



**2009 INDIANAPOLIS 500®**  
DAILY TRACKSIDE REPORT



[indianapolismotorspeedway.com](http://indianapolismotorspeedway.com)



**DAY 1 – TUESDAY, MAY 5, 2009**

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Welcome to the 2009 Indianapolis 500, the fourth race of the 2009 IndyCar® Series season. John Griffin, vice president of public relations for the Indy Racing League, and Ron Green, director of public relations for the Indianapolis Motor Speedway, and their staffs are here to assist you. Please direct your questions and requests to anyone in the Media Center.

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This is the 43<sup>rd</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 IndyCar Series 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 IndyCar Series Web sites.

Live timing and scoring reports from the Indianapolis 500 will be available on the Internet at [www.indycar.com](http://www.indycar.com). The live timing and scoring module provides statistical information, including track segment speeds, lap information and much more.

Feature stories, reports, driver quotes and notes, and photos will be posted on the site each day. More detailed information, including media advisories and VNF coordinates, is available at [www.indycar.com/media](http://www.indycar.com/media). The user name is media, and the password is indycar. The username and password are case-sensitive.

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

7 a.m.	Garages open
9 a.m. – 2 p.m.	Firestone Indy Lights Open Test
2-5 p.m.	Rookie Orientation Program

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Medical update from Dr. Michael Olinger, director of medical services for the Indy Racing League: Firestone Indy Lights driver Dillon Battistini was re-evaluated at the Clarian Medical Center and has been cleared to drive. He had been hospitalized one night for precautionary reasons at the KU Medical Center following a crash during the Kansas Lottery 100 April 26 at Kansas Speedway.

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J.R. Hildebrand, driver of the No. 26 Andretti Green Racing/AFS Racing entry, returned to action following his weekend debut in A1GP. Hildebrand competed in the round at Brands Hatch, England, recording a fourth-place finish in the Sprint race and an 11<sup>th</sup> in the Feature. He had previously participated in three rookie practice sessions for Team USA, but had not competed in a race.

**J.R. HILDEBRAND:** "Overall, I feel pretty good about the whole weekend, but we would have liked better results today. I'm just proud of the guys on Team USA and all the work they've done. I think I could have done a better job, but I also know that we showed we had the speed to compete. We probably missed a couple of opportunities this weekend to move up in the field, both in qualifying and in the race. But, again, I think we proved we have the pace to run up front."

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**FIRESTONE INDY LIGHTS OPEN TEST:**

At 9 a.m., the ambient temperature was 57 degrees with a relative humidity of 72 percent and winds from the east at 6 mph. Skies were partly cloudy. The track temperature was 67 degrees, according to Firestone engineers.

9 a.m. – **GREEN**. #11 Cunningham is the first car on track.

9:06 a.m. – **YELLOW**. Track inspection.

9:16 a.m. – **GREEN**.

10:30 a.m. – **YELLOW**. Debris on the backstretch.

10:41 a.m. – **GREEN**.

10:52 a.m. - #18 Strous penalized five minutes for a pit speed violation.

11:54 a.m. - #49 Mason and #20 Beatriz penalized five minutes for pit speed violations.

1:44 p.m. – **CHECKERED**.

**FASTEST TIMES/SPEEDS OF SESSION:**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>Time</b>	<b>Speed</b>
1.	27	Sebastian Saavedra	47.0520	191.278
2.	11	Wade Cunningham	47.1281	190.969
3.	15	Martin Plowman	47.1473	190.891
4.	26	J.R. Hildebrand	47.1674	190.810
5.	2	Andrew Prendeville	47.1923	190.709

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A pair of Indiana natives teamed up for Davey Hamilton/Kingdom Racing for the test. Logan Gomez, a native of Crown Point, Ind., helped the team set up the car for Lafayette, Ind., driver Brandon Wagner, who turned his first laps around the Speedway.

**LOGAN GOMEZ:** “I’m doing it as a favor to the team because they let me have some free testing for them in the preseason. I’m still trying to put together a deal for the race. It’s my home race and I’d hate to miss it.”

**BRANDON WAGNER:** “It’s different (than any place I’ve been). The straightaways are really long, but I know I have a good car and it’s capable of being a second faster.”

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Six drivers must complete Rookie Orientation. They are: #2 Raphael Matos (Luczo Dragon Racing), #24 Mike Conway (Dreyer & Reinbold Racing), #34 Alex Tagliani (Conquest Racing), #98 Stanton Barrett (CURB/Agajanian/Team 3G), #00 Nelson Philippe (HVM Racing) and #06 Robert Doornbos (Newman/Haas/Lanigan Racing).

The rookie 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 during practice later in the month.

The four phases of ROP include 10 laps at each of the following speeds:

200-205 mph

205-210 mph

210-215 mph

215+ mph

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In addition, the following drivers may participate in a refresher test: #15 Paul Tracy (KV Racing Technology), #16 Scott Sharp (Panther Racing), #41 A.J. Foyt IV (A.J. Foyt Enterprises), #43 John Andretti (Richard Petty Motorsports/Dreyer & Reinbold Racing), #44 Davey Hamilton (Dreyer & Reinbold Racing/Kingdom Racing) and #99 Alex Lloyd (Chip Ganassi Racing Sam Schmidt Motorsports).

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Conquest Racing unveiled the paint scheme on the No. 34 entry that will be driven by Alex Tagliani. The car features associate sponsorship from The Children's Museum of Indianapolis, which is promoting the King Tut exhibition "Tutankhamun: The Golden King and the Great Pharaohs" as the focal point of the partnership.

The car features King Tut exhibition branding on the engine cover, nose cone and front wings. Additionally, a 25-foot statue of the ancient Egyptian god Anubis will be on display in the outside lot at the Speedway Museum during race week, paving the way for the blockbuster exhibition coming to Indianapolis in June.

"Tutankhamun: The Golden King and the Great Pharaohs" will complete its U.S. debut run in Atlanta in mid-May and will be on display at the Indianapolis Children's Museum from June 27-Oct. 25. The exhibition is organized by National Geographic, Arts and Exhibitions International and AEG Exhibitions, with cooperation from the Egyptian Supreme Council of Antiquities.

The partnership with Conquest includes a show car that will travel to Indiana schools to promote the exhibition and educate the children on this historic collection of 130 artifacts from King Tut's tomb and other ancient Egyptian sites.

**ERIC BACHELART (Owner, Conquest Racing):** "The Children's Museum of Indianapolis is a must-see for everyone, be it residents of Indiana or visitors to the area, much like the Indianapolis Motor Speedway, and we couldn't be happier to be associated with them and the King Tut exhibition for the Indianapolis 500. We're excited and honored to be promoting such an extraordinary exhibit."

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**INDIANAPOLIS MOTOR SPEEDWAY CENTENNIAL ERA FACT OF THE DAY:** The first Hall of Fame Museum was built on the grounds of the Indianapolis Motor Speedway in 1956. Originally large enough to display only a few cars, a new museum opened in the present location in 1976. The facility encompasses 96,000 square feet of museum, retail and office space. Approximately 75 vehicles are on display at any one time. Admission is just \$3 for adults, \$1 for ages 6-15 and free for children younger than 6.

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Dreyer & Reinbold Racing's Mike Conway completed the OneAmerica 500 Festival Mini-Marathon on May 2 in 1 hour, 29 minutes, 49 seconds (finishing 565<sup>th</sup> overall). Penske Racing's Will Power was 643<sup>rd</sup> overall. More than 35,000 registered runners participated in the 13.1-mile race. It was the first time either had run a half-marathon distance.

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Ryan Hunter-Reay last week opened his Dana Point, Calif., house to "Last Call with Carson Daly," with the segment airing before the Indianapolis 500. Check local listings.

**RYAN HUNTER-REAY (No. 21 Vision Racing):** "I basically ran down how we're down-to-earth people. I race cars for a living, and you expect a race car driver to live this extravagant lifestyle with a mansion and the Ferraris in the garage. It's a pretty cool piece."

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### ROOKIE ORIENTATION PROGRAM:

At 2 p.m., the ambient temperature was 71 degrees with a relative humidity of 51 percent and winds from the northeast at 3 mph. Skies were partly cloudy. The track temperature was 105 degrees, according to Firestone engineers.

2 p.m. – **GREEN.**

2:04 p.m. - #06 Doornbos is the first car on track.

2:08 p.m. - #15 Tracy on track for the first time since the 2002 Indianapolis 500.

2:18 p.m. - #06 Doornbos has completed Phases 1 and 2.

2:23 p.m. - #06 Doornbos has completed Phase 3.

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Robert Doornbos, driver of the #06 Newman/Haas/Lanigan Racing Honda/Dallara/Firestone, took the honor of being the first driver on track for the 2009 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 second, set by Marco Andretti in 2006.

### FIRST ON TRACK, 1984 -2008

Year	Driver	Started	Finished
2008	Will Power	23 <sup>rd</sup>	13 <sup>th</sup>
2007	Jaques Lazier	28 <sup>th</sup>	27 <sup>th</sup>
2006	Marco Andretti	9 <sup>th</sup>	2 <sup>nd</sup>
2005	Danica Patrick	4 <sup>th</sup>	4 <sup>th</sup>
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>

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Firestone has brought 4,900 tires to the Indianapolis Motor Speedway for the Month of May. Full-month participants receive 35 sets of tires per car. Second-week entrants receive 24 sets. Rookies receive an additional four sets for ROP, and cars participating in the refresher test receive two additional sets.

Firestone is bringing a new tire specification following a successful tire test at Indianapolis in September 2008. The new spec features improved compounds for all four positions and a slight change to the right-front tire body construction to aid in reducing understeer.

One tire stagger of approximately 0.32 of an inch is available for Indianapolis. Stagger helps IndyCar Series cars turn more smoothly on oval tracks and is created by producing the right-rear tire with a slightly larger diameter than the left rear.

**AL SPEYER (Executive Director, Firestone Racing):** “The racing world will focus on this palace of motorsports for the next three weeks, and with good reason. From rookie orientation through four grueling days of qualifying, to Carburetion Day practice and the great race itself, the Indianapolis 500 is like no other. The traditions, the emotions and the unexpected combine to make Indy the transcending event it has become - and Firestone is proud to play a part. We'll be honored come May 24 to crown the 60th Indianapolis 500 champion on Firestone tires, which is more than all other tire manufacturers put together. To reach that life-changing moment, all the Indy drivers this month will compete on a new Firehawk tire specification. The Firestone Racing engineers and chemists have fine-tuned the tire spec that performed so well and without issue the past two years on this demanding racetrack. We anticipate the newest generation Firehawks will continue that trusted tradition by giving all Indy drivers the reliable durability, consistency and top speeds they have come to expect from their Firestone tires.”

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2:27 p.m. - #24 Conway has completed Phase 1.  
2:41 p.m. - #2 Matos has completed Phase 3.  
2:49 p.m. - #06 Doornbos has completed ROP.  
3:04 p.m. - #2 Matos has completed ROP.  
3:05 p.m. - #34 Tagliani has completed Phases 1, 2 and 3.

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Nelson Philippe will be driving the No. 00 i drive green HVM Racing-prepared car for the Month of May. Philippe said his brother, Richard, won “a lot of races” with the number, “so hopefully it will be a good number for me, too.”

That would be a first; no car No. 00 has won the 500 Mile Race or started from the pole. There are now three cars in 2009 starting with 0 – 02 of Graham Rahal and 06 of Robert Doornbos, both driving for Newman/Haas/Lanigan Racing.

**NELSON PHILIPPE:** “We’re raising awareness of the need to reduce our carbon footprint, and 00 stands for zero emissions. I didn’t want to be tied to any number, so now I have no numbers.”

