacle in Racing,’ and in my opinion, the greatest spectacle anywhere.” (About the car stepping out): “Obviously, any time your car steps out that big, with new tires, you are always better off at the beginning of the run than at the end of the run, and you try to hang on. But when it steps out on the first lap, it’s time to bring it in before you’re in the wall.”

**ED CARPENTER (#20 Vision Racing Dallara/Toyota/Firestone):** “If you had asked me last week, I wouldn’t have even thought 221 mph was a possibility for us. All of the guys have worked so hard on the car, and last night, we found something that has proven to have given us some more speed. I’m relieved. I wanted to get the car in the field last weekend, but this is just as good since we were able to find some more speed. We have already been working on race setups, so I’m happy with where we’re at right now.” (About driving for a new team): “We definitely got off to a late start. We hired our last employee Feb. 8, and our first race of the season was shortly after that, but we continue to improve every week, and as long as we’re improving, I am happy.” (Did the car become easier to drive as you went faster?): “The thing about that is when you have a car that is just right, you are able to run faster, like a 221 mph. When you have a car is running 218 or 219 mph, that’s when it becomes much harder to drive because it is not handling just right.” (About his car owner and stepfather [Tony George] as a racer): “I know the opportunity to jump in one of these cars has crossed his mind if it were during a test session or if we get the opportunity to test. I’ve raced against Tony in a midget, and he is a great racer. If he wasn’t 6-2 or 6-3, I think he would make a great driver.”

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**JEFF WARD (#22 Vision Racing Dallara/Toyota/Firestone):** “That was kind of our race setup. I thought we would run just another mile and a half quicker in the top 219 (mph) or low 220 (mph). We didn’t get out of it quite what I thought the car would do. For a race setup, it’s a good speed. On a full tank (of fuel), we could be a 217 or 218 (mph). That’s not bad. I haven’t always had the fastest car here anyway, but I seem to get to the front. It’s a lot of timing and stuff out here to get to the front and stay on the lead lap. So hopefully, that is what we’ll do come race weekend, and hopefully we are in the race. We’re at the bottom right now. As of right now, there are only 33 cars, so I am feeling pretty good. But if 34 or 35 show up, then there’s trouble.” (Will you run again?): “Not unless I have to. I don’t think I am going to bump up much more to move up a row or even if it’s a place or two, maybe. But that’s not worth going out and wrecking a car trying to get a mile an hour or so.” (About his struggles): “It’s a long race. I have never had the fastest car when I have been here. I have finished on the lead lap four out of six times running. Starting this far back isn’t always good. You can usually go down a lap. The year I got second (place in 1999), I went down two laps and came back. Anything can happen in this race. There’s a lot of guys going extremely fast. To win this race, they are going to have to have some bad luck and we’re going to have to have some good luck. It is just an honor to be at the Indy 500, no matter what kind of car you have. And I have had some good runs here. So it’s my seventh time, so I am excited to be apart of the program and be selected to be one of the drivers to run around this place.” (About Vision Racing): “You would probably have to ask Ed (Carpenter) or Tony (George) on how it came together. I had nothing to do with that. For me, I was sitting at home testing and getting ready for my motorcycle racing, which starts the weekend after this race. I had no vision of coming to the Indy 500 looking for a ride. I didn’t want to get a ride halfway through the week. I didn’t come the year before, either. So I wasn’t expecting a call, but then I got a call from Tony asking what I was doing for the Month of May. I didn’t have any racing plans, so I said, ‘Not too much.’ I went over to Phoenix and met with them. Then that Monday or Tuesday, we called and pretty much went from there. I knew that it was going to be with a new team and package, and I have never driven with a Dallara. It is the first year that I have been in a Dallara. Every year I was in the IRL I had a (Panoz).”

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### THIRD DAY QUALIFYING QUOTES

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**JIMMY KITE (#91 Ethanol Hemelgarn Racing Dallara/Toyota/Firestone):** (About his qualifying run): “We probably could have trimmed the car out a little bit more, but the car is real racey right now. When you start to trim it out, you have to make more changes, and obviously we’re running out of time to do that. This team worked really hard on the car, and I just wanted to put four laps together and get it in the show.” (About missing out on double duty): “Unfortunately or fortunately, we missed the Craftsman Truck Series race by one spot, so that allowed us to come back up here Thursday night. Because of the thunderstorms in the area, we had to make a stop in Paducah, Ky., and then fly here Friday morning. So, we didn’t get to run in Charlotte last night, but we made up for it by getting a ton of laps here.” (About his success of advancing many positions in past Indianapolis 500 races): “I don’t think we’re going to lead the most laps or anything, but we have a good race car that should move up through the field. This is my seventh May and my fifth Indianapolis 500, so I’ve learned what you need to do to move up throughout the race.”

**A.J. FOYT IV (#14 A.J. Foyt Racing Dallara/Toyota/Firestone):** “We ran just as good and really consistent, so that’s the main thing. I am glad to get it over with and look toward the race now. I know what we have, and I know what we have to do. The crew worked their butts off to get the motor changed and get everything right for me. They did a great job and got the car into the field, and that’s all that matters.” (About his grandfather’s reaction): “He’s happy with me. It was a good, consistent run. We wish we could get a little bit more out of it, but it’s not possible right now. Get a good race car and race hard all day and hopefully end up (near the) front.” (About his qualifying run): “That is pretty much the best. We ran a little bit faster earlier, but those are the four most consistent laps we’ve had all month. (I am) just glad to get the ABC (Supply Co. Inc) car in there. We tried to qualify earlier and had an engine go. That was disappointing because it was our qualifying engine. We had to get another engine from another team, so it may not have been up to where our other one was. But just as long as we got the car into the field and look forward to the race, that is what matters.” (About his engine failure earlier in the day): “No, not really. Our qualifying engine, they say, is 500 miles long. I don’t think that was the case. I’m sure something just went wrong, and I’m sure Toyota will figure it out and make improvements on it so it’s not a big deal.” (About his month): “Well, I have had a lot worse months, that’s for sure. This was probably the best month I’ve had so far, and it’s not that good. It’s been a lot worse. It has been frustrating looking for speed. We have tried to get speed out of it and have done all we can do. We can’t really find (speed). We found a little bit, but not as much as we hoped to. It has been a little bit frustrating, but now we have the qualifying over with and we’re in the race. We still got the primary car that we came here with. It’s on all four wheels and still rolling. We can go to the race and start working on the race setup. Hopefully we’ll get a good car and run hard all day on Race Day.” (About waiting for engine change): “(There is) a lot of waiting around. (On) qualifying days, you can sit there and get nervous and just worry about what’s all going on. I was really looking forward to going out there and getting the run over rather than just watching everybody else and then hopefully get out there this afternoon and working on the race setup. That kind of set us back on that. My guys worked hard, and they got it done quickly and got out there and got the job done, and that is all that matters.”

END THIRD DAY QUALIFYING QUOTES

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**TODAY AT THE TRACK (all times local):**

8 a.m.                   Public Gates Open  
10:15-11:15 a.m.      Practice  
11:15 a.m.             Armed Forces induction ceremony  
Noon-6 p.m.            Qualifications  
6 p.m.                   Track Closes

\*\*\*

**ARGENT FASTEST LAP OF THE DAY AWARD WINNERS:**

<b>Date</b>	<b>Driver</b>	<b>Speed</b>
May 10	Dan Wheldon	226.808 mph
May 11	Tony Kanaan	227.453 mph
May 12	Danica Patrick	227.633 mph
May 13	Tomas Scheckter	227.804 mph
May 18	Dan Wheldon	227.320 mph
May 20	Tony Kanaan	226.490 mph

\*\*\*

Today is the final practice day for the IndyCar Series before the traditional final practice session during Miller Lite Carb Day on May 27. The next track activity will be May 26 when the Menards Infiniti Pro Series conducts practice and SWE Race Car Parts Pole Qualifying in for the Futaba Freedom 100. The race will also take place on Carb Day.

\*\*\*

**PRACTICE REPORT:**

At 10 a.m., the ambient temperature was 69 degrees with winds from the west at 9 mph and a relative humidity of 61 percent. Skies were cloudy. The track temperature was 90 degrees, according to Firestone engineers.

10:15 a.m. – **GREEN**. The 500 Festival Queen Deven Wayman waved the green flag to open practice.

10:17 a.m. – #22 Ward is first car on track.

10:48 a.m. – **YELLOW**. Debris in Turn 3.

\*\*\*

Deven Wayman, the 2005 500 Festival Queen, waved the green flag to open today's session. Wayman is a Medora, Ind., native and a student at the University of Evansville.

**DEVEN WAYMAN:** "That was incredibly exciting, the cars speeding by is so incredibly thrilling. There is a ton of things to come this weekend. I still have lots of events to attend along with the other princesses, too. It's going to be a busy week for us, but this was fantastic."

\*\*\*

To celebrate the 89th running of the Indianapolis 500, the race's 33 qualified drivers will visit New York City on May 23 for a unique photo and interview opportunity in Times Square.

The 33 drivers, in Race Day firesuits, will pose in the traditional Indianapolis 500 starting lineup, 11 rows of three, for a photo with Gen. Colin Powell on Times Square's Military Island. Powell is scheduled to drive the Chevrolet Corvette Pace Car for the Indianapolis 500. Following the photo opportunity, all drivers will be available for one-on-one interviews during a media luncheon at the Marriott Marquis.

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Jeff Bucknum, who will compete in the Indianapolis 500 with Dreyer & Reinbold Racing, qualified second in the P2 class at the American Le Mans Series event at Mid-Ohio Sports Car Course in Lexington, Ohio. Bucknum will return to Indianapolis following today's race.

\*\*\*

10:52 a.m. – **GREEN.**

At 10 a.m., the ambient temperature was 72 degrees with winds from the west at 9 mph and a relative humidity of 61 percent. Skies were cloudy. The track temperature was 119 degrees, according to Firestone engineers.

11:15 a.m. – **CHECKERED.**

\*\*\*

At 11:35 a.m., 50 new enlistees were inducted into the United States Armed Forces in a ceremony held in front of the Bombardier Pagoda as part of Armed Forces Day activities. Members of the U.S. Army, Navy, Air Force, Marine Corps, Coast Guard and Reserves were inducted. The new enlistees were sworn in by Sen. Richard Lugar of Indiana.

Dr. James Billington, Librarian of Congress, presented an award to Sen. Lugar in appreciation of his support of the Veterans History Project. Lugar's effort has collected more 5,000 interviews of Indiana Veterans.

\*\*\*

Noon – **GREEN.** Track opens for practice. #3T Castroneves first on track. The ambient temperature was 74 degrees with winds from the southwest at 17 mph and a relative humidity of 51 percent. Skies were sunny. The track temperature was 114 degrees, according to Firestone engineers.

\*\*\*

PJ Jones, who made his first Indianapolis 500 start last year, talked about his chances of landing a ride this year. Jones is the son of 1963 Indianapolis 500 winner Parnelli Jones.

**PJ JONES:** "It's kind of an emotional rollercoaster. It's the biggest race in the world, and I want to be a part of it. Greg (Beck) and I, we had a good time working with each other last year. We felt that we really didn't put something together quick enough so this year we've been working together the last couple of months trying to do something. Coming in last week, we thought, 'OK, we're going to come together,' and then it just all kind of fell apart. Arie (Luyendyk) Jr. was standing there with the right financial package to put it all together. Beck had to make a decision to keep him in business. It's tough for somebody like Arie to step into a last-minute program." (If a ride became available today, would you take it?): "It will be tough I think at this time for somebody to do it, but you never know. Obviously, if it was the right car, yeah."

\*\*\*

Indianapolis 500 veteran and current Menards Infiniti Pro Series competitor Jon Herb also is a part-owner of Playa Del Racing, which fields the No. 21 entry for Indianapolis 500 qualifier Jaques Lazier. Herb was asked if he might attempt to qualify for the 89th Indianapolis 500 today.

**JON HERB:** "I'm waiting for a phone call, and if it comes, I'll be ready."

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The Indianapolis Motor Speedway announced during its annual Armed Forces Day ceremonies today that it has joined the Department of Defense's *America Supports You* campaign, a nationwide initiative to showcase and communicate America's support for our men and women in the United States Armed Forces and their families.

As part of the *America Supports You* campaign, special events will take place before the start of the 89th Indianapolis 500, including the following pre-race events and initiatives on May 29.

- A two-way feed from Camp Victory in Iraq.
- Gen. Colin Powell, who is driving the 2005 Chevrolet Corvette convertible Pace Car at the start of the Indianapolis 500, will address our military men and women and fans during pre-race ceremonies.
- In one section of the Speedway's grandstands, 6,000 cards will be raised at once displaying the *America Supports You* message and logo and will be seen by our military viewers at Camp Victory as well as the race audience.
- Troops will march down the main straightaway with some riding in Chevrolet Silverado trucks during parade laps.
- 5,000 *America Supports You* dog tags, one of the program's key symbols of public support, will be offered for sale as a fundraiser for the Indiana National Guard. In addition, the Speedway has invited the families of fallen Hoosier heroes from Iraq and Afghanistan to attend the 2005 Indianapolis 500 race.

**JOIE CHITWOOD (President and chief operating officer, Indianapolis Motor Speedway):** "The Indianapolis Motor Speedway and the United States Armed Forces have enjoyed a special relationship since the track opened in 1909," said Joie Chitwood, IMS president and chief operating officer. "It is our belief that we can never do enough to show our appreciation for all that America's military has done for this country, and taking an active role in *America Supports You* is just one small gesture of our admiration for their sacrifice, service and dedication."

**ALLISON BARBER (Deputy Assistant Secretary of Defense for Public Affairs):** "We are very pleased that the Indianapolis Motor Speedway is joining the *America Supports You* team, and are thankful for all they are doing and have done for our military throughout the years. We look forward to working together with the Indy 500 to ensure that our military men and women and their families know how much we appreciate their service and sacrifice."

\*\*\*

America Supports You/Indianapolis Motor Speedway dog tags are available for \$5 today at the Speedway. All proceeds from the sale of the dogtags will go to the Indiana National Guard. Dog tags can be purchased in the Pagoda Plaza, near the base of the Bombardier Pagoda, and at the military display adjacent to the Hall of Fame Museum.

The silver dog tags have the America Supports You logo on one side and the IMS Wing and Wheel logo on the other side.

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Menards Infiniti Pro Series and Indianapolis 500 veteran Jeff Simmons is in the garage area in search a potential ride in the Indianapolis 500. Simmons has been seen standing near the Beck Motorsports garage.

**JEFF SIMMONS:** “There’s always a possibility, it being the last day of qualifying with spots being open in the field. I’ll know something in the next few hours. I don’t really know anything more than anyone else does right now.” (How much time will you need): “It is hard to say. It depends on which car and how close it is right off the bat. If it is good, we could go right away. But it’s not likely that the car would be perfect right off the bat.”

\*\*\*

Entry update: The #98 entry is now called the Fat Wallet.com/CURB Records Dallara/Chevrolet/ Firestone.

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Beck Motorsports is in the garage making adjustments on the #98 Dallara/Chevrolet/Firestone driven by Arie Luyendyk Jr.

**ARIE LUYENDYK JR. (No. 98 Fat Wallet.com/CURB Records Dallara/Chevrolet/Firestone):** “They are changing the roll bars. It takes a long time to change. It’s unfortunate. I would obviously like as much track time as I can get. The car is pushing a lot so we made a change and hopefully get the thing sorted out. Then we can get up to speed and get out there and put the car in the qualifying lane.” (What time will you go out): “I really have no idea. I really can’t say. I expected this to be done a long time ago. We’re just kind of waiting. I try to see what they are doing and see if they need any help. I just try to relax because it’s kind of stressful.”

\*\*\*

1:45 p.m. – **YELLOW**. Debris.

1:55 p.m. – **GREEN**.

2:10 p.m. – **YELLOW**. Track inspection.

2:20 p.m. – **GREEN**.

At 3 p.m., the ambient temperature was 78 degrees with winds from the west-southwest at 15 mph and a relative humidity of 54 percent. Skies were cloudy. The track temperature was 102 degrees, according to Firestone engineers.

3:04 p.m. – #98 Luyendyk has been towed to the tech pad.

Entry update: Driver of #48 A.J. Foyt Racing Panoz/Toyota/Firestone entry is now Felipe Giaffone.

3:06 p.m. – **YELLOW**. Track being prepared for a qualifying attempt.

\*\*\*

**BUMP DAY QUALIFYING CHRONOLOGY:**

3:10 p.m.      #98      ARIE LUYENDYK JR./Scottsdale, Ariz.

Fat Wallet.com/CURB Records - D/C/F

QA-45            1 – 41.9673 – 214.453

Q – 38

2 – 41.9225 – 214.682

3 – 41.8402 – 215.104

4 – 41.6813 – 215.924

T 2:47.4113 – 215.039

Field is full with 33 qualifiers. #98 Luyendyk is on the bubble as the slowest qualifier.

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3:20 p.m. – **GREEN**. Track is open for practice.

3:32 p.m. – Felipe Giaffone has his driver suit on, and the car is being fueled.

3:36 p.m. – Car of #48 Giaffone is being towed to pit lane.

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Lyn St. James, the second woman ever to qualify for the Indianapolis 500, was at the Speedway this weekend. St. James made seven Indy starts between 1992-2000, more than any other female driver, and was JPMorgan Chase Rookie of the Year in 1992.

**LYN ST. JAMES:** (About Danica Patrick): “Danica is a graduate of my driver development program, so she’s the real deal. She’s young and talented. She’s ready. She’s prepared. She’s been dreaming about this for a long time. I think it’s awesome. I think she’s capable of winning, but the racing gods have to be in her corner that day. If she doesn’t win it this year, I think she will be a future winner. She’s still one in 33, and the odds are tough. So what we need are more team owners like Bobby Rahal and Dick Simon to step up when they (female drivers) are younger. I think what Bobby did, by recognizing that talent and putting her in a couple years of Formula Atlantics for grooming and testing, is great. Now she’s a part of the Rahal Letterman team. What we still need to focus on is not her be the acceptance of one. Not just say we don’t have to worry about this because we have Danica. If we’re going to get sponsors and fans to flood our gates to show that this sport is really open to women and other minorities, then we have to have more than one carry the banner. The one we have has to do an extraordinary job, which is exactly what she’s doing. That’s what awesome. I’m just as excited as could be, but we have a lot of work to do. Driver development was a word not even in the vocabulary of teams five years ago, and now look at how many teams are doing driver development programs.”

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3:43 p.m. – The engine for #48 Giaffone is being warmed up on pit lane.

3:46 p.m. – #48 Giaffone on track for first time this month.

3:50 p.m. – #48 Giaffone records lap of 206.880 mph on fifth practice lap.

4:13 p.m. – #48 Giaffone records lap of 215.204 on 15<sup>th</sup> practice lap.

\*\*\*

**FELIPE GIAFFONE (No. 48 A.J. Foyt Racing Panoz/Toyota/Firestone):** “I don’t even know if this is a real deal. I mean, of course, it’s a real deal, but we’re going to get out on track and try to get some laps. I don’t know if the weather is going to help us or not. At 1:30 p.m., I was at Babies R’ Us with my wife when I got the call, so I wasn’t expecting it. I have to run and see what happens. I don’t have any pressure, really. I’m just going to go out and whatever happens, happens. I haven’t practiced all month, so it’s going to be really hard.”

**A.J. FOYT IV (No. 14 ABC Supply/A.J. Foyt Racing Dallara/Toyota/Firestone):** (About gaining a third teammate): “I guess we’re going to try to get him out there in the Panoz No. 48. Giaffone has been around the league for a few years and has proved to be a really good driver. I’m glad to have him on my team. Maybe I can learn something from him. He’s an experienced driver, so it’s good to have him try to qualify one of our cars.”

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Arie Luyendyk Jr. is the 21<sup>st</sup> son of an Indianapolis 500 starter to qualify for the Indianapolis 500. The list also includes Jeff Bucknum, the son of three-time Indianapolis 500 starter Ronnie Bucknum.

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**ARIE LUYENDYK: (Two-time Indianapolis 500 winner and father of Arie Luyendyk Jr.):** (You've been through the mill here as a driver, and now you're on the outside watching your son. Which is more difficult?): "I think this is more difficult because every now and then I have that urge to... you know what to do, but you can't really bring that over. You can't really tell him (Arie Jr.) exactly what that is. I felt like jumping in the car every now and then, (saying) 'This is what you should do, or this is what the team should do to change the car.' It's more nerve-wracking for a father watching his son anyway, I think. We've seen that with Al Unser and Al Unser Jr. last year watching his son in the Infiniti Pro Series. And it doesn't matter if it's in IndyCar and it's the Indianapolis 500, or if it's the IPS racing all over the country. It's still your kid out there racing on one of these fast ovals." (Sometimes the hardest thing as a parent is to not do too much, and let them learn on their own. But this is a whole different situation in a dangerous sport. Is it more difficult to give him enough lead?): "Yeah, it's easy to get in his face and tell him, 'You've got to do this, you've got to do that.' And I really try not to do that. I try to step back and just kind of look. I like to see it, for instance, if Rick Mears comes over and gives him advice, or Al Unser or Greg Beck, the team manager, telling him to do certain things and make him feel at ease and comfortable because it always doesn't have to come from me. So I'm pretty quiet when it comes to that. I don't push too much because you just know the kids don't like to hear their dad talk the whole time. That's just the way it is." (You've got Race Day. Butterflies over that?): "That's going to be tough one for me. It's going to be hard to watch that, too, but for him it's going to be really tough because he really hasn't had time to practice with any other car out there in traffic. He has done none of that, so he'll have to do it all next week. If he runs the whole race he'll get a tremendous amount of experience, which he can use later. That was the exercise of this entry we had with Beck Motorsports. We wanted to come here and get a '500' under his belt in order to prepare him more for the future. It hasn't gone the way we wanted it because we missed out on three days of practice, but still, if he can run all day long he will gain that experience. It will be tough for him running in traffic without having experienced that before." (Will you spot for him?): "No, I did spot for him always in the Infiniti Pro Series, but those are 100-mile races, and I don't feel like standing on the roof here for 500 miles. We've got some spotters that will do a good job for him, and I'll just stay in the pits."

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4:28 p.m. – #98 Luyendyk bobbles in Turn 4. Car does not make contact with the SAFER Barrier or outside retaining wall.

At 5 p.m., the ambient temperature was 78 degrees with winds from the west-southwest at 11 mph and a relative humidity of 65 percent. Skies were cloudy. The track temperature was 105 degrees, according to Firestone engineers.

5:12 p.m. – **YELLOW**. Debris in Turn 1.

5:16 p.m. – **GREEN**.

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Kenny Brack spent today measuring his comfort level in the car using different helmets. Since Brack last raced in the IndyCar Series, racing helmets have changed aerodynamically. Brack tried a variety of new helmets before going back to his 2003 model. But due to changes in the aerodynamics of the racing cars, Brack's helmet was not as secure as he would have liked. So the Argent/Pioneer crew from Rahal Letterman Racing worked on developing some aerodynamic pieces for his bright blue and yellow helmet. Little flaps and grooves were added to assist the helmet's stability when Brack drives in traffic.

**KENNY BRACK (No. 15 Rahal Letterman Racing Argent Pioneer):** "It's funny, but the helmet moves around a differently now that it did in 2003. I tried a couple of new styles, but I decided to go back to my old original helmet. My crew made a couple of adjustments to help the helmet stay still. The cars are different now, too, and I think that had something to do with the aerodynamics of my helmet. But it felt good at the end today, and the car was good, too. I'm pleased with our car going to Carb Day."

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5:32 p.m. – **YELLOW**. Track being prepared for qualification attempt.

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**BUMP DAY QUALIFYING CHRONOLOGY: (cont.)**

5:36 p.m.	#48	FELIPE GIAFFONE/Sao Paulo, Brazil	
		A.J. Foyt Racing - P/T/F	
QA-46		1 – 41.3194 – 217.815	Q – 39
		2 – 41.3308 – 217.755	
		3 – 41.3495 – 217.657	
		<u>4 – 41.4075 – 217.352</u>	
		T 2:45.4072 – 217.645	

#48 Giaffone bumps #98 Luyendyk from the field. Giaffone is on the bubble as the slowest qualifier in the field.

Giaffone's two warm-up laps were 210.484 mph and 215.877 mph.

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5:43 p.m. – **GREEN**. Track is open to practice. #98 Luyendyk is the only car on track.

5:55 p.m. – Crew for #98 Luyendyk is preparing car for qualifying attempt.

5:56 p.m. – #98 Luyendyk towed to front of line for qualifying attempt with sticker tires.

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**BUMP DAY QUALIFYING CHRONOLOGY: (cont.)**

5:59 p.m.	#98	ARIE LUYENDYK JR./Scottsdale, Ariz.	
		Fat Wallet.com/CURB Records - D/C/F	
QA-47		1 – 42.0320 – 214.123	UA – 1
		2 – 42.0594 – 213.983	
		3 – 42.9365 – 209.612	
		<u>4 – 44.1147 – 204.014</u>	
		T 2:51.1426 – 210.351	

Luyendyk's two warm-up laps were 208.767 mph and 213.957 mph.

The field for the 89<sup>th</sup> Indianapolis 500 is set at 33 cars. #48 Felipe Giaffone is the slowest qualifier at 217.645 mph.

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**ARIE LUYENDYK JR. (No. 98 Fat Wallet.com/CURB Records Dallara/Chevrolet/Firestone):** “I was flat out, but it was in the high 214s, something like that. I just knew that it would just not be enough to cut it, and I wasn’t going to risk putting the car into the wall to run a 216 (mph lap) because that was just not enough. You know, it’s a shame. We’ve had such great support from our sponsors, and I’m just really disappointed, obviously. After feeling like you are in the field, and then being bumped out, it’s probably the hardest way to go. I am happy with what I did. I tried to give it everything that I got, and that’s only going to walk away with this feeling because I tried as hard as I could. I had a couple close calls between my first qualifying run and this qualifying run. And it was hard enough to try to get back into the car and run it flat and be confident in it, and that’s what I did. And that’s what the car had for me. It just comes from not having enough track time, and (A.J.) Foyt obviously has a few cars in the field. They’ve had a little time to work and massage that car. And we’ve just been behind. I want to thank Greg Beck for the opportunity.” (About what experience he gained): “It just goes to show you, I don’t think it is really fair for the team and the driver to put someone in my situation into the car so late in the game. I know next time I am going to come with a lot more preparation and going to be a lot more prepared. It’s just miles underneath your belt. I think we would have been fine if we would have gotten onto the track and run as many laps as we could this week. With the mistake that I made yesterday and a mechanical failure that we had put us behind, I think that was the difference in making the field and not making the field. So when you look at these deals that come together for the last week, you have to be on point on every single day and make sure you get as many laps as you can. That is what exactly what our downfall was. We’ll come back and fight another day, and hopefully, I will be in the field next year.”

\*\*\*

A total of 58 cars are now at the Speedway, 56 have passed technical inspection and none are in the process. Thirty-six drivers have been on the track to date. There were five yellows for 40 minutes. Drivers turned 730 laps today and a total of 14,157 laps this month.

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**BUMP DAY QUALIFYING-89<sup>th</sup> INDIANAPOLIS 500 FIELD NOTES**

- Arie Luyendyk Jr. was the first driver bumped from the field since 2002. Billy Roe was bumped twice on May 19, 2002. Roe was bumped by George Mack and again by Michael Andretti after Andretti's team withdrew its qualified car, and Andretti re-qualified in his backup car.

- Honda and Toyota each will power 14 cars in the field, with Chevrolet powering five cars. It's the most cars Honda ever has powered in an Indianapolis 500, with its previous high of 11 last year. Toyota tied its record of 14 set in 2003.

- Ronnie and Jeff Bucknum will become the 19<sup>th</sup> father-and-son combination to have raced in the Indianapolis 500. The late Ronnie Bucknum started the race in 1968, 1969 and 1970.

- There are three former Indianapolis 500 winners in the starting field: Buddy Lazier (1996), Kenny Brack (1999) and Helio Castroneves (2001-02). Between them, they have four victories. The record is 10, in 1992. The fewest, other than the inaugural race in 1911, is one in 1996, Arie Luyendyk.

- There were 47 qualification attempts this year, the most since 2002. There were 45 in 2004 and is year, the most since 2002. There were 45 in 2004 and 38 in 2003.

- There are six rookies in the field, the fewest since 2001, where there also were six rookies. This year's rookies: Danica Patrick, Tomas Enge, Sebastien Bourdais, Jeff Bucknum, Ryan Briscoe and Patrick Carpentier. There were eight rookies in 2004 and nine each in 2002 and 2003.

- Buddy Lazier is the most experienced driver in the field, with 12 previous Indianapolis 500 starts. The record is 35, set in consecutive years from 1958-92 by A.J. Foyt.

- Tomas Scheckter has led 148 career laps in the Indianapolis 500, more than any other driver in this year's field. Scheckter has made four career starts, as six drivers in this year's field have more starts at Indianapolis.

- There are a combined 93 previous Indianapolis 500 starts among the 33 drivers in this year's field. The record is 260 years of experience, set in 1987 and 1992. There were 94 years of combined experience in last year's field.

- The oldest qualifier is Marty Roth, 46. The youngest qualifier is A.J. Foyt IV, who turns 21 on May 25.

- Andretti Green Racing qualified four cars, most of any team.

- Danica Patrick is the fastest rookie qualifier in the field at 227.004 mph. She will start fourth. It's the best starting position for a rookie since Juan Pablo Montoya qualified second in 2000 and went on to win the race that year.

(More)

**DAY 13 – ARMED FORCES DAY/BUMP DAY QUALIFYING**  
**SUNDAY, May 22, 2005**  
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**ARIE LUYENDYK SR. (Two-time Indianapolis 500 winner and father of Arie Luyendyk Jr.):** (About Arie Luyendyk Jr. failing to qualify): “What a day. Looks like that last run, the car was really tricky for him. He’s been fighting a loose car a little bit in Turn 2. It spooked him out earlier when he got sideways through Turn 2. I guess we can put it down for just not having enough laps and time to try a lot of different things we need to do around here. So hopefully he can come back next year and try it again. But at least he’s got the experience of Bump Day down because it’s been quite a trying day for him. It’s still experience in the bag.” (Quite a trying day for you also?): “Yes, but if you’re in the seat, it’s a lot worse. He feels it a lot more than I do. He’s going to feel lousy tonight a lot more than I am going to feel lousy. He gave it his best shot.” (Were you surprised that A.J. pulled out the car? Were you expecting that kind of wild card?): “No, but Felipe Giaffone came out here and did a really good job at the last moment. He obviously was here. He lives in Brazil, and he flew all the way out here with a plan to try and put together a drive. So he did it at the last moment. But it did surprise us. But nonetheless, he did a great job. I’ve never been in this type of situation on Bump Day before.”

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**Next Track Activity:** Futaba Freedom 100 practice and SWE Race Car Parts Pole Qualifying, Thursday, May 26.

**END DAY 13 NOTES**

## BUMP DAY QUALIFYING QUOTES

Sunday, May 22, 2005

Page 1

**ARIE LUYENDYK JR. (#98 Fat Wallet.com/CURB Records Dallara/Chevrolet/Firestone):** “It’s unfortunate that Giaffone is in a car right now, but it has been an exciting day. It has been a stressful day. It is nice to have a qualifying run under my belt. All I can do is wait for him to run and see what I can do later.” (About help from father): “(He said) just to be smooth and just be patient, basically. I wasn’t patient yesterday, and I put it in the wall and that really set us back. Every day, I am learning. It (talking with father) has helped me a bit, but it is very stressful. I am just happy for the opportunity to be here. I mean, I am really excited driving around the track and doing qualifying. It was a lot of fun. I’m just really thankful that the opportunity came about to run this car. The crew has done a good job of putting a car together for me. It is just a very short amount of time to learn a lot of things, and hopefully I’ll get the opportunity to learn a little bit more if I qualify for the race.” (About getting more comfortable): “Basically, I went to the sixth gear in the middle of the run, and that really slowed our momentum down because we had so much downforce. I think if we would have left it in the pits, we would have been a little bit quicker, but it is hard to say. I at least wanted to get a feel for the car. That was the quickest we ran, so I took a gamble taking into sixth (gear). But I was flat all away around, so we’ll see what we can do. You know, if he (Giaffone) goes a little quicker (than us), then we’ll have to take some downforce out of it and see if I can run flat around here again.” (Comparing IndyCar Series car to Menards Infiniti Pro Series car): “It’s an adjustment. You need to get above a 210 (mph lap) before the car really works. So just to get there is difficult, because the aerodynamics don’t really work at a lower speed. The car is not as low if you are not running fast. A lot of things equate to making the car work, and I just got to that point and now I am comfortable. I am happy, and we are just going to have to work to get it a little quicker.” (About learning curve): “It’s quick. I have never heard of someone doing the rookie orientation and trying to qualify on the same day. That was a lot of pressure yesterday. I tried to hurry it up too fast, and that’s when I tagged the wall. For me, I need to just slow down and think about what I need to accomplish and take every lap one at a time and not try to get ahead of myself. That’s what I did yesterday, so I learned a lot yesterday. Today, the crew put a good car together for me to run in qualifying, and hopefully at the end of the day I’ll have the 33<sup>rd</sup> spot.” (About stress): “For yesterday, trying to do rookie orientation and speed things along and get up to speed and hitting the way. It was a stressful night. And today has been very stressful, as well, trying with trouble trying to get up to speed this morning. And now we really came into our own this afternoon with a different setup on the car.” (About his speed): “Yeah, I was right on target (with) a 215 (mph). We were flat out all away around. There’s a lot of downforce in the car still just for me and my confidence. That’s all she really had, so if we go back to the garage and take some downforce out of it, take some risks, and we’ll see where we end up today.” (About plan for the rest of day): “The problem is, we’ve used our allotted sets for today, so we are going to have to go on an older set of tires. We’ll go on our tires that we qualified on right now, so that might be a little bit of a disadvantage. We’ll just take some downforce out of it and get out as fast as we can because of the (possibility of) rain.” (About concern over Felipe Giaffone): “Well, I know Giaffone. My dad also coached Giaffone when he was coming up. He drove for Treadway Racing. Growing up, I watched them race. I know what kind of competitor he is. I know that he is very fast, and I know that Foyt puts together a very good car. So it is going to be a challenge. And, weather permitting, I would like to get another shot at it.”

(More)

## **BUMP DAY QUALIFYING QUOTES**

**Sunday, May 22, 2005**

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**FELIPE GIAFFONE (#48 A.J. Foyt Racing Panoz/Toyota/Firestone):** “It was a weird day. As far as two hours ago, I had no hard card. I wasn’t cleared to drive, and I was just packing and shopping and getting ready to go home tomorrow, and I got a call and said that there was a chance that I could drive. I mean, I was shopping on 86<sup>th</sup> Street. I’m like a half hour from there, I don’t have my hard card or passes to get into the track. So I called Suesan, from Brian Barnhart’s office and asked her what to do to get in the track. She goes, ‘Well, I don’t know, maybe stop by and ...’ It would’ve taken too long to get into the track. So I told my wife, ‘Let’s just try to sneak in.’ So I got my 2004 IRL hard card and kept showing it to all the guys, you know, ‘Thank you, thank you, thank you.’ And we just kept driving. A guy was coming this way and said, ‘Hey, hey, hey, stop!’ I said, ‘Thank you,’ and just kept going. I parked my car and got out of the car and went in. Everything happened in about a half an hour, I had my physicals and I had my hard card, and I have to say thanks to Brian (Barnhart) because it usually takes a really long time to get all that. I went through all my exams and everything, but they made my life very easy and very fast, you know. Thanks to A.J. (Foyt) for remembering me, as well. I’m going to have to go to sleep to realize what really happened today, tomorrow. I was really excited considering that I’m at Indy, you know. I was very nervous the first two laps because I had to kind of erase what I had in my mind for the past two days because I wasn’t driving. When you’re going to drive the next day, you have to sleep a certain way, go through certain steps, you know, to kind of concentrate for the next day, and I think that was the toughest part. I just had to try to calm down and say: ‘Hey, they get this job done. They gave me this opportunity.’ But I was very nervous to get the feeling of the car to just see if it was drivable. Sometimes they put you in a car that’s going to be loose or pushing, and I was very pleased with the car and with the setup that A.J. gave me, and I just kept pushing harder and harder and the car was OK. I don’t think we have the fastest package, but it’s going to be tough on Race Day, as well, but I sure haven’t thought about the race, but I think if we can finish this race we’re going to be OK.” (About qualifying run): “I was trying to change my line because the wind was blowing a little bit toward Turn 2 and once I got a little bit of push coming in and then the steering got a little loose coming out, so it’s just working with my line because usually I have so much time, so I was just trying to forget the lap time for that one and just work with my line to pick the best one for qualifying. What I knew should be OK for qualifying and finally, for qualifying was the first time I was flat all the way around.” (About today): “I can tell you that I didn’t know that this really could happen. I’ve never been in this situation before, I’m either out or I’m in. After last night I thought that was it. ‘I’m out, there’s no chance,’ even when there was a few guys that said we could do it and that was Friday and I was like: ‘How are we going to do it? It’s tomorrow.’ Even though I was pushing for it to happen, I was pushing but just because that’s my job. To push to try to get a run, but it’s really weird. But this is Indianapolis, and these things happen. Sometimes you see on TV how things happen, and that’s what happened. The whole time I was in the car and started the engine and got into the track, I thought that this was just a media play. They’re just doing this for the media, but no. This is Indianapolis, and that’s what I heard when I was a kid watching TV, and there were people getting in last minute and trying to get in the race and a few years later that happened to me. In a certain way, it’s not the best setting because I was really nervous getting to the car, just wondering how things were going to go and at the same time, it feels very good because you’re in the car. It’s going to be a day that I’ll remember forever.”

**END BUMP DAY QUALIFYING QUOTES**

**DAY 14 – THURSDAY, May 26, 2005**

**PAGE 1**

**TODAY AT THE TRACK (all times local):**

9 a.m. Public Gates Open  
10-10:45 a.m. Futaba Freedom 100 Practice  
Noon-12:45 p.m. Futaba Freedom 100 Practice  
2:15 p.m. Futaba Freedom 100 Qualifying  
4:40-5 p.m. Futaba Freedom 100 Final Practice  
6 p.m. Track Closes

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Today the Menards Infiniti Pro Series will conduct practice and SWE Race Car Parts Pole Qualifying for the Futaba Freedom 100. The race will take place tomorrow.

\*\*\*

**FUTABA FREEDOM 100 PRACTICE REPORT:**

At 10 a.m., the ambient temperature was 68 degrees with winds from the west-southwest at 9 mph and a relative humidity of 52 percent. Skies were partly cloudy. The track temperature was 97 degrees, according to Firestone engineers.

10 a.m. – **GREEN**. Green flag waved by PBA bowler Danny Wiseman. #19 Festa is first on track followed by #7 Gregg, #1 Camara.

10:09 a.m. – **YELLOW**. Debris. #1 Camara is fastest at 189.596 mph.

10:17 a.m. – **GREEN**.

10:25 a.m. – All 18 drivers assigned to cars have turned at least one lap.

10:34 a.m. – **YELLOW**. Track inspection.

10:37 a.m. – **GREEN**.

10:45 a.m. – **CHECKERED**.

**FASTEST SPEEDS OF SESSION:**

Pos.	Car	Name	C/E/T	Speed
1.	1	Jaime Camara	D/I/F	189.596 mph
2.	33	Wade Cunningham	D/I/F	188.996 mph
3.	77	Cole Carter	D/I/F	188.794 mph
4.	7	Travis Gregg	D/I/F	188.325 mph
5.	20	Jay Drake	D/I/F	188.325 mph

\*\*\*

1969 Indianapolis 500 winner Mario Andretti, his twin brother, Aldo Andretti, and Michael Andretti are all in the pits of Marco Andretti for the session.

\*\*\*

Ethanol Hemelgarn Racing driver Jimmy Kite will drive an ethanol-powered IRL IndyCar® Series machine during Miller Lite Carb Day Activities on May 27.

Kite, who will make his fifth Indianapolis 500 start on May 29, will drive a Dallara that will be fueled with an ethanol/methanol blend beginning at 10:40 a.m. It will be the first-time an IndyCar Series car has run demonstration laps since the IndyCar Series partnered with the ethanol industry to become the fuel supplier beginning with the 2006 season.

\*\*\*

Bruce F. Barnes, a prominent sports marketing executive and agent for sports celebrities, including Bobby Unser, Al Unser, Al Unser Jr., Rick and Roger Mears, Parnelli Jones, Bobby Rahal and Johnny Rutherford, died May 23 following an extended illness. He was 70.

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**DAY 14 – THURSDAY, May 26, 2005**

**PAGE 2**

Vision Racing driver Jay Drake finished sixth in the USAC Valvoline Sprint Car Series event at Anderson Speedway on May 25. Tracy Hines won the 50-lap event. Drake leads the point standings by 10 points over Dave Darland. Drake plans on competing in the Futaba Freedom 100 and Hoosier Hundred USAC Silver Crown event at Indiana State Fairgrounds on May 27.

**JAY DRAKE (No. 20 Vision Racing Dallara/Infiniti/Firestone):** “I'm looking forward to competing in both events this week, as it will definitely be quite a challenge to run both races in the same day. Running the Menards Infiniti Pro Series car at Indianapolis makes you realize how much tradition and prestige there is behind the sport. To be able to compete in the Hoosier Hundred at the Indiana State Fairgrounds is also really cool, because many of the people who ran the Indianapolis 500 in the past also competed in the USAC Silver Crown Series. There's just a lot of history there.” (About how he will prepare): “We'll have the Silver Crown car ready for the Hoosier Hundred early on in the week. I will be able to work with the guys in the shop on Monday and Tuesday to make sure our car is completely prepared. I know that both teams work extremely hard to make sure we're competitive at every race, and the two races this week will be no exception for either race team.”

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The No. 42 Kenn Hardley Racing entry of German Quiroga is carrying Underground Underwear on the sidepods. The No. 91 Hemelgarn 91 Johnson Racing entry of Mishael Abbott is carrying Racing for Kids on the sidepods.

\*\*\*

Wade Cunningham's father, Bob, is here to watch his son for the first time in the Menards Infiniti Pro Series. This is Bob's second trip to the U.S. He also went to Mid-Ohio last year to watch his son race. Bob is president of Cart Sport New Zealand. He also is Director of Robert Cunningham Construction Limited. He'll be coming back with his wife for the Liberty Challenge.

**BOB CUNNINGHAM:** "This is my first time to Indianapolis. The Speedway is super impressive. I own a construction company in New Zealand, and I built a football (soccer) stadium that had 55,000 people, and it's nothing like this. This is fantastic. I never anticipated how big the whole place is. I really thought it was just a blown up speedway track, dirt racing, a 1/4-mile track. I didn't believe it would be so big, but housing 400,000 people I guess it has to be pretty big. It's half the size the city I live in.” (About the series and cars): "The series, I really do like. I like the idea of equalization, the motors, the tires, everyone's running the same setup. I think the (Menards) Infiniti Pro (Series), for the young guys coming on or for those established guys who just like racing at the top end, I think it's really good. The cars are good. I haven't seen a mongrel car yet.”

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**FUTABA FREEDOM 100 PRACTICE REPORT:**

At noon, the ambient temperature was 73 degrees with winds from the west-southwest at 15 mph and a relative humidity of 46 percent. Skies were mostly cloudy. The track temperature was 115 degrees, according to Firestone engineers.

Noon – **GREEN.** #19 Festa is first on track followed by his teammate, #7 Gregg, and #4 Roth.

12:30 p.m. – **YELLOW.** Tow-in for #27 Moran, whose car has come to a stop in Turn 1. Car had smoke and fluid trailing from the car down the frontstretch. Crew reports mechanical failure.

12:48 p.m. – **GREEN.**

**DAY 14 – THURSDAY, May 26, 2005**  
**PAGE 3**

12:50 p.m. – **CHECKERED.**

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**FASTEST SPEEDS OF SESSION:**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>C/E/T</b>	<b>Speed</b>
1.	1	Jaime Camara	D/I/F	190.155 mph
2.	77	Cole Carter	D/I/F	188.858 mph
3.	33	Wade Cunningham	D/I/F	188.702 mph
4.	3	Al Unser	D/I/F	188.243 mph
5.	19	Chris Festa	D/I/F	188.210 mph

**FASTEST SPEEDS OF COMBINED SESSIONS:**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>C/E/T</b>	<b>Speed</b>
1.	1	Jaime Camara	D/I/F	190.155 mph
2.	33	Wade Cunningham	D/I/F	188.996 mph
3.	77	Cole Carter	D/I/F	188.858 mph
4.	7	Travis Gregg	D/I/F	188.325 mph
5.	20	Jay Drake	D/I/F	188.325 mph

\*\*\*

#26 Marco Andretti did not practice in the second practice session because his team was changing the engine. #6 Jon Herb only recorded one lap because of a gearbox issue.

\*\*\*

The term “Danica Patrick” ranked third among worldwide sports searches on Yahoo.com on May 25. Patrick was among biggest movers among sports searches, improving eight spots and ranking sixth. The term “Indy 500” ranked 13<sup>th</sup> among sports searches.

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Jiffy Lube will serve as primary sponsor for 1996 Indianapolis 500 winner Buddy Lazier in the 89th Indianapolis 500. The Jiffy Lube logo will be on the sidepod of Lazier’s Chevrolet-powered Byrd Brothers/Panther Racing Dallara during the May 29 race.

**JOHN BARNES (Co-owner, Panther Racing):** “We have worked closely over the years with Jiffy Lube on many projects, and we are very excited to represent them in this new capacity. Jiffy Lube provides fast, reliable automotive service to millions of customers each year, and we hope we can provide a fast, reliable race car during the Indianapolis 500 and give the Jiffy Lube brand a chance to celebrate in victory lane.”

**LARRY BURCH (President, Jiffy Lube):** “Partnering with Panther Racing for the Memorial Day Classic is an exciting opportunity for Jiffy Lube, and we will be cheering for Lazier, along with the rest of the racing fans.”

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**\*\*\* SWE RACE CAR PARTS POLE QUALIFYING REPORT BEGINS ON PAGE 4 \*\*\***

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**DAY 14 – THURSDAY, May 26, 2005**

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**SWE RACE CAR PARTS POLE QUALIFYING CHRONOLOGY:**

2 p.m. – The air temperature was 74 degrees with winds from the west-southwest at 13 mph, gusting to 18 mph. The relative humidity is 43 percent. Skies were mostly cloudy. The track temperature was 130 degrees, according to Firestone engineers.

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Qualifying specifics:

- The drivers' qualifying speed is the average of two laps.
- Drivers will take the green flag on the second time past the flag stand.

2:15 p.m.	#26	MARCO ANDRETTI/Nazareth, Pa. Vonage - D/I/F	
	QA-1	1 – 48.5631 – 185.326 2 – 48.6192 – 185.112 T 1:37.1823 – 185.219	Q – 1
2:19 p.m.	#1	JAIME CAMARA/Goiania, Goias, Brazil CELG – Sam Schmidt Motorsports - D/I/F	
	QA-2	1 – 47.4669 – 189.606 2 – 47.3349 – 190.135 T 1:34.8718 – 189.870	Q – 2
	#1 Camara takes pole.		
2:22 p.m.	#19	CHRIS FESTA/Atlanta Lockformer/SpacePak/CareCentric/SSM - D/I/F	
	QA-3	1 – 51.5573 – 174.563 2 – 55.0679 – 163.435 T 1:46.6252 – 168.681	Q – 3
	Crew reports problem with fuel pump or fuel sensor during run of #19 Festa.		
2:26 p.m.	#91	MISHAEL ABBOTT/Coral Springs, Fla. Hemelgarn Johnson Motorsports - D/I/F	
	QA-4	1 – 49.2381 – 182.785 2 – 49.0554 – 183.466 T 1:38.2935 – 183.125	Q – 4
2:30 p.m.	#33	WADE CUNNINGHAM/Auckland, New Zealand Visit New Zealand - D/I/F	
	QA-5	1 – 48.0721 – 187.219 2 – 48.0095 – 187.463 T 1:36.0816 – 187.341	Q – 5

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**DAY 14 – THURSDAY, May 26, 2005**

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**SWE RACE CAR PARTS POLE QUALIFYING CHRONOLOGY (cont):**

2:34 p.m.	#77	COLE CARTER/Brownsburg, Ind. American Revolution Racing - D/I/F	
	QA-6	1 – 47.5603 – 189.233 2 – 47.5818 – 189.148 T 1:35.1421 – 189.191	Q – 6
2:38 p.m.	#7	TRAVIS GREGG/Camden, Ohio Lucas Oil Products/Sam Schmidt Mspt - D/I/F	
	QA-7	1 – 47.4570 – 189.645 2 – 47.5874 – 189.126 T 1:35.0444 – 189.385	Q – 7
2:41 p.m.	#24	JEFF SIMMONS/Hartford, Conn. Kenn Hardley Racing - D/I/F	
	QA-8	1 – 48.7147 – 184.749 2 – 48.6991 – 184.808 T 1:37.4138 – 184.779	Q – 8
2:45 p.m.	#23	TAYLOR FLETCHER/San Clemente, Calif. World Vision-Bullet-Team Motorsports - D/I/F	
	QA-9	1 – 49.1752 – 183.019 2 – 49.3781 – 182.267 T 1:38.5533 – 182.642	Q – 9
2:49 p.m.	#42	GERMAN QUIROGA/Mexico City Kenn Hardley Racing – Unico Competition - D/I/F	
	QA-10	1 – 48.7039 – 184.790 2 – 48.7451 – 184.634 T 1:37.4490 – 184.712	Q – 10
2:53 p.m.	#4	MARTY ROTH/Toronto Roth Racing - D/I/F	
	QA-11	1 – 48.2033 – 186.709 2 – 48.3587 – 186.109 T 1:36.5620 – 186.409	Q – 11
2:57 p.m.	#36	IMRAN HUSAIN/Lucknow, India Genoa Racing Special - D/I/F	
	QA-12	1 – 49.8405 – 180.576 2 – 49.1507 – 183.110 T 1:39.9912 – 181.834	Q – 12

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**DAY 14 – THURSDAY, May 26, 2005**

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**SWE RACE CAR PARTS POLE QUALIFYING CHRONOLOGY (cont.):**

3:01 p.m.	#21	NICK BUSSELL/Ionia, Mich. JL West Motorsports - D/I/F	
	QA-13	1 – 48.3907 – 185.986 2 – 48.3935 – 185.975 T 1:36.7842 – 185.981	Q – 13
3:08 p.m.	#20	JAY DRAKE/Val Verde, Calif. Vision Racing - D/I/F	
	QA-14	1 – 47.9619 – 187.649 2 – 47.9251 – 187.793 T 1:35.8870 – 187.721	Q – 14
3:11 p.m.	#3	AL UNSER/Albuquerque, N.M. Brian Stewart Racing - D/I/F	
	QA-15	1 – 48.3081 – 186.304 2 – 48.3320 – 186.212 T 1:36.6401 – 186.285	Q – 15
3:15 p.m.	#11	TOM WOOD/Calgary, Alberta Sam Schmidt Motorsports - D/I/F	
	QA-16	1 – 48.8345 – 184.296 2 – 48.9491 – 183.864 T 1:37.7836 – 184.080	Q – 16
3:18 p.m.	#6	JON HERB/Orlando, Fla. AERCON - D/I/F	
	QA-17	1 – 48.4347 – 185.817 2 – 48.4432 – 185.785 T 1:36.8779 – 185.801	Q – 17

#6 Herb qualified out of order due to gearbox change after second practice.

#27 Moran did not present for qualifying due to mechanical problems in second practice.

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**SWE RACE CAR PARTS POLE QUALIFYING NOTES:**

- This is Jaime Camara's first career SWE Race Car Parts Pole Award in the Menards Infiniti Pro Series. His previous best start was second at Homestead-Miami Speedway and Phoenix International Raceway earlier this year.

- This is the 13<sup>th</sup> pole position for Sam Schmidt Motorsports. The team's last pole position was with Travis Gregg at the Phoenix 100 at Phoenix International Raceway earlier this year.

- Series points leader Travis Gregg will start second. He has qualified on the front row for each of his Menards Infiniti Pro Series starts on ovals. His only start off the front row was on the temporary street circuit at St. Petersburg in April when he qualified ninth.

- This is the sixth time teammates have swept the top two spots. Sam Schmidt Motorsports has swept the front row five times in the Menards Infiniti Pro Series.

- Three of the top four starters (Travis Gregg, Cole Carter and Jay Drake) are veterans of USAC open-wheel racing series.

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**DAY 14 – THURSDAY, May 26, 2005**  
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**FUTABA FREEDOM 100 FINAL PRACTICE:**

4:40 p.m. – **GREEN**. #91 Abbott is first on track.  
4:51 p.m. – **YELLOW**. Smoke trailing from #6 Herb.  
4:55 p.m. – **GREEN**.  
5 p.m. – **CHECKERED**.

**FASTEST SPEEDS OF SESSION:**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>C/E/T</b>	<b>Speed</b>
1.	1	Jaime Camara	D/I/F	190.359 mph
2.	7	Travis Gregg	D/I/F	188.792 mph
3.	33	Wade Cunningham	D/I/F	188.785 mph
4.	21	Nick Bussell	D/I/F	188.232 mph
5.	77	Cole Carter	D/I/F	188.201 mph

\*\*\*

Legendary Indianapolis Motor Speedway Public Address announcer Tom Carnegie remains at Methodist Hospital for further tests. He may be released later today. Carnegie will not be at the track Friday for Miller Lite Carb Day if he is released from the hospital.

Carnegie, 85, was admitted to Methodist Wednesday after feeling ill following an interview during American Family Insurance 500 Festival Community Day festivities at the Speedway. He has been the PA voice of races at the Speedway for 60 consecutive years, announcing his first Indianapolis 500 in 1946.

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**MILLER LITE CARB DAY/FUTABA FREEDOM 100 SCHEDULE**

8 a.m.	Public Gates Open
11 a.m.-noon	Indianapolis 500 Practice
Noon-12:30 p.m.	Futaba Freedom 100 Pre-Race
12:30 p.m.	Futaba Freedom 100 Race (40 laps)
1:30-3 p.m.	Checkers/Rally's Pit Stop Challenge
3:30 p.m.	Miller Lite Carb Day Concert Featuring The Black Crowes
6 p.m.	Track Closes

**END DAY 14 NOTES**

## **POST QUALIFYING QUOTES**

**JAIME CAMARA** (#1 CELG – Sam Schmidt Motorsports Dallara/Infiniti/Firestone):

**AL UNSER** (#3 Brian Stewart Racing Dallara/Infiniti/Firestone):

**MARTY ROTH** (#4 Roth Racing Dallara/Infiniti/Firestone):

**JON HERB** (#6 AERCON Dallara/Infiniti/Firestone):

**TRAVIS GREGG** (#7 Lucas Oil Products/Sam Schmidt Mspt Dallara/Infiniti/Firestone):

**TOM WOOD** (#11 Sam Schmidt Motorsports Dallara/Infiniti/Firestone):

**CHRIS FESTA** (#19 Lockformer/SpacePak/CareCentric/SSM Dallara/Infiniti/Firestone):

**JAY DRAKE** (#20 Vision Racing Dallara/Infiniti/Firestone):

**NICK BUSSELL** (#21 JL West Motorsports Dallara/Infiniti/Firestone):

**TAYLOR FLETCHER** (#23 World Vision-Bullet-Team Motorsports Dallara/Infiniti/Firestone):

**JEFF SIMMONS** (#24 Kenn Hardley Motorsports Dallara/Infiniti/Firestone):

**MARCO ANDRETTI** (#26 Vonage Dallara/Infiniti/Firestone):

**ROCKY MORAN JR.** (#27 Automatic Fire Sprinklers, Inc. Dallara/Infiniti/Firestone):

**WADE CUNNINGHAM** (#33 Visit New Zealand Dallara/Infiniti/Firestone):

**IMRAN HUSAIN** (#36 Genoa Racing Special Dallara/Infiniti/Firestone):

**GERMAN QUIROGA** (#42 Kenn Hardley Racing – Unico Competition  
Dallara/Infiniti/Firestone):

**COLE CARTER** (#77 American Revolution Racing Dallara/Infiniti/Firestone):

**MISHAEL ABBOTT** (#91 Hemelgarn Johnson Motorsports Dallara/Infiniti/Firestone):

**SWE RACE CAR PARTS POLE POST-QUALIFYING QUOTES**  
**FUTABA FREEDOM 100 – Thursday, May 26 – Page 1**

**JAIME CAMARA** (#1 CELG – Sam Schmidt Motorsports Dallara/Infiniti/Firestone): “We had a pretty good car since the beginning today. We were working just to find the right line to have a good qualifying session, and I think we had a very good qualifying session.” (This is a big event. Do you feel the pressure?): “Yes, there’s a lot of pressure here. It’s Indianapolis, man. When you arrive here, there’s pressure.” **(More Camara quotes to follow)**

**AL UNSER** (#3 Brian Stewart Racing Dallara/Infiniti/Firestone): “Well, it’s in the show. We’ll go get them in the race. That’s about all I have to say about qualifying. We made some adjustments after practice in between qualifying, and I actually found some more grip, so I think I have something up my sleeve for the race.” (About family tradition at Indy): “When I used to come here, I thought that it was just another track. But I got on here earlier this month and once I actually got some laps around this place, it actually does have a connection with me. There’s something about this place, I’m not sure what it is. Whether it’s the bricks underneath the asphalt, the history, or maybe because my family has won so much, but there’s something to do with this place.” (About lucky penny inside fire suit): “I’ve got a lucky penny that I found. It’s taped (inside fire suit). I found this in the infield parking lot, heads up. In ’92 before my dad won, my aunt found a penny heads up in the parking lot, gave it to my dad, and he won, so I’m hoping it will bring me the same luck.”