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The IPL 500 Festival Parade, scheduled for noon May 23 in downtown Indianapolis, will once again feature a diverse lineup of celebrities. Katie Stam, Mario Lopez, Melora Hardin, Mary Lynn Rajsckub, The Ohio Players and artists Donald Lipski and Thomas Kinkade are the first celebrities and VIP's to be scheduled to join in this year's celebration. The celebrities will join Dick Vitale, the 2009 IPL 500 Festival Parade Grand Marshal.

Stam was crowned Miss America in January. Originally from Seymour, Ind., Stam is a senior communication major at the University of Indianapolis. Stam is Indiana's first Miss America in the pageant's 87-year history.

Lopez has appeared in numerous television series, films and on Broadway. He is the host of the daily television show "Extra," which is the second-longest running entertainment magazine on television.

Hardin is best known for her role as Jan Levinson on the NBC television comedy, "The Office."

Rajsckub plays computer genius Chloe O'Brian in FOX's drama "24," and helped the show win a 2006 Emmy for Best Drama.

Legendary funk band The Ohio Players will headline the 2009 Regions 500 Festival Snakepit Ball, presented by Cindy & Paul Skjodt on May 23. The group combines the genres of funk, rock, jazz and soul to create a sound call "street funk" – which paved the way for the success of rap and hip-hop.

Lipski is an internationally renowned artist with public art commissions in Grand Central Terminal, New York; the Miami International Airport; libraries in Minneapolis and Denver; and convention centers in Fort Worth, Texas and Washington D.C.

Kinkade has captured the moments of the Indianapolis Motor Speedway's Centennial Era by creating the impressionist work that will be displayed on the cover of the Centennial Era Gala Program Commemorative Book and will be the basis of the Studio Masterworks celebrating the 100<sup>th</sup> Anniversary.

More than 300,000 spectators are expected to line the two-mile parade route. The IPL 500 Festival Parade will be televised nationally on Versus from 5-6:30 p.m. EDT.

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Graham Rahal unveiled the unique helmet that he will be wearing throughout the Month of May and in the Indianapolis 500. The special one-off edition helmet is designed to pay tribute to the Indianapolis Motor Speedway and the celebration of its Centennial Era as well as the 1986 Indianapolis 500 victory by Graham's father, Bobby. The helmet incorporates the Speedway's Centennial Era logo and an image of Bobby Rahal with the coveted Borg Warner trophy.

The colors chosen and mixed for this helmet give the helmet a vintage look with a modern twist by using different tints of gray, silver, beige, white and red. Just like every one of Graham's Artrotondo.com painted helmets, this helmet was painted using environmentally friendly paints that contain no toxic contents. The Centennial logos and the image of Bobby Rahal were entirely free hand drawn and colored by motorsport artist Art Rotondo before being placed on the helmet.

**GRAHAM RAHAL (No. 02 McDonald's Racing Team):** "The Indianapolis Motor Speedway is a race car driver's cathedral, and the Indy 500 is the biggest race of the year. I wanted to do something cool to honor the history of the Speedway and my dad's win in 1986. I think we really hit on it with this helmet design."

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Firestone Indy Lights driver Richard Philippe was working with a new team at Indianapolis. The French rookie drove Team PBIR's No. 37 entry in hopes of gaining seat time in advance of the Firestone Freedom 100.

**RICHARD PHILIPPE:** "I got some good mileage in a (Firestone Indy) Lights car on a oval. At Kansas, I got about 20 miles between crashes. It's nice to be here at this track. It's so famous, and I'm happy to be able to drive around here."

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Another rookie on the move, Ali Jackson, who moved from Guthrie Meyer Racing to RLR Andersen Racing following the Kansas race, missed most of the Open Test as his team worked on preparing the No. 6 car for the test. The car, which was acquired from HVM Racing, still carried the charcoal-and-green livery of its previous owner. Jackson recorded 26 laps.

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**FIRESTONE INDY LIGHTS QUOTES:**

**SEBASTIAN SAAVEDRA (No. 27 AFS Racing/Andretti Green Racing, fastest):** "We are working hard on our race setup. I think we were able to pick up the pace very early, and throughout the day we made small changes on last year's setup. From there we worked as a team, and we did an awesome job. I can't wait to come back for the race."

**WADE CUNNINGHAM (No. 11 Sam Schmidt Motorsports, second):** "It's nice being back. It's good validation to be in a good car, then put up a good result. I had a great car that enabled me to go quick straight away. It was a bit difficult for everyone with tire wear in this first test because there was no rubber down. Obviously, we still have a little bit of work to do because the AGR car is still a little bit quicker, but we've got a couple of weeks before the race where we can sit down and analyze where we can come up with a stronger package and come out race weekend and contend for the win."

**MARTIN PLOWMAN (No. 15 Panther Racing, third):** "It always nice to see your name at the top of the time sheets, but this is only an Open Test. It's important to come away with a good feeling for the car and the track. I think we achieved that today. I learned a lot. There's still some work for me as I learn the line, but the car is fast. We did some qualifying simulations at the end of the day, and we were very happy. I'm confident that the 15 car will be competitive."

**J.R. HILDEBRAND (No. 26 Andretti Green Racing/AFS Racing, fourth):** "We were really quick early in the day. We had some trouble with our setup pad, so we didn't run much in the afternoon, but I think we were one of the first or second quickest cars running on our own, so that sets us up for qualifying. We never ran low fuel or put in much tow time. I'm just looking forward to the race. I had a great race weekend last year, and it's such a cool opportunity to race at the Speedway. Any track time you can get is fun."

**ANDREW PREDEVILLE (No. 2 Team Moore Racing, fifth):** "It's a beautiful day, which we didn't get last year. The track is in good condition, so everyone has gone quick. I'm very happy. Our car is good. It's good in traffic. We've had quick cars everywhere we've been. We've just had issues that set us back. We just need a trouble-free weekend. I'm sure we'll be there on Race Day."

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In addition to unveiling the new King Tut livery of its No. 34 Dallara, Conquest Racing announced the return of Northlands and its premier event, the Rexall Edmonton Indy, as title sponsor for the 2009 Indianapolis 500. The team also revealed the signing of AmazingMail and LifeLock for the 2009 Indianapolis 500.

The Rexall Edmonton Indy takes place July 24-26 at City Centre Airport in Edmonton.

**ERIC BACHELART (Owner, Conquest Racing):** “We’re very excited to be announcing new and returning sponsors to the team. We couldn’t be happier to continue our partnership with Northlands and the Rexall Edmonton Indy, and we’re thrilled to be welcoming new partners AmazingMail and LifeLock. We’re thankful for everyone’s support this month, and we look forward to making them proud over the next few weeks.”

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3:53 p.m. – **YELLOW.** Track inspection.  
4:02 p.m. – **GREEN.**  
4:16 p.m. - #24 Conway has completed Phase 3.  
4:31 p.m. - #34 Tagliani has completed ROP.  
4:44 p.m. - #24 Conway has completed ROP.  
4:52 p.m. - #00 Philippe has completed Phase 2.  
5:06 p.m. - #00 Philippe has completed Phase 3.  
5:08 p.m. - #98 Barrett has completed Phase 2.  
5:10 p.m. – **CHECKERED.**

**FASTEST TIMES/SPEEDS OF SESSION:**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>Time</b>	<b>Speed</b>
1.	15	Paul Tracy	40.3426	223.089
2.	16	Scott Sharp	40.5628	221.878
3.	06	Robert Doornbos	40.5889	221.735
4.	2	Raphael Matos	41.1686	218.613
5.	34	Alex Tagliani	41.2215	218.333

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**INDYCAR SERIES POST-PRACTICE QUOTES:**

**PAUL TRACY (No. 15 GEICO/KV Racing Technology):** “We took advantage of today, with the refresher course. There’s rain in the forecast the next couple days possibly - the weather can change here at any time, so I’m pretty happy with where we’re at right now.” (About fan reaction): “They either love me or hate me. I have a polarizing effect on people. But there was a lot of fan support today, a lot of well-wishes, a couple birds, but in general it was 98 percent to the good, so I was happy about that.” (About motivation to come back): “I just want to race. It’s all I’ve ever done. I’ve been racing since I was 6 years old, and I didn’t want my career to just come to an abrupt stop after racing Indy cars for 16 or 17 years. When the merge happened, my team owner decided to stop, and when the music stopped, it kind of left me without any seats to sit in. It’s been very frustrating thinking after all this time my career’s just going to end like that. That’s not the way I wanted it to end. I realize I’m not going to race another 10 years, but I’d like to run a couple more years. I feel I’m competitive. I feel I’ve got the drive. And hopefully something will open up. I know I’m not going to run forever, but I want to have a couple more years and have a shot at it and have something for my fans to remember.”

**RAPHAEL MATOS (No. 2 US Air Force Luczo Dragon Racing):** “Today was a great day. The car was very consistent. The team made many aerodynamic changes to the car, which gave us an idea of how the car would run in different situations. The Luczo Dragon team worked very hard, and I was able to build up my confidence a lot. This is very important to set the tone for the rest of the month. I am very positive about going into the second day of practice tomorrow.”

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**SCOTT SHARP (No. 16 Tequila Patron Panther Racing):** “It feels great. There was obviously a lot of anticipation and a lot of excitement surrounding the whole opportunity with Patron and Panther Racing. To get out here and finally start doing it today, it was great. It feels so good to be back. By lap one, it felt like I was back in the old shoe again. It really felt good.”

**MIKE CONWAY (No. 24 Dreyer & Reinbold Racing):** “The first run was a bit daunting. It's a big place here and a lot of high speed. Once I did the first run, I came back to the garages and sat down and thought about it. I felt a lot more comfortable and relaxed in the second run, which is the way that you have to be in these cars, just relaxed and feel what's going on. Overall, I'm really happy with the runs we had today. We learned a lot with the car and made some good setup changes, so I think we are looking great for tomorrow.”

**ROBERT DOORNBOS (No. 06 Newman/Haas/Lanigan Racing):** “I seem to learn fast on the ovals and the team is doing a good job, so I don't see a reason why we shouldn't be in the top 11 (on Pole Day).” (About IMS): “I think this place is great. I sleep at the track, I eat at the track, I drive at the track, do everything at the track. It's going to be an intense month. It's different that when I was here in Formula One in 2005 and 2006. You just fly in for the weekend and fly out. Just from this morning I began to feel some of the history of the track, and the speed down the straight - I just love it. It wasn't intimidating at all as long as you respect the track. If you get to thinking you can be the fastest on the first day, you'll find yourself in the wall. You respect the place, and you build up to it. We got some good speed today. There isn't a big oval feeling to the track. It's more like two long straightaways and four fast corners which are very much alike.”

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

7 a.m.	Garages open
9 a.m. – 2 p.m.	Rookie Orientation Program
2-6 p.m.	IndyCar Series practice

**\*\*\*END DAY 1\*\*\***

## DAY 2 – WEDNESDAY, MAY 6, 2009

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Welcome to the 2009 Indianapolis 500, the fourth race of the 2009 IndyCar® Series season. John Griffin, vice president of public relations for the Indy Racing League, and Ron Green, director of public relations for the Indianapolis Motor Speedway, and their staffs are here to assist you. Please direct your questions and requests to anyone in the Media Center.

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#### **TODAY'S SCHEDULE (all times local):**

7 a.m.	Garages open
9 a.m.-2 p.m.	Rookie Orientation Program
2-6 p.m.	IndyCar Series practice

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#### **ROOKIE ORIENTATION PROGRAM:**

At 9 a.m., the ambient temperature was 62 degrees with a relative humidity of 76 percent and winds from the east-southeast at 5 mph. Skies were partly cloudy. The track temperature was 70 degrees, according to Firestone engineers.

9 a.m. – **GREEN.**

9:07 a.m. - #00 Philippe is the first car on track.

9:35 a.m. - #00 Philippe has completed ROP.