**MARTY ROTH** (#4 Roth Racing Dallara/Infiniti/Firestone): It’s not bad. We got into the car, and it was a little different than the Indy car – we had to adjust to it. But it will be a great race. I’m looking forward to it, and it should be real exciting tomorrow.” (Do you have to pay attention to the difference in momentum given the lower power?): “Oh, yeah, this is a spec series, and we’re all running pretty much the same stuff. It’s a matter of cleaning it up the best you can and keeping the momentum going, and that’s the name of the game in the Infiniti Pro Series. I’m sure it will be a pretty tight race with a lot of drafting, and the pack will be pretty tight. It’s always a spectacular race at Indy.”

**TRAVIS GREGG** (#7 Lucas Oil Products/Sam Schmidt Mspt Dallara/Infiniti/Firestone): I’m pretty happy with it. We picked up a lot of time from practice to qualifying, shaved off like three or four tenths.” (How did you do that?): “It got a little cooler. But a lot of factors go into it.” (Did the wind picking up bother you?): “Just coming out of (Turn) 2 – it affected the car a little bit but not too bad.” **(More Gregg quotes to follow)**

**TOM WOOD** (#11 Sam Schmidt Motorsports Dallara/Infiniti/Firestone): “I don’t know, the car was flat. I don’t know what it was, it was all the car had in it. Things changed a little bit, it cooled down a little bit, and we might have had too much downforce in it. Before I got hurt, the last four races I was in, the worst we got was a fifth-place finish and a few podium finishes, so no, we’re quite a bit off, but we’ll get it together tonight.” (About taking green flag at Indy): “How does it feel to start in the Super Bowl? I mean, the only thing that could be any better would be starting in the ‘500,’ but this is the place.”

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**SWE RACE CAR PARTS POLE POST-QUALIFYING QUOTES**  
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**CHRIS FESTA** (#19 Lockformer/SpacePak/CareCentric/SSM Dallara/Infiniti/Firestone): (About the run): “It was terrible. Something went wrong with the electronics, either a fuel pump or fuel pressure sensor, which caused the engine to run terrible coming out of Turn 4. We’ll be starting in the last row, which isn’t where I want to be, but we’re going to put the race setup back on the car, and I’ll just have to work my way through the field tomorrow. My priority is to come through the field and stay out of trouble. My family is here from Atlanta, but I want everyone from home to know that we’ll be coming to the front tomorrow.”

**JAY DRAKE** (#20 Vision Racing Dallara/Infiniti/Firestone): (About busy schedule this week): “Yeah, we have a race here tomorrow afternoon and then shoot over to the Indiana State Fairgrounds, and we have a couple more after that to finish off the weekend. So it’s a big, busy weekend, but it’s what I love to do. I’d race every day if I had the chance, and this week I kind of get to do that.” (Do you have trouble switching back and forth?): “Just trying to stay untired, I think. It’s a lot of late nights and early mornings, and you forget to sleep sometimes, and that’s the hardest part. But getting back and forth in the race cars, well, that’s what I love to do. If I could spend every moment I was awake in a race car, I would do it. This is the closest time of the year that I get to do that.” (The run): “We keep getting better every time we go on the track, as it has been all year. Every time we are on the track it’s better than before, and that’s promising. Honestly, we wanted to be on the pole and win every race so anything less than that is a little disappointing but being here at the Speedway and having a great starting spot so it can make for a great race. So we have two more chances to get it better so we can be a contender tomorrow.”

**NICK BUSSELL** (#21 JL West Motorsports Dallara/Infiniti/Firestone): “I’m a little disappointed. I thought the laps were going to be a bit better than that based on what I felt. We’ve been chasing ourselves a little bit. We’re not quite sure why we can’t get the speed out of it or where we’re lacking. We’re lacking somewhere, we’re not sure where, though. It’s a lot better than it was, our lap times anyway. We’re not quite sure what we’re going to do. We’ll improve it in the race, we’ll see.”

**TAYLOR FLETCHER** (#23 World Vision-Bullet-Team Motorsports Dallara/Infiniti/Firestone): “We’re having a little bit of trouble with the chassis setup. Probably lack of track time. We went out and had the accelerator flat all the way around. It’s just getting the car so it’s right. You don’t want it too comfortable, but you want it so that it’s not scary, but at the same time, you want it so it’s fast. So that’s our struggle. It’s just taking aero effects out of the car. Bringing the car up and it’s just that elusive five miles an hour, or one second, that’s what we’re trying to find. It’s Indy, so you know, we have family and friends here supporting World Vision and Olive Crest foundation, two of our children’s charities, so it’s nice with this kind of venue and these kinds of crowds to be able to do that.”

**JEFF SIMMONS** (#24 Kenn Hardley Motorsports Dallara/Infiniti/Firestone): “Uneventful and slow. We’ve tried a lot of things on the car, and we have a car that’s pretty well balanced and we’ve gone (with) all different ride heights and we just can’t seem to find the speed that some of these guys have. We’re all kind of a little frustrated by it. Hopefully we can get a good race setup and maybe we’ll be able to draft with these guys tomorrow.”

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**SWE RACE CAR PARTS POLE POST-QUALIFYING QUOTES**  
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**MARCO ANDRETTI** (#26 Vonage Dallara/Infiniti/Firestone): “I’m definitely unhappy. I went out first of all with no dash, no data or anything, so I didn’t know where I was at and that, as a driver, that’s not fun. But on the other hand, we were flat and we were doing all we could do anyway, so I was doing the best I can. I just don’t think it was there. Basically we came here with a different motor and that was big time off, so we put this one back in and we had to miss the session, so we are just way out there. With the draft, I’ll be able to stay up with these guys, hopefully.”

**WADE CUNNINGHAM** (#33 Visit New Zealand Dallara/Infiniti/Firestone): “I think we should have gone a little further with the changes that we could’ve made. I think the track has changed a lot since we were here last for the Open Test. I don’t think we developed the setup on the car as we should’ve. That’s why we dropped down from our practice times to qualifying right now.”

**IMRAN HUSAIN** (#36 Genoa Racing Special Dallara/Infiniti/Firestone): “I’m disappointed in the run; we ran faster in the morning. We ran 185 in the morning. The weather conditions changed, but we’ve got to go look at the data and see what went wrong. In the afternoon run, we have some problems with the throttle application; the throttle was stuck at 80 percent, so I don’t if there’s a similar problem or not. I thought I drove the car harder than I did this morning, but apparently not. The times aren’t there like they were this morning.”

**GERMAN QUIROGA** (#42 Kenn Hardley Racing – Unico Competition Dallara/Infiniti/Firestone): “We had made some changes before the last practice session ended, and we didn’t get to really try them. I think we’re going the right direction, and tomorrow the car will be very good. We got everything out of the car that we could. We wanted to be up in the front, but there wasn’t much left in the car. I think that for the race tomorrow we’re going to have a good car.” (Do you enjoy this track?): “Yeah, for sure. It’s new for me to see all of this, and it’s very nice. The racing is great here.”

**COLE CARTER** (#77 American Revolution Racing Dallara/Infiniti/Firestone): “It was good. The car was very stable, and it was trimmed out right. The gearing was great, and that’s important. I just tried to go out there and keep it smooth, and that’s what we did. We ended up being about where we had predicted.” (Do you have any adrenaline left after recently completing rookie test?): “I’ve been staying pretty calm. I’m just trying to take it all in, and I’m just doing what I can out there. We’re just going to try to stay out of trouble and stay at the front tomorrow.”

**MISHAEL ABBOTT** (#91 Hemelgarn Johnson Motorsports Dallara/Infiniti/Firestone): “It was great. We struggled getting the car going the first two sessions in the morning, but I was flat all the way around, and I drove what I got. Now we have to go back and see if we can pick up a little more speed.” (Now that you’re at Indy, is it meeting or exceeding your expectations?): “This is incredible. Just being here; I’ve been here all month long. It’s a dream come true.”

**FRONT ROW PRESS CONFERENCE QUOTES TO FOLLOW**

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**SWE RACE CAR PARTS POLE POST-QUALIFYING QUOTES**  
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**FRONT ROW PRESS CONFERENCE QUOTES:**

**JAIME CAMARA:** “We had a good car since the first practice. Since we went out, I was flat the second lap, and I was very comfortable with the car. I did a good line every time; I did the same line every time.” (You and teammate and second-place qualifier Travis Gregg come from different racing backgrounds; how has that worked for both of you here?): “I think it doesn’t matter here because I had to learn everything about oval-track racing, and Travis already knew that. He helps me sometimes, and I help him sometimes. This is kind of a payback because I was in (the) second row at Homestead and Phoenix, and he was pole. So now I’m pole, and he’s second.” (As teammates, how are you going to work together tomorrow?): “We’ll work together like at Homestead. At Homestead, we were together and on the last three laps I tried to pass him but couldn’t, so I think we’re going to do this here.” (Marty Roth said he expects the field to run in a pack. Will you be able to run alone or in the pack?): “If we work together, we can get away from the pack.”

**TRAVIS GREGG:** (About today’s performance): “Yeah, I’m really excited. We weren’t as quick as we wanted to be in the morning practice sessions, but we made some changes. We came out in qualifying and were able to get on to the front row. I’m really excited. This place is unlike going around a place like the Lawrenceburg Speedway like I’m used to. It’s totally different, especially when you’re going around here at 190 mph with a formula-type car.” (About being teammates with Jaime Camara): “As teammates, we work together and try to help each other out. I know that Jaime has helped me out a bunch, but being teammates, that’s just what we’re going to do.” (How are you going to work together as teammates?): “We’re not going to take each other out, for one.” (This race is a 40-lap sprint. How do you plan to win it?): “I think there are a couple of different ways that this race can be won. You can try to analyze how the race is going to be run, but it may not happen the way you think it will. You have to be patient and calm. This is a 100-mile race, not just one lap out there. I think we’ll be fine. We’re going to work as a team and race each other fair and clean.” (How does the draft affect things?): “You are going to go about three- or four-tenths quicker than if you were by yourself. It’s just the way these cars are designed with the aerodynamics.” (How did you get to the Menards Infiniti Pro Series?): “We just decided that we wanted to move forward in racing. We started looking around for some opportunities, and my dad was calling around Indianapolis and heard about Sam Schmidt Motorsports. We heard about the Menards Infiniti Pro Series and decided to see what it was all about, so we did a test in December of 2003. We were able to drive the car 100 laps at Las Vegas Motor Speedway, and things went really well. Because of that we started talking a little more to Sam Schmidt about what we needed to do to get into a race car. It all led to getting a rookie license and competing in three races. Sam Schmidt Motorsports is a great organization, and we felt it was a great fit for us.”

**END QUOTES**

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**TODAY AT THE TRACK (all times local):**

8 a.m.	Public Gates Open
11 a.m.-noon	Indianapolis 500 Practice
Noon-12:30 p.m.	Futaba Freedom 100 Pre-Race
12:30 p.m.	Futaba Freedom 100 Race (40 laps)
1:30-3 p.m.	Checkers/Rally's Pit Stop Challenge
3:30 p.m.	Miller Lite Carb Day Concert Featuring The Black Crowes
6 p.m.	Track Closes

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Legendary Indianapolis Motor Speedway Public Address announcer Tom Carnegie plans to call the details of the Indianapolis 500 for the 60th consecutive year May 29 after he was released May 26 from Methodist Hospital in Indianapolis.

Carnegie, 85, was admitted May 25 after feeling ill following an interview on stage as part of the American Family Insurance 500 Festival Community Day activities at the Speedway.

**TOM CARNEGIE (Indianapolis Motor Speedway Public Address announcer):** "I'm feeling fine. Everything is fine. They believe it was dehydration. The doctors did a lot of tests, and there is no problem with my heart."

\*\*\*

The start of Indianapolis 500 practice will begin under a running yellow today so that teams can look at the new "Pit Closed" light on the end of the backstretch and at the entrance of pit road.

\*\*\*

Kyle Moyer, general manager of Andretti Green Racing, was named the winner of this 2005 True Grit Award. Chris Paulsen, Owner of C & R Racing, Inc., announced Moyer as the ninth annual winner of the "True Grit" Award, which will be presented today.

Paulsen, an Indy-style chief mechanic for many years, will present the \$5,000 award to Moyer.

**CHRIS PAULSEN (Owner, C & R Racing, Inc.):** "I remember when Kyle first came on the racing scene with Gary B (Bettenhausen) He was a very enthusiastic, hard-working kid that started working on sprint cars and quickly moved in the Indy-car world. He has always been very dedicated to the team he works on, and that shows in the great success those teams have had under his guidance. He is definitely what the True Grit Award is all about."

\*\*\*

Mike Harris, one of the most prominent motorsports journalists in the United States, was honored by the Speed Channel Driver Of The Year Award panel for his lifetime of service to the award today at the Indianapolis Motor Speedway.

Harris started with the Associated Press in 1969 and has been the motorsports writer since 1980 and a member of the Expert Panel for 25 years.

**BARRY SCHMOYER (Driver of the Year principal):** "Mike's advice and hard work are key reasons that this award has continued to be held in high regard."

**MIKE HARRIS (Associated Press motorsports editor):** "I'm very honored. The Driver of the Year Award is very special to me, and, it's an honor to be thought of in that way by the panel."

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**INDIANAPOLIS 500 PRACTICE REPORT**

At 10:45 a.m., the ambient temperature was 73 degrees with west-southwest winds at 17 mph, and a relative humidity of 38 percent. Skies were mostly cloudy. The track temperature was 105 degrees, according to Firestone engineers.

11 a.m. – Track is open under a running yellow. First car out was #8 Sharp and #11 Kanaan and #4 Scheckter.

11:03 a.m. – **GREEN:** Lamon Brewster, WBO heavyweight champion waved the green flag to open the session.

11:06 a.m. – Twenty-eight of the 33 cars have recorded laps on the Speedway.

11:09 a.m. – **YELLOW.** #95 Lazier makes heavy contact with the SAFER Barrier in Turn 4 with the right side of the car. Car slides down the frontstretch before stopping near the scoring pylon. There is heavy damage to the right side of the car. Lazier climbs from the car without assistance from the Delphi IRL Safety Team.

\*\*\*

A mechanical malfunction caused #95 Buddy Lazier to hit the SAFER Barrier in Turn 4 during Miller Lite Carb Day practice, Panther Racing co-owner Doug Boles said. Lazier was not up to full speed when the accident occurred, Boles said. Indy Racing League timing and scoring recorded a trap speed of 189.3 mph before the accident.

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Medical update from Dr. Henry Bock, IRL and IMS senior director of medical services: Buddy Lazier has been checked and released from the Clarian Emergency Medical Center. He is cleared to drive.

**BUDDY LAZIER (No. 95 Panther/Jonathan Byrd's/ESPN 950 AM**

**Dallara/Chevrolet/Firestone):** “We were just warming up, so I can’t tell you what happened. But it’s clear; you can see sparks from under the car. I’m coming up to speed, the car was feeling good, and I’m looking forward to having an awesome Race Day, and I entered Turn 4 on my first at-speed lap, and I heard a click, a big snap, and it just took off to the wall.”

\*\*\*

11:19 a.m. – **GREEN.** All 33 qualified cars have been on track

11:26 a.m. – **YELLOW.** Track inspection. Crew for #37 Bourdais reports car has lost the glass from his mirror.

11:32 a.m. – **GREEN.**

Noon – **CHECKERED.**

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**FASTEST SPEEDS OF SESSION:**

Pos.	Car	Name	C/E/T	Speed
1.	16	Danica Patrick	P/H/F	225.597 mph
2.	11	Tony Kanaan	D/H/F	225.451 mph
3.	26	Dan Wheldon	D/H/F	225.262 mph
4.	6	Sam Hornish Jr.	D/T/F	225.003 mph
5.	4	Tomas Scheckter	D/C/F	224.646 mph

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Argent Mortgage will present \$2,500 to the driver who posts the fastest lap in today's practice. The Argent Fastest Lap of the Day Award will be presented each of the eight practice days: May 10, 11, 12, 13, 18, 19, 20 and 27.

<b>Date</b>	<b>Driver</b>	<b>Speed</b>
May 10	Dan Wheldon	226.808 mph
May 11	Tony Kanaan	227.453 mph
May 12	Danica Patrick	227.633 mph
May 13	Tomas Scheckter	227.804 mph
May 18	Dan Wheldon	227.320 mph
May 20	Tony Kanaan	226.490 mph

\*\*\*

ABC Sports will have the use of 10 in-car cameras during its coverage of the 89<sup>th</sup> Indianapolis 500. In-car cameras will be on the cars of Dan Wheldon, Kenny Brack, Tony Kanaan, Alex Barron, Tomas Scheckter, Scott Dixon, Dario Franchitti, Danica Patrick and Scott Sharp. In addition, the Chevrolet Corvette Pace Car will have an on-board camera.

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Andretti Green Racing announced today it has signed AirTran Airways as an associate sponsor for three consecutive IndyCar® Series events, beginning with the 89<sup>th</sup> running of the Indianapolis 500. AirTran Airways will be an associate sponsor on all four Andretti Green entries for the races at Texas Motor Speedway and Richmond International Raceway after Sunday's race at Indianapolis Motor Speedway.

AirTran will position its name and logo prominently on the cockpit area of each car. The four machines are driven by Indianapolis 500 polesitter and 2004 IndyCar Series champion Tony Kanaan, 2005 IndyCar Series points leader Dan Wheldon, Dario Franchitti and Bryan Herta. The four drivers have combined to win 13 races and 10 poles, and have posted 68 top-five finishes in the 36 races since the team joined Indy Racing League competition in 2003.

**MICHAEL ANDRETTI (Co-owner, Andretti Green Racing):** "We're thrilled to bring AirTran on board with us for these next three events. AirTran is a great airline and, like so many of our team partners, stands as an industry leader."

**KEVIN HEALY, (Vice President, Planning And Sales, AirTran Airways):** "AirTran Airways is proud to team up with the premier Indy Racing League team and 2004 IndyCar Series champions Andretti Green Racing. With our recent introduction of service from Indianapolis, we're very excited to participate in the Indy 500, and as the first airline to offer XM Satellite Radio in flight, we know this will be a winning partnership."

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WBO heavyweight champion Lamon Brewster, a native of Indianapolis, waved the green flag to open the final practice session for the Indianapolis 500.

**LAMON BREWSTER (WBO heavyweight champion):** “This to me is everything I've wanted to be successful for. To be able to have these types of opportunities and to be able to show the kids, especially of the inner city that you can become successful and things can happen for you if you just stay away from drugs and you just try to do the best you can in life. You know, man, this to me is like payday, so to speak. Because I didn't go out and do the things that peer pressure wanted me to do. I stuck to the hard road and now it's all paying off and I just thank God for it.” (About being at Indianapolis Motor Speedway): “I grew up one mile from here, and I would always hear the cars. I never got to experience it, and now that I am experiencing it, it's every thing I thought it would be and then some. I got to meet A.J. Foyt and Al Unser, so this is like a dream come true. It doesn't get any better than this. Now that I've done this, you can take me to my grave and bury me.” (What did you feel while watching the cars go by at speed?): “The excitement, the rush you get like when stepping into the ring. It's like, man, I'm in a race car.”

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The National Anthem prior to the Futaba Freedom 100 was performed by Nathan Simpson, 15, cousin of Menards Infiniti Pro Series points leader Travis Gregg.

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**FUTABA FREEDOM 100 RACE SPECIFICS**

- The race is 100 miles, 40 laps on the 2.5-mile oval.
- Pit road speed limit is 60 mph.
- The green flag to start the race will be shown on the third time past the flag stand.
- Three-time Indianapolis 500 winner Johnny Rutherford will drive the Chevrolet Corvette Pace Car.

**INDIANAPOLIS 500 FINAL PRACTICE QUOTES:**

**A.J. FOYT IV (No. 14 ABC Supply/A.J. Foyt Racing Dallara/Toyota/Firestone):** “I wish we could have learned a lot more, that's for sure. The car's not too bad. Too many miles to get the car right. You can't put too many miles on the race car, so we kind of screwed ourselves up.”

**JEFF BUCKNUM (No. 24 Investment Properties of America Dallara/Honda/Firestone):** (About what he learned for race strategy): “Mostly numbers like fuel and stuff like that. That's what we learned out there. A lot of this is mainly for the crew and engineers and the guys doing the calculations during the race. The car is good and is where we want it. I don't have a lot to gauge on because I have never been here, but I think it is good.”

**JIMMY KITE (No. 91 Ethanol Hemelgarn Racing Dallara/Toyota/Firestone):** “We have a really good race car. It handles good. We'll just have to hook onto that lead draft and let it take us around for a while.”

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**MARTY ROTH (No. 25 Roth Racing/PDM Racing Dallara/Chevrolet/Firestone):** "Right now, I tell you, I'm just thinking about the (Infiniti Pro Series Futaba Freedom 100) race. We've got some work ahead of us with the car. It's a long race. We'll be able to tweak (the car). You get to adjust these as you go. We've made some changes. We've got to go back on them. It's 500 miles. It's a long race, so we'll see how it goes. My plan is to make that checkered flag."

**FELIPE GIAFFONE (No. 48 A.J. Foyt Racing Panoz/Toyota/Firestone):** "We didn't learn that much. I was just trying to get the balance at first. At the end, I had just two to three laps and just getting up to speed. We couldn't have run any further because of the miles on the motor. So, for sure, (the race) is going to be a tough one. I think it's going to be tough to get away from the Honda cars. They look very strong. We are going to have to be watching the mirror."

**RICHIE HEARN (No. 70 Meijer/Coca-Cola Racing Special Panoz/Chevrolet/Firestone):** "This is the day I really start to feel it all. We had the drivers' meeting this morning and then the last practice. You see all the people and crowds and you know the big day is close. It's exciting, but it's also important for me to stay focused. I'll go over everything later today with Tim (Neff, engineer) and then the crew will make the final adjustments to the Meijer car for the start of the race."

**ALEX BARRON (No. 51 Red Bull Cheever Racing Dallara/Toyota/Firestone):** "We just did one run to see how the car is. The weather's going to change for Sunday, so we didn't feel the need to do much. We didn't want to put too many miles on this engine. It's a 500-mile race; we'll fine tune it and be ready on Sunday."

**ADRIAN FERNANDEZ (No. 5 Investment Properties of America Panoz/Honda/Firestone):** (Do you feel good after practice?): "Pretty much. We had a few problems we didn't expect but we fixed them. I think we're pretty much set for the race." (It has been a while since you've raced; are you ready for 500 miles?): "Oh, yeah. I'm in shape and it's only been about four months. I did a lot of miles in December for Firestone so I feel pretty good."

**DARREN MANNING (No. 10 Target Chip Ganassi Racing Panoz/Toyota/Firestone):** "She's (the car) fine. We just sorted out the (engine) mapping for the race, the yellow mapping and fuel mixtures. This is a new engine. Toyota is upgrading the specs every day, it seems. They do a good job, so we needed to get some miles on this engine for the race (and) sort out the mapping. So we were just doing a few in-and-outs, and I was trying to get up to speed coming in and out of the pits. It was good." (The car is handling well in traffic?): "Yeah, that's the main thing. We always have a good car in traffic in race trim. We're pretty happy. Obviously, we don't have the out-and-out speed of some of the quicker guys, but we should be all right on the big track." (You had a little trouble in Turn 2 earlier in the month; do you cringe going through there or is that forgotten?): "Every time, every time. No, it's quite good in race trim because you put a lot of downforce back in the car, and the car's pretty much stuck to the track. In qualifying trim the car gets a bit squirrely and loose through there."

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**DANICA PATRICK (No. 16 Rahal Letterman Argent Pioneer Panoz/Honda/Firestone):** “If you guys can tell, it's a short runs. We don't want to put more than 15-25 laps on the engine before Race Day, so we kept it safe and I did the 219. I got a feel for the pit in and pit out as best as I could. I was by some slow cars at times, but I'm sure the adrenaline will take me through what I need on Race Day. We weren't trying to come out here and be the fastest, but it's always good to be. It's good for confidence, and it's good to see that your car can do it, especially having downforce on the car now as opposed to qualifying conditions. You hit terminal velocity, and your speed is your speed. I think it's good that we were fastest, and I think there were some people there at the end, trying to go fastest a little bit there at the end and, we still stuck there. I think it's a good thing and a confidence-boosting afternoon for Honda. I ran a majority by myself and that's good for us just to get a reference on where the gears are at. What you need by yourself, I don't like to be running in top gear, sitting on the (rev) limiter thinking, ‘I can't go any faster.’ So we've got a good idea for that, which we'll change then and in traffic, you know, I noticed a little bit, but mostly by myself, the car felt a little bit different, so when we stopped in the middle there and made an adjustment, it felt a little bit better. That's kind of where we were at with this car, and we stayed right there. When it's happy, it's happy whether I'm feeling it or not.” (Can a rookie win this race?): “I think the first thing you need is a good team. You need good strategy, you need good pit stops, you need people with a clear idea of what needs to happen out there. Someone who can be in your ear and keep you calm. I think we have that. I think I have a team with a fast car, and I think that's the first hurdle you have to clear as a rookie. I feel like I've done that. I'm there, and I thank the team for that. As far as a driver, I don't have the experience that others have. No doubt. There's tons of things that I have to learn and I will go through, race morning, organizing everything in my head. Those things that you have to keep in mind when you start. When the race gets underway, when you come in for a pit stop. It's a rhythm. There's a lot of stuff going on that you guys probably don't even know inside the car, so you have to keep your mind clear so that you can focus on the things that you have to do that day. I think that, in a long-winded answer, I think it's probably my longest answer ever, do I think a rookie can do it? Yes. Catch a break here and there. Don't make any mistakes. Buddy (Rice) stalled it last year and won, so don't make any mistakes and a rookie can win.” (About distractions): “There's nothing you can do really. I don't read all my press. Sorry. I try to relax as much as I can. Try to be with my fiance and family as they're all here from Wednesday on this week, so that's about it really. Other than that, you just have to keep your eyes on the prize and know what you're here for, and I know that I'm here because of what I've done so far and how I've been, how I've acted and conducted myself and the mental attitude I have. So I do my best, and I feel like it's gone pretty good, so I don't change and I don't think anything different and I would try, and I've told this to so many reporters, that I would try just as hard if you guys weren't even here. So that's just me.” (About preparations): “It's getting serious here, it's Friday. I've been here all month ramping up for this. But it's always fun. You have to make sure it's fun. If it's not, I don't think you are what you could be. I think that you have to enjoy yourself. I will say, though, there are times that aren't quite so fun. There are times that it gets difficult. There are times that it gets stressful and I have had all of those this month, but overall, yes, if I look back and I say to myself, ‘Gosh, I'm not having any fun after, like, three races.’ I'd go, ‘Hey, what's going on?’ I love my job, and I've been asked what I would do other than this and I have no answer, so there you go.” (More Patrick on next page)

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**DANICA PATRICK (Cont).** (About media attention): "I was told, more than anything I believed, that if I did well, then this kind of thing would happen. Now, the top fold of the *USA Today* twice, I wasn't expecting that. I worked so hard for the ability to drive for good teams and good sponsors that are always with you and to elevate this series. It's a great series. I remember watching it when I wasn't in it and thinking, 'You know what, they might be driving in circles, but they're good racers and they're racing hard.' I've only gained respect, over the time that I've driven these cars. Especially in race conditions, with the way the air moves you around through the air, so I do it for more than just me."