9:47 a.m. – Reports of light moisture.

9:48 a.m. – **YELLOW.** Light moisture around the track.

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John Andretti has competed in nine Indianapolis 500s, but in the week leading up to the opening of the Indianapolis Motor Speedway for the 2009 “500,” the 46-year-old Indiana native found time to experience a new type of speed. The driver of the No. 34 Window World entry performed a tandem skydive with the elite Golden Knights Parachute Team.

Andretti and Window World CEO Todd Whitworth were invited to be guests of the U.S. Army Golden Knights Parachute Team. Each individual was paired with an instructor and experienced the thrill of skydiving from 13,500 feet.

The experience kicked off the month for Andretti, who will have the opportunity to participate in a full month of activity at the Speedway for the first time in several years as part of a pairing of Richard Petty Motorsports and Dreyer & Reinbold Racing.

**JOHN ANDRETTI:** (About skydiving): “It’s a thrill. When you freefall, you’re traveling around 120 mph. You fall for about a minute before the parachute opens, but it feels like it’s just a few seconds. It’s hard to believe you can move that fast without a motor.” (About running the full month): “The big thing with this new deal is that we’re starting on the first day out. I feel like I can go there and work really hard to make sure everything is there for us as a team. We’re coming in with a really serious effort. I have driven for Richard in NASCAR, and I always wanted him to own a team at Indy. We just had to do it properly.”

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Sarah Fisher is using Twitter to give away a free two-seater ride with Indy Racing Experience. Fisher will “tweet” updates about the team, on-track activities and appearances throughout the month. At some point, she’ll also offer an Indy Racing Experience redemption coupon.

**SARAH FISHER:** “Someone asked me the other day what Twitter was, and I said, ‘Follow me and find out.’ I’m really new to this Twitter thing, but it’s really exciting with how quickly it’s taken off. I’ve always believed in giving back, and especially now after last May.”

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An updated Indy Car Historical Record book has been posted at [www.indycar.com/media](http://www.indycar.com/media). The book contains Indy car records dating back as far as 1909 in some categories for races that were sanctioned by governing bodies such as the IndyCar Series, AAA, CART and USAC.

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**DAY 2 – WEDNESDAY, MAY 6, 2009**

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HER Energy drink announced a partnership with Sam Schmidt Motorsports and Chip Ganassi Racing as the sponsor of the No. 99 Dallara/Honda driven by Alex Lloyd in the 2009 Indianapolis 500. Lloyd was the fastest rookie on the track at last year's Indianapolis 500.

The pink No. 99 HER Energy car made its debut on the famed oval during rookie/refresher practice on May 5. In addition, HER Energy, which is based in Hollywood, will be bringing a slice of its hometown to race weekend. HER Energy will kick off the big race weekend with a Pink Carpet event to benefit the Indianapolis chapter of the Susan G. Komen Breast Cancer Foundation on Friday, May 22. At the invitation-only party, designers will transform a warehouse space into an interactive brand experience for drivers, teams, sponsors and celebrities.

HER, "Healthy Energy Revitalizer," is a refreshing pink lemonade flavor energy drink.

**ALEX LLOYD:** "It's a real pleasure to have HER Energy as our sponsor for the Indy 500. It's an exciting brand and one I am very much looking forward to representing. HER Energy has seen massive growth over the last year, and I look forward to helping them grow their brand even more. Plus, with having a pink car and firesuit, no one will be able to miss me. I look forward to a great month."

**BRETT JACOBSON (CEO, HER Enterprises, Inc.):** "HER is honored to be involved with two prestigious racing organizations. Both Chip (Ganassi) and Sam (Schmidt) are pioneers in the world of motorsports, and their eye for talent over the past two decades is unprecedented. Alex Lloyd represents the qualities that HER strives to embody, and with the support of Chip Ganassi Racing and Sam Schmidt Motorsports, he is sure to become one of the next Indy greats."

**SAM SCHMIDT (Owner, Sam Schmidt Motorsports):** "This is the first time in four years that I think Sam Schmidt Motorsports will have a really competitive entry, and we have HER Energy drink to thank for that support. Chip Ganassi Racing prepared an incredible car, and we're very excited to be running Alex again since we had so much success with him in 2007."

\*\*\*

The Indy Family Foundation and IRL Ministry are raffling off a unique dining experience with a pair of Indianapolis 500 legends.

Four-time Indianapolis 500 winner Rick Mears and three-time winner Johnny Rutherford will join the winning ticket holder for dinner with up to 10 friends at the Indianapolis Motor Speedway during the final weekend of qualifications. Indy Racing League chef Eddie Wilson will prepare an exclusive four-course meal for the dinner party.

The Indy Family Foundation supports the Benevolent Fund of Motorsports, a not-for-profit 501c3 organization that aids those in the motorsports community, regardless of the sanctioning body, who find themselves in financial need due to hardship caused by illness, injury or death.

Only 99 tickets are being sold at a cost of \$500. The deadline to buy tickets is May 12. For more information, contact Bob Hills at 317-716-8850 or email [bhills@indycar.com](mailto:bhills@indycar.com).

**HEATHER CARPENTER (President, Indy Family Foundation):** "A catered dinner party at the Speedway is a pretty unique event, but adding the former race winners makes this a once-in-a lifetime opportunity. I can't thank Rick Mears and Johnny Rutherford enough for donating their time to raise money for both the Indy Family Foundation and IRL Ministry."

\*\*\*

**INDIANAPOLIS MOTOR SPEEDWAY CENTENNIAL ERA FACT OF THE DAY:** The Indianapolis Motor Speedway covers 253 acres, big enough to fit Vatican City, Churchill Downs, Wimbledon Complex, Roman Colosseum, Yankee Stadium and the Rose Bowl inside.

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2:47 p.m. – All on-track activity for the day has been cancelled due to ongoing rain.

\*\*\*

Alex Tagliani and the Conquest Racing team endeared themselves to the fans at the Indianapolis Motor Speedway, opening up their garage during the rain. Several fans had a chance to climb into the No. 34 Conquest Racing car, and Tagliani even let one woman try on his firesuit.

**ALEX TAGLIANI:** “They wanted to jump in the car. They thought that the seat was a little bit too tight, and they wondered if they fit in the car. So, I said the best way (to find out) is if you fit in my suit, you fit in the car, so we took the suit out and one person decided to put it on and get in the car. She was pretty surprised we can’t really see in front you. I answered her, ‘You just want to see the top of the tires -- that’s as much as you want to see.’ Fans come here, and as much as they support you, you need to keep an open mind. (Giving a fan a chance to get in the seat) is a pretty small thing to do. To let them sit in the car is one thing they get to remember, and they had the chance to take some photos, too.”

\*\*\*

**INDYCAR SERIES POST-PRACTICE QUOTES:**

**SARAH FISHER (No. 67 Dollar General/Sarah Fisher Racing):** “Although I would have loved to get the Dollar General car out there today, it just wasn’t in the plans with all the rain. At Indy, the rain will always happen at some point, so we can’t be worried about it. We have to keep our head down and keep working on things we can change in the garages and go from there. Everyone is in the same situation, and we have to handle that as best we can. I used the downtime today to pay some bills, do some Twittering, media and hanging with the guys. We look forward to the opportunity to be on track tomorrow.”

**GRAHAM RAHAL (No. 02 McDonald’s Racing Team):** “It’s a bummer that we don’t get to run today because we don’t get much practice anyway before Pole Day. It’s a shame, and more so because it’s no fun to sit here doing nothing all day. You get up early, excited to go, and you get all anxious just to get shot down. I think the car was pretty good for Robert (Doornbos) yesterday, so hopefully when we finally get to go out on track, the McDonald’s car should be good from the start. I’m looking forward to going out in my brand new McDonald’s car. Basically it’s an absolutely brand new car that has been at the shop since last fall, and all winter the team has been working on it. They have spent a lot of hours working on the body fit to make it as fast and smooth as they could. By the looks of it, I think they did a pretty good job, because the thing looks fast for sure. I’ve been looking forward to driving this new McDonald’s car for so long, and to have to wait another day because of rain is a bummer.”

**E.J. VISO (No. 13 PDVSA HVM Racing):** “Obviously it’s a disappointment that we couldn’t test today. But at least it’s the same situation for everyone, so it’s fair. We have some pieces and parts to test out, and now we’ll have to wait until tomorrow. But this is an amazing track and an amazing event, and I’m just happy to be here and eager to get started.”

**NELSON PHILIPPE (No. 00 i drive green HVM Racing):** “We had an issue where we couldn’t finish rookie orientation yesterday, but it was easy to finish and pass today. So, I’m really happy about that. Now I’m excited about getting on track with everyone else, even though it won’t be until tomorrow.”

**ALEX TAGLIANI (No. 34 Conquest Racing):** “Before coming here, I was told that it wouldn’t be Indy without rain. I guess that is true, especially with more rain forecasted for the next few days. It’s too bad that we couldn’t go back out today. We had a really good day yesterday, and I was very excited to be on track here for the first time. I was looking forward to continue developing the car and being a little more aggressive with our setup today, but that will have to wait.”

**WILL POWER (No. 12 Team Verizon Wireless):** “It’s too bad, but fortunately we get a fair bit of practice in here during the month of May anyway. You have to kind of expect some rain at Indy, and everyone is in the same boat. Team Verizon Wireless will be prepared, and we know we’ll be ready when the track is. I’m just looking forward to getting in the car, hopefully tomorrow morning.”

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**DAN WHELDON (No. 4 National Guard Panther Racing):** “Obviously it’s unfortunate the rain came and we couldn’t be on the track today. Anytime you’re a race car driver at the Indianapolis Motor Speedway you just want to be on the racetrack as much as possible, but clearly that isn’t possible with the weather. I know myself and everybody with the National Guard Panther team is excited to get out there tomorrow.”

**ED CARPENTER (No. 20 Menards/Vision Racing):** “After a day like today, it kind of feels like we’ve already been out here a week waiting to get on track. Everyone is so antsy to get on track, so of course it’s disappointing, but there’s not much we can do about it. It makes it an advantage for the guys that got to run yesterday for ROP/Refresher, but hopefully everyone will get enough time on track before Pole Day. They made a good decision to schedule the start of practice on Thursday a bit earlier (10:30 a.m.), but with the forecast the way it is, they should forget ROP at 9:30 and just open the track to everyone. Stanton Barrett still needs to clear his rookie orientation, but from what I saw he looked to be pretty good out there. I’d like to see the track open up as soon as possible, because the forecast doesn’t look that great tomorrow either.”

**RYAN BRISCOE (No. 6 Team Penske):** “We’re definitely anxious to get on track, but obviously there’s nothing we can do with the weather today. Tomorrow, we’re going to try and get out there early and run some laps to see where we stand. I think Team Penske will be in good shape, and hopefully the lack of practice won’t hurt us. It’s the same for everyone, so we’re all in the same boat.”

**MARCO ANDRETTI (No. 26 Team Venom Energy):** “It’s disappointing to have our first on-track day rained out. I still think Team Venom Energy and the entire AGR crew has a pretty good feel for the track, and I’m confident we can still set up good race cars. The No. 26 car has had great runs over the last few years in Indy, so I hope we can continue that on through this year.”

**HIDEKI MUTOH (No. 27 Formula Dream):** “It is very disappointing that today got rained out. I was ready to start the Month of May and drive the No. 27 car. I won here in the 2007 Firestone Indy Lights race, so the track is very special to me. While this is my second Indy 500 race, I’m still nervous. I hope we are able to get on the track tomorrow and have a full day of practice.”

**TONY KANAAN (No. 11 Team 7-Eleven):** “What a disappointing way to start the first day of practice with a rainout. Hopefully we can get the Team 7-Eleven car out tomorrow for practice and the rain will hold off. Since we have a few less days of track time this year, every day we have on track has to count.”