**TONY KANAAN (No. 11 Team 7-Eleven Dallara/Honda/Firestone):** "Carb Day, people make a big deal out of it, and I don't see the reason. We've had all month to prep for this. We just wanted to see if everything was OK. We don't have any leaks or anything, so I'm happy. We're ready. We're ready for the race. It felt good. When it's fast, it's always good."

**TOMAS SCHECKTER (No. 4 Pennzoil Panther Dallara/Chevrolet/Firestone):** "We're fine. Most of the work was done the week before. This is really not a time to be going out there and trying anything even a little bit different. We knew what kind of car we had. We were happy with it. We did a couple of laps and packed it away to make sure it runs good on Race Day. We didn't want to put a lot of laps on the race engine. The car was good, we had no problems, and we ended up in the top five. The Pennzoil Chevrolet guys have done an unbelievable job, and we're just looking forward to the race. What's great, I think, this month is that we brought out the car every time and it's felt very good and very similar, and it's given me a lot of confidence. I think that will help out in the race a lot."

**DARIO FRANCHITTI (No. 27 ArcaEx Dallara/Honda/Firestone):** "We had some difficulty during today's practice session. We didn't have the speed we were looking for in the ArcaEx car. The balance of the car was very good, so we'll have to look in other areas."

**SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone):** "We're happy with the Marlboro Team Penske car. We spent the final practice session making sure the car is mechanically sound. The race is a lot about execution on pit stops, and if we do well in those two areas we should be in good shape."

**HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Toyota/Firestone):** "The final practice session is not the time to take chances with the primary car, so we didn't really run in traffic. Our focus was making sure everything is working well on the Marlboro Team Penske car and taking care of any minor adjustments. The team has worked so hard this month, and I feel we've done everything we can to make sure we're ready. We just need to stay focused and execute on Race Day."

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**FUTABA FREEDOM 100 PRE-RACE:**

At 12:10 p.m., the ambient temperature was 73 degrees with a relative humidity of 39 percent and west-southwest winds at 18 mph. Skies were cloudy. The track temperature was 100 degrees, according to Firestone engineers.

12:36 p.m. – Command to start engines by Max Hinkle, CEO, Futaba Corporation of America and grand marshal of the event. All 18 starters on track for pace laps.

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**FUTABA FREEDOM 100 RACE RUNNING:**

On second parade lap, #77 Carter warming tires does a half-spin to the left in Turn 4. Car does not make contact and will start at the tail end of the field.

Lap 1: **GREEN**. #33 Cunningham passes pole sitter #1 Camara and leads field into Turn 1 and leads field. Behind field there is **YELLOW**. #77 Carter does a half-spin to the right and makes contact with the SAFER Barrier in Turn 3. There is moderate damage to the right rear and rear of the car. Carter climbs from the the car without assistance of the Delphi IRL Safety Team. During there are reports of rain.

Lap 3: **RED**. Rain reported over the Speedway. Leaders are: #33 Cunningham, #1 Camara, #7 Gregg, #20 Drake and #4 Roth.

12:53 p.m. – Command to re-fire engines given after five-minute delay for rain.

Lap 4: **GREEN**. #33 Cunningham leads field into Turn 1. Camara makes pass for lead in Turn 1 and leads by .7066 of a second. #27 Moran to pit road. Crew reports car locked in gear.

Medical update from Dr. Henry Bock, IRL and IMS senior director of medical services: Cole Carter has been checked and released from the Clarian Emergency Medical Center. He is cleared to drive.

**COLE CARTER: (No. 77 American Revolution Racing Dallara/Infiniti/Firestone):**

"There was a slow car in front of me and I tried to slow down for him, and the back end of the car came around on me."

Lap 10: #1 Camara leads #7 Gregg by .5044 of a second.

Lap 15: #6 Herb makes pass for lead down frontstretch and completes the pass in Turn 1. He leads #1 Camara by .0292 of a second.

Lap 16: #1 Camara makes pass for lead on #6 Herb in Turn 1. #33 Cunningham makes pass for second place.

Lap 18: #33 Cunningham makes pass for lead in Turn 1 and leads by .0121 of a second at the line.

Lap 20: #1 Camara leads #33 Cunningham by .1883 of a second.

Lap 25: #1 Camara leads #33 Cunningham by .2296 of a second.

Lap 30: #1 Camara leads #33 Cunningham by .1477 of a second.

Lap 34: **YELLOW**. #6 Herb does a spins and makes light contact with the outside retaining wall in the short chute between Turns 1 and 2. Car is restarted and returns to pit lane. Leaders are: #1 Camara, #33 Cunningham, #20 Drake, #3 Unser and #4 Roth.

Lap 37: **GREEN**. #1 Camara leads field into Turn 1. Behind the restart, there is a **YELLOW**. #42 Quiroga gets in the grass and spins in Turn 4. #26 Andretti and #21 Bussell spin to avoid car of Quiroga.

Lap 39: **YELLOW** and **WHITE**.

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Lap 40: **GREEN** and **CHECKERED**. #1 Camara wins Futaba Freedom 100 by .1319 of a second over #33 Cunningham and #3 Unser. #1 Camara made light contact with wall celebrating his first career victory.

**FUTABA FREEDOM 100 POST-RACE NOTES**

- This is Jaime Camara's first career Menards Infiniti Pro Series victory. His previous best finish was second at Homestead-Miami Speedway earlier this season. This was Camara's fourth start in the series.
- Camara is the third driver this season and the 17<sup>th</sup> driver overall to win from the pole position in the Menards Infiniti Pro Series. The last driver to win from the pole position was Marco Andretti at St. Petersburg earlier this season.
- This is the eighth win for Sam Schmidt Motorsports. It has previously won six times with Thiago Medeiros and with Travis Gregg earlier this year.
- Wade Cunningham and Al Unser finished second and third, respectively. It matched the career-best finish for both.
- The margin of victory was .1319 of a second, the 12<sup>th</sup> closest finish in Menards Infiniti Pro Series history. It is the closest finish in Futaba Freedom 100 history.

**UNOFFICIAL TOP 10 IN MENARDS INFINITI PRO SERIES POINTS:**

1.	Wade Cunningham (R)	147
2.	Travis Gregg (R)	138
3.	Jaime Camara (R)	129
4.	Jon Herb	123
5.	Al Unser	109
6.	Chris Festa (R)	108
7.	Nick Bussell (R)	108
8.	Jay Drake (R)	99
9.	Marty Roth	98
10.	Marco Andretti	67

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**INDIANAPOLIS 500 FINAL PRACTICE QUOTE:**

**JAQUES LAZIER (No. 21 Playa Del Racing Panoz/Toyota/Firestone):** "The best way I can say it is that I'm very happy. Happy and confident. I like the balance of the car. I can drive it hard and the balance doesn't change, and I think that's the key to going fast. It's the key to the race. I'm so proud of my guys on the crew for getting this car together. We keep getting better and stronger as a team."

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Major Arthur Floru, a C-130 Aircraft Commander in both combat sorties in Afghanistan and Iraq, returned from battle five weeks ago and will serve as assistant fueler for the Playa Del Racing entry driven by Jaques Lazier in the 89<sup>th</sup> Indianapolis 500.

Floru, from Woonsocket, R.I., will present the team with an American flag he flew in the team's honor during his last mission in Iraq. This presentation will take place after the completion of the Checkers/Rally's Pit Stop Challenge in front of the team's garage, B7, in Gasoline Alley.

**ARTHUR FLORU:** "I have been to Indy before, and wanted to return to support Susan (Schafer, co-owner, Playa Del Racing) and Gary (Sallee, co-owner, Playa Del Racing) at Indy this year. I have been friends with Sue for years. I am a military member, and Susan and Gary are big supporters of the military – very patriotic. I am honored and thrilled to be a part of the team. The Indy 500 is the pinnacle of motorsports. The Indy race is very exciting, in fact, the most exciting race. It is an absolute celebration of American freedom and has a very patriotic fan base. It's very exciting to be going to Indy after serving overseas because that's what the whole effort (war) is about – to maintain freedom and, in particular, America. To let this country be free forever."

**SUSAN SCHAFER (Co-owner, Playa Del Racing):** "Arthur Floru is one of the most enthusiastic, decent men I know. He has defended our country, led our nation's youth and has been a great friend of mine. I am honored and excited to share this experience with such a fine man."

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Stephen Gray, a native of nearby Brownsburg, Ind., won the Tom Carnegie sound-alike competition today at the track. The competition took place in honor of Carnegie's 60<sup>th</sup> consecutive year as a Public Address announcer at IMS.

**STEPHEN GRAY:** "The award means quite a bit to me. I grew up in Brownsburg, Ind., which is only about 10 miles west of the track. I have grandparents that lived in Speedway, so I spent a lot of time at the track. I've been to a lot of the races and many practice and qualification days. Having heard Tom Carnegie all of my life, it's hard to believe that he's been doing the race for 60 years now. He's someone that all of my family members and friends have tried to imitate and just have fun with all of the times that we're at the track."

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**RESULTS OF THE 29th CHECKERS/RALLY'S PIT STOP CHALLENGE:**

**First Round**

Andretti Green Racing (#11 Kanaan), 7.7859 def. Andretti Green Racing (#26 Wheldon), 12.4300. (Three-second penalty for right-front tire out of bounds)

Andretti Green Racing (#7 Herta), 9.6535 def. Delphi Fernandez Racing (#8 Sharp), 13.7873 (Five-second penalty for missing lug nut on left-rear wheel.)

Red Bull Cheever Racing (#51 Barron), 9.3210 def. Panther Racing (#4 Scheckter), 9.5880.

Marlboro Team Penske (#6 Hornish), 8.7665 def. Andretti Green Racing (#27 Franchitti) 9.2941. (Teams granted second attempt due to timing malfunction)

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**Quarterfinals**

Target Chip Ganassi Racing (#9 Dixon), 9.4347 def. Andretti Green Racing (#11 Kanaan), 10.2589. Dixon's car started running late after battery had to be re-cycled.

Rain began to fall between rounds. The delay lasted 25 minutes, and the contest resumed at 3:28 p.m.

Marlboro Team Penske (#6 Hornish), 8.0835 def. Marlboro Team Penske (#3 Castroneves), 8.2602.

Andretti Green Racing (#7 Herta), 10.0612 def. Rahal Letterman Racing (#17 Meira), no time. (Car disqualified for not completing the pit stop.)

Rahal Letterman Racing (#15 Brack), 8.9887 def. Red Bull Cheever Racing (#51 Barron), 10.6689.

**Semifinals**

Marlboro Team Penske (#6 Hornish), 8.4064 def. Target Chip Ganassi Racing (#9 Dixon), 9.3444

Andretti Green Racing (#7 Herta), 10.1662 def. Rahal Letterman Racing (#15 Brack), no time. (Car disqualified for not completing the pit stop.)

**Final**

Marlboro Team Penske (#6 Hornish), 8.9704 def. Andretti Green Racing (#7 Herta), 9.9170

**CHECKERS/RALLY'S PIT STOP CHALLENGE NOTES:**

- The winner of the Checkers/Rally's Pit Stop Challenge has gone on to win the Indianapolis 500 five times: Bobby Unser, Penske Racing (1981); Danny Sullivan, Penske Racing (1985); Jaques Villeneuve, Team Green (1995); Helio Castroneves, Marlboro Team Penske (2002), Buddy Rice, Rahal Letterman Racing (2004).
- Marlboro Team Penske won \$30,000 of an \$80,000 purse for winning the Checkers/Rally's Pit Stop Challenge. Andretti Green Racing earned \$15,000
- This is the Marlboro Team Penske's eighth win in the Checkers/Rally's Pit Stop Challenge. It is the winningest team in the history of the contest. The last time Marlboro Team Penske won the contest was 2002. Helio Castroneves went on to win the Indianapolis 500 that year.
- Sam Hornish Jr. is the 19<sup>th</sup> different winning driver in the contest.

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The finishing order for the Menards Infiniti Pro Series Futaba Freedom 100 has been changed after a review of video and Timing & Scoring information. No. 20 Jay Drake will be credited with third place, and No. 3 Al Unser will be credited with fourth place. Prior to the restart on Lap 36, the No. 20 car driven by Jay Drake was ahead of the No. 3 car driven by Al Unser. During the restart, there was approximately 10 seconds of green-flag racing before another yellow flag. During those 10 second, Unser attempted to pass Drake. At the time, race control determined the pass had been made and put Unser into third place. Upon further review, it was determined that the pass occurred after the yellow flag.

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ESPN “SportsCenter” anchor Linda Cohn visited the track today and offered her comments about Miller Lite Carb Day and the Indianapolis 500.

**LINDA COHN:** “This is the first time for me at the Indianapolis Motor Speedway, and already, in just about an hour span, I’ve already experienced such incredible moments that I will never, ever forget. Moments like, how my ears are still ringing from when two Indy race cars went by me, God knows how fast. And just being able to stand on the track where Sunday it’s going to happen. History, perhaps, will be made. I’m hooked. You got me, I’m hooked, but I’m easily swayed. I knew it was going to happen. I’m here every year from now on.”

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Panther Racing will attempt to repair the No. 95 Panther/Jonathan Byrd’s/ESPN 950 AM Dallara/Chevrolet/Firestone that Buddy Lazier crashed in Miller Lite Carb Day practice today, team spokesman Mike Kitchel said.

**MIKE KITCHEL:** “I think we’re going to be fine. We are going to be able to fix it and fix the two corners on the right side. It will be back to normal on Sunday, back to looking beautiful just as it was this morning. Buddy will be starting ninth, and we’ll be great. He said something broke on the car when he was coming into Turn 4 on his warm-up lap. Something snapped, and he was pretty much a passenger after that. When Buddy was here in 1996, nobody thought he could win the race, so not getting too many laps on Carb Day is not going to be a problem for us.” (Any idea what exactly broke on the car?): “We don’t know yet. They are still investigating it now, taking it apart to see what exactly happened. We have a couple of ideas as to what it might be, but until we actually have the part that broke we can’t speculate.”

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**CHECKERS/RALLY’S PIT STOP CHALLENGE QUICK QUOTES:**

**RICARDO NAULT** (Crew chief, #15 Brack, defending Checkers Rally’s Pit Stop Challenge championship team): “We think we had a pretty good stop. You know, things happen. There’s a lot of pressure on everybody. Drivers are trying to do everything they can to launch out of the box as fast as possible. I think we had a little slip shift on the clutch, maybe. I don’t know. We stalled in the box, and that was pretty much the end of our day.”

**BRYAN HERTA** (Driver, Andretti Green Racing, runner-up in Checkers/Rally’s Pit Stop Challenge): “It was kind of disjointed, the way it went, because we went, and then they got going after us. But I wasn’t sure where we were at, but my guys did a good job to get me to the finals. It was just too bad that we got beat right at the end there. These guys work so hard. They do so much for me that this is their Indy 500; this is their chance to get recognized for the good job that they do. It shows what a great job they did all through that run and to get me to the finals.”

**ROGER PENSKE** (Owner, Marlboro Team Penske, winners of Checkers/Rally’s Pit Stop Challenge): “We have worked on this. We have worked on it at home. We’ve spent a lot of time this week, and our guys are practicing. We have pit stop practice every week back at the shop, and I think it pays off. It is similar to what we are doing down in NASCAR. Conditioning makes a difference. Timing is everything. Sam (Hornish) did a terrific job bringing it in right on the marks.”

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Chester Bennington, the lead singer of rock band Linkin Park, was at the Indianapolis Motor Speedway Thursday and today. Bennington took a ride Thursday in the IndyCar Series two-seater car.

**CHESTER BENNINGTON:** “Speed. Lots of speed. Lots of loud noises. Big crowds. The Black Crowes are going to be awesome. I will be here for Race Day. Yesterday, I got to ride in the two-seater. I did a couple laps at about 175 to 180 miles per hour. I started going to sleep it was so relaxing. I think I might sponsor my own team.”

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Rick Duman, chief mechanic for the Roth Racing/PDM Racing entry, was awarded the Clint Brawner Mechanical Excellence Award from the Clint Brawner Foundation. Firestone Racing underwrites the award that includes a \$5,000 check, plaque and the winner’s name engraved on a trophy permanently housed in the Indianapolis Motor Speedway Hall of Fame Museum.

The Brawner award honors the chief mechanic on winning cars in 51 AAA- and USAC-sanctioned national championship races, and six season champions. It annually rewards a chief mechanic at Indy who “exemplifies the mechanical and scientific creativity, ingenuity, perseverance, dedication, enthusiasm and expertise” of its namesake.

**RICK DUMAN (Chief mechanic, Roth Racing/PDM Racing):** “It means a lot to me. I worked with many of the previous winners of the Brawner award, and I looked up to all of them. To be named with them is a great honor for me. I can’t thank the Brawner Foundation and Firestone enough. When I worked with Clint in ’77, it was great. It was on a small team like this and I learned so much from him, so to win the Brawner award now is kind of fitting. It’s a lot more difficult with a one-car team like this, but it’s also a lot more fun. You’re not just a number here. Everybody looks out for one another. You’ve only got four or five guys, so everybody pitches in. I just love the adversity, I think.”

**PAGE MADER (General Manager of Race Tire Development, Firestone Racing):** “Rick definitely earned the Brawner award. This small-budget team came together late and still had a smooth month under Rick’s guidance. This honor serves to commend Rick and the whole crew.”

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**CHECKERS/RALLY’S PIT STOP CHALLENGE PRESS CONFERENCE QUOTES:**

**MATT JONSSON (Chief mechanic, No. 6 Marlboro Team Penske Dallara/Toyota/Firestone):** “It’s great for confidence. The guys have been working really hard, especially the last week, trying to customize our stops for this competition. Also, this win gives us a great deal of confidence for the race. Helio (Castroneves) managed to win the race in 2002 after he won this. The pit stops mean a lot here at this track. We’re going to try to position Sam into place here somewhere in the top four or five in the last pit stop and hopefully get out there and help him to win this.” (How often do your crews do pit stop practice during the week?): “What we try to do generally back in the shop throughout the whole year is we take turns for every other day. Every other day, we do an hour with each team, car No. 3 and car No. 6. Then, obviously at the racetrack, we do every day when we show up here and also get Sam involved. Having Sam coming in hard, leaving hard and getting that timing down gets us ready for the pit stop competition and Race Day.”

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**SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone):**

“Today is a day to not let the guys down. I always feel that way, but usually, there’s something in it for me when it’s Race Day. Today, it’s all about these guys and what they do. I’m really proud of the way they have handled themselves, not only today, but all month long. We went from thinking everything was just fine on the Thursday before qualifying to having to thrash and do all kinds of stuff. Not only were these guys getting the primary car ready, but also building up a T-car for us, while still practicing pit stops. These guys are really dedicated. They do an awesome job and today is about showing what they are capable of doing and they did that by winning this.” (Is there anything that you can do in the cockpit that helps you prepare for this competition?): “I think that being with this team helps me out a lot because they are as committed as they are. Every day at the end of practice, we would go out there and practice for this pit stop competition. This contest really helps me with hitting my marks and judging the speed to come in at, which is important to me on Race Day just as it is today. It’s not always about how fast you get into your pit box, but how you hit your marks. There’s always a lot that I can learn because pit stops are very crucial.” (About his chances for the Indianapolis 500): “I’m just really excited about this year’s race. I think we’ve got an awesome chance to go out there and finish the 200 laps. That’s my goal this year. We were able to start in the top two rows, and I didn’t think much about the pit stop competition, but I did think a lot about the race. I think that with the car these guys give me, and the pit stops that they are capable of giving me, we can win this race. It’s been a dream of mine for such a long time to win this race that I don’t even know how I’d react if we won this thing, but I do know that I can’t think of anything better than drinking milk on Sunday afternoon.”

**ROGER PENSKE (Owner, Marlboro Team Penske):** “Well, I think that momentum is everything here. We’ve had our ups and downs over the years. The pit stop competition is something that we’ve always challenged our guys on, and today, we had to run head to head with them. One team had an eight-second stop, and the other had an 8.2 (second stop). That shows you how close we are. I take my hat off to Matt (Jonsson) because he’s pulled his crew together. We are going to need that same precision, absolutely no mistakes on Sunday, and we can win this race.” (About importance of winning the contest): “Well, we’re here to try to win. I need to be with these guys for support. I get as nervous as anyone during these things. When the rain came, I didn’t know what was going to happen. I guess it’s in my DNA that if we’re racing, I’m there. I want to be in the game. I want to be driving the car and changing the tires.” (What would it mean to walk out of here with another Borg-Warner Trophy?): “Well, I can tell you from my perspective that’s why we’re here. As far as Sam’s concerned, he came on our team, and we said that we were going to try to give him the horse to get him there. He’s proven that he’s the driver that can win this race. It’s a long day. It’s 18 holes, I guess, and we have to play every hole.”

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**SATURDAY’S SCHEDULE**

9 a.m.	Public Gates Open
9-10 a.m.	Indianapolis 500 Driver Autograph Session (Pagoda Plaza)
11 a.m.	Indianapolis 500 Public Drivers Meeting (Tower Terrace)

**END DAY 14 NOTES**

**For Immediate Release**

**FUTABA FREEDOM 100 PRESS CONFERENCE TRANSCRIPT  
Jaime Camara, Wade Cunningham, Al Unser  
Friday, May 27, 2005**

**PAT SULLIVAN:** Two guys that have worked very hard, obviously. On the podium and, in fact, Al started in the seventh position, Wade started fifth. Moved forward and some rain, you stopped, you started, and there were some crashes and hard to get a rhythm in that situation, I would take, or was it OK?

**AL UNSER:** You know, once the green flag flew in the beginning, I was a little hesitant because of the rain. I didn't want to get on it right away, and I lost a few positions.

Then we came in for the red flag. And then, when we went back out there, we got one pace lap. And I noticed it was nice and dry, and I noticed once that restart started, I went ahead and started picking them off and it's a great day for Brian Stewart Racing.

It's Brian's birthday today, and we bring him home a two-three finish. I'm happy for him.

**SULLIVAN:** Wade, how about your day? Talk about it.

**WADE CUNNINGHAM:** The plan today was to try and split the two Sam Schmidt cars, for sure. They're obviously the fastest here this weekend. If they had the chance to work together in that race, there would have been no way anyone could have stuck with him. So my goal at the start wasn't to get to the leader, it was to get near the front; and when an opportunity comes up, you just take it, so I went to the lead pretty easy, and then it was pretty short-lived with the yellows and the rain.

The restart I got killed. I wasn't fast enough to be out front, and it showed. So I went well down in the order. Then coming through passing Jon Herb, you know, we crashed going into (Turn) 3 together, and I was right down under the white line. I'm pretty sure I bent the pushrod with the steering arm. The car was pretty loose after that and it was pretty hard to drive. And then slowly worked my way forward picking them off, and then Jaime and I sort of worked together for a bit and pulled away. And then when race closed up for that last restart, I'm pretty sure that where everyone started that restart, they finished it.

**SULLIVAN:** Very good. Questions from the group.

**Q:** Wade, congratulations on your second place finish. There in the second half of the race, couple times coming down the front straightaway, you and Camara were running side by side. You weren't able to get past him in Turn Two, but what would your strategy have been for the end of the race if the yellow had not come out on about Lap 35?

(More)

**CUNNINGHAM:** When I was running behind Jaime, I was pretty much beside him at the start/finish line. I was backing out of the throttle trying to work, keep him down low a little bit and work him a little bit harder and set something up for going into (Turn) 3 because that's where I was quick. I was generally quite quick on the exit of (Turn) 2 going to (Turn) 3. That's where I was planning on trying to pass him and then obviously didn't get the shot because of the yellows.

**Q:** Wade, were you aware there was going to be a green and a checkered flag? Which to me, coming from New Zealand and probably you, too, seems a little bit unusual.

**CUNNINGHAM:** I think they just wanted to finish the race under some kind of green-flag situation. It's definitely better to do that than to drive around at 80 miles an hour and finish under the yellow. It gave the opportunity to pass and, a small one, and there just wasn't enough time, and that was it.

**Q:** Did they tell you on the radio?

**CUNNINGHAM:** Yes, we knew when it was coming out.

**Q:** Al, now that you have driven your first race here at Indianapolis, what's your reaction? It's only been over for a few minutes but what kind of thrill did you get out of this?

**UNSER:** I definitely feel the tension with this place. It's not a normal oval. It's like we were talking before the race: It's not an oval; it's a road course with four slightly similar turns. But I had a great day out there. I've got to thank my sponsors and Brian Stewart Racing for giving me the race car to go out there and do it. We really showed we could perform.

**Q:** Any thoughts about when you'll be in a race like Sunday's race?

**UNSER:** Whenever I could get the money together and get the sponsorship acquisition and hopefully end up with a good team. And, you know, I'd like to see myself out here next year or possibly the year after.

**Q:** Wade, same for you.

**CUNNINGHAM:** That's definitely the plan, coming to America. This is the first year in the series, and it might be a two-year deal. It wouldn't hurt, but obviously if any opportunity came along, I'd be crazy not to take it. My goal is to get to the IndyCar Series. Racing here in this series is obviously the best way to get here.

**Q:** I'm curious from both of you, when was the green in effect on the last, was there a certain point on the back stretch or north chute from there on out? What were you told on the radio?

**CUNNINGHAM:** There are two orange cones between (Turns) 3 and 4, and that's the acceleration zone for restarts. If the leader hasn't gone by the last orange cone, the green flag is waved. Jaime did a little bit of brake checking, obviously, to try and hold his lead, which I knew he would. He went quite early, but he tried to slow the field up just before he accelerated. That was that.

(More)

**SULLIVAN:** Would you have done it?

**CUNNINGHAM:** Oh, absolutely. (Laughter)

**Q:** Did you surprise him at the very start?

**CUNNINGHAM:** I have no idea what was going on.

**Q:** It seemed like he took a little slower, you and a couple others popped out wide to try to get position.

**CUNNINGHAM:** I don't know, they were going awfully slow. It was obvious the green was going to come out no matter what. Third time by we were told it was going to be green, time it best you can and get the full throttle, and I think I timed it pretty good.

**Q:** Do you know what the point situation in the series is after this race?

**CUNNINGHAM:** I was three points behind coming in and one point in front of third. So I'd say I'm in the lead now, for sure.

**SULLIVAN:** I think Jaime may be in front, we'll double-check that for you.

**Q:** Al, have you talked to your family yet, do they have any comments on your performance today?

**UNSER:** My dad is back at home with my sister, Cody, who graduated. My mom is sitting in the back of the room. She already gave me a big hug. She said I scared her a few times, but that's probably what I do to most mothers and what most race car drivers do to their moms.

My grandfather did come up and give me a hug and told me good job, you know.

**SULLIVAN:** Other questions?

**Q:** At the end there it looks like you guys got pretty close. I know you probably would love to have another lap or two to duke it out but tell me both of your opinions what happened there in the last little stretch.

**CUNNINGHAM:** You know, obviously we had just a few thousand feet to accelerate and, you know, by the time you come out of Turn 4, there was no way there was going to be any passing. Al looked like he was coming up, but I knew that he couldn't get it, and he probably knew it and Jaime knew that he had won it. So I don't think it really gave anyone the opportunity to make any positions unless someone was terrible on the start.

**Q:** Al, before the race, either just before or in the last few days, what sort of family guidance from either from your grandfather or father did you receive?