**DANICA PATRICK (No. 7 Motorola):** “I’m really disappointed that we got rained out on the first day of practice. I was looking forward to getting out on the track today and giving the new No. 7 Boost Mobile car a run. Hopefully we will be able to get out tomorrow and have a full day of practice.”

**STANTON BARRETT (No. 98 CURB/Agajanian/Team 3G Racing):** “I’ve been here in the (Sprint) Cup car, but everywhere you go the Indy cars are a completely different experience. It’s an all new learning curve every weekend and at every track. I’ve been to all of the tracks that we race; it’s still a whole new deal. You have to start from ground zero and only take the experience that you have of being a race car driver and being in race cars and try to apply that to what is applicable in these cars. It’s definitely a whole different game, and it’s pretty dang exciting, as well. It’s a cool place to get around in an Indy car. We’ve only had 30 minutes (of track time) except for this morning. The car is better today than yesterday. It’s comfortable, and I’m really paying attention to my line and the entry and timing. So, as I build up to speed because all of the changes and the increments that you go, I know from other racing or wherever that you build up to that point, and we don’t want to take too big of a bite out of any step of the process. That’s really important for us – that we can’t make mistakes right now and keep the goal and long term in mind. It might take us a little while longer to get what our team’s potential and the car’s potential is, but we’ll get there hopefully without any error and get in the Indy 500.”

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**RAPHAEL MATOS (No. 2 US Air Force Luczo Dragon Racing):** “For me, I'm a little disappointed that we got rained out. I have limited experience here, so I wanted to get some more track time in. We will get some extended time tomorrow morning, which will be helpful. We did have a good run yesterday, about 80 laps, and I got a good feel for the car. We will go out in our primary car tomorrow, so the guys have been going through the data getting the car ready to go. I look forward to getting back out there. Even though it was raining, I did walk around here a little bit today. There is so much history here I can't get enough of it. Seeing all the photos and the rooms with the past champions names on them and walking on these grounds, it's just a great place, and I love being here.”

**HELIO CASTRONEVES (No. 3 Team Penske):** “The weather just wasn't cooperating with us today, but it's the same for everyone. We'll get some extra time in the Team Penske car tomorrow, so we should still be OK. It's disappointing we couldn't run today, because I'm excited to get the Month of May going.”

**RYAN HUNTER-REAY (No. 21 Vision Racing):** “It's disappointing when you wake up in the morning at the track to the sound of Indy cars on track for rookie orientation and you don't get a chance to get out there yourself. It's disappointing, because I've been looking forward to this day for a while now, but that's Indy. Last year was a rainy year, but hopefully we'll get more track time this year. We'll be ready to go when it goes green, and we'll get right to our program. This is a minor setback.”

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

7:30 a.m. Garages open  
9:30-10:30 a.m. Rookie Orientation Program  
10:30 a.m.-6 p.m. IndyCar Series practice

Schedule subject to change depending on weather

**\*\*\*END DAY 2\*\*\***

## DAY 3 – THURSDAY, MAY 7, 2009

### Page 1

Welcome to the 2009 Indianapolis 500, the fourth race of the 2009 IndyCar<sup>®</sup> Series season. John Griffin, vice president of public relations for the Indy Racing League, and Ron Green, director of public relations for the Indianapolis Motor Speedway, and their staffs are here to assist you. Please direct your questions and requests to anyone in the Media Center.

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#### TODAY'S SCHEDULE (all times local):

7:30 a.m. Garages open  
9:30-10:30 a.m. Rookie Orientation Program  
10:30 a.m.-6 p.m. IndyCar Series practice

\*\*\*

The start of practice is being delayed due to ongoing efforts to dry the track. When the track opens, all cars will be allowed to run for five minutes for systems checks before the ROP session begins.

9:37 a.m. – Reports of light moisture.

9:42 a.m. – Reports of a heavy mist in Turn 2.

\*\*\*

#### INDYCAR SERIES PRACTICE:

At 9:45 a.m., the ambient temperature was 58 degrees with a relative humidity of 94 percent and winds from the south at 9 mph. Skies were overcast. The track temperature was 66 degrees, according to Firestone engineers.

9:53 a.m. – **RUNNING YELLOW.** #9 Dixon is the first car on track.

10:01 a.m. – **GREEN.** Rookies and refresher drivers.

10:10 a.m. - #98 Barrett has completed Phase 3.

10:48 a.m. – **YELLOW.** Track inspection.

10:53 a.m. – **GREEN.** All cars.

11:07 a.m. – Twenty-seven cars have been on track.

11:08 a.m. - #98 Barrett has completed ROP.

\*\*\*

Gladiator GarageWorks is the official garage provider of A.J. Foyt Racing during the Month of May, outfitting the team's garage area with a variety of work benches, flooring and storage solutions as well as a Chillerator Garage Refrigerator.

**A.J. FOYT (Owner, A.J. Foyt Racing):** "Gladiator GarageWorks has helped us create a great-looking and versatile space where we can work efficiently and make sure our Indy cars are always at their best throughout the rigorous 500 Mile Race."

\*\*\*

Los Angeles TV station KNBC followed the HVM Racing crew April 19 during the Grand Prix of Long Beach for the station's automotive-themed show "Whipnotic." The episode featuring the team airs at 5 p.m. (PT) May 9 and also can be seen at [www.whipnotic.com](http://www.whipnotic.com).

The TV crew captured all the meticulous work that went into preparing the No. 13 PDVSA HVM Racing car from the moment it was rolled off the truck to its arrival on pit road. The crew interviewed members of the team and driver E.J. Viso to paint a comprehensive picture of all that goes into getting a car ready for the green flag.

**KEITH WIGGINS (Owner, HVM Racing):** "I don't think the average fan knows just how much work goes into preparing a car for a race. Our crew spends long hours in the shop and long hours in the paddock at the track. And each person plays a very specific and important role in the success of the team."

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## DAY 3 – THURSDAY, MAY 7, 2009

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**INDIANAPOLIS MOTOR SPEEDWAY CENTENNIAL ERA FACT OF THE DAY:** The Pagoda located across the start/finish line was completed in time for the 2000 Indianapolis 500. The 10-story structure houses Timing & Scoring, television broadcast booths and Race Control. It replaced the glass-and-steel Master Control Tower, which was built in the winter of 1956-57.

Prior to that time, a Japanese-style pagoda had occupied the spot. The first was built in 1913 and served through 1925. It stood fairly close to the track and was replaced in 1926 for safety reasons.

\*\*\*

The Vision Racing Wellness Tour will return to the Indianapolis Motor Speedway Friday, May 8 for the first of three dates at the track during the month.

The Wellness Tour, a collaboration between Vision Racing and their Indianapolis-based sponsor Lilly, will provide racing fans with free diabetes screenings with A1c testing and risk factor assessment, along with cholesterol and blood pressure testing.

The Vision Racing Wellness Tour will be located in the infield at Indianapolis Motor Speedway, under the grandstands next to the famous Pagoda in GP garage 35 on May 8 (10 a.m.-6 p.m.), Carb Day May 22 (10 a.m.-6 p.m.) and Race Day May 24 (8 a.m.-1 p.m.).

Additionally during the 2009 season, the Wellness Tour will travel to IndyCar Series races at The Milwaukee Mile, Texas Motor Speedway, Iowa Speedway and Richmond International Raceway.

\*\*\*

Danica Patrick is the latest celebrity to join to join the multi-faceted National Milk Mustache “got milk?” campaign created in 1995 to promote the health benefits of milk. A poster unveiled at the Speedway, with Patrick wearing the milk mustache and a black “cat suit,” will be included in the ongoing advertising program.

The Body By Milk education program, part of the overall campaign, encourages milk consumption for its protein and mix of nutrients, proper eating habits and staying active for optimal health and vitality. Jeff Gordon (1997) is the only other race car driver to have appeared in the national campaign.

**DANICA PATRICK:** (About appearing as model for Got Milk? campaign): "To be associated with a successful campaign that has been around for 14 years is a great honor. I'm very excited and honored to be a part of it. I had a great time at the shoot, and now I know all the secrets about the 'milk mustache.'" (About her prospects of drinking milk this year as the Indy 500 winner): "I would definitely like to drink some milk in a couple of weeks. It's such a tradition and as much a part of the race as the trophy or the checkered flag." (About her emotions as a race driver): "Not showing emotions would definitely not be me. I think there is a time and a place for getting excited, but it's not all the time. It's just a lot easier to just smile and be happy. My goal this year is just to smile a whole lot more." (Frustration over rain delay Wednesday): "As this is my fifth time being back here now, it's probably less of a detriment to me than it is to a lot of the rookies and a lot of the people who have maybe only been here once. You just never know what you have, so it would be nice to get out there and get a feel for it and see what you have and how the car really is. I just keep thinking positive thoughts. Maybe I'll be really fast right away, and if there was more time, people would be able to catch up. That's the attitude I'm trying to take into this situation. You just start with where you thought the best spot was to start with the car setup and the downforce level. You really need to make sure the car is pretty good before you start trying to go fast and trim the car out. I have a good team behind me, and we have four (Andretti Green Racing) cars out there accumulating information. I think we'll cut to the chase pretty quickly."

\*\*\*

11:30 a.m. – **YELLOW.** Track inspection.

11:38 a.m. – **GREEN.**

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**DAY 3 – THURSDAY, MAY 7, 2009**

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The No. 4 Panther Racing entry driven by 2005 Indianapolis 500 winner Dan Wheldon sported a camouflage livery for the first time. The car, which is sponsored by the National Guard, will feature the camouflage look at the Indianapolis 500 as well as the IndyCar Series races at Watkins Glen held on the Fourth of July weekend and two other events this season.

In addition, Wheldon is wearing a camouflage drivers' suit, made out of the same camo Nomex fire-retardant material National Guard soldiers wear.

The style of the car's No. 4 also was changed to honor the late Lloyd Ruby, the 18-time Indianapolis 500 starter who passed away in March.

**DAN WHELDON:** "Obviously anytime you get to race at the Indianapolis Motor Speedway and the Indianapolis 500, which is in my opinion the biggest sporting event in the world, it's a tremendous honor. But being able to compete in that great event with the colors of the National Guard and in a camo No. 4 car is extremely special, and an important responsibility for all of us at Panther Racing."

\*\*\*

12:04 p.m. – **YELLOW.** Debris in Turn 1.

12:05 p.m. – **GREEN.**

\*\*\*

Indiana Members Credit Union, a not-for-profit financial institution owned and operated by its members, will return as a sponsor with Sarah Fisher Racing. The organization sponsored the team's No. 67 entry last May.

Fisher filmed a commercial for IMCU last week. It will begin airing this month. Fisher also will appear in print ads for IMCU throughout May.

**SARAH FISHER:** "To return another sponsor to SFR is amazing for our team. Along with IUPUI and Direct Supply, IMCU joined SFR at a time when we were really hurting. Ron Collier (CEO of IMCU) was really pleased with the return IMCU saw from their involvement with SFR, and we are really happy to have them back for a second year."

\*\*\*

Purex Laundry Care Brand will be the primary sponsor of the No. 24 Dreyer & Reinbold Racing entry driven by Mike Conway. It marks a reunion of a partnership the two companies first entered into at the 2000 Indianapolis 500. Purex went on to partner with Dreyer & Reinbold Racing as primary sponsor for several seasons with current team co-owner Robbie Buhl as the driver.

The sponsorship coincides with Purex's launch of Purex Complete 3-in-1 Laundry Sheets. Each sheet contains a load's worth of super-concentrated detergent, softener and anti-static all in one product.