**UNSER:** You know, just to, my grandfather was with me right before I went out. And he said just, you know, be calm, take it easy. It's a long race. And it showed that I kind of listened to him at the start. I was a little hesitant. But then we started picking them off and, you know, came up here at the end.

(More)

**Q:** I'm just wondering, when you were running with the leader into (Turn) 1, and is it seemed like a lot of people wanted to pass in (Turn) 1, which seemed odd. Also, it seemed like in the main straight guys wanted to duck down low inside the retaining wall and zip around there. Was there something about that spot? It looked like the lead was changing back and forth there.

**CUNNINGHAM:** I think people run the low line just to make it difficult to pass. Jaime was definitely going down the inside of the main straight so you could never get on the inside of him there unless you were right behind him on the exit of (Turn) 4. You know, I was trying to always set up my passing down into (Turn) 3 because I think it's easier to take a worse line through (Turn) 3, it's not as critical as (Turn) 1 is.

So you know, I was just playing with him a little going on the outside into (Turn) 1 just keeping him down low. Just never got the opportunity to set that pass up later in the race.

**Q:** You had a couple there in (Turn) 1, too.

**UNSER:** I was passing in (Turn) 1. Seemed like a great place for me. I could come out of (Turn) 4 and really draft them. Going into 3, I was fast through 3 and 4 like Wade was, except I would go ahead and hold the draft down the front straight and just pop out right at the last moment. I think I got Herb and the 20 car a couple times.

**SULLIVAN:** Other questions for two and three?

**Q:** In pre-race what sort of strategy was there between the two of you or your team?

**UNSER:** Well, before -- who spun at the beginning? Before the --

**SULLIVAN:** Cole Carter.

**UNSER:** Before Carter spun at the beginning, I was planned to start right behind my teammate and we were just going to try to work as a team because you need a drafting partner here. It's faster in the draft than running by yourself.

Then coming down the last 10 laps, we were going to duke it out but unfortunately we didn't get to have the green flag finish.

**SULLIVAN:** Other questions?

Gentlemen, great job. Congratulations.

**UNSER:** Thank you.

**CUNNINGHAM:** Thanks a lot.

**PAT SULLIVAN:** Well, it tops off a perfect couple of days for you, Jaime, obviously winning the pole position, your first. And now you're in Victory Lane and of all places at Indianapolis. Congratulations on your victory.

Tell us about the day. It was a little hairy out there from time to time.

(More)

**JAIME CAMARA:** Thank you. Man, when the race start, Wade passing me on the first lap, I was surprised. But I knew I had a good car and I saw the way he was driving. I saw that I could pass him one or two laps later. Was very good. But he was behind me all the racing and was putting pressure on the No. 6 car. Jon Herb was there, too, one or two laps. But I knew I had the best car there and that I could maintain my position to the end of the race.

**SULLIVAN:** You were confident of that early that you had the best car?

**CAMARA:** Yeah, because we started yesterday on the practice. We were the fastest. The qualifying we were the fastest, and the last practice we were the fastest again. So it was one of that weekends that you can't believe how good the car is. It's amazing. I have no words. It's my first victory here in Indianapolis and the biggest race of the year.

**SULLIVAN:** Congratulations. Questions for Jaime?

**Q:** Talk us through that final lap and what they told you on the radio and what was going through your mind.

**CAMARA:** I was worried in the last lap when the yellow came out, because I didn't know if they were going to restart the race. I was asking my crew if the race was going to finish on the yellow flag and they said no, it's going to be one green.

I was very worried because I knew Wade was back here, and I was worried he had a run on the front straight and maybe pass me before the start/finish line. But I think I did a good job in maintaining my position.

**SULLIVAN:** Other questions? We're not going to be shy here with our winner now, are we?

**Q:** They told you on the radio this was going to happen?

**CAMARA:** Yeah, they were preparing me. Look for Wade, and he's going to try to pass you. He did it in two restarts before that, he did that. So I was worried.

**Q:** So when they waved the green and the checkered at the same time, have you ever seen that before in any race anywhere?

**CAMARA:** No.

**Q:** What were you thinking?

**CAMARA:** I couldn't believe it. I started screaming on the radio, 'Yeah, we did it.' This is it, you know, because I couldn't believe, man. I mean, I'm with that sensation that job was done, you know. Job well done. It was very good since the beginning here. I have only good memories now.

(More)

**Q:** How did they explain the restart, the last restart to you? And who told you about it, your team or Race Control?

**CAMARA:** Team, my engineer. I asked him, I talked to him a lot on the track and I asked him about if the race was going to end on the yellow and he said no, they will give green one lap to go.

**Q:** They gave the green where, when you were in the north chute?

**CAMARA:** Between (Turns) 3 and 4, I restart, I restarted.

**Q:** OK. You must have gotten that as a radio signal?

**CAMARA:** Yeah. My spotter on the Turn 3, he told me: 'Pick it up, pick it up. Let's go, let's go. This is it.' And I restart again.

**SULLIVAN:** We went through this in the last group. You knew where the acceleration point was, you knew where you were supposed to pick up the throttle?

**CAMARA:** Yeah.

**SULLIVAN:** Wade says that you might have brake-checked the field a little bit. In other words, you hit the brake to try to create some separation. For the record, he said he would have done the same thing. Is that one of your strategies to try to break free?

**CAMARA:** I never did that. I started to pick it up, and I was just increasing speed and I never did that.

**Q:** So in just a couple of weeks the Formula One teams come to town, and they reconfigure the track, and you guys get to do this all over again at the same facility. What does it mean to you being the champion of this race and going into that one?

**CAMARA:** Pressure. That means pressure. Everybody's going to ask me if I'm going to win again, but we have to wait until then. It's a road course race, it's very different. You've got to wait then.

**SULLIVAN:** Looking forward to it?

**CAMARA:** Yeah, I'm looking forward to race here on the road course. The track is really nice. I like to drive here. I think we're going to do good, too.

**Q:** What stands out from the things your family or friends said to you. Is there any one thing that somebody in your family said to you when you got out of the car or when you were out there celebrating, or is there any one moment you'll remember forever when sharing with them?

**CAMARA:** They were cheering and screaming my name. They are very happy for that. They came here from Brazil to watch the race, a few sponsors, too. So they're very happy -- I'm very happy that it ended like that in Victory Lane. It couldn't be better, man. There's no way it could be better.

**SULLIVAN:** Other questions for Jaime?

(More)

**Q:** Obviously, the IRL has made a home for Brazilian drivers. What is your ambition and how soon do you think you can get into IndyCars competitively?

**CAMARA:** I think I need to gain experience first. And this is only my fourth race in Infiniti Pro Series. I have the whole season. It's not easy to drive a car out there in the draft. You've got to know what you're doing. So I'm looking forward to gaining a lot of experience this year. Hopefully, fight for the championship at the end of the year. And next season, if everything goes right, I'll try to go to IndyCar Series, or I will stay one more year in Infiniti.

**Q:** Growing up in Brazil, you obviously had some hero drivers. How much did you know about the Indianapolis Motor Speedway?

**CAMARA:** I always watched the races here, and Emerson Fittipaldi, Castroneves. They were all kind of heroes back there and for me, too. They were people that I look at and base all my decisions of coming to race in the United States from them. I looked at them, and I want to do that. I think here in the IndyCar Series, growing up a lot, and it's the best place to come and race. It's better than anywhere in the world, I think.

**SULLIVAN:** Questions for our winner? Congratulations. Well done.

**CAMARA:** Thank you.

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Good morning.

Anton H. (Tony) George, president and chief executive officer of the Indianapolis Motor Speedway Corporation, members of the Hulman-George family and the entire Speedway and Indy Racing League staff welcome you to the World's Greatest Race Course and the 89<sup>th</sup> Indianapolis 500-Mile Race.

\*\*\*

**89<sup>th</sup> INDIANAPOLIS 500 ORDER OF THE DAY (all times local):**

5 a.m.	Military bomb signifies opening of track
7:30 a.m.	Spectacle of Bands
9:15 a.m.	Celebrity red carpet entrance
9:35 a.m.	Tom Carnegie plaque presentation – south of Tower Terrace
10:20 a.m.	500 Festival Princess lap begins
10:40 a.m.	“On the Banks of the Wabash” – Purdue University Band Marion County Sheriff Motorcycle Drill Team Cars placed in position
10:48 a.m.	“Let Me Go” – 3 Doors Down, Pagoda Stage
10:52 a.m.	Celebrity/VIP Parade Laps
11:10 a.m.	Military Recognition March behind Chevrolet Silverado vehicles
11:24 a.m.	Driver Introductions
11:42 a.m.	Remarks from Gen. Colin Powell, Victory Podium
11:43 a.m.	National anthem – Members of U.S. Armed Forces, Victory Podium Military flyover
11:45 a.m.	“Drivers To Your Cars” announcement
11:48 a.m.	Invocation, Archbishop Daniel Buechlein
11:52 a.m.	“Taps” – Purdue University Band
11:53 a.m.	“Back Home Again in Indiana” – Jim Nabors, Victory Podium Balloon Spectacle
11:55 a.m.	“Lady and Gentlemen, Start Your Engines” – Mari Hulman George, Victory Podium
11:56 a.m.	2005 Chevrolet Corvette Convertible Pace Car leads Parade Lap and Pace Laps – driven by Gen. Colin Powell
12:03 p.m.	Start of the 89 <sup>th</sup> Indianapolis 500-Mile Race

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The Speedway's Daily Trackside Report system will provide you with information throughout and after the 89<sup>th</sup> Indianapolis-500 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 on Monday night.

\*\*\*

The 90<sup>th</sup> Indianapolis 500-Mile Race is scheduled for Sunday, May 28, 2006. Ticket information can be found on page 15-16 of the 2005 Indianapolis 500 Official Program. Ticket information can also be obtained by calling the Speedway's ticket office, (800) 822-INDY or logging on to [www.indianapolismotorspeedway.com](http://www.indianapolismotorspeedway.com).

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Brian Barnhart, an Indianapolis native, is the president and chief operating officer of the Indy Racing League. He is the chief official of the 89<sup>th</sup> Indianapolis 500-Mile Race.

\*\*\*

Former U.S. Secretary of State Gen. Colin Powell will drive the Chevrolet Corvette Official Pace Car leading the field to the start of the 89<sup>th</sup> Indianapolis 500-Mile Race. During caution periods in the race, three-time Indianapolis 500 winner Johnny Rutherford, from Fort Worth, Texas, will be the driver. Jim Haynes, from Phoenix, will serve as observer from the Pace Car. Under the caution, cars will close up behind the Pace Car.

\*\*\*

The 33-car field, aligned in the traditional 11 rows of three, will get the green flag on the third time past the flag stand. The chief starter of the Indy Racing League is Bryan Howard of Lomita, Calif., and the assistant starter Paul Blevin, of Riverside, Calif. Both are in their ninth year at their respective positions.

\*\*\*

Michael Lewis passed Ron Gregory on the final lap to win the 60<sup>th</sup> “Night Before the 500” USAC National Midget Car Series event Saturday night at Indianapolis Raceway Park.

\*\*\*

Eric Gordon led 278 of 500 laps to win the 57<sup>th</sup> “Little 500” USAC Sprint Car event Saturday night at Anderson Speedway. Gordon won the event for the third straight year and seventh time overall. Futaba Freedom 100 winner Jaime Camara was the grand marshal of the event.

\*\*\*

Four members of the United States Armed Forces – one each from the Air Force, Army, Marine Corps and Navy – will sing the National Anthem before the start of the 89<sup>th</sup> Indianapolis 500 today at the Indianapolis Motor Speedway.

The singers are: U.S. Air Force, Senior Airman Edward “Justin” Allen; U.S. Army, Staff Sgt. Mark Roberts; U.S. Marine Corps, Staff Sgt. Remayl Shaffer-Hardy, U.S. Navy, Petty Officer (MU3) Sharalee Wirt.

Allen, Roberts and Shaffer-Hardy are Indiana natives. Wirt is a native of Virginia.

\*\*\*

The France family was named Newsmaker of the Half-Century by the American Auto Racing Writers and Broadcasters Association during the annual AARWBA members breakfast on May 28 at the Brickyard Crossing Golf Resort and Inn.

The France family earned 28.5 percent of the vote of AARWBA members, the Hulman-George family finished second, earning 26.3 percent. Other nominees included: Mario Andretti, Roger Penske, Dale Earnhardt, Kenny Bernstein, John Force, A.J. Foyt, Jeff Gordon, Dan Gurney, Wally Parks and Richard Petty.

The Indianapolis Motor Speedway and Indy Racing League are among the sponsors of the AARWBA’s 50<sup>th</sup> Anniversary Celebration.

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**PRE-RACE HISTORICAL RACE NOTES:**

- The best finish by a woman in the Indianapolis 500 was ninth by Janet Guthrie in 1978.

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The Indy Racing League and the U.S. Marshals Service have joined with the National Center for Missing & Exploited Children (NCMEC) to raise awareness about America's missing and exploited children.

To show its support of National Missing Children's Week and the May 26 announcement of the Amber Alert Indy 300 at Kentucky Speedway, NCMEC decals are displayed on IndyCar Series machines competing at the 89th running of the Indianapolis 500 on May 29.

In addition, each of the 18 Menards Infiniti Pro Series cars displayed the decals during the Futaba Freedom 100 to be run on Friday, May 27, also at the Indianapolis Motor Speedway.

**ERNIE ALLEN (President & CEO, National Center for Missing & Exploited Children):** "The abduction of a child evokes a powerful, emotional response in every parent and every citizen. The stories are tragic and frightening, yet thankfully they inspire action. We are thrilled and grateful to receive national exposure during one of America's greatest sporting traditions. National Missing Children's Day is an opportunity for families to empower their children with the knowledge to stay safer, and what better sporting event than the Indianapolis 500 to spread this important message."

**BRIAN BARNHART (President and COO, Indy Racing League):** "Honoring National Missing Children's Day is one way we can show how much we care about the children who live in our communities. We support NCMEC and their ongoing efforts to reunite missing children with their families and to create a safer childhood for our children."

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**RACE SPECIFICS FROM SATURDAY'S DRIVER'S MEETING:**

- The race becomes official after 101 laps.
- The pit-lane speed is 60 mph
- The pace speed to the green will be approximately 110 mph.

\*\*\*

The names of three race fans will ride along in the cars of Tomas Enge, Tomas Scheckter and Buddy Lazier during the Indianapolis 500 as part of the team's Panther Fan Tour "Fan of the Race" program. Robin Rider of Mansfield, Ohio is displayed on Enge's car, Martin Scholz of Owen, Wis., is riding along with Scheckter, and David Dombkowski of Erie, Pa., will ride with Lazier. The names can be found in the cockpit of all Panther's cars right above the steering wheel.

\*\*\*

Jimmy Dunham, the riding mechanic for winner Kelly Petillo during the 1935 Indy 500, is at the track this weekend. Miller Lite Carb Day was the first time Dunham, 93, had visited the Speedway since he and Petillo won the race in 1935. Dunham also attended the 500 Festival Parade and Snake Pit Ball on May 28.

\*\*\*

Grand American Road Racing Series driver Wayne Taylor visited the Speedway on Saturday. Taylor is the manager of rookie Ryan Briscoe.

**WAYNE TAYLOR:** "I really wanted to race at Indianapolis in the 500. I've always wanted to do it, especially when I was younger. But being at Indy with Ryan as his manager this year has been very cool. I've enjoyed the entire month. It's kind of strange, actually, to be here at Indianapolis with an official role. We're hoping for the best on Sunday."

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Jimmy Kite, driver of the No. 91 Ethanol Hemelgarn Racing Dallara/Toyota/Firestone entry in the Indianapolis 500, drove the first Ethanol-powered Indy Car in more than 50 years during Miller Lite Carb Day at Indianapolis Motor Speedway.

Kite, who is substituting for injured driver Paul Dana, drove the Ethanol Hemelgarn Racing Dallara fueled with a 50/50 ethanol and methanol blend. During the 10-lap demo, Kite exceeded 220 mph. The last time a car competed at the Indianapolis Motor Speedway running on ethanol was 1927 with driver Leon Duray.

**JIMMY KITE (No. 91 Ethanol Hemelgarn Racing Dallara/Toyota/Firestone):** “It was exciting to be a part of this historic moment in IRL history. It was great that we could show people today that this car can run strong and get up to speed.”

\*\*\*

A plaque honoring Tom Carnegie’s 60 years as the public address announcer at the Indianapolis Motor Speedway was unveiled today on the south side of the Tower Terrace. Carnegie took a lap of honor in a 1946 Lincoln V-12 Pace Car driven by Indianapolis Motor Speedway Corporation President and CEO Tony George and was presented with a checkered flag signed by all 33 starters.

**TOM CARNEGIE (IMS public address announcer):** (After seeing his plaque): “I love it. I love it. What a beautiful day. The good Lord is shining down on the Speedway and me today. I just feel so good. It means a lot, I guarantee you. Dave Calabro and all the gang I’ve worked with over all these years. I find it hard to express my gratitude. The one thing I will say, it’s been a joy ride. It’s been a fun ride. I don’t want it to end. With that, I thank you, Tony George. You’ve carried on the spirit of your grandfather, Tony Hulman. When he took over this desolate place over in 1945, he said; ‘I’m going to improve it. I’m going to love it.’ And the family has done it every day and year I’ve been here, and that’s 60 years. Tony, I salute you and your wife Laura, and the whole gang for what you have done. You’re strong. You’re opinioned. And I love it. This structure would not be possible without your love and attention and your dreams. Thank you so much.” (After Pace Car ride): “I find it really difficult to express my appreciation, not only to Tony George but all the people all the way around the track. Tony, when we ride around at two-and-a-half hours before the green flag flies, we realize how important the fans are to the success of this great racetrack. It was a wonderful, wonderful ride. The most memorable ride I’ll ever have. It occurred thanks to the love and appreciation on the fans.”

\*\*\*

Rahal Letterman Racing and MACtac, a leading manufacturer of pressure sensitive adhesive (self-adhesive) products worldwide, announced a partnership, which will see MACtac join Rahal Letterman Racing as an associate sponsor for the upcoming Indianapolis 500.

The cornerstone of the partnership will see the logo of MACtac placed on the Rahal Letterman Racing’s #16 Argent Mortgage/Pioneer Honda/Panoz/Firestone entry of rookie sensation Danica Patrick for the 89th running of the Indianapolis 500. MACtac adhesive products will be utilized on all three Rahal Letterman entries.

**JENNIFER PAYNE (Marketing Specialist, MACtac Graphic Products):** “Everyone at MACtac is very excited about partnering with Rahal Letterman Racing for the Indianapolis 500. MACtac is about performance and leadership and since that is synonymous with racing this partnership ideal. The racing industry is a large portion of our graphics business, and it is a privilege to sponsor and be part of this long-standing tradition with Rahal Letterman Racing.”

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Indianapolis Colts wide receiver Brandon Stokely is at the Speedway today. Stokely was waiting in line to purchase souvenirs outside of the Pagoda.

**BRANDON STOKLEY (Wide Receiver, Indianapolis Colts):** “This is my first year. This place is great. There are so many people here. The race will be a lot of fun. Today reminds me of my hometown of New Orleans with Mardi Gras. All of the people here are just looking to have a good time. I am not a huge race fan, but I am pulling for Danica (Patrick). It would be monumental for the Indy Racing League, the (Indianapolis) 500 and racing in general.”

\*\*\*

Academy Award-winning actor Russell Crowe is at the Indianapolis 500 to promote his new movie “Cinderella Man,” scheduled for release on June 3. “Cinderella Man” recently won the “Truly Moving Picture Award” from the Heartland Film Festival in Indianapolis.

Both the Heartland Film Festival and Truly Moving Pictures are corporate partners of Vision Racing, which fields the #20 car driven by Ed Carpenter and the #22 car driven by Jeff Ward. The team is owned by Tony and Laura George.

**RUSSELL CROWE** (Asked about his new movie, “Cinderella Man): “People seem to be enjoying the movie, which is great, and I’m really enjoying what I’m seeing here so far. This is the cleanest racetrack I’ve ever been too (laughs). It’s gorgeous from the air.” (Did you bring your wife and baby?): “I did not bring the wife and baby; they actually went back to Australia. My wife’s recording at the moment. We had a week or so together, but I’ve got to get the rest of the (movie) publicity stuff done at the moment.” (Enjoy the race. Do you have a favorite driver?): “Probably a bit early to say. I’ll see what their eyes look like. Similar to what I do at a horse race. I’ll see how their form is, if they’re giggling around too much, getting nervous. Then I’ll give you my tip a little later. I want to get out and meet the drivers; see who’s looking a little nervous and see who’s looking strong.”

\*\*\*

**INDIANAPOLIS 500 PRE-RACE:**

11:58 a.m. – Command to fire engines by Mari Hulman George, chairman of the board, Indianapolis Motor Speedway Corporation. Thirty-two cars started, #83 Carpentier did not fire. Carpentier fires and joins field in his qualified spot. Crew for #83 Carpentier reports electrical problem caused car not to fire.

At noon, the ambient temperature was 72 degrees with a relative humidity of 41 percent. Winds were variable at 7 mph. Skies were clear. Track temperature was 120 degrees, according to Firestone engineers.

\*\*\*

**INDIANAPOLIS 500 RACE RUNNING:**

Lap 1: Indiana Pacer great Reggie Miller throws green flag. #11 Kanaan field into Turn 1. #6 Hornish passes #11 Kanaan for the lead in Turn 3 and leads by .4580 of a second. #15 Brack is 21<sup>st</sup>. #27 Franchitti to third from sixth starting spot. Patrick fell to sixth.

Lap 3: #11 Kanaan takes lead with pass in Turn 1. He leads at the line by .0561 of a second.

Lap 4: #6 Hornish passes #11 Kanaan for lead in Turn 1. He leads at the line by .3130 of a second.

\*\*\*

Sam Hornish Jr. became the first driver to lead the opening lap of the Indianapolis 500 from the second starting position since Tony Stewart in 1997.

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Lap 8: #11 Kanaan makes pass for the lead in Turn 1. He leads at the line by .2616 of a second.

Lap 10: #11 Kanaan leads #6 Hornish by .7911. #16 Patrick passes #8 Sharp for fifth place.

Lap 11: #41 L. Foyt to pits, four tires, fuel, 39 seconds.

Lap 12: #10 Manning to pits, four tires, fuel, three turns rear wing to correct handling problem, 13 seconds.

Lap 15: Working heavy traffic, #11 Kanaan leads #27 Franchitti by 1.5889 seconds.

Lap 18: **YELLOW**: #41 Foyt did a quarter-spin in Turn 1. Car made heavy contact with the SAFER Barrier with the rear of the car. Car straightened out and stopped on the apron of the track in the middle of Turn 2. Foyt

Lap 22: Leaders under caution are: #11 Kanaan, #27 Franchitti, #6 Hornish, #17 Meira, #16 Patrick. Lap 22: Pit report. Four tires and fuel, no adjustments: #7 Herta, nine seconds; #36 Junqueira, nine seconds; #3 Castroneves, eight seconds, no damage reported to Castroneves' front wing after narrowly missing accident of #41 L. Foyt; #2 Enge, nine seconds; #95 B. Lazier, eight seconds; #4 Scheckter, 13 seconds; #8 Sharp, 15 seconds; #17 Meira, 12 seconds; #16 Patrick, 11 seconds; #27 Franchitti, 13 seconds; #6 Hornish, 13 seconds; #27 Franchitti, 13 seconds; #15 Brack, 15 seconds; #11 Kanaan, 13 seconds; #48 Giaffone, 17 seconds; #20 Carpenter, 14 seconds; #14 A. Foyt, 16 seconds; #22 Ward, 20 seconds; #44 Bucknum, 22 seconds; #21 J. Lazier, 16 seconds; #25 Roth, 28 seconds; #24 Yasukawa, 11 seconds; #33 Briscoe, 13 seconds; #9 Dixon, 11 seconds; #83 Carpentier, 14 seconds; #51 Barron, 13 seconds; Four tires, fuel, front wing adjustment: #37 Bourdais, 10 seconds. Bourdais' drink pump malfunctioned, so team will use aluminum stick during pit stops to supply water bottle; #26 Wheldon, 10 seconds; #55 Matsuura, 39 seconds; #5 Fernandez, nine seconds. #11 Kanaan wins race off pit road followed by #27 Franchitti, #16 Patrick, #6 Hornish and #3 Castroneves.

Lap 23: Pit report. #70 Hearn, four tires and fuel, 13 seconds. Hearn missed pit box on first lap, returned to pits on next lap. #51 Barron to pits, fuel, nine seconds. Team had problem with slow fuel flow on previous stop.

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**Medical update from Dr. Henry Bock, IRL and IMS senior director of medical services:** Larry Foyt is awake and alert and complaining of complaining of lower back pain. He is being transported via ground to Methodist Hospital for further evaluation.

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Lap 25: **GREEN**. #27 Franchitti passes #11 Kanaan for lead. #6 Hornish passes #16 Patrick for third place.

Lap 28: #11 Kanaan passes #27 Franchitti for lead in Turn 1.

Lap 30: #11 Kanaan leads #27 Kanaan by .5419 of a second.

Lap 35: #11 Kanaan leads #27 Kanaan by .4620 of a second.

Lap 38: #6 Hornish goes from third to first on backstretch and makes pass for lead in Turn 3. He leads #11 Kanaan by .7652 of a second.

Lap 40: #6 Hornish leads #11 Kanaan by 1.1733. Top five are #6 Hornish, #11 Kanaan, #27 Franchitti, #95 B. Lazier, #16 Patrick.

Lap 45: #6 Hornish leads #11 Kanaan by 2.0905 seconds. #25 Roth given black flag for running below minimum speed.

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Lap 47: #91 Kite to pits for engine work, one minute, 52 seconds.

Lap 51: #6 Hornish leads #11 Kanaan by 1.8430 seconds. #25 Roth given second black flag for running below minimum speed.

Lap 53: #25 Roth out of car, out of race. Lap 53: #25 Roth out of car, out of race.

Lap 55: Leader #6 Hornish on pit road. #27 Franchitti takes lead.

Lap 56: #16 Patrick leads at line by .44558 seconds. It first time a woman has led the Indianapolis 500. Pit report. Four tires, fuel: #95 B. Lazier, 13 seconds; #5 Fernandez, 11 seconds; #55 Matsuura, 12 seconds; #4 Scheckter, 13 seconds; #11 Kanaan, 12 seconds; #27 Franchitti, 11 seconds; #22 Ward, 24 seconds; #70 Hearn, 14 seconds, stalled on exit; #51 Barron, 14 seconds; #33 Briscoe, 13 seconds; #83 Carpentier, 14 seconds; #21 J. Lazier, 12 seconds; #24 Yasukawa, 19 seconds; #44 Bucknum, 15 seconds. Four tires, fuel, front wing adjustment: #6 Hornish, 11 seconds. Four tires, fuel, tire pressure adjustment: #9 Dixon, 14 seconds.

Lap 57: Pit report. Four tires, fuel: #26 Wheldon, 12 seconds; #15 Brack, 12 seconds; #10 Manning, 18 seconds

Lap 58: Leader Patrick to pit lane. #36 Junqueira assumes lead. Pit report: Four tires, fuel: #36 Junqueira, 14 seconds; #37 Bourdais, 14 seconds; #7 Herta, 10 seconds; #16 Patrick, 13 seconds; #17 Meira, 10 seconds; #8 Sharp, 13 seconds.

Lap 59: #51 Barron given drive-through penalty for pit road speed violation.

Lap 60: #6 Hornish leads #27 Franchitti by 1.9436 seconds.

Lap 65: #6 Hornish leads #27 Franchitti by 1.9576 seconds.

Lap 70: #6 Hornish leads #27 Franchitti by 3.0761 seconds. Top five are #6 Hornish, #27 Franchitti, #11 Kanaan, #16 Patrick, #26 Wheldon.

Lap 72: #10 Manning to garage for repairs on car.

Lap 76: #6 Hornish leads #27 Franchitti by 2.4848 seconds.

Lap 78: **YELLOW:** #36 Junqueira makes contact with lapped car of #14 Foyt. #36 Junqueira does a half-spin to the right and makes heavy contact with the SAFER Barrier in Turn 2 with the left side of the car. Car slides backwards along wall before making another half spin. Car comes to rest at the exit to the corner. Junqueira exits car with assistance of the Delphi IRL Safety Team.

Lap 79: Leaders entering pits are: #6 Hornish, #27 Franchitti, #11 Kanaan, #16 Patrick, #26 Wheldon. Pit report: Four tires, fuel: #33 Briscoe, 13 seconds; #83 Carpentier, 17 seconds; #9 Dixon, 11 seconds; #70 Hearn, 17 seconds; #21 J. Lazier, 14 seconds; #44 Bucknum, 17 seconds; #48 Giaffone, nine seconds; #20 Carpenter, 14 seconds; #22 Ward, four minutes, 56 seconds, engine cover off; #16 Patrick, 48 seconds, car stalled on exit, falling from fourth to 16<sup>th</sup> after car was refired; #55 Matsuura, 16 seconds; #17 Meira, 13 seconds; #7 Herta, 10 seconds; #37 Bourdais, 12 seconds; #4 Scheckter, 11 seconds; #27 Franchitti, 14 seconds; #15 Brack, 31 seconds, problem with nut loose on right front suspension; #6 Hornish, 11 seconds; #11 Kanaan, 14 seconds; #95 B. Lazier, 15 seconds; #2 Scheckter, 13 seconds. Four tires, fuel, front wing adjustment: #3 Castroneves, 13 seconds. Four tires, fuel, front wing adjustment, tire pressure adjustment: #8 Sharp, 12 seconds; #26 Wheldon, 13 seconds. Front wing adjustment only: #5 Fernandez, 36 seconds. Team had problem with air jack. Leaders off pit road: #6 Hornish, #27 Franchitti, #11 Kanaan, #8 Sharp, #4 Scheckter.

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When #11 Tony Kanaan led Lap 31, that represented the 10,000<sup>th</sup> mile that the car starting from the pole position has led in the history of the Indianapolis 500, the equivalent of 20 complete 500-Mile Races.

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**Medical update from Dr. Henry Bock, IRL and IMS senior director of medical services:** Bruno Junqueira is awake and alert. He is being transported to Methodist Hospital via ground complaining of back pain.

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Lap 80: #5 Fernandez returns to pits for four tires, fuel, 10 seconds.  
Lap 82: #15 Brack returns to pits for further repairs, 24 seconds.  
Lap 87: **GREEN.** #6 Hornish leads field into Turn 1. #10 Manning back on track after repairs to car on suspension.  
Lap 90: #6 Hornish leads #11 Kanaan by .7151 of a second.  
Lap 95: #6 Hornish leads #11 Kanaan by 1.2520 seconds.  
Lap 96: #51 Barron to pits, four tires and fuel, 19 seconds.  
Lap 98: #11 Kanaan passes #6 Hornish for lead in Turn 1. #8 Sharp passes #27 Franchitti for third in Turn 3. #11 Kanaan leads #6 Hornish at the line by .2168 of second.  
Lap 99: #15 Brack out of race.  
Lap 100: #11 Kanaan leads #6 Hornish by .0002 of a second.  
Lap 101: #6 Hornish passes #11 Kanaan for lead in Turn 1. He leads by .7844 of a second.  
Lap 102: #22 Ward out of race  
Lap 105: #6 Hornish leads #11 Kanaan by .1011 of a second.  
Lap 110: #6 Hornish leads #11 Kanaan by .3085 of a second.  
Lap 112: #11 Kanaan makes outside pass for lead in Turn 3. He leads at the line by .7104 of a second.

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**A.J. FOYT IV (No. 14 ABC Supply/A.J. Foyt Racing Dallara/Toyota/Firestone):** “It happened real quick. We got past Turn 1; Bruno came up on me. It’s unfortunate for him. I hope he’s all right. We ran good for a while, but it just fell off in the pits. We haven’t had a bad month. We missed it in the race setup.”

**JIMMY KITE (No. 91 Ethanol Hemelgarn Racing Dallara/Toyota/Firestone):** “We made a change to the car between Carb Day and Sunday. They thought they’d gotten it fixed, but they didn’t get it done.”

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Danica Patrick led Lap 56 to become the first woman in history to lead the Indianapolis 500. The lead lap came on the 1,688<sup>th</sup> lap of competition recorded by women drivers at Indianapolis.

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**MARTY ROTH (No. 25 Roth Racing/PDM Racing Dallara/Chevrolet/Firestone):** “It’s unfortunate. I guess it’s the powers that be that make these decisions. It’s a 500-mile race. We got some garbage on our tires. We brought it in, put a new set of tires on. Unfortunately, when I got back around, we came out right where the leaders were. I was trying to be courteous and got up in the gray, and it just started washing out on me. If you’re out there, and you’re not up to speed, you get out of the way and let the leaders come through. And I will continue to race that way.”

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Lap 111: #33 Briscoe to pits, four tires and fuel, 10 seconds.

Lap 112: #44 Yasukawa to pits, four tires, fuel, 15 seconds. Yasukawa reports that clutch isn’t working.

Lap 113: #3 Castroneves to pits, four tires and fuel, 12 seconds.

Lap 114: **YELLOW.** #70 Hearn and #9 Dixon make contact in Turn 1, Dixon’s right-front and Hearn’s left rear. Hearn did 180 spin and made contact with the left-side of the car. Dixon did a quarter spin and made contact with the rear of the car. Dixon and Hearn climb from their cars without assistance. Leaders under caution are: #11 Kanaan, #6 Hornish, #8 Sharp, #27 Franchitti, #17 Meira.

Lap 115: Pit report. Four tires, fuel: #21 J. Lazier, 16 seconds; #20 Carpenter, 17 seconds; #48 Giaffone, 15 seconds; #95 B. Lazier, 13 seconds; #2 Enge, 12 seconds; #6 Hornish, 13 seconds; #27 Franchitti, 13 seconds; #8 Sharp, 13 seconds; #4 Scheckter, 15 seconds; #17 Meira, 13 seconds; #16 Patrick, 14 seconds; #55 Matsuura, 14 seconds; #5 Fernandez, 16 seconds; #7 Herta, 13 seconds. Four tires, fuel, front wing adjustment: #83 Carpentier, 14 seconds; #26 Wheldon, 13 seconds; #37 Bourdais, 14 seconds. Four tires, fuel, rear wing adjustment: #11 Kanaan, 14 seconds. #6 Hornish wins race off of pit road followed by #11 Kanaan, #27 Franchitti, #17 Meira, #8 Sharp. #2 Enge penalized to back of the line for pit speed violation.

Lap 117: #24 Yasukawa to pits, four tires, fuel, 15 seconds.

Lap 118: #5 Fernandez to pits, fuel only, three seconds. Car’s air jack system has malfunctioned.

Lap 119: **GREEN.** #6 Hornish leads field into Turn 1. #11 Kanaan and Franchitti make pass on frontstretch. Kanaan actually leads at start-finish line, #27 Franchitti passes for second into Turn 1.

Lap 120: #11 Kanaan leads #27 Franchitti by .1171 of a second.

Lap 125: #11 Kanaan leads #27 Franchitti by .4300 of a second.

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**JEFF WARD (No. 22 Vision Racing Dallara/Toyota/Firestone):** “I got hit in Turn 2. Somebody came out and clipped my wheel. The steering rack, it impacted the steering. It wouldn’t go 3 inches either way. I couldn’t keep it straight. I just had to bring it in. We’re going to see what’s wrong.”

**KENNY BRACK (No. 15 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone):** “It’s something you don’t expect. The nut came loose on the wishbone. It is tough for this team. They worked very hard this month with Buddy (Rice)’s crash and then me coming in late. The car felt good early, but the track was dirty and had very little grip. I felt good out there today, and I thought we had a good chance to move up. It felt good to be back in the race car.”

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**DARREN MANNING:** (What happened?): “I wish I could have tell you. Then we would have fixed it and gone back out. After about three or four laps, it just got wicked loose, and I couldn’t do anything with it. It’s very disappointing.”

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Lap 130: #11 Kanaan leads #27 Franchitti by .2115 of a second.  
Lap 132: Light contact between #16 Patrick and #55 Matsuura in Turn 4. Right rear of Patrick to left-front of Matsuura.

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Tony Kanaan has led at least one lap in each of his first four Indianapolis 500 starts (2002-05). He joins Parnelli Jones (1961-64) and Jim Clark (1963-66) as the only drivers to lead a lap in each of their first four Indy starts.

\*\*\*

**A.J. FOYT IV:** “We tried to take it back out, but we just weren’t able to do it. It takes more than 10 minutes to get the car back to where it was.”

Lap 137: #33 Briscoe to pits, four tires, fuel, 13 seconds.

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Lap 141: #27 Franchitti leads #11 Kanaan by .7392 of a second.  
Lap 143: #5 Fernandez, four tires, fuel, 13 seconds.  
Lap 144: Lap 144: #11 Kanaan passes #27 Franchitti for lead in Turn 1. #11 Kanaan leads at the line by .3720 of a second. #24 Yasukawa to pits, four tires, fuel, tire pressure adjustment, 15 seconds. #55 Matsuura to pits, four tires, fuel, 11 seconds.  
Lap 145: #11 Kanaan leads at the line by .0823 of a second. #20 Carpenter to pits, four tires, fuel, 10 seconds.

Lap 146: #27 Franchitti makes pass for the lead in Turn 1.

Lap 147: **YELLOW.** #6 Hornish running side-by-side with #37 Bourdais makes contact with the SAFER Barrier with right side of the car in Turn 1. There is heavy damage to the right side of the car. Car then makes secondary contact with SAFER Barrier in Turn 2. Hornish climbs from the car without assistance of the Delphi IRL Safety Team.

Lap 149: Leaders under caution are #27 Franchitti, #11 Kanaan, #26 Wheldon, #17 Meira and #95 Lazier. Pit report: Four tires, fuel: #5 Fernandez, 13 seconds; #37 Bourdais, 12 seconds; #26 Wheldon, 14 seconds; #7 Herta, 13 seconds; #44 Bucknum, 15 seconds; #21 J. Lazier, 14 seconds; #2 Enge, 13 seconds; #95 B. Lazier, 12 seconds; #11 Kanaan, 11 seconds; #8 Sharp, 11 seconds; #27 Franchitti, 14 seconds; #16 Patrick, 12 seconds; #4 Scheckter, 13 seconds. Four tires, fuel, front wing adjustment: #83 Carpentier, 13 seconds; #3 Castroneves, 11 seconds; #17 Meira, 11 seconds. #26 Wheldon wins race off of pit road, followed by #17 Meira, #27 Franchitti, #37 Bourdais and #11 Kanaan. #7 Herta penalized to back of the line for pit speed violation.

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Lap 152: #3 Castroneves to pits, four tires and fuel, nine seconds; #95 B. Lazier to pits, new nosecone, 12 seconds.

**Medical update from Dr. Henry Bock, IRL and IMS senior director of medical services:** Scott Dixon, Richie Hearn and Sam Hornish Jr. have been checked and released from the Clarian Emergency Medical Center. All are cleared to drive.

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Lap 155: **GREEN**, then **YELLOW** on restart in Turn 4 for multi-car accident. #16 Patrick did a quarter-spin to the left and collected #2 Enge. Behind the spin, #4 Scheckter spins to avoid accident and makes contact with inside retaining wall. #44 Bucknum, #83 Carpentier and #21 Lazier are also involved behind the accident. #16 Patrick to pits, 60 seconds, replace nosecone.

Lap 157: #3 Castroneves to pits, fuel only, six seconds. #5 Fernandez to pits, 37 seconds.

Lap 159: #16 Patrick to pits, four tires and fuel, 13 seconds

Lap 160: Leaders under caution are: #26 Wheldon, #17 Meira, #27 Franchitti, #37 Bourdais, #11 Kanaan. #3 Castroneves to pits, right tires, fuel.

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**TOMAS ENGE:** “It’s unfortunate because I was having so much fun. Everything went according to plan. I was setting the car up during the race. After the restart, Danica ... I was trying to get by her, and she ran into my car. It’s really a shame because the guys at Panther and Chevy gave me a great car.”

**PATRICK CARPENTIER:** “I don’t know what happened there. Somebody broke loose. I think the car got loose while accelerating, and everybody got together there at the end.” (About clearing accident): “I was so happy. I cleared the accident. Everybody went everywhere, and I was the only one who was OK. I think a big piece went into the airbox and into the engine, and that was it.”

**SCOTT DIXON:** “There was a bit of a mess in front of us, and then the 70 car, I don’t think he knew we were there, we just connected and spun out.”

**RICHIE HEARN:** “I banged my knee pretty hard on the dash, and it’s starting to swell up a bit. There was a lot of jockeying going on in front of us. I didn’t see Scott. It was my fault. There was a lot going on out there, and I just didn’t see him. I feel bad for (owner) Sam Schmidt and the Meijer crew because they gave me a good car, and we could have had a pretty good finish.”

**SAM HORNISH JR.:** “I haven’t seen the replays close enough, but I felt I got pinched a little bit.”

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Lap 161: **GREEN**. #26 leads field into Turn 1. #7 Herta to pits, fuel only, 15 seconds. #5 Fernandez to pits, fuel only, four seconds.

Lap 162: #17 Meira makes pass for the lead in Turn 1. He leads #26 Wheldon by .1969 of a second. It is Meira’s first laps led at Indianapolis.

Lap 165: #26 Wheldon makes pass for the lead in Turn 1. He leads by .5689 of a second.,

Lap 170: #26 Wheldon leads #17 Meira .2050 of a second. #24 Yasukawa to garage. Out of race.

**ROGER YASUKAWA:** “We started off pretty good, but we had a clutch problem pretty much throughout the race. The first stop was OK. The clutch was all the way down to the floor. From the second stop, we had to push-start the car. Otherwise, the car was running good. I think we were hoping for a top-10 or a top-12 finish. The clutch problem caused our engine to go, and that was the end of our day.”

Lap 171: **YELLOW**. Smoke trailing for #24 Yasukawa.

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Lap 172: Leaders to pit lane. #16 Patrick and #7 Herta did not stop. Pit report. Fuel only: #37 Bourdais, six seconds; #8 Sharp, seven seconds; #27 Franchitti, eight seconds; #17 Meira, six seconds; #55 Matsuura, six seconds; #3 Castroneves, seven seconds. Right tires only: #95 B. Lazier, 11 seconds; Four tires and fuel: #26 Wheldon, nine seconds; #11 Kanaan, 11 seconds.

Lap 173: **GREEN**. #16 Patrick leads field into Turn 1.

Lap 175: #16 Patrick leads #7 Herta by .9342 of a second

Lap 180: #16 Patrick leads #7 Herta by .6312 of a second. #8 Sharp penalized for blocking on the backstretch.

Lap 185: #16 Patrick leads #26 Wheldon by .3828 of a second.

Lap 186: #26 Wheldon attempts to pass #16 Patrick on front stretch. Behind the leaders there is a **YELLOW**. #55 Matsuura makes contact with the outside retaining wall between Turns 3 and 4.

Lap 189: **GREEN**. #16 Patrick makes move for lead on front stretch and leads at the line by .0841 of a second.

Lap 194: #26 Wheldon makes pass for the lead in Turn 1 and leads #16 Patrick by .6641 of a second

Lap 195: #26 Wheldon leads #16 Patrick by .4353 of a second

Lap 196: #26 Wheldon leads #16 Patrick .3544 of a second.

Lap 198: **YELLOW**. #37 Bourdais makes contact with SAFER Barrier in Turn 4.

Lap 200: **CHECKERED** and **YELLOW**. #26 Wheldon wins 89<sup>th</sup> Indianapolis 500. He is the first Englishman to win the Indianapolis 500 since Graham Hill in 1966.

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**POST-RACE QUICK QUOTES:**

**DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone):** “This has been a dream come true for me. I’ve loved the Indianapolis 500 ever since I was a little kid in England. And you can see what a race it is. The best drivers in the world are here. The best teams in the world. I’m having an emotional moment. I’m just so glad. Thank you very much everybody. Thanks to the Hulman-George family for giving everybody this race. It’s the best in the world. I want to hear the fans some more. This is the Indianapolis 500. It’s the best race in the world. So everybody has got to be happy. These fans make this race. So does Indianapolis. It’s the best place in the world right now.”

**MICHAEL ANDRETTI: (Co-owner, Andretti Green Racing):** (About winner’s milk): “I never had a sip of that. I need a sip. I never tasted milk so good. It’s awesome. What a day. Dan drove a hell of a race. The whole Jim Beam/Klein Tools team did a great job. I finally won the Indy 500. Oh, yeah. No more curse!”

**MARIO ANDRETTI:** “Fantastic. It’s so sweet. Dan Wheldon really deserved this one. He drove so hard. Michael, the team, what can I say? It doesn’t get any better than this.”

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**Medical update from Dr. Henry Bock, IRL and IMS senior director of medical services:** Larry Foyt has been diagnosed with a chip fracture of the lower spine. He will be held overnight at Methodist Hospital for further evaluation.

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The front wings on Buddy Lazier's car received moderate damage with less than 10 laps to go when Scott Sharp blocked Lazier, causing Lazier to make contact with the rear end of Sharp's car. The front of Lazier's right-front wing was torn away, the tip of the nose on the car was punctured, causing some carbon fiber to be ripped away, and the end plate on the left-front wing was knocked off the car. The right-front wing damage severely hindered the car's aerodynamics, according to the team, as air circulating inside the wing created tremendous drag.

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**Medical update from Dr. Henry Bock, IRL and IMS senior director of medical services:** Bruno Junqueira has been diagnosed with a concussion and fractures of the T-12 and L-1 vertebrae that will require surgery on Monday. He is stable and in fair condition at Methodist Hospital.

**UNOFFICIAL TOP 10 IN INDYCAR SERIES POINTS:**

1	Dan Wheldon	234
2	Tony Kanaan	162
3	Sam Hornish Jr.	146
4	Bryan Herta	139
5	Vitor Meira	136
6	Scott Sharp	125
7	Helio Castroneves	123
(tie)	Dario Franchitti	123
9	Danica Patrick	112
10	Darren Manning	110

**INDYCAR SERIES POST-RACE NOTES:**

- This Dan Wheldon's career victory. His previous best finish was second in his debut race at Michigan International Speedway in August 2002.
- This is Dan Wheldon's seventh career IndyCar Series victory and his fourth win in five starts this season. His last win came at the Indy Japan 300 earlier this year. Wheldon is the first IndyCar Series driver to win four times in the first five events.
- This is the 14<sup>th</sup> win for Andretti Green Racing. The team's last victory was with Wheldon at the Indy Japan 300.
- Vitor Meira and Danica Patrick matched their career-best finish in the IndyCar Series. Meira finished second at both Richmond and Kansas in 2004. Patrick finished fourth last month at Motegi.

**TRANSCRIPTS OF ALL PRESS CONFERENCES AND QUOTE SHEETS TO FOLLOW.**

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**INDIANAPOLIS 500 HISTORICAL NOTES:**

- Dan Wheldon, a native of Emberton, England, is the first British driver to win the Indianapolis 500 since Graham Hill in 1966.
- This is the first victory for car No. 26 in Indianapolis 500 history.
- Dan Wheldon is the first driver to win the Indianapolis 500 from the 16<sup>th</sup> starting spot.
- When Danica Patrick took the lead for the first time today, she became the 54<sup>th</sup> driver to lead the Indianapolis 500 in his first start. She is the first woman ever to lead a lap in the Indianapolis 500.
- Danica Patrick's fourth-place finish is the best ever by a woman in the Indianapolis 500. The previous-best finish by a woman was ninth by Janet Guthrie in 1978.
- Dan Wheldon is the 13<sup>th</sup> driver to win the Indianapolis 500 in his third career start.
- This is the first time in his seven career Indianapolis 500 starts that Jeff Ward was not running at the finish.
- Danica Patrick is the first female driver ever to finish on the lead lap of the Indianapolis 500. The previous high total of laps completed by a woman in the race was 193 by Lyn St. James in 1992, when she finished 11<sup>th</sup> and earned JPMorgan Chase Rookie of the Year honors.
- There were 15 cars running at the finish, the fewest since 1997 when only 13 cars were running at the finish.
- There were 27 lead changes today, tied for the second-most in Indianapolis 500 history. The record is 27, in 1960. There also were 27 lead changes in 1923.
- Sam Hornish Jr. led 77 laps, more than any other driver in the race. He is the first Penske Racing driver to lead the most laps in the Indianapolis 500 since Helio Castroneves in 2001, who led 52 laps en route to victory.
- Dan Wheldon led 30 laps, the fewest by a winner of the Indianapolis 500 since 2002 when Helio Castroneves led 24 laps.
- Sam Hornish Jr. finished 23<sup>rd</sup> despite leading the most laps today. That's is tied for the second-lowest finish by a lap leader in the Indianapolis 500. The record is 26<sup>th</sup> by Tomas Scheckter in 2002. Danny Sullivan also finished 23<sup>rd</sup> after leading the most laps in 1988.
- This is the second time in the last five years that Felipe Giaffone has recorded the greatest advance from his starting position of any driver in the field. Giaffone started 33<sup>rd</sup> and finished 15<sup>th</sup> today, a gain of 18 positions. In 2001, he started 33<sup>rd</sup> and finished 10<sup>th</sup>, a gain of 23 spots to share honors that year with Billy Boat, who also improved 23 positions at the finish.

**\*\*\* END DAY 16 NOTES \*\*\***

**89<sup>th</sup> INDIANAPOLIS 500 – POST-RACE QUOTES**  
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**HELIO CASTRONEVES** (#3 Marlboro Team Penske Dallara/Toyota/Firestone): “The steering was bad, and I was just surviving. I mean, I was just surviving the race. There was nothing we could do. We couldn’t fix it because it was during the race. We just tried to keep with the strategy and unfortunately it wasn’t our day. This team is fantastic. Even though the car wasn’t there, the pit stops were great and everything ran; we never gave up. That’s what this team is, you know. It’s good; top 10 is good. The championship is still going on, and we’ll be there in Texas.” (About Hornish’s accident): “I didn’t see anything, so I really don’t know what happened. It’s such a shame. Sure, he was running a great race. He was leading the race; I could see that. It was very odd for the team. When one car is doing well, you want the other to do well, and he was. I don’t know what happened. I have no idea. I can’t comment. I don’t know if something broke in the car or what. I don’t know. I just saw him on the side, and I thought, ‘Man, that’s not good.’ The good thing for us is the No. 3 car is in one piece.”

**ADRIÁN FERNÁNDEZ** (#5 Investment Properties Of America Panoz/Honda/Firestone): “We had a problem with the car. I had a great start. I went up three or four cars, and everything was looking good. And toward the end, I was very loose. It got looser and looser and looser. We took some wing and this and that. There seems to be a problem with the car. It was very miserable all day and very difficult. I couldn’t really drive it.” (About not having an air jack): “At that point, it didn’t really matter because the car was so bad I couldn’t really drive with anybody. I was so loose.”

**ED CARPENTER** (#20 Vision Racing Dallara/Toyota/Firestone): “I am really happy. Last year I didn’t get to finish this race, and I was really disappointed about that. My first priority this season was to finish. We were one lap down for most of the race, which wasn’t too bad. I am really happy. The team did a nice job, and the car drove excellent the first three-quarters of the race. The last two stints, we just got a little loose. This was the best finish for Vision Racing and my best 500 finish. We have a lot to build on from this. We wanted to hit stride by Indy, and we are really coming into our own.”

**DARIO FRANCHITTI** (#27 ArcaEx Dallara/Honda/Firestone): “I am disappointed. We were looking quite good until Bourdais ran me into the wall. We had a lot of turbulence. We couldn’t make our way through it. Dan won it ... he had a different fuel strategy. He lucked his way into a few of those this year, but he earned it. We’ll come back next year. You’ve got to look for a silver lining, and Dan winning it is the silver lining.”

**RYAN BRISCOE** (#33 Target Chip Ganassi Racing Panoz/Toyota/Firestone): “The car was fantastic. After the second set of tires, we adjusted the pressure a little bit and it felt great.” (About going lap down): “We were just one car back from getting our lap back. (Sam) Hornish just got in front of us and put us a lap back for the whole race. It was unlucky, and our speed today could have had us on the lead lap. My goal today was to get in the top 10 and have a clean race. That is what we have always done. I am so happy with the whole crew. They have done a fantastic job all month. I am really happy.”

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**FELIPE GIAFFONE** (#48 A.J. Foyt Racing Panoz/Toyota/Firestone): “It’s just too bad that in the beginning we lost so many laps. I couldn’t really get up to speed. Every time the guys would go by, I would have to lift, and it would take two laps to get up to speed again. That is too bad. We lost a few laps there. Toward the end, we changed the car, and I was very happy with the balance. I could hold flat for most of the lap. The only problems were when other people would go by and I would have to lift and it would take a few laps to get up to speed again. We finished the race, and that was my goal. Unfortunately we didn’t finish the way I wanted to finish, but it was much better than watching it from Brazil.”

**ALEX BARRON** (#51 Red Bull Cheever Racing Dallara/Toyota/Firestone): “It was a long day. We had some fuel rig problems. For some reason, it wouldn’t engage to put the fuel in the car. It is such a shame, because at the beginning we were moving forward kind of quickly. We had a really good balance. With the speeds that we are running, once we go laps down and the leaders start coming back around, it just compounds everything that is going on. It’s just a lot for us. I am happy that we finished, but it will be nice to get a top-three finish or if not just win a race this season. Hopefully that is what is going to happen in the near future.”

**BUDDY LAZIER** (#95 Panther/Jonathan Byrd’s/ESPN 950 AM Dallara/Chevrolet/Firestone): “Great effort. I’ve got to hand it to John Barnes, all the team owners here. Panther Racing, there’s five of them (and) all great guys. Andy Brown, my engineer ... I knew when I had him as my race engineer and Seth (Fleming) and all the engineers from the other teams. We all worked together, and when I looked at that engineering I knew that we would have a chance to win this race. If you take a look at my front wings, I had contact with Sharp in the last 10 (laps), so I broke the left front wing. We didn’t come in, we didn’t want to lose track position, and then we had contact again with another car blocking me. So without the contacts, I think I would have been able to make a better run of it at the end. Top-five finish, that’s really good. I’m happy with that.” (Chevrolet, you knew they’d want to end here strong. What kind of engine did they give you?): “Well, take a look at those wings, and if we wouldn’t have had those wings like that we would’ve – you can’t say if you’re ever going to win or not – but we would have had a lot better shot of it. I think we would have really charged at the end and had a chance to win, so my hats off to Chevy. They gave me a motor that would have won today.” (After what happened on Friday (accident in Miller Lite Carb Day practice), you have to feel extremely proud of this result): “It’s a testament to my team, Panther Racing, a testament to my race engineer, Andy Brown, testament to Seth, the guys on this race car. All these guys worked together all night for two nights to that car back together.” (This is obviously a partnership that works – you and Panther Racing. Is this the end of it?): “We keep working on it. Certainly my agenda is to be back full-time IndyCar racing, and hopefully this will help. I don’t know. We’ll just keep working at it.”

**TOMAS SCHECKTER** (#4 Pennzoil Panther Dallara/Chevrolet/Firestone): “Danica lost it in front of me. My teammate got caught up in it, and I got caught up in it. She got it wrong on the restart, a little mistake but big consequences for everybody else. I just have to thank the crew. We had a great car.”

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**SCOTT SHARP** (#8 Delphi Panoz/Honda/Firestone): “The car was just tremendous. We carved our way all the way up to the top three, and really, we were just riding. And for some reason, we chased the car after that a bit. We really got tight in traffic a lot after that. Part of our biggest problem – even at the end – was trying to get by Dario.” (Regarding all the passing in the race): “I expected it. I really did. I think with the amount of drag we have in the cars – certainly on the restart – if you can get a draft off of someone, it pays huge dividends. And it’s like that when you get up and running again. If you were good enough to get close, you can really run on guys. Also certainly as guys get held up, you can run just a big pack racing ... you know, guys move it all around. It was a real exciting day. The finish ... it could have been a little better, but we’ll keep working on it, and we got good points.”