**GREG TIPSFORD (Vice president and general manager of U.S. Laundry Care, Henkel):** "From our past experience at the Indianapolis 500, we know that this is a special stage to be involved in when talking about our products and brand. This is especially so when we launch such a revolutionary product in the world of laundry care like we are doing today with our new Purex Complete 3-in-1 Laundry Sheets. We know there are many, many moms who watch the Indy 500 and who follow the IndyCar Series, and we are delighted to be involved in this great race and to partner with Dreyer & Reinbold Racing once again. It is not coincidental that we are launching Purex Complete 3-in-1 Laundry Sheets at the famed Indianapolis Motor Speedway where so many other innovations have been launched."

**DENNIS REINBOLD (Co-owner, Dreyer & Reinbold Racing):** "For so many years we enjoyed a terrific sponsor and business relationship with the Purex brand. Throughout their involvement with us and the IndyCar Series, Purex has always used their presence and involvement with our team and the IndyCar Series strategically."

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## DAY 3 – THURSDAY, MAY 7, 2009

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Photos, b-roll and behind-the-scenes video of Danica Patrick and the “got milk?” campaign can be downloaded at the following site:

Link: [ftp://Milk\\_Coverage:password@nyc-ftp.interpublic.com](ftp://Milk_Coverage:password@nyc-ftp.interpublic.com)

Username: Milk\_Coverage

Password: password

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Purdue University men’s basketball head coach Matt Painter waved the green flag to start practice for all cars.

**MATT PAINTER:** “It is special. I’m really grateful they asked me to come down here and spend a day at the track. You don’t realize how, until you get out there and get on top of it (the honorary starter flag stand), how fast those guys are going and the adrenaline rush those guys must feel because it gives you a rush, also.” (Were you a little nervous up there?): “A little bit, more nervous about UConn (University of Connecticut), if I could figure out how to beat them.” (Have you ever been to the race?): “You know, I wasn’t a huge race fan. People always talked about it, but as a basketball player, you’re playing year-round, always going to tournaments and things, so it was always difficult. I came to the race in ’97 when it got rained out both days. Didn’t make it that third day when the race happened, but I would love to get to the race and experience it.”

\*\*\*

Two-time Indianapolis 500 starter Townsend Bell will drive the third KV Racing Technology entry, the team announced. Bell will drive the No. 8 Herbalife-KV Racing Technology entry beginning the second week. He joins Mario Moraes and Paul Tracy as drivers for the team that is co-owned by Kevin Kalkhoven and Jimmy Vasser.

Bell, a 34-year-old California native, finished 10<sup>th</sup> in last year’s Indianapolis 500, driving for Dreyer & Reinbold Racing. He finished 22<sup>nd</sup> in 2006 with Vision Racing. He has made 19 career starts in the IndyCar Series

**TOWNSEND BELL:** “This is a race that I can’t miss; I have to be here, which makes it really exciting. If you look at the progression KV made last year coming in as a new team, post-Speedway their oval program really started to improve, and it has carried through this year. I’ve been watching that. To me, it’s just an incredible opportunity to come in and have no concerns about the competitiveness of the program and the quality of the equipment and people, and put what I know and what I’ve learned and put that to good use. I’m looking forward to having a fast race car and making the most of it.”

**KEVIN KALKHOVEN:** “Townsend is a proven talent who will provide valuable experience and knowledge to the team during the month of May. I also want to welcome and thank Herbalife for joining our effort. Herbalife is an outstanding company, and we appreciate their support of Townsend and KVRT.”

\*\*\*

2:19 p.m. – **YELLOW.** #21 Hunter-Reay does a half spin to the left exiting Turn 2 and makes moderate contact with the wall with the left rear. The car comes to a stop on the backstretch. Hunter-Reay climbs from the car without assistance from the Delphi Safety Team.

2:28 p.m. – **GREEN.**

\*\*\*

Medical update from Dr. Geoffrey Billows, medical director for the Indianapolis Motor Speedway: Ryan Hunter-Reay has been checked and released at the Clarian Emergency Medical Center. He is cleared to drive.

**RYAN HUNTER-REAY (No. 21 Vision Racing):** “We had a bit of vibration in the tires. We didn’t want to go to a new set yet because we wanted to save them. I think that ended up biting us, running around with lower downforce and a bit of a vibration, which is just a weighting issue. It had nothing to do with the grip of the tire. It’s just a calibration and weight issue. It doesn’t take much to get these things around when you’re pushing just a little bit, just push that rear around.”

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One of the places Estonian jet ski racer Tonis Krwsmaa wanted to see on his trip to the United States was the Indianapolis Motor Speedway. Krwsmaa, 31, was suitably impressed with the course but doubted he could ever compete in the Indianapolis 500.

“I am still in the stock class and already I am too old to race here,” he said. “But I know Indianapolis well; I have 'raced' on my computer for years. For a long time, we had no computers, but now I can race on the computer now that Estonia is a free nation.”

Krwsmaa said Estonia has a wealth of motorsports, but most is either motocross or jet ski racing.

“We don't have many racetracks, but we have much water,” said Krwsmaa, who competes on a stand-up Kawasaki 850cc jet ski.

Krwsmaa is touring the U.S. with his girlfriend, Kaie Kubri. The couple will be in Indianapolis long enough to see both qualifying weekends but won't be able to stay for the Indianapolis 500 on May 24.

\*\*\*

IndyCar Series veteran E.J. Viso talked about his prospects this month as he attempts to make his second start in the Indianapolis 500 with HVM Racing in the No. 13 PDVSA HVM Racing entry.

**E.J. VISO:** “We had a difficult morning. We are just finishing up the car and will have everything ready soon, and we will be able to put some laps on the track. It is quite early in the month, and things like this always happen. It is good to have them early, and hopefully we will have a clean and quick month. It is pretty exciting to come back to such a nice race and such a nice event. Obviously, it is another race in the championship, but this is a special event, and I am just real excited. It is an important race to me. I have my bicycle and unicycle in the garage, and if it starts raining, we will bring them out tomorrow. Hopefully the weather stays like this, and it doesn't start raining. Obviously, the faster you go, the more risk you are taking, and everything gets more difficult. Everything has to be more precise, everything has to be perfect. It is all about respecting the track and respecting the other drivers, so it takes a lot of concentration because this is the fastest race we run on during the year, so it takes the effort and concentration of everyone.”

\*\*\*

3:48 p.m. – **YELLOW.** Track inspection.

4 p.m. – **GREEN.**

5:59 p.m. - #4 Wheldon brushes the wall exiting Turn 2.

6 p.m. – **CHECKERED.**

**FASTEST TIMES/SPEEDS OF SESSION:**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>Time</b>	<b>Speed</b>
1.	26	Marco Andretti	39.9152	225.478
2.	3	Helio Castroneves	39.9579	225.237
3.	6	Ryan Briscoe	40.0171	224.904
4.	9	Scott Dixon	40.0983	224.448
5.	10	Dario Franchitti	40.1499	224.160

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Jacob Cash and Eric Anderson of the Indiana National Guard were at the Speedway Thursday, rehearsing rituals to take place prior to the start of the Indianapolis 500, as well as proudly supporting Dan Wheldon and the No. 4 National Guard car.

**JACOB CASH:** “We're out here supporting the National Guard car, and we're really excited to have Panther Racing as our car owners and running such a fine establishment. We really like the look of the National Guard car because it matches our uniforms. It has the universal camouflage pattern on it, and it really shows what the National Guard uniforms look like.” (On Dan Wheldon being involved with the National Guard): “I think he's a great person to be driving our car. He has good, strong values. Even though he's not an American, he lives the American values that the National Guard loves to defend.”

(More)

**INDYCAR SERIES POST-PRACTICE QUOTES:**

**MARCO ANDRETTI (No. 26 Team Venom Energy, fastest):** “It’s definitely a good start. It definitely shows that we have the speed. On our own, we’re still not quite sure. We got a lot of tows today, which is a good thing, but a lot of times we don’t know where we truly stack up. But I’m really happy with the car balance. And I think that’s the key – getting the balance right and being able to take a trim. That’s the name of the game. We’ll have to see if we can keep up with it, if not get a little better.”

**RYAN BRISCOE (No. 6 Team Penske, third):** “I’m happy with how today went. We got a ton of laps in, and I think we’re in good shape. We were able to do quite a bit of setup work during the session, which gave us the opportunity to really pick away at it. I felt good coming into the month of May, and after today I’m definitely satisfied with how the Team Penske car is handling.”

**ROBERT DOORNBOS (No. 06 Newman/Haas/Lanigan Racing, seventh):** “I’m so happy to be here at the Indy 500. I was here before for the Formula One races in 2005 and 2006, but to be here for the Indy 500, you know you are part of something special. You feel the vibe when you see the row of bricks and feel part of the history. I really like driving on the ovals. Rookie Orientation went well, and I was able to get up to speed quickly, so I was looking forward to getting back on track. Arie Luyendyk has been coaching me and helping me make some changes to the car, and we have run well. It has been fun today. We stayed inside the top four for most of the day, and it is looking good. It was nice to be P1 for a while even though it’s just testing. It’s a good motivator for everybody, including the driver. I’m feeling comfortable, and I really enjoy driving here. I liked the qualifying format in Kansas, and I am looking forward to doing it here where it has always been done this way.”

**GRAHAM RAHAL (No. 02 McDonald’s Racing Team, ninth):** “The new McDonald’s car seems pretty quick. It feels really good; it’s very comfortable to drive. We made one change that we ended up going back on because it wasn’t as good as what we had before, but we’re making steady progress, and we were looking good there at the end. It’s just unfortunate that we didn’t get to do any tire runs because we had a gearbox issue. We had done a 223 (mph) on an out lap, which wasn’t flat, which says a lot. The speed is definitely there. Helio (Castroneves) seems to be really fast on his own, but I think we’re close behind. I feel pretty good about our day, and I can’t wait to get back out there again tomorrow to see how the car is. The McDonald’s car, handling-wise, is pretty comfortable, it’s really nice to drive. I think we have made a lot of gains since we ran here last year. I’m definitely looking forward to qualifying because I think we have a shot at being on the first couple of rows.”

**WILL POWER (No. 12 Team Verizon Wireless, 10<sup>th</sup>):** “It was a good day for Team Verizon Wireless. We worked away it, and I think we found a good balance with the car. We were patient with how we approached things today, and I know I’ll be able to push it when I need to for qualifying. We know what we need to work on, and we’re looking forward to getting back out on track on Friday.”

**ALEX LLOYD (No. 99 HER Energy CGR/SSM Racing):** “It was nice to finally get a full day of track time to get myself back up to speed since it’s been about 12 months since I’ve been in this type of car. I think it was a good day, really. We started off with things very conservative in terms of downforce and gradually peeled it off, and we still had a fair bit of downforce on there at the end. The speeds that we’re running with the downforce we have in it is very encouraging. We still need to work on a small imbalance in the car, but once we work that out and peel away more downforce, we should be right there in terms of speed. I think we’re all pretty happy with the speed of the car so far. We’ll make some slight adjustments for tomorrow, take off some more downforce and try to go quicker then.”

**RAPHAEL MATOS (No. 2 US Air Force Luczo Dragon Racing):** “We had a chance to try a lot of different things today. We have been very conservative with the downforce levels and have been focused on taking small steps. We are really doing our own thing and not worried about how fast everyone else was running. We’re happy the tires are lasting the way we wanted, which is very important here. It shows that the car is very consistent. Overall, I’m very happy. We just need to keep working to get better and make the car faster.”

## DAY 3 – THURSDAY, MAY 7, 2009

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**HELIO CASTRONEVES (No. 3 Team Penske, second):** “Just to be here again in Indianapolis, it’s a dream come true. It’s much more special this year, everything that happened the last six months. Just to be here, I appreciate it so more, the fans, especially. I feel welcome, as always. The Team Penske boys did a super job. The car is just superb out of the truck, just super good. We wanted to take advantage of the day; it was just awesome. It started a little cooler, progressively warming up, and we decided to keep going. Right now we feel very solid, and it’s going to be very tight every day the next few days, especially qualifying. It’s four laps, not only about one lap, so you’re going to see a lot of pole positions, but on the last lap it might not be the pole position, so Saturday’s going to be very exciting.”

**SCOTT DIXON (No. 9 Target Chip Ganassi Racing, fourth):** “It’s good to be back out there. It was definitely a lot of fun. The weather was kind to everybody today. It was good to get some laps in, and I think a lot of people got a lot of laps in considering the short schedule. Tomorrow is already ‘Fast Friday.’ We had a lot of stuff to get through, and I think we got through a majority of our major changes. Tonight is going to be a lot of work, trying to sit down and going through it all. The No. 9 and No. 10 Target cars are both pretty consistent speed-wise. We didn’t trim out as much as some of the others. Maybe that can help us tomorrow. All in all, it was a pretty comfortable day.”

**DARIO FRANCHITTI (No. 10 Target Chip Ganassi Racing, fifth):** “It was a long day, especially since we started early this morning. I think everyone expected it to rain, and the weather just improved as the day went on. The Target car definitely has the speed. We just need to make it a little more consistent. It’s good to be back at Indianapolis. I was worried that I wouldn’t be up to speed, but my second lap was above 220 (mph), so I was pretty happy.”

**DANICA PATRICK (No. 7 Motorola, eighth):** “I have to say I was really happy with the Boost Mobile car this morning, but as the afternoon went on I was unable to find more speed. We are working hard to find what we need to be ready for Saturday’s qualifying run. But overall I can’t complain about today’s session.”

**SARAH FISHER (No. 67 Dollar General/Sarah Fisher Racing):** “Today offered us great testing opportunities, and we were very thankful for that. Our morning session was definitely more productive for us in the Dollar General machine. We have to keep learning and working on the car as we prepare for qualifications and ultimately the race. There are some things we can we do better on, and those are the areas we need to focus on as we move forward.”

**SCOTT SHARP (No. 16 Tequila Patron Panther Racing):** “It was a good day today for the Patron Muscle Milk Panther Racing team. We worked through a lot of things. It was great for me to get back into the swing of things and for the team to figure out what I like and what is going to make the car work with this year’s tires and for us to get comfortable. It was too bad we didn’t get out there a little bit more toward the end because we had a sticker run going, but I had to pit. But I think we’re in good shape for tomorrow.”

**TONY KANAAN (No. 11 Team 7-Eleven):** “We started the morning off on the right foot, but we need to find some more speed for the Team 7-Eleven car. It is going to be a very busy day tomorrow for everyone since we are trying to get ready for qualifying on Saturday. Not the best day today, but tomorrow’s a new day.”

**HIDEKI MUTOH (No. 27 Formula Dream):** “It’s great to be back at the Indianapolis Motor Speedway and to be able to run in nice weather. Compared to last year, I feel much more comfortable driving here. I know what we need to do, and that helped me concentrate during today’s session. We are preparing the car for Saturday’s qualifying run; we were able to try some different things today. I think we are headed in the right direction, so I hope we find the speed we need for the No. 27 car.”

**MILKA DUNO (No. 23 CITGO/Dreyer & Reinbold Racing):** “For our first time out today, the CITGO car felt good, and we had a very productive practice. We still have margin to make the car faster and get it to the way that we want it. It was the team’s decision to take it little by little to get the car right and to get it consistently fast. Tomorrow our plan is to go fast and prepare for qualifying on Saturday.”

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**DAY 3 – THURSDAY, MAY 7, 2009**

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**DAVEY HAMILTON (No. 44 Hewlett Packard):** “I’m really happy. We ran a decent speed in the end. At first, I was a little disappointed in the speed and the setup that we had earlier in the day, so we came back and made some changes, and now I’m really happy with where we are. We didn’t want to make too many changes and risk it, so we are taking it step by step, and I’m really happy with where we ended for today. Tomorrow we need to start trimming the car out for qualifying. I know it’s going to be hard, but I think we have a shot at the top 11.”

**MIKE CONWAY (No. 24 Dreyer & Reinbold Racing):** “Today was OK, similar to the first. We did quite a few laps today, like 115 or so. We are just building it bit by bit and make changes on the car and making sure we are learning all of the time. It was just a matter of getting used to the car and running in traffic. I didn’t get loads of that, but I got an idea of towing people and how far you can be to receive the tow. Overall, we are good. We just continue to learn. All four cars were learning from each other today, so we can go through that data tonight and put it all together for tomorrow.”

**JOHN ANDRETTI (No. 43 Window World):** “We are pecking at it and coming at it from a different point of view than a lot of the other guys that have been with their race teams for a long time. At the end of the day, we tried a couple of things, and we are in the game. We are not in the top game, but we are in the back of the top game, and hopefully tomorrow we can make a step to be more solidly in the top part of it and be a contender for the top 11.”

**PAUL TRACY (No. 15 GEICO/KV Racing Technology):** “We had a good day with the GEICO-KV Racing Technology car. We ran a lot of laps in traffic with a lot of race-level downforce. Our objective today wasn’t to try to be the fastest but to work on the race setup. We are inside the top 12 in race trim, which is great because it looked like most of the teams were working on their qualifying setups. So from that standpoint, I am happy with how the day went. However, we are not where we feel we should be for qualifying, so our goal tomorrow will be to start trimming the car out and get ready for qualifying.”

**MARIO MORAES (No. 5 KV Racing Technology/Votorantim):** “Today was good. We were not worried about trying to get a qualifying setup. It was more important to get comfortable with the KV Racing Technology-Votorantim car again at these speeds. Tomorrow we are going to concentrate on our qualifying setup for Saturday.”

**ED CARPENTER (No. 20 Menards/Vision Racing):** “It was a good, productive day for us. I didn’t think we were going to be able to run all day, so it was nice to get a full day of running in after we got a full day of sitting around yesterday. We ran a lot of laps today, got a lot of work done and tested a lot of things. You never really know where you stand speed-wise at this point in the month, but all you want to do is go faster. That’s what we’ll work on tomorrow.”

**VITOR MEIRA (No. 14 ABC Supply Co. AJ Foyt Racing):** “It went good, but we just have to find a little bit of speed. I don’t know how low on wing people were out there, but to qualify on the first day, which is our goal, we have to find a bit more. For the race, the car feels very comfortable. We started with more downforce, and it was cooler, but I think we have a very good balance for the race. Now it’s time to focus on qualifying, and that’s what we are doing right now. We have one more long day where we have a lot of things to try, so I’m confident about that.”

**DAN WHELDON (No. 4 National Guard Panther Racing, sixth):** “It was reasonably productive. I think the National Guard Panther Racing No. 4 car has got some good speed. We got a couple of inherent little things that we need to fix certainly if we’re going to be up front for qualifying. I think the team is capable of doing that. It’s great to have Scott Sharp on the team, too. He’s got a lot of valuable input. And I think, as we’ve seen before, he’s very good around here.”

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**A.J. FOYT IV (No. 41 ABC Supply/Foyt-Greer Racing):** “It definitely felt good to get back in. Papa, -- A.J. (Foyt) - he really made a good, secure car for me to go out there and get comfortable in. The car came out really well right off the bat, so that’s a big help with my confidence to get going. I’m just excited to be back out there. We started creeping down on downforce today but still got quite a bit left that we can do. It’s going to be tough to get in the top 11. There’s a lot of fast cars out there right now, but I think definitely on Sunday we should be able to get in. We definitely want to be in by Sunday.”

\*\*\*

A total of 39 cars are currently at the Speedway and 31 have passed technical inspection. Thirty-one drivers have been on the track to date and turned 2,199 laps today and 2,601 laps this month. Raphael Matos turned 132 laps today and has turned 212 laps this month, most of any driver. There were five cautions for a total of 45 minutes today.

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

8 a.m.

Garages open

Noon-6 p.m.

IndyCar Series practice

**\*\*\*END DAY 3\*\*\***

**DAY 4 – FRIDAY, MAY 8, 2009**

**Page 1**

Welcome to the 2009 Indianapolis 500, the fourth race of the 2009 IndyCar® Series season. John Griffin, vice president of public relations for the Indy Racing League, and Ron Green, director of public relations for the Indianapolis Motor Speedway, and their staffs are here to assist you. Please direct your questions and requests to anyone in the Media Center.

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

8 a.m. Garages open  
Noon-6 p.m. IndyCar Series practice

\*\*\*

**INDYCAR SERIES PRACTICE:**

At noon, the ambient temperature was 67 degrees with a relative humidity of 78 percent and winds from the southwest at 6 mph. Skies were overcast. The track temperature was 79 degrees, according to Firestone engineers.

Noon – **GREEN.**

12:21 p.m. – **YELLOW.** #41 Foyt IV has heavy white wall in Turn 2.

12:22 p.m. – **GREEN.**

12:28 p.m. – Reports of light moisture in Turn 2.

12:29 p.m. – **YELLOW.** #06 Doornbos makes heavy contact with the SAFER Barrier in Turn 2 with the right side of the car. The car continues down the backstretch, coming to a rest near the entrance of Turn 3. There is moderate damage to the right side of the car. Doornbos climbs from the car without assistance from the Delphi Safety Team.

12:43 p.m. – **GREEN.**

\*\*\*

Medical update from Dr. Michael Olinger, medical director for the Indy Racing League: #06 Doornbos was checked and released at the Clarian Emergency Medical Center. He is cleared to drive.

**ROBERT DOORNBOS (No. 06 Newman/Haas/Lanigan Racing):** “Going into Turn 1, I felt something really light on the front of the car, and then I brushed the wall. Then I went into the Turn 2 wall. Hopefully, it was just driver error and nothing went wrong on the car and we are able to fix it and come back strong tomorrow.”

\*\*\*

More than 300 Speedway (Ind.) High School students, accompanied by 20 teacher/chaperones, took a field trip to the Indianapolis Motor Speedway as a reward for respect, punctuality, responsibility and maintaining good grades during the school year.

Fortunately, it wasn't an arduous journey - just a few blocks.

The group walked from the high school and through a few neighborhoods that constitute the Town of Speedway Historic District. After a sack lunch at a Main Street restaurant, the group headed to the Speedway to watch part of Fast Friday practice.

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**INDIANAPOLIS MOTOR SPEEDWAY CENTENNIAL ERA FACT OF THE DAY:** The Borg-Warner Trophy, one of the most recognizable trophies in all of sports, has been awarded to the winner of every Indianapolis 500 Mile Race since 1936. Crafted out of sterling silver by Spaulding-Gorham of Chicago, it was unveiled at a dinner in New York in February 1936, featuring bas-relief sculptures of every “500” winner up until that time. The new winner has been added every year since, and in 1986 (the trophy's 50<sup>th</sup> anniversary), the final space became filled. The solution for 1987 was to add a base, but this too became filled, and in 2004, an even larger version replaced it, this one with enough spaces to last through 2034. The only sculptured face not of a winning driver is that of the late Speedway owner Tony Hulman, whose likeness, in gold, was placed on the base in 1987.

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**DAY 4 – FRIDAY, MAY 8, 2009**

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Newman/Haas/Lanigan Racing team members at the Indianapolis Motor Speedway will track the voyage of seven astronauts aboard space shuttle Atlantis beginning May 11 and vice versa.

The 11-day mission incorporates five spacewalks to service NASA's Hubble Space Telescope. Liftoff is scheduled for 2:01 p.m. (EDT).

The tie-in began two years ago when three STS-125 astronauts – mission commander Scott Altman and mission specialists/spacewalkers Andrew Feustel and Mike Massimino – provided a behind-the-scenes tour of the Johnson Space Center in Houston for NHLR team members. The team hosted the astronauts and their families at the Champ Car race that weekend. NHLR senior engineer Craig Hampson has remained in contact with the crew.