**JAQUES LAZIER** (#21 Playa Del Racing Panoz/Toyota/Firestone): “It was a great fight. Unfortunately at the end of it, we couldn’t be a part of it. You know, Brian always says cautions breed cautions. Unfortunately a car spun in front of us. We were able to get around, but I guess somebody from behind didn’t know to put on the brakes and plowed right over the top of us. It’s really unfortunate. It bent one of our suspension pieces and took us from what I think would have been a top-10 to a 16<sup>th</sup>-place finish. Even a 16<sup>th</sup>-place finish, given the fact that this team started just really eight weeks ago, is absolutely fantastic here. All the accolades go to the team for sure because they gave me a great car. I was able to run around there all day ... just a little bit short, but maybe next year.”

**BRYAN HERTA** (#7 XM Satellite Radio Dallara/Honda/Firestone): “I’m really happy for the XM Satellite Radio guys, but I’m especially happy for Michael Andretti and Dan Wheldon. They won the Indy 500. I had one run at them, and I couldn’t quite make it happen. I didn’t want to see that yellow at the end because I thought I might have had something. I finally got in a position when I could go full rich there, and I could race those guys the last five laps. As soon as we did, we were right up with them, so I just need a little more time and a little more fuel. This is what we came here to do. We came here to go 1-2-3-4, but this is such a tough race – such a really, really tough place. I’m just really happy that we got a top-three finish at least and that the team won. If I can’t win it, I definitely want the team to win it. That’s what we work together so hard for.”

**VITOR MEIRA** (#17 Rahal Letterman Johns Manville Dallara/Honda/Firestone): “That’s what we were expecting. The car at the beginning wasn’t as good. The track came back to us from half of the race on. And then we really came back strong. I don’t know if we had anything for Dan, but we had that yellow ... but that’s OK. We’ll take it. Second place today is due to the crew. Every time I came in, I gained two or three spots. They were perfect today. The Menards crew and the Johns Manville guys today, they were really fast.”

**A.J. FOYT IV** (No. 14 ABC Supply/A.J. Foyt Racing Dallara/Toyota/Firestone): “It happened real quick. We got past Turn 1; Bruno came up on me. It’s unfortunate for him. I hope he’s all right. We ran good for a while, but it just fell off in the pits. We haven’t had a bad month. We missed it in the race setup.”

**JIMMY KITE** (No. 91 Ethanol Hemelgarn Racing Dallara/Toyota/Firestone): “We made a change to the car between Carb Day and Sunday. They thought they’d gotten it fixed, but they didn’t get it done.”

**MARTY ROTH** (No. 25 Roth Racing/PDM Racing Dallara/Chevrolet/Firestone): “It’s unfortunate. I guess it’s the powers that be that make these decisions. It’s a 500-mile race. We got some garbage on our tires. We brought it in, put a new set of tires on. Unfortunately, when I got back around, we came out right where the leaders were. I was trying to be courteous and got up in the gray, and it just started washing out on me. If you’re out there, and you’re not up to speed, you get out of the way and let the leaders come through. And I will continue to race that way.”

**JEFF WARD** (No. 22 Vision Racing Dallara/Toyota/Firestone): “I got hit in Turn 2. Somebody came out and clipped my wheel. The steering rack, it impacted the steering. It wouldn’t go 3 inches either way. I couldn’t keep it straight. I just had to bring it in. We’re going to see what’s wrong.”

**KENNY BRACK** (No. 15 Rahal Letterman Racing Argent Pioneer Panoz/Honda/Firestone): “It’s something you don’t expect. The nut came loose on the wishbone. It is tough for this team. They worked very hard this month with Buddy (Rice)’s crash and then me coming in late. The car felt good early, but the track was dirty and had very little grip. I felt good out there today, and I thought we had a good chance to move up. It felt good to be back in the race car.”

**DARREN MANNING** (No. 10 Target Chip Ganassi Racing Panoz/Toyota/Firestone): (What happened?): “I wish I could have tell you. Then we would have fixed it and gone back out. After about three or four laps, it just got wicked loose, and I couldn’t do anything with it. It’s very disappointing.”

**A.J. FOYT IV** (No. A.J. Foyt Racing Dallara/Toyota/Firestone): “We tried to take it back out, but we just weren’t able to do it. It takes more than 10 minutes to get the car back to where it was.”

**TOMAS ENGE** (No. 2 Rockstar Panther Racing Dallara/Chevrolet/Firestone): “It’s unfortunate because I was having so much fun. Everything went according to plan. I was setting the car up during the race. After the restart, Danica ... I was trying to get by her, and she ran into my car. It’s really a shame because the guys at Panther and Chevy gave me a great car.”

**PATRICK CARPENTIER** (No. 83 Red Bull Cheever Racing Dallara/Toyota/Firestone): “I don’t know what happened there. Somebody broke loose. I think the car got loose while accelerating, and everybody got together there at the end.” (About clearing accident): “I was so happy. I cleared the accident. Everybody went everywhere, and I was the only one who was OK. I think a big piece went into the airbox and into the engine, and that was it.”

**SCOTT DIXON** (No. 9 Target Chip Ganassi Racing Panoz/Toyota/Firestone): “There was a bit of a mess in front of us, and then the 70 car, I don’t think he knew we were there, we just connected and spun out.”

**RICHIE HEARN** (No. 70 Meijer/Coca-Cola Racing Special Panoz/Chevrolet/Firestone): “I banged my knee pretty hard on the dash, and it’s starting to swell up a bit. There was a lot of jockeying going on in front of us. I didn’t see Scott. It was my fault. There was a lot going on out

there, and I just didn't see him. I feel bad for (owner) Sam Schmidt and the Meijer crew because they gave me a good car, and we could have had a pretty good finish.”

**SAM HORNISH JR.** (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone): “I haven't seen the replays close enough, but I felt I got pinched a little bit.”

**ROGER YASUKAWA** (No. 24 Dreyer & Reinbold Racing Dallara/Honda/Firestone): “We started off pretty good, but we had a clutch problem pretty much throughout the race. The first stop was OK. The clutch was all the way down to the floor. From the second stop, we had to push-start the car. Otherwise, the car was running good. I think we were hoping for a top-10 or a top-12 finish. The clutch problem caused our engine to go, and that was the end of our day.”

**END POST-RACE QUOTES**

**For Immediate Release**

**89th INDIANAPOLIS 500 POST-RACE PRESS CONFERENCE TRANSCRIPT  
Bryan Herta, Vitor Meira, Danica Patrick  
Sunday, May 29, 2005**

**PAT SULLIVAN:** Well, we are delighted to have with us the driver, if you follow this series on a regular basis, you know that this is one of the most under-recognized and underappreciated of our top drivers, without question. He's demonstrated that today with a strong run. Part of it you drove, we understand, with one hand. Vitor Meira, congratulations on a great finish.

**VITOR MEIRA:** It wasn't quite one hand, one and a half. One thing I really have to mention before everything else is how good the Menards Johns Manville cars did today. I came in the pits, I think we did, if I'm not mistaken, eight stops or something. Every single one of them I gained in between one or three positions. That made my job really, really easy. The car wasn't the best in traffic. We could have done a bit better on this subject. But again, it's -- I'm proud to be on this team, and today was a good day. It was a good day for Rahal Letterman Racing and Honda.

**SULLIVAN:** Come on up, Danica. Well, I suspect Danica is going to draw some attention today. Congratulations, Danica, on a great run. They're still conferring about what happened.

**MEIRA:** I'm sorry?

**SULLIVAN:** That's OK. You're conferring.

Danica, great day today, obviously. In position there at the very end to win, as was Vitor. So it's a good day for your team.

**DANICA PATRICK:** First off, forget it, Vitor, I'm so proud of you, you kicked butt.

**MEIRA:** Thank you, girl. That's not bad for the fourth race. We had a tough time there.

**PATRICK:** We did that for a good team, too, right?

**MEIRA:** Really, really good.

**PATRICK:** From my side of it, gosh, did I make some mistakes. I stalled it, went back to 16th. People were checking up a little bit on the start toward the end with about 50 or so to go, it seemed like they were going slow and checking up anyway, because I spun. And I can't believe that my car didn't completely demolish because I got hit like twice. Spun it around, I can't believe I kept the engine running. Somebody is sitting by my side.

**MEIRA:** Did you spin it?

**PATRICK:** I spun it and got hit.

**MEIRA:** Whoa. (Laughter)

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**PATRICK:** And so, therefore, we pitted an extra time before the last so we really needed to stretch fuel to make it work. But the guys made it work. And the yellows came out.

**SULLIVAN:** We've got some questions, and Bruce is raring to go.

**Q:** Danica, the fact that you pitted that extra time also got you in a position where you didn't have to pit with everybody else, which got you the position. Talk about how in a race like this sometimes comes back to you.

**PATRICK:** Yeah. I think that's as a result of being patient and not going crazy when things go wrong, because I kind of screamed in my helmet a couple times, but nobody could hear that, and you have to calm down and you have to be smart and not make stupid mistakes. I think as a result of that, you're in the game. And we had very good cars. So, you know, it's important to stay calm and as long as you do, things should pan out.

**Q:** Vitor, during the last part of the race, you and Danica were close together. Was there some team strategy, any drafting strategy considered there at all?

**MEIRA:** No. I mean we had a meeting before the race, and Bob made it really clear that whatever happens, everybody has to finish and without taking each other out. And we really follow big time this rule. I mean, Danica had a little bit, I think she was a little bit more low fuel than I was, what was full fuel to the end. I mean, that's what I had. I think Danica was saving a little bit. But we never actually spoke about each other. We never did any plan, at least according to that. But I mean the plan was made before the race. The thing is the team, more than everything, we respect each other a lot. Kenny, Buddy, Danica and me, we are a team. We don't fight with each other.

**Q:** Danica, I'm just curious a little bit about maybe you can shed some light on your personality and kind of how you take things. But are you more likely here to be thinking about the stall or are you going to enjoy and relish the fact that you did so well? Do you kind of dissect the mistakes first?

**PATRICK:** Well, there's two sides of that because we didn't have to pit at the end because we spun and we were at the back anyway. So -- I'm going to be mad at myself for the stall. The stall, I was in great position, I was running fourth, it was a very good car. I thought that that was a good place. But I think the spin had to happen for a reason, so I'm not mad at that.

**Q:** Danica, could you talk about your fuel situation at the end when the three guys got by you, were you so lean you had no power for them or was it the draft or what percentage of each?

**PATRICK:** Well, we tried, we have eight slots, and I was all the way up to seven out in the lead trying to save fuel. Bryan caught up, and I didn't save quite so much fuel for a little bit and got a bit of a gap again. But once you get a bunch of cars that pack up behind you and the draft starts kicking in, they're right behind you. But yeah, I had to save fuel. So, you know, they were even telling me in the last lap of the yellow to make sure you get around. So I was cutting it close.

**Q:** That was the major reason, that you were out of fuel pretty much?

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**PATRICK:** They're the same thing, right? I was saving fuel, so yeah.

**Q:** Danica, despite everything, to come that close and then not really be able to fight at the end, how frustrating was that? No. 2, a lot of people think you made a hell of a point today for the females. What's your take on all of that?

**PATRICK:** I made a hell of a point for anybody, are you kidding me? I came from the back twice. That sucks back there. It's hard. I was so more content running up front, it was much easier. I think that might have showed the most today is that I was able to pass and I was able to learn how to set someone up better. Yeah, I definitely got a lot of experience in different situations. So it was frustrating to be leading the race with so few laps to go and not be able to finish hard and just hang out up front and win the thing. But I also knew that I was not in the same strategy and something had to give. I went straight -- I stalled and spun in the race, so with all that stuff happening, for me to have to sacrifice a couple of positions to save fuel, so be it.

**Q:** Danica, do you have any sense yet of the historical importance of what you accomplished? What does this mean for open-wheel racing and the IRL in general?

**PATRICK:** I don't know. I'm just racing. I don't know. It sounds so goober stupid, but I just don't think about it. I just don't think about it. I don't know if it's -- I don't know. I don't know why. I didn't even think that all the media stuff going on was that -- I wasn't getting overwhelmed, I was getting overwhelmed with the lack of time I had for myself, but all the coverage? I was your story.

**Q:** Danica, with all that you had to contend with today, when you found yourself in the front after catching that last yellow, can you just describe your emotions, and then again when you had to give up the lead to Wheldon only to jump him to get back? Can you describe those feelings?

**PATRICK:** My engineer, Ray, told me we needed to have the restart of the century. I think we had it. It was pretty good. Because I gapped to third and then I passed him, too. So it was a good restart. But yeah, saving fuel had to override everything else. I also was getting a little bit loose at the end. The car was starting to move around a little bit. I don't know if that's because that's the lowest, one of the lowest fuels I had ran with running flat out. A lot of times it was under yellow just before we needed to pit, so the car was settled. So I don't know why -- the track changed over the duration of the race a little bit, too. So that could be, too.

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**Q:** Just describe the emotion of finding yourself at the front that you had to contend with today.

**PATRICK:** I just wanted to sit in the yellow flag for the last 18 laps and just ride it out. (Laughter)

But that's not racing, that's not good for racing, that's not good for show. That's not always the most satisfying way to win, but I didn't win. So it would have been better.

I'm relieved, I'm relieved at the way that our day went. Seeing myself 16th, you know, finally working my way up to eighth or something like that before the restart that I spun, we were all packed up and I thought I'm going to get a great start here and everybody just kept stopping and starting. It was so slow. I don't remember, I don't know if I hit Sharp or someone hit me or if I just spun, but I think it's pretty great where we ended up actually.

**Q:** How much did this crash affect your driveability of the car? Did it behave somewhat different after the crash?

**PATRICK:** We changed some front wing, so that might have been the only thing, which was a blessing. I thought the thing was done. I thought I was done. The car was fine.

**Q:** Vitor, what happened to your hand? (Laughter)

**PATRICK:** Vitor, tell me about your race. I want to know. Come on, the guy just finished second, everybody.

**Q:** Did it affect your race at all?

**MEIRA:** What?

**Q:** Your hand.

**MEIRA:** Oh, it didn't really. Just had a piece of -- because when you turn your hand, at least on the Panoz, it goes kind of out of the cockpit. That was right after yellow, so something hit it coming out of Wheldon's car, of course it was a piece of debris of the previous crash, but it was nothing. Just when you're hot, when you're there, to just -- I just felt a little tick and then we go again. Then I took off my glove and it was all bloody and everything. But it didn't affect anything. What made the difference today was, again, and I repeat again, the 17-car crew. Those guys were the guys today, the guys to beat.

**Q:** Danica, when you were in the lead there toward the end of the race on the restart, were you aware over 300,000 people were not only standing, they were screaming? I've got a follow-up to that.

**PATRICK:** Was I aware? I did notice a few people standing actually. I saw some arms waving. But I was very focused on my race. I didn't know if -- I could see people standing and waving a little bit just in my peripheral vision because us drivers have that fine-tuned peripheral vision, but I didn't hear them, no.

**Q:** Also, on Thursday you talked about the quality of racing in the IRL that you said that you wanted NASCAR to basically go. Do you think you did that today?

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**PATRICK:** I don't know, I didn't see all the race. Was it a good race?

**SULLIVAN:** Yes.

**PATRICK:** I was going to say, that wasn't very convincing. (Laughter)

I thought it was a good race. I thought at least from my perspective, and I don't know about your perspective, but especially being in the back, I mean the cars were all scattered. It's so hard and they're just everywhere and you don't know who's going to check up, you don't know where you're going to end up at all and everybody is just spread. So I think that's what fans want to see, they want to see everybody all over the place and overtaking and, you know, I was definitely doing as much of it as I could, and lapped traffic makes for a good show, even. You know, the last pass, you know, my restart with Wheldon, stuff like that, they want to see that. So I think from my perspective, there was a lot of overtaking happening. You? I don't know, you were up in the front and everything.

**MEIRA:** From my perspective, it was again, also, ups and downs. I mean, at the beginning of the race we were really weak. We were really -- we had to wait for the traffic. I mean, the car was fine, the balance was fine, but there was just no grip, not at all. The track came back to us a little bit from lap 110, our car really got good and got hundred percent. I mean from that point on, I really started to make the positions. I mean, it was one of the most entertaining races I've ran.

It was hard to overtake but wasn't impossible. And I think that's what IRL is all about. Again, I'm saying again it's Honda from first to fourth and from fifth to, I think, eighth. I mean, it's the second year in a row that they have -- I mean, they have first through fourth in Indianapolis. That's something to really, really be proud of because it's not easy to win, it's even harder to win twice in the first top four positions.

**SULLIVAN:** Obviously, we have brought Bryan Herta to the stage. Bryan, I tell you, it was a great run for you. Talk about it briefly. You had a bit of an unusual pit strategy, your team rolled the dice and it really paid it to you, and I know a lot of us feel good for you for a good quality run.

**BRYAN HERTA:** Thank you. It was an up-and-down day. We struggled to get to the front on our own, we just kind of got mired in the pack. I finally got up in the top seven and then I got busted for speeding in the pit lane, put me back again. I thought, 'Oh, man, that's going to screw everything up,' but it put us in a position where we could do something different on the pit strategy that we probably wouldn't have done otherwise. You know, I've got to say Michael Andretti was in the pits today with George Klotz, and I think those guys made the right call obviously for me to get me up in the top few positions. So obviously I'm very, very pleased with the result and even happier for Michael Andretti and Dan Wheldon to win the race. Wish I could have given him his win, if I couldn't, I'm glad he finally got it.

**Q:** Both for Bryan and Vitor, if it hadn't gone yellow at the end, do you think you would have had a shot at catching Dan? Second part is, what has Dan been doing this year that four out of five victories he's been doing so well?

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**HERTA:** I just thought of something funny that I can't say. (Laughter)

I mean, in terms of -- you never know. The first part of the question, I don't think you can't say what could have, might have, should have, would have happened. The race played out the way it did. So Dan won it and congratulations to him.

In terms of what he's doing right, I wish I knew exactly, because, man, the guy's got a rabbit's foot hanging out of the rear end. He's doing a good job, he's not only lucky. But things happen to put him in position and he capitalizes and every year he's taken advantage of it. So good for him. It's fun to see him having such a great year. He's definitely got the three other teammates he's got pretty riled up to go out and beat in two weeks in Texas because he's starting to get to be a bit of a trophy hog. We need to balance it out.

**Q:** Danica --

**MEIRA:** Say first Danica, then Bryan. I'm joking, guys. (Laughter)

I was -- if it kept green for the whole -- to the end, we had a shot not because we were going to get stronger. I think Bryan and Danica were in a different fuel strategy and they had a breathe on that short yellow we had. I think I had a shot. If I could have been able to capitalize that or not, only now we're never going to know. But yeah, I was getting close to Dan. I was actually, I was side by side with him two laps earlier before the yellow came on. I mean, again, the yellow didn't hurt us but helped the others.

**Q:** Danica, you mentioned before in the last few laps you were starting to run loose. Let's say that you had been able to run full fuel to the end, would the loose condition have been such that Dan still probably would have been able to get by you or would you have been able to get back by him?

**PATRICK:** I would have been able to correct it. No, I feel if I were able to run full fuel, I was running from six to seven out of eight slots. So, you know, that's saving quite a bit of fuel. Yeah, I mean, I think especially starting in the front and you get to start when you want to start on the restarts. Normally you get a bit of a gap then just because you can. The way that the cars react behind each other with the wind and everything makes the cars ill-handling when you're behind a car. So I think that if I could have run full fuel, and -- we'll never know, I don't know. You know, I'd like to think that we could have maybe won it. But, you know, we also had to sacrifice somewhere coming from where we did today.

**Q:** Danica, I think this race is very special for you but you've got the same result at the Motegi in the last race. Do you have any special different feeling this race than the last race or the same feeling?

(More)

**PATRICK:** The difference between Motegi and here was that at Motegi there wasn't really much for mistakes, there really weren't any problems that occurred. It was basically just trying to run in the front and trying to lead it and trying to win. But we had saved fuel at some point just -- when I dropped back, that's what was happening. But it was because at the end, you know, Tony Kanaan pitted with two laps to go or something. So we were making sure that we didn't have to do that. So again, there are sacrifices, you have to give and take a little bit. If the yellow had come out a couple laps earlier and everybody slowed down, I would have finished eighth or whatever I was in.

But this one, there were problems. There were things that happened, and I'm mad at myself for the stall. I mean, I pushed the throttle and dropped the clutch and it went boom. So I don't know. It took a while to restart it. But that's frustrating; I wish that wouldn't have happened. So we turned traction control off for the end and I came out of the pits and I'm like sideways the whole way down the pit lane. Thought I was going to hit someone.

The spin, like I had said earlier, I think that was something that needed to happen. It happened for a reason. Because I could pit since I was in the back anyway.

**Q:** This race was satisfying?

**PATRICK:** Yes, more proud of the race team, again. I mean I was proud at Motegi, but they were cranking out some numbers I'm sure back there seeing whether or not I could finish the race. Because management sure doesn't like it when you just pull it over to the side of the road in the grass because you ran out of fuel. So nobody likes to pit with a lap to go.

**HERTA:** Management's name is Bob. (Laughter)

**PATRICK:** Scott. He would be the most mad.

So, you know, like I said, one at Motegi didn't have mistakes, so it was good, and it was the first really hard race. This one was overcoming the adversities and the things that happen in a race.

**Q:** Vitor, we know what it means for the driver who wins this race, but for yourself to come out of here with the second place finish, do you think you might have stepped out from the shadows a little bit, you know? People got to know who Vitor Meira is.

**MEIRA:** I honestly don't know because it's going to be up to them. I'm still doing the same job I did last year and last week and yesterday. I'm never going to stop doing the job I always did. I hope they do, but I mean, it's not going to change how I'm going to approach the next races. It certainly didn't change how I approached this one. That would be a good thing for the sponsors. That would be a good thing for the team. But for the way I approached my job, it doesn't change anything. Of course, I would be glad to have more attention and everything, but I mean, that's -- to have attention, you also have to do credible things like everyone else is doing. So it's my turn now.

**Q:** Two quick parts. Danica, one, when you were leading under green and then when you retook the lead on the restart, were there moments when you allowed yourself to think, 'Hey, one yellow behind me, and I win this thing?' Did you let yourself almost taste it?

**PATRICK:** Sure, I thought about it, yeah.

(More)

**Q:** And part B, when you spun, it looked like Sharp checked up a bit when you spun.

**PATRICK:** Might have.

**Q:** How much did that have to do with it, the spin?

**PATRICK:** With the spin? I hate to point a finger at anybody if I can't see a replay or anything; I don't think that's right. I really don't know exactly what happened. Like I said, I could have hit someone, someone could have hit me. I could have just went for the brake or done something, spun it. But, like I said, it just seemed like everyone was going slow, and people were just going really slow. So whether they had checked up at that very second and I didn't have time to react, I don't know. It seems weird that I wouldn't be able to react at a hundred when I can react -- we can react at 230.

**Q:** Bryan, the fact he's won the Indianapolis 500 now, do you give Dan a pardon on the practical jokes or do you turn up the rev limiter even more?

**HERTA:** He doesn't get out of anything. He may have his face on the trophy and he's doing a great job, but he's still the little brother on the team. (Laughter)

Anybody who's been a little brother knows what that means. (Laughter)

**Q:** Danica, your dad told me the other day that during the race he was probably going to just go into hiding and be by himself and watch. I'm curious, do you know what he did for the final few laps, did you have a chance to talk with your mom and dad and hear what they had to say?

**PATRICK:** Wave to the crowd, everybody; Brooke, my sister, and mom. I have no idea what my dad does during the race. He does his own thing. He wasn't sure if he was going to keep breakfast down. That was at like six this morning. So he sure gets riled up. And I'm sure that when I stalled, people learned new words. And I'm sure that when I spun, they learned more new words and saw new things. But at the end I have a feeling he was just so proud, and he came to me after the race and he was crying and he was so proud. That means a lot.

**Q:** Vitor, I guess you're ready for another question. I think it's safe to say you've been the forgotten driver this month. Would you talk about that? And your name wasn't mentioned, I don't think, a lot today on the ABC telecast. So talk about being in the shadows and coming out of them here.

**MEIRA:** Everybody's talked about being in the shadows the whole month. But they kept talking about it.

**PATRICK:** That's what I was just going to say, everybody keeps saying he's like --

**MEIRA:** Yeah, they know I'm in the shadows, but they know, which it has a point. (Laughter) It's good. It's good to come out and prove that the work you are doing the whole month, not showing everything you had until you had to, it worked and there was a lot of people believing in me to win this race. I want to thank them. Again, it's good to have -- I mean, it doesn't happen very often, a win. Doesn't happen very often being in second place in the biggest race in the world. I'm thrilled, I'm happy, but I wanted to do better. That's going to be up to us next year.

(More)

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**PATRICK:** Everybody has a style, and everybody says Vitor is kind of like this under-the-radar guy. That's obviously just him. In a way you're just a little more quiet, and Helio is the loud one and everybody just has a title.

**MEIRA:** Yeah, Helio is the loud one. (Laughter)

**PATRICK:** Your title attached to you means that people say they don't talk about him. You talk about him. Good story.

**SULLIVAN:** We have three great stories. Obviously, what Danica has done, and two drivers worked very hard in terms of the development of their teams to get their teams to the top as well. Vitor and Bryan and Danica, congratulations to the three of you on a splendid Indianapolis 500. (Applause)

...IMS2005...

**May 29, 2005**



An interview with:

**DAN WHELDON  
MICHAEL ANDRETTI  
KIM GREEN  
KEVIN SAVOREE**

THE MODERATOR: I can't help but think back to the way that this race started today. The gentleman who dropped the green flag was **Reggie Miller**, an athlete who many people believe ended his game on top with still some left in the tank. The race was won by one of the co-owners, a guy who was driving at the time when he was also at the stop top of his game and some people believe had something left in the tank. A couple years ago one of your drivers said, "We're going to get you an **Indianapolis 500**." By gosh, one of them did it today. Congratulations.

MICHAEL ANDRETTI: Thank you very much. I tell you, it just feels unbelievable. I've got to thank **Dan**. He just drove a hell of a race. Very smart from the drop of the green flag. Very aggressive but didn't take too many chances when he didn't need to. Just drove very smart.

And the crew and team did a great job, as well. Good, clean pit stops, every one of them, and good strategy there in the end. They made a good adjustment on his car and they took on tires when a lot of the others didn't. Gave up a little track position, but they knew that that was going to pay off in the end. And I think that was the difference.

But, you know, for me personally, it just feels so good. You know, this place has been tough on me personally. But I just always had a feeling that one day it was going to -- I would have

some good memories here, and it's finally happened. Hopefully this is the first of a lot more.

THE MODERATOR: **Kim**, during the course of not only this year but last year there were times when **Dan Wheldon** came out on top and it seemed he didn't have the fastest car. But today you had quite a bit of your team up front today. That had to feel gratifying?

KIM GREEN: Well, I think at one point all four drivers were in contention and running up near the front. That was really pleasing. I thought that gave us some pretty good odds. But **Dan** is very mature for his experience in **IndyCar** racing. We certainly talked about being patient at the start of the race and making sure that you work your way to the front, but there's plenty of time.

I thought there were some pretty aggressive driving out there, and he got his nose chopped off several times into turn one that I noticed. He did a great job hanging on. Great pit work. Especially the last couple of pit stops that really counted, he really hit his marks well. And just hats off to all of the team, especially that crew that obviously executed very, very well all day. And **Dan** for doing what he had to do when he had the opportunity.

THE MODERATOR: **Kevin**, your team has employed at times different kinds of pit strategy with your various drivers to try to get results. Today we saw one of your drivers who has worked very hard at developing your car and your team in **Bryan Herta** also come up with an excellent performance. I know that everyone feels good for **Bryan** to get that kind of quality result.

KEVIN SAVOREE: Yeah. I mean, obviously a couple years ago when **Dario** managed to hurt himself and we hired **Bryan** to fill in, he told **Mike** and **Kim** and I, "I'm going to make it so you won't get rid of me, you'll have to hire me." You know, I'm so proud of the way that guy drove today. You know, he's very skilled. You know, people don't think about him being aggressive, but if you saw him driving out there

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today, he is plenty aggressive when he needs to be. He just did a great job.