The tour included mission control, the neutral buoyancy facility and the flight simulator.

"We all proved miserable at landing the shuttle with the exception of our chief mechanic, who brought his young son of the video game generation," Hampson said. "He put it right down on the runway no problem."

In practice this week, the Nos. 02 and 06 cars of Graham Rahal and Robert Doornbos are carrying the mission logo at the Indianapolis Motor Speedway. Wrote Altman in a recent e-mail to Hampson: "Hopefully, we'll be back in time to watch the race and root for your team."

"It's great that they're finally able to go up and that it corresponds with our big month of May," Hampson said. "As a team, we're following it really closely and excited for them. If they had gone up earlier, there was a hope they would be able to come to the race. Hopefully, we'll see them sometime during the year at a race."

Astronauts will install two new instruments, repair two inactive ones and perform the component replacements that will keep the telescope functioning into at least 2014.

"The mission is really complicated," Hampson said, "plus trying to do it with a space suit on and gloves on and in space where every action has an equal and opposite reaction. They had to come up with a lot of unique tools and processes to fix things that were never expected to have to be fixed in space. It's going to be a real challenge."

\*\*\*

2:30 p.m. – **YELLOW**. #16 Sharp does a quarter-spin to the left exiting Turn 1 then does 1 ½ spins to the right, making heavy contact with the SAFER Barrier in Turn 2 with the right side of the car. There is heavy damage to the right side of the car. Sharp climbs from the car without assistance from the Delphi Safety Team.

2:42 p.m. – **GREEN**.

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

3:02 p.m. – **GREEN**.

3:30 p.m. – **YELLOW**. Reports of light moisture around the racetrack.

3:38 p.m. – **GREEN**.

\*\*\*

Medical update from Dr. Michael Olinger, medical director for the Indy Racing League: #16 Sharp has been checked and released at the Clarian Emergency Medical Center. He is cleared to drive.

**SCOTT SHARP (No. 16 Tequila Patron Panther Racing):** (About the accident): "We were on a sticker run. It was the second lap, pretty easy. I rolled down in there, and it just snapped on me. I'm not exactly sure what's up." (About how this affects Pole Day): "I have to go back and figure all of that out with the Panther team. We've been struggling a little bit to gain more speed and didn't really need this to happen right now. We'll see what the plan is and find a way to rebound."

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Entry list update: The car name for the #99 entry driven by Alex Lloyd has been changed to HER CGR/SSM Racing.

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**DAY 4 – FRIDAY, MAY 8, 2009**

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Target Chip Ganassi Racing drivers Dario Franchitti and Scott Dixon will sport new helmet designs this weekend in support of Target House's 10<sup>th</sup> anniversary.

Funded by Target and its vendor and celebrity partners, Target House is a unique long-term housing facility, a home away from home, for families with children receiving lifesaving treatment at St. Jude Children's Research Hospital. As an extension of St. Jude's promise that no child is ever denied treatment because of a family's inability to pay, Target House provides fully furnished apartments, free of charge. St. Jude is one of the world's premier pediatric cancer research centers and has developed protocols that have helped push overall survival rates for childhood cancers from less than 20 percent when the hospital opened in 1962 to more than 70 percent.

Each driver had the opportunity to select a helmet designed by St. Jude patients who reside at Target House. The drivers will showcase their choices this weekend.

Since 1997, Target Chip Ganassi Racing has raised more than \$750,000 for St. Jude and Target House and continues its efforts by donating \$5,000 per victory, \$1,000 per pole position and \$25 for each lap led.

**DARIO FRANCHITTI:** "I'm excited to be wearing the Target House helmet designed for Pole Day in Indianapolis. It's been a long time certainly, over 10 years, since I haven't worn my traditional colors while driving the car, but what a great cause. Target House is something that I'm very proud to be a part of."

**SCOTT DIXON:** "I wore a Target House helmet in 2005, which was pretty cool. This year as the defending winner of the Indianapolis 500 it will mean a lot to have the special paint scheme representing the St. Jude patients from Target House. I hope we can make their day a little bit more special by putting the No. 9 Target car up front for the biggest race of the season."

\*\*\*

3:48 p.m. – Reports of light moisture on the frontstretch.

3:52 p.m. – **YELLOW.** Reports of rain on the backstretch.

4:23 p.m. – **GREEN.**

4:26 p.m. – **YELLOW.** Reports of light moisture on pit lane.

\*\*\*

Sarah Fisher Racing is benefitting from two students from the Mechanical Engineering Technology (MET) program at Indiana University-Purdue University Indianapolis (IUPUI). Casey O'Gara and Caitlin Elizabeth are interns this month and are helping the team at the Speedway to prepare the No. 67 Dollar General entry driven by Fisher.

"We're keeping our eyes open and learning as much as we can from team engineers," O'Gara said. "We're helping them keep everything 'clean' on the cars."

While he talked, O'Gara was working on two different nose pods on the No. 67 Dollar General/Sarah Fisher Racing entry.

O'Gara is a nephew of Sarah Fisher Racing team manager Johnny O' Gara.

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Two-time Indianapolis 500 winner Helio Castroneves received another rousing welcome from the Alley Cats, an enthusiastic band of fans who are located just outside the entrance to Gasoline Alley.

"They're incredible," Castroneves said. "They help keep me strong – they give me chills. Hopefully on Pole Day, I'll give them something to celebrate."

One of the Alley Cats, Shane Wilson of Crawfordsville, Ind., is at the Speedway for the 25<sup>th</sup> year. He had praise for Castroneves, who occasionally has climbed a short fence to join the group for one-on-one photo opps.

"He (Castroneves) is a jubilant guy and just makes you happy to be around him," Wilson said. "He celebrated with us after his first win – we're always glad to see him."

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**DAY 4 – FRIDAY, MAY 8, 2009**

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International karting competitor Michele Bumgarner of The Philippines was in Gasoline Alley with high hopes of landing a ride in the Firestone Indy Lights race, the Firestone Freedom 100 on May 22 at the Speedway. Bumgarner is making her second visit to the Speedway. She was here as a spectator in 2007.

Bumgarner, 19, is a nine-year veteran of karting. She has raced throughout Asia, Italy and France in the Open Masters class. She was born in Manila and moved to nearby Avon, Ind., in October 2008.

**MICHELLE BUMGARNER:** “The whole Danica Patrick thing is opening up doors. She gives me hope that someday I will race here.”

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Five-time Indianapolis 500 starter Bruno Junqueira is in the garage area meeting with teams in hopes of landing a ride for the race. Junqueira won the pole for the race in 2002 and recorded fifth-place finishes in 2001 and 2004. Last year, he finished 20<sup>th</sup>.

**BRUNO JUNQUEIRA:** “This year is a little bit different. I should be in a car trying to get the pole like I did in previous years, but this year I'm trying to get a car to race. I'm talking to pretty much every single team in the paddock. I hope I can get something for the second week. My experience here; I think I can win starting from the back.” (About feedback he's getting from the teams): “People want to get their drivers qualified in the first week then they're going to think about doing a second car.” (How many teams have you received positive signs from that may be thinking about a second-week program?): “Maybe three teams. Let's wait and see.”

\*\*\*

DePauw University head football coach Matt Walker served as the honorary starter today. He took a Pace Car ride around the oval with three-time Indianapolis 500 winner Johnny Rutherford before waving the green flag to open practice.

**MATT WALKER:** “It was unbelievable. It's hard to put into words because of the appreciation I have for the history and tradition of this place, and it's hard to put into words what it was like to get to meet Johnny Rutherford, go around the track with him, and get to see the cars right there that close. It's something I'll never forget.” (You're part of a great tradition with the Monon Bell football game, so you get to be part of a couple of great sporting events each year.): “It's something I'm really into, and I feel I get to be part of the two greatest traditions in sports. I'm a little biased with the one I'm involved with in football, but very unique. Such a long history and such a deep passion for the people involved in it. To get to be a part of the Monon Bell and the Indianapolis 500, it's a dream come true for me.”

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Roger McCluskey Jr., son of 18-time Indianapolis 500 starter Roger McCluskey, is working this month with KV Racing Technology.

**ROGER McCLUSKEY JR.:** I started spotting a year ago for Oriol Servia and KV Racing. Oriol moved on, but I stayed with KV and I'm working with Mario Moraes.” (What translates from your background in midget racing and Indy-car racing): “More than you think, actually. A line is a line, no matter what racetrack you are at and whether you turn right or left. This place has Mario a little bound up right now, but we will be OK.” (About his memories of IMS): “I have a picture of me when I was 4, and there are a group of guys sitting around and I'm pushing a little race car, and I remember that. That's 41 years ago. This is my playground. It used to be me and Billy Vukovich and Little Al (Unser Jr.), and in the summer we romped around this place. I helped team manager David Brzozowski, get him involved in Indy car racing when he got his first job in 1986. He also helped me get my midget program together. In fact, he taught me how to start a race car because I didn't have a clue. So now I go to all the races except the road courses, but I also do all the graphics for the car, the transporter and the pit equipment. I'm really busy, but I'm loving it.”

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Andy Vertrees, former general manager at Kentucky Speedway and Iowa Speedway, visited the track today.

**ANDY VERTREES:** “I'm helping start Blue Grass Motorsports Park, a road course just 5 miles up the road from Kentucky Speedway. We're going to run full-blown races - you never know who you hear will be there. I owned Kentucky Motor Speedway. I bought it in 1979 and here were all these kids Mike Waltrip, Jeremy Mayfield, even Jeremy's mom raced there, the Greed boys, just a big melting pot, and nobody told these guys they couldn't go anywhere, and they all made it big and I'm proud of them. Then I built Louisville Speedway, and then went to Kentucky Speedway and was there for 8 1/2 years, and went to Iowa Speedway, help built Lake Erie and even helped re-do the dirt track in Lawrenceburg (Ind.). We are here for the fumes and really enjoy it. I have some great pictures of Iowa Speedway, the first (IndyCar Series) race when the fog was coming off the wings. It was cool. It is going to prove to be a great track for the Indy cars. I just love it here, and I remember once (Indy Racing League executive) John Lewis took me to the front straightaway and we got to go in the moat and watch the cars go by, and it was a great thrill.”

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Howdy Holmes, who made six Indianapolis 500 starts between 1979-88, visited the track today.

**HOWDY HOLMES:** “It is great to be back. It is a pleasure to be at the Indianapolis Motor Speedway. I always try to come back for Fast Friday, some on Saturday and then I come back for the race and bring some customers or employees and sit in Turn 1. But that is a bit of being a host. This is for me, and I enjoy talking with people I haven't seen in a while.” (Do you still get the urge?): “Urge to go to the bathroom, urge to drive? At my age, there are lots of urges, but you really can't do much about them. No. I started thinking about leaving in 1983, but I didn't leave until 1988. I put together a business plan to leave because really, how can you leave something like this? You are doing something you love. So I had to make absolutely certain that my head and heart were separate from one another, and I am glad that I did because there is no unfinished business and the cars change, and my day has come and gone. But I still enjoy the tradition that is all around here, and the tradition, it is just wonderful.”

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1969 Indianapolis 500 winner Mario Andretti spent a few minutes today talking about the IMS Centennial Era and his affection for the Indianapolis Motor Speedway.

**MARIO ANDRETTI:** (About the Centennial Era of the Indianapolis Motor Speedway): “Well, it's a wonderful celebration for all of us who have been touched by this great place. Obviously, it's a reason to look back and see why this place is so important because of that rich tradition. One hundred years; it's been around since pretty much the beginning of our sport. We're just blessed to be here.” (About his feelings each time he walks into the Speedway): “It's got that special feeling. You can see that fans and drivers alike share a lot of that. That's why we love being here, and we always look forward to an exciting May, and this is shaping up to be another one.” (Besides your 1969 Indy 500 victory, what are your favorite memories of the Speedway?): “My memories of just leading this race, and I had plenty of opportunities. I only show one win, but I'm one of the top two all-time lap leaders, so I've had a good time here. I've been close to winning it and dominating this thing many times, so my memories are all positive. The fact that I know I did my job and some of the failures were beyond my control; that's what gives you peace, I suppose. Even with just one victory in so many tries, I've still had a lot of positive moments here.”

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4:48 p.m. – **GREEN.**

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Four-time Indianapolis 500 starter Jeff Simmons was in Gasoline Alley today, checking on prospects for a ride in the 2009 Indianapolis 500. Simmons started the race in 2004, 2006, 2007 and 2008.

**JEFF SIMMONS:** “Yeah, I’m looking for a ride. It’s a tough year. There are quite a few guys and good drivers that are doing the same thing I’m doing. Hopefully something will come along. It’s hard to say. I’ve had things come along at the very last minute or almost the last day. I’m trying to enjoy the day and watch the guys run. Hopefully I’ll put something together to continue my streak of 500s. I’ve got a few leads, but I would say they’re kind of long shots at this point. Anything is better than nothing right now. I would love to be in a car. If it doesn’t work out this year, then I’ll just get a head start on next year.”

\*\*\*

Bill Simpson has a long history in racing, developing safety products for drivers, from helmets and racing suits to gloves and shoes. His contributions to the sport are numerous and his company, Impact Racing, has a storefront in Gasoline Alley, located in the garage area. Impact Racing meets the needs of many drivers and team crew members during the month, as well as the interests of the casual fan.

**BILL SIMPSON:** “Well, the Indianapolis Motor Speedway, to me, is the queen mother of motorsports. There is not a more revered facility, in my opinion, in the whole world. When you come here, it’s a pretty big thrill. It’s pretty flattering (to have drivers wearing our products). We do make a good product, and it’s all made in America; actually, in Speedway, Ind.”

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5:39 p.m. – Tony Kanaan is turning laps in the No. 26 car normally driven by teammate Marco Andretti.

6 p.m. – **CHECKERED.**

**FASTEST TIMES/SPEEDS OF SESSION:**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>Time</b>	<b>Speed</b>
1.	6	Ryan Briscoe	39.8263	225.981
2.	3	Helio Castroneves	39.9223	225.438
3.	10	Dario Franchitti	40.0029	224.984
4.	9	Scott Dixon	40.0317	224.822
5.	7	Danica Patrick	40.0436	224.755

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Ryan Briscoe collected \$10,000 from F.E. Harding Asphalt Companies for recording the fastest lap on Fast Friday.

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**INDYCAR SERIES POST-PRACTICE QUOTES:**

**DARIO FRANCHITTI (No. 10 Target Chip Ganassi Racing, third):** “I think today was overall a pretty solid day. We worked on the mechanical side of the car this morning and dialed that in, so we have a good direction of where we needed to be aero-wise. We tried a couple things, and at the end of the day the Target car was in a place we liked. On to qualifying tomorrow.”

**SCOTT DIXON (No. 9 Target Chip Ganassi Racing, fourth):** “Yeah, I think tomorrow will be a whole other unique set of conditions for us, really. The weather here in Indianapolis has been quite unpredictable, but we think we have a strong shot at the pole for tomorrow. The Penske cars have been pretty fast, as well, though. Dario has been strong, as well, so we’re optimistic about getting solidly into the race.”

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**DAY 4 – FRIDAY, MAY 8, 2009**

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**DAN WHELDON (No. 4 National Guard Panther Racing, eighth):** “We worked hard on the No. 4 National Guard Panther Racing car. It was one of those days where you perhaps didn’t accomplish as much as you had liked because of the intermittent interruptions with rain. I think at this point you’ve got what you’ve got. It depends on what you’re looking for tomorrow. Obviously, I would like to be pretty aggressive. At the same token, you have to remember the race is the thing that counts. Certainly, the Team Penske cars look incredibly strong. But I feel we’re definitely a contender. We just have to get everything absolutely right. We’ll see the development stuff that we have in store for tonight and how that performs tomorrow. It’s great to be at the Speedway, and I’m certainly enjoying it. It would nice to be on the front row. I’d love the pole. I’ve never been on the pole here. I’ve sat on the front row a lot. By the same token, I think if you’re on the pole or on the front row people remember you for a couple of weeks. I’d much rather win the race.”

**ALEX LLOYD (No. 99 HER CGR/SSM Racing, 10<sup>th</sup>):** “We planned on doing short runs today, because we’re trying to prepare for qualifying. We did a lot of small runs and kept trimming out the downforce, getting the car ready for qualifying, and we improved the car a lot balance-wise overnight. I think we’re in the window where we’re pretty happy. We’re pleased with the speed of the car, and I think we can go a little bit quicker if we take off a little more downforce. Obviously, the aim is to try and get qualified tomorrow, and I think we’ve got a car that’s capable of doing that. I’m happy with the balance now, but the wind could pick up tomorrow and change everything in terms of setup. Going into tomorrow though, I’m pretty happy and confident.”

**RAPHAEL MATOS (No. 2 US Air Force Luczo Dragon Racing):** “Today was a very productive day for us. We made a lot of changes to the car, and most were very positive. We found a pretty good sweet spot for our qualifying downforce levels. We tried to run by ourselves as much as possible so that we could get the best simulation for qualifying tomorrow. Now we have a pretty good idea of where we need to be with the setup of the car. We are much closer now to getting a shot at the top 11.”

**GRAHAM RAHAL (No. 02 McDonald’s Racing Team):** “I think the McDonald’s team got quite a bit done today. The car felt pretty good there at the end. We kept working on it at the end, and it got a little bit better, but we still need to improve it. I think we still need to trim it out a little bit more to get up there with the big guys. Something is amiss to me compared to yesterday, and I’m not exactly sure what it is, but something in the car feels like there is more drag. We need to figure out what that is, improve on it and go forward for tomorrow. It’s a good thing we finished the day without any incidents on our side, because we only had one spare car between Robert (Doornbos) and me, and they are putting an engine in it after he crashed. That was definitely going through my head. I need to qualify for the Indy 500 tomorrow, and if something were to happen we might not have been able to.”

**A.J. FOYT IV (No. 41 ABC Supply/Foyt-Greer Racing):** “Obviously a little bit silly there on my second or third lap, I brushed the wall coming out of (Turn) 1 on an older set of tires, but luckily enough not too much damage - got back out there and we got the balance good. We’re still not real aggressive on our downforce situation. I wish we were a little bit faster with where we are with the rear wing, but I think it’s decent. We’ll go out tomorrow for practice. If we have the speed to contend for the top 11, we’ll give it a shot, but I think if we don’t feel it’s reasonable, we might as well wait until Sunday instead of taking a chance.”

**MIKE CONWAY (No. 24 Dreyer & Reinbold Racing):** “We worked on similar things as we did yesterday and what the other cars learned, as well. We kind of lost a little bit of speed today, but I think we know where that was, so we have a few more changes we would like to make. Hopefully, we’ll be good for tomorrow in qualifying. We just need to free the car up basically in the corners and gain speed down the straight. Just some small changes will add up to a lot around here.”

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**PAUL TRACY (No. 15 GEICO/KV Racing Technology):** “Today was OK for the GEICO KV Racing Technology team. We began trimming the car out, but we’re still not completely there. We spent today running laps working on the qualifying setup. I don’t think we were as fast as we need to be for qualifying, but we are not totally trimmed out yet. We were just outside the top 12 on our own today without drafting, so I think we can still reach our goal of qualifying on the first day on Pole Day.”

**MARIO MORAES (No. 5 KV Racing Technology/Votorantim):** “Today we worked on the KV Racing Technology–Votorantim car for qualifying. We were able to do some good runs, the car felt stable, and I think we found some speed for qualifying. Tomorrow we will make a few extra changes, and hopefully we will qualify in the top 11.”

**ROBERT DOORNBOS (No. 06 Newman/Haas/Lanigan Racing):** “The guys worked hard to put an engine in the spare car and get back out for a few installation laps at the end. I’m looking forward to getting back to work tomorrow morning and experiencing my first Pole Day for the Indy 500.”

**JOHN ANDRETTI (No. 43 Window World):** “We are going to make some more changes, and we will come out early tomorrow and run. It will be tough tomorrow. One lap is different than four laps. We need to keep the consistency and keep the same speed from the first lap. We will make some more changes to get some more drag and get a better balance, because you will need both to make the top 11.”

**DAVEY HAMILTON (No. 44 Hewlett Packard):** “Today was definitely a learning day for us. We didn’t gain the speed that we wanted even though we went a little bit faster. The good thing is we learned what not to do for qualifying. We tried a deal with the gearbox and some gearing that didn’t work, and we now know what not to do, so we were changing it back when it started raining. I think we will be OK. It’s still a long shot for us to be in the top 11, but we still have a slight chance.”

**MILKA DUNO (No. 23 CITGO/Dreyer & Reinbold Racing):** “We hoped to go a bit faster today, so I’m a little disappointed. We made a lot of changes in hopes of making the car respond. Tonight we will look over the data and try again for tomorrow.”

**VITOR MEIRA (No. 14 ABC Supply Co. AJ Foyt Racing):** “It’s been good. We went quite far on taking downforce, drag, out of the car just because it’s a very good day to do that - there’s no wind, it’s cool. You really want to take advantage of that, the consistency. Once the wind starts and it gets gusty, there’s not as much consistency as you have today. Today is an important day. Everything has been good today. We have to go a little faster, have to find speed somewhere. We’re looking for it, and when we find it, it’s going to show on the board. The main thing is that the car is solid. We might not be the fastest car out there, but it’s very, very solid. It’s really grippy and definitely a good race car.”

**RYAN BRISCOE (No. 6 Team Penske, fastest):** “It’s hard to tell on the test days, because there’s lot of traffic on the circuit. We just have to wait until qualifying when you are the only car on the track. I’m feeling good, though. I think the car is running very solid. We’ve done some non-drafting laps, and the car’s been fast. Tomorrow is another day, and everyone is going to be going for it. Hopefully, there won’t be any surprises and we can stay at the top.” (What do you think the pole speed will be?): “I’m not sure. It depends on conditions. Around this track, with just some humidity or wind change you can lose or gain 2 mph. We’ve gotten in the high 225’s. That will be a good target for tomorrow.” (About winning the pole): “You get a point this year, which is awesome. It’s a big one here at Indianapolis. I was on the front row last year, and I feel like my car is better than last year, so we’re definitely going for it.”

**ALEX TAGLIANI (No. 34 Conquest Racing):** “The team did a great job today. I’m very happy with the progress we made throughout the day, and we finished with a good lap. We improved the car tremendously on the grip level so we could run a different aero package. The car is really consistent. My engineers Brandon (Fry) and Mike (Colliver) did a great job. It wasn’t just a good preparation for qualifying, but a lot of what we did will also serve us for the race.”

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**HELIO CASTRONEVES (No. 3 Team Penske, second):** “It was a great day today. Team Penske is looking really strong, but tomorrow is what counts. It’s all about getting those four consistent laps together - the four most important laps in motorsports. Hopefully we’ll get a good starting position and we can begin to work on our race car.”

**DANICA PATRICK (No. 7 Motorola, fifth):** “It turned out to be a day we could use again just like yesterday. Thank goodness, because yesterday afternoon we weren’t bad, we just weren’t perfectly happy with the balance, and we didn’t feel like we were getting the most out of the car, so we just kept our cool last night and didn’t make big changes. We really just went back to basics and back to what we started with when we were happy. The problem with Indy is that sometimes there’s time and you can confuse yourself just by thinking, ‘I’ve got to make changes because we have another run; let’s make a change.’ But really it’s just a matter of staying