Again, the pit crew executed really well there. You know, so proud of this whole race team. You know, we've all talked about it, when it's going to be your day, it's your day. For **Andretti Green**, it was.

THE MODERATOR: Questions.

**Q. Mike, it looked like it might happen to you again when Danica passed Dan there toward the end. What were you thinking about at that point?**

MICHAEL ANDRETTI: Well, I knew, you know, in restarts you're basically a sitting duck. And there was a little I guess bit of a problem. Everybody was saying, well, maybe **Dan** didn't pass her when that yellow came out. I was like, "Good, let it be that way." I would have rather had **Dan** second on that restart. We pretty much knew he was going to get passed. We also knew that **Danica** had older tires than **Dan**. And I think we knew that if there was no more yellows, you know, we were going to get stronger as the race went on there in the end. That's pretty much what happened.

So hats off to **Jim Beam Klein Tools** team for that strategy because that's really what did it.

**Q. Michael, can you talk about, were there some anxious moments at the end?**

MICHAEL ANDRETTI: Oh, yeah. Didn't know what the heck was going to happen. You know, the other thing that I was very worried about, because **Meira** had a strong car, as well. I was a little worried about him. And then when I saw that he had a little bit of problem getting by **Danica**, that gave **Dan** the little bit of gap, then I felt a little bit easier. Then we started watching **Bryan** go all over **Meira** and actually almost pass him. So that was good. I think **Bryan** doing that helped slow **Meira** down a little bit as well which helped **Dan** get a little bit of a gap.

**Q. Was there a moment that you thought: Here I'm getting close again?**

MICHAEL ANDRETTI: Well, I mean, you know, I knew we were going to get passed. We pretty much knew we were. But we also knew **Dan** had a pretty strong car. And, like I said, we knew that **Danica's** tires were older. So, you know, but

you say you know that... Until it actually happens, you know, you hold your breath, yeah.

**Q. Michael, in the press conference earlier Bryan said that Dan still will be treated as a little brother on the team. What does it take for him to get any respect?**

MICHAEL ANDRETTI: Problem is, he's just the youngest guy out there. It's always going to be that way. He's always going to be the one with the least amount of experience. Believe me, he's got the respect of those drivers. You kidding? They have a lot of respect for him. And you saw how happy they were for him. You know, this is a team. When one wins, we all win. And that's the way those guys felt.

**Q. When you guys hired Dan, what did you see in him? Can you comment? Not only did he win today, but now he's won four out of five races this year.**

MICHAEL ANDRETTI: Me personally, what's impressed me with **Dan** the most is first he was always very quick and just never put a wheel wrong, never made any real mistakes. Number two is, when he had a weak area, he would fix it and work it out and fix it. And that to me shows that he's very smart. And also I'm very impressed the way he races. He just knows how to get to the front and knows how to win the races.

**Kim** is the guy that really gets the credit. He's the one that really followed **Dan** in the lower ranks of racing. He's the guy that said, "We got to give this guy a try."

KIM GREEN: Obviously, **Dan** made me look pretty good, if I was the one that pushed pretty hard to get him on the team. We talked about it a lot as a team ownership, the three of us. You know, **Dan** did a good job of making himself known to me when he was racing in **Atlantic** and **Indy Lights**. I also knew some of the mechanics that worked with him in those classes, and had also worked with other drivers that I had a lot of respect for, as well. They felt he was better.

I kept an eye on him. When there was an opportunity to do a test program when **Honda** announced it was going to go into the **Indy Racing League**, we talked into **Honda** into giving **Dan** a chance, having a look and doing it. He did about 2,000 miles without putting a foot wrong and did a great job. I think that gave him the credibility with all the partners.

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You know, we talked to *Klein Tools* and *Jim Beam* about *Dan* as a young guy that I think they would enjoy. He does a brilliant job off the track, which the sponsors love. To me it's more important what he does on the racetrack. He certainly really has shown true over the last few years. I think he's going to win more of these and hopefully he can win a championship, too.

**Q. Michael, after seeing all the torment your father kind of went through at this place, then all the times that you had the dominant car and didn't win, now it's over. Talk a little bit about how much it means that it finally is over for you.**

MICHAEL ANDRETTI: No more talk of this stupid curse. That's dead. You know, it's going to be nice coming back here next year and not having to talk about that. You know, it gets old, I'll tell you.

You know, it just feels good.

KIM GREEN: Do you want to run next year?

MICHAEL ANDRETTI: Maybe now that the curse is broken, maybe I will. Never thought about that (laughter).

Well, you know, I just felt that one day this place would repay me with some happy moments, like I said when I opened the statement. And it has. And hopefully this isn't the only good moment we're going to have here. Hopefully there's many more to come.

**Q. Kim, three years ago you left here pretty upset. Thought you had won the race. In a lot of ways you were still convinced you did win in 2002. Now to be able to be up here celebrating a victory that nobody can dispute.**

KIM GREEN: It's still up there, yup.

No, great job, and really satisfying. Was here with *Villeneuve* in '95. To have to wait this long for another one, very pleasing.

You know, I want to make a comment about *Kanaan*, as well. I think that perhaps he had a very, very quick car, and a change I made to the car with a couple of stops to go was probably the wrong one. But I feel for him. But he's a great team player. He came on the radio and said, "I'm not good enough to win, but I'm going to help my teammates win." That was awesome.

**Q. Do you count this as win number one or two or three?**

KIM GREEN: Obviously, this place is very, very special. There's been a lot of very, very close races over the years, maybe some controversial situations over the years. I'm satisfied with two. It's been a long time. But, you know, this place is magic. It's just magic to be a part of it. You know, the *Hulman-George* family, all the staff here have over the years been just so pleasant to work with. Today I think must be one of the most exciting races I've ever been involved with.

THE MODERATOR: Let's welcome the 2005 *Indianapolis 500* winner, *Dan Wheldon*.

Last time we talked to you here in this conference room was after qualifying, and you were an unhappy guy. You talked a lot about what the *Indianapolis 500* meant. Of course, *Jim Clark* and *Graham Hill* came here and won back in 1965, 1966. Now you're the next in that line. Tell us about your race.

DAN WHELDON: Well, I mean, first of all I'd like to thank the *Hulman-George* family for putting on this race. It really is that special to me. I think everybody could see that from just my reaction after qualifying so bad. It's one of those races where not only does winning the race mean anything, but getting the pole is a big part of that, too.

But the race itself, I've got to say, is certainly since I've been doing it, was the most competitive. I think it just shows you the direction the series is going with the amount of leaders and the amount of leaders from different teams. Although, you know, it was good to see *Andretti Green Racing* running 1, 2, 3 at one point.

I'd like to say about my teammates, I think they've developed me -- they've been a big part of the development curve of me of getting me into this victory circle. I mean, they're very talented individuals. They've helped, along with these guys, get me where I am. So I'm proud of that.

But the race was just difficult because there were so many good cars out there. And the depth of talent was amazing. I thought starting 16th I'd be able to come through perhaps a little quicker than I did. So that soon brought me back down to earth. It was, because people were so close.

But it's just such a proud moment. It's the proudest moment of my life, and I'm sure it will be,

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**Andretti Green – 05.29.05**

to win my first *Indianapolis 500*. So it was fantastic.

**Q. Dan, could you reflect on your first ride around here, how you wound up on your head, as you said, back on Thursday, to finally wind up drinking the milk and experiencing all that it is to win the *Indianapolis 500*?**

DAN WHELDON: I think certainly within the organization, you know, you get a lot of support, even when you drive like an idiot, which I did that day. So, you know, it's being able to learn from your mistakes and having the people in the team tell you exactly what your mistakes were and how you can improve, but telling you in such a way that you want to improve.

Personally, I still feel there's a lot more to come from me because this is still only my second full season. But that's what having great teammates does for you. And having a boss that's driven before, you can really soak in the knowledge that they give you. And, you know, certainly *Dario* made some comments after the race that made me feel very, very proud because he's somebody that I respect very, very much. You know, his comments were nice. I'm getting emotional now.

**Q. Dan, it almost seemed like speaking with you before the race, I know you were frustrated with your starting position, but it seemed like you had this sly confidence that it was going to be all right. Is that kind of true? Did you feel that at all going in?**

DAN WHELDON: I think *Bryan Herta* just told me that about 15 or 20 times every day. You know, you kind of think it. But I'm certainly confident in -- I don't want to sound cheesy or anything, but I'm certainly confident in the equipment I get given. I think, you know, these guys give you good cars and they constantly are developing the cars to keep with the likes of the other teams out there. I mean, like I say, some very competitive teams out there that are certainly desperate to beat *Andretti Green Racing*.

You know, I mean, you've got a *Honda*, so you've got to expect to be quick. You certainly don't want to be the one tagging at the back. We worked on the race car. After I think I calmed down from qualifying, we just continually worked on the race car. It worked very well in traffic. Certainly leading into the race, I didn't think I had a

car that -- and I said to *Michael* a lot of the time, we kind of agreed to disagree, but I had a car that was excellent through traffic, but perhaps not the quickest on my own.

Come the race, it actually seemed pretty quick on my own, too. So it was still pretty good in --

MICHAEL ANDRETTI: Had to tell you that, didn't I.

DAN WHELDON: Boss was right.

MICHAEL ANDRETTI: Thank you.

**Q. Dan, during the month you were kind of like the invisible man. Here you come into this race winning three of four races. All month long the attention was on *Danica*, *Kenny Brack*. Now that you've won this race, a lot of the attention is still on *Danica* and your boss. Maybe you're not getting quite as much attention as most of the winners here do. Does that bother you at all?**

DAN WHELDON: No. I'm certainly just satisfied in the fact that I've won the *Indianapolis 500* in my career. I mean, it's a kid coming from *England*. I mean, you just -- you know what the race is like through watching it on TV and reading about it in magazines. And then I first came over here in 1999 and watched *Kenny Brack* win. It just opened my eyes to the magnitude of the event and how much I wanted to be here and the fact that the whole event lasted a month.

You know, people say it's like practice every day. It's funny, it's more like a qualifying session. It's a proud moment to be at the top of the time sheets at *Indianapolis*, even in practice. So, no, I mean, I'm just happy. The only one I did feel a little bit bad for was *Tony* because to do the four qualifying laps that he did that early in the morning and then have everybody else have not just one chance, but they could have up to three chances to try to beat his time, kind of undermined that achievement. He's a supremely talented driver. So I felt a little bit bad for him.

But just from my standpoint, I'm just -- I feel just very proud of the fact I've been able to win this race. I'm proud and certainly lucky to be here.

**Q. Dan, what specifically -- it seemed like your speed -- you lost it and then you found it. What were you able to do to the car between qualifying and today? Also if you**

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**could tick off those last 10 laps as you were passing those final cars.**

DAN WHELDON: Well, I just remember, you know, it's funny, **Bryan** is a great guy, he really is. You know, when I was racing him, he's just -- he defines pretty much I think one of the perfect or what it is to be a perfect race driver because he's very aggressive but, you know, if the corner's yours, he'll give it to you, but he never gives it to you easy. He really makes you work all the time. I think hence the improvement over the years from me.

But I was able to just get a good run. I don't think he actually had gotten new tires on, so I knew I had to make the most of certainly that point of my tire. Was able to get a good run and passed him right at the end of the straight going into turn three. And then, you know, was able to catch **Danica** and, again, got a good run going down the front straight. But the moment I overtook her it went yellow. Unfortunately, you're a sitting duck when you start the restarts in the lead here. And she was able to get back by.

I knew I could pass her, but it was just a case of timing. And having done it once, she was obviously aware of where I was good and where I was not. So she made it a little bit more difficult. But certainly the guys in my car gave me a car that was at its best right at the end of the race, and I needed every bit of that to win this race.

**Q. Dan, I know he was gone long before you really came around, but as a young lad, I'm sure you were very familiar with Graham Hill's accomplishments. You probably followed Damon Hill more than Graham. To become the first Englishman to win the Indy 500 since Graham Hill, kind of put that in a bit of historical perspective?**

DAN WHELDON: Well, I'm certainly a big fan. And that's what makes this race for me, certainly a large part of it, is the history and tradition here, the fact that some of the same things have been happening for a very long, long time. Even the milk I smell of now, but milk's never tasted so good. But just to achieve -- not just **Graham Hill** and **Jim Clark**, but you look at the faces on that **Borg-Warner** trophy, there's some supremely, supremely talented people. And you look at the people that haven't won it. I mean, this guy's as talented as anybody in the world and was

probably more talented than everybody out there in your time, right?

MICHAEL ANDRETTI: Brownie points, right?

DAN WHELDON: So, no, I'm proud of that. It is very, very special. But it hasn't quite sunk in yet.

**Q. Dan, you did upset some of the main story lines that were coming in. It looked as though one of them was coming to pass until about seven laps to go. I'm sure you don't mind creating a new story line yourself.**

DAN WHELDON: Don't care one bit.

**Q. Along those same lines, when Danica took the lead late in the race, they said on TV there were fans standing and yelling all around the track. Did you have a sense when you did pass her you were going to be remembered as spoiling the party? When you talked on Thursday, the question was raised to you about being patient. You said you're not a patient driver. It looked like you were today.**

DAN WHELDON: Well, I just obviously wanted to get to the front as quick as possible, and I tried. It was certainly much, much harder than expected with the dirty air out there. And, like I say, the people starting in front of you, they're all very good.

But, you know, I think you have to be very careful when you make statements like that about spoiling the party because you're undermining some of the talent out there. I think, you know, certainly just my three teammates, and I talk about them a lot, and I'm not kissing their butts, but they are seriously good individuals. You look at the two people driving the **Penske** cars, you look at **Adrian Fernandez**, you look at **Buddy Rice**, **Vitor Meira**. When you make comments like that, I just think you certainly undermine some of that talent.

I'm not saying **Danica** is not as talented as them, but just remember how good those people are because they are very, very good.

**Q. Dan, the pass you made on Danica on the yellow flag where she slowed down too much and you took the lead, when she regained the lead from you, was that a gentlemanly give back or did she really earn it?**

DAN WHELDON: That wasn't a gentlemanly give back. You don't do that at

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**Indianapolis Motor Speedway.** It was just one of those things with the configurations of the cars, you punch a pretty big hole in the air for people behind you, so she was able to get a run and got by. Because I'd led before and got overtaken, too. I just wanted to make sure I could talk in behind her. And I hoped to get back by her by turn three.

But she was very quick, to be fair. You know, I just had to then time my run without understeering towards the exit of the corner and was just able to do that.

**Q. Dan, winner's circle, you said you dreamed about this. What was your first memory of the Indy 500 back home? When before '99 did you think this was a possibility to run here?**

DAN WHELDON: I think actually my first memory was seeing some highlights of **Jim Clark**. But I can't exactly remember when that was, to tell you the truth. I mean, sound like I'm getting old now. But it's been -- it's certainly a long time ago. But, like I say, the real big deal for me was actually being here in person. I mean, you can see it on TV, but when you're actually here in person, it's just unbelievable.

And certainly for an aspiring **IndyCar** driver at the time, I mean, you're just desperate to get out there. You know, to any of the young ones that are aspiring to this, I mean, don't give up because it's such a good race to be part of.

**Q. Dan, when you came here as a rookie, you were the subject of many a prank by your teammates. I guess they got you pretty good. Do you think a lot of that will change now that you're the winner of the Indy 500 or do you suspect you'll come back here next year and see a Sharpie moustache on your face on the Borg-Warner?**

DAN WHELDON: I'm still the baby of the team. You know, I love being the baby of the team. It will continue, I can guarantee it. I'm sure it's happening right now. They will continue, and I hope they continue, because it's what keeps the atmosphere very good between everybody. When you've got a good atmosphere between the drivers, it kind of filters down.

Yeah, they'll do something bad to me. I'm sure I'll be thrown in the cake.

**Q. Dan and Michael, you talked about the sort of disagreement you had about your cars car, how it was set up. Can you expand on that a little bit?**

MICHAEL ANDRETTI: Yeah, there was quite a few times where **Dan** was a little frustrated. My question to him always was, "Don't worry about the speed. How does it feel? Does it feel good?" He'd say, "Yes." I'm like, "Well, that's good." He's like, "No it's not, I'm slow." I'm like, "Don't worry about it. As long as it feels good, that's the most important thing here. It will come. You don't have to have the fastest car to win this race." And I think it pretty much proved itself.

Also he was very worried about he thought he would be a sitting duck. I'm like, "I don't think so. Just get a good-handling car," and that's what happened. Right?

DAN WHELDON: Exactly (laughter). Hate to admit it, but it was.

**Q. Dan, did you defer to Michael on that?**

DAN WHELDON: Yeah, no. I mean, he'll tell you stuff. You know, there's certainly stuff that we do out there that we ask **Michael**, and if he says, "Yeah, go do it," you go do it. But that's kind of the relationship we all have with **Michael**. I mean, like if he says something, look at what **Tony** did at **Phoenix**, I think that was **Mike** that told him to do that, and he did it. It's just the way it is.

**Q. Michael, when you started this team up, you had some goals set out. You got the pole, a championship. Where do you go from here?**

MICHAEL ANDRETTI: Just continue, you know, to keep setting new goals. We did -- it's actually funny. Almost every goal we wanted to achieve we've achieved already in a couple years, which is pretty nice. So we got to continue to make some new ones for ourselves.

You know, right now -- last year we achieved three out of the four goals, and that was to win **Motegi** and the championship. You know, this year we won **Motegi**, **Indianapolis**, and now we have to win the championship. That's going to be our goal. And **St. Petersburg**, as well. It was another goal that we wanted to. We not only won it, but 1, 2, 3, 4. It's been a dream not only year, but last three years with this team. You can't believe the feeling within it, the confidence within it,

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**Andretti Green – 05.29.05**

the fun within it. You know, it's just -- I think that's all breeding success right now.

You know, the challenge for us in the future is just going to be to keep it that way, and that's what we're going to do. That's going to be up to the three of us up here, and we're going to do our best to keep it going.

**Q. Michael, in '69, were you even allowed to go into Victory Lane when your dad won?**

MICHAEL ANDRETTI: No, I wasn't at the race then, no.

**Q. What was it like to go up to Mario afterwards and say, "Dad, we did it"?**

MICHAEL ANDRETTI: Today, you mean?

**Q. Yes.**

MICHAEL ANDRETTI: He actually hollered to me to come over to him. He was in the back of the car in Victory Lane. He was very happy for me. He knows how tough the place has been for me. He's at least experienced it once and I never did. And to finally experience it, **Dan** giving it to me, it was just a really good feeling. Like I said, that milk was very sweet. I never tasted such sweet milk.

**Q. Did either of you get emotional?**

MICHAEL ANDRETTI: No, we're not too much like that. But we were pretty happy for each other. He was happy for me, and I felt that. It was nice.

**Q. Dan, winning Indianapolis can be a life-changing experience. How do you see your life changing now?**

DAN WHELDON: Well, **Mr. Green** is pretty much the one responsible for bringing me to this team. He's, you know, somebody that I think, you know, knows my personality and knows kind of what makes me tick, and when I should be brought in line, he'll bring me in line, when he kind of wants me to do something.

So I think he'll keep me in line, I'm pretty sure. So you best ask him what he's going to do.

MICHAEL ANDRETTI: We'll just have to keep this thing down a little bit (laughter).

DAN WHELDON: That's one thing you certainly can't have in the team because, like I say, you've got people around you that keep your feet

on the ground. You can't get like that, you know, because **Dario's** going to beat your butt or **Tony** or **Bryan**. I mean, there's three individuals there that can win races day in and day out. You've got to be focused and just carry on.

THE MODERATOR: 2004 conclusion of the race, **Tony Kanaan** made a statement that the best driver and team on that day deserves to win. The best driver and team on this day did win the race. Congratulations.

MICHAEL ANDRETTI: Thank you.

DAN WHELDON: Thank you.

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**Andretti Green – 05.29.05**

# COFFICIAL BOX SCORE

## IRL IndyCar® Series

### 89th Indianapolis 500-Mile Race at Indianapolis Motor Speedway

Sunday, May 29, 2005

FP	SP	Car	Year	Driver	Car Name	C/E/T	Laps Running/ Comp. Reason Out	IRL Pts.	Total Pts.	IRL Stand.	IRL Awards	Designated Awards	Total Awards
1	16	26	2	Dan Wheldon	Klein Tools/Jim Beam	D/H/F	200 Running	50	234	1	\$1,243,000	\$294,805	\$1,537,805
2	7	17	2	Vitor Meira	Rahal Letterman Menards Johns Manville	P/H/F	200 Running	40	136	5	611,000	45,955	656,955
3	18	7	3	Bryan Herta	XM Satellite Radio	D/H/F	200 Running	35	139	4	438,000	19,505	457,505
4	4	16	R	Danica Patrick	Rahal Letterman Racing Argent Pioneer	P/H/F	200 Running	32	112	9	323,000	55,855	378,855
5	9	95	12W	Buddy Lazier	Panther/Jonathan Byrd's/ESPN 950 AM	D/C/F	200 Running	30	30	23	288,000	805	288,805
6	6	27	2	Dario Franchitti	ArcaEx	D/H/F	200 Running	28	123	7	297,000	12,055	309,055
7	3	8	10	Scott Sharp	Delphi	P/H/F	200 Running	26	125	6	291,000	4,305	295,305
8	1	11	3	Tony Kanaan	Team 7-Eleven	D/H/F	200 Running	24	162	2	276,000	191,105	467,105
9	5	3	4W	Helio Castroneves	Marlboro Team Penske	D/T/F	200 Running	22	123	7	268,000	9,805	277,805
10	24	33	R	Ryan Briscoe	Target Chip Ganassi Racing	P/T/F	199 Running	20	81	16	273,000	555	273,555
11	26	20	1	Ed Carpenter	Vision Racing	D/T/F	199 Running	19	71	19	258,000	305	258,305
12	15	37	R	Sebastien Bourdais	Newman Haas Racing Team Centrix	P/H/F	198 Accident	18	18	25	234,000	555	234,555
13	22	51	3	Alex Barron	Red Bull Cheever Racing	D/T/F	197 Running	17	90	12	250,000	4,805	254,805
14	14	5	3	Adrián Fernández	Investment Properties Of America	P/H/F	197 Running	16	16	26	226,000	305	226,305
15	33	48	4	Felipe Giaffone	A.J. Foyt Racing	P/T/F	194 Running	15	15	27	247,000	305	247,305
16	27	21	3	Jaques Lazier	Playa Del Racing	P/T/F	189 Running	14	14	28	219,000	305	219,305
17	8	55	1	Kosuke Matsuura	Panasonic ARTA	P/H/F	186 Accident	13	90	12	236,000	305	236,305
18	17	24	2	Roger Yasukawa	Dreyer & Reinbold Racing	D/H/F	167 Mechanical	12	68	20	233,000	305	233,305
19	10	2	R	Tomas Enge	ROCKSTAR Panther Racing	D/C/F	155 Accident	12	62	21	230,000	2,055	232,055
20	11	4	3	Tomas Scheckter	Pennzoil Panther	D/C/F	154 Accident	12	77	17	227,000	30,305	257,305
21	25	83	R	Patrick Carpentier	Red Bull Cheever Racing	D/T/F	153 Mechanical	12	101	11	229,000	2,055	231,055
22	21	44	R	Jeff Bucknum	Investment Properties Of America	D/H/F	150 Accident	12	24	24	222,000	555	222,555
23	2	6	5	Sam Hornish Jr.	Marlboro Team Penske	D/T/F	146 Accident	15	146	3	230,000	161,455	391,455
24	13	9	2	Scott Dixon	Target Chip Ganassi Racing	P/T/F	113 Accident	12	84	15	218,000	7,805	225,805
25	20	70	5	Richie Hearn	Meijer/Coca-Cola Racing Special	P/C/F	112 Accident	10	10	29	197,000	5,305	202,305
26	23	15	5W	Kenny Brack	Rahal Letterman Racing Argent Pioneer	P/H/F	92 Mechanical	10	10	29	240,000	35,805	275,805
27	31	22	6	Jeff Ward	Vision Racing	D/T/F	92 Handling	10	10	29	193,000	1,805	194,805
28	28	14	2	A.J. Foyt IV	A.J. Foyt Racing	D/T/F	84 Handling	10	76	18	212,000	6,805	218,805
29	19	10	1	Darren Manning	Target Chip Ganassi Racing	P/T/F	82 Mechanical	10	108	10	211,000	1,805	212,805
30	12	36	3	Bruno Junqueira	Newman Haas Racing Team Centrix	P/H/F	76 Accident	10	10	29	191,000	1,205	192,205
31	29	25	1	Marty Roth	Roth Racing/PDM Racing	D/C/F	47 Handling	10	10	29	190,000	5,305	195,305
32	32	91	4	Jimmy Kite	Ethanol Hemelgarn Racing	D/T/F	47 Handling	10	10	29	210,000	305	210,305
33	30	41	1	Larry Foyt	ABC Supply Co. Inc.	D/T/F	14 Accident	10	10	29	189,000	305	189,305
											<b>\$9,400,000</b>	<b>\$904,815</b>	<b>\$10,304,815</b>

**Time of Race:** 3:10:21.0769 **Average Speed:** 157.603 mph **Margin of Victory:** Under Caution

**Fastest Lap:** #11 Tony Kanaan (Race Lap 167, 228.102 mph, 39.4560 sec.) **Fastest Leading Lap:** #11 Tony Kanaan (Race Lap 27, 225.828 mph, 39.8533 sec.)

**MBNA Pole Winner:** #11 Tony Kanaan (227.566 mph, 2:38.1961) **Marlboro "Lap Leader" Award:** #6 Sam Hornish Jr. **Bombardier "Quick Start" Award:** #4 Tomas Scheckter

**Firestone "Performance" Award:** #6 Sam Hornish Jr. **Checkers/Rally's Pit Stop Challenge:** Marlboro Team Penske(#6 Sam Hornish Jr.)

**Legend:** R=Indianapolis 500-Mile Race Rookie; W=Indianapolis 500-Mile Race Former Winner **Chassis Legend:** D=Dallara (19); P=Panoz (14)

**Engine Legend:** C=Chevrolet (5); H=Honda (14); T=Toyota (14) **Tire Legend:** F=Firestone (33)

#### Lap Leaders:

Laps	Car	Driver	Laps	Car	Driver	Lap Leader Summary: Driver	Times	Total	Caution Flags: Laps Reason/Incident
1-2	#6	Sam Hornish Jr.	116-119	#6	Sam Hornish Jr.	Sam Hornish Jr.	6	77	18-24 #41 Foyt, accident T1
3	#11	Tony Kanaan	120-122	#11	Tony Kanaan	Tony Kanaan	8	54	77-86 #14 Foyt IV, #36 Junqueira, accident T2
4-7	#6	Sam Hornish Jr.	123	#27	Dario Franchitti	Dan Wheldon	4	30	114-119 #9 Dixon, #70 Hearn, accident T1
8-25	#11	Tony Kanaan	124-135	#11	Tony Kanaan	Danica Patrick	3	19	147-154 #6 Hornish Jr., accident T1
26	#27	Dario Franchitti	136-143	#27	Dario Franchitti	Dario Franchitti	5	15	155-161 #2 Enge, #4 Scheckter, #16 Patrick, #44 Bucknum, accident T4
27-37	#11	Tony Kanaan	144-145	#11	Tony Kanaan	Vitor Meira	1	3	171-173 #24 Yasukawa, car smoking
38-54	#6	Sam Hornish Jr.	146-149	#27	Dario Franchitti	Bruno Junqueira	1	2	187-189 #55 Matsuura, accident T3
55	#27	Dario Franchitti	150-161	#26	Dan Wheldon				199-200 #37 Bourdais, accident T4
56	#16	Danica Patrick	162-164	#17	Vitor Meira				<b>Total: 8 caution flags, 46 laps</b>
57-58	#36	Bruno Junqueira	165-171	#26	Dan Wheldon				
59-97	#6	Sam Hornish Jr.	172-185	#16	Danica Patrick				
98-100	#11	Tony Kanaan	186-189	#26	Dan Wheldon				
101-111	#6	Sam Hornish Jr.	190-193	#16	Danica Patrick				
112-115	#11	Tony Kanaan	194-200	#26	Dan Wheldon				

**Total: 27 Lead changes among 7 drivers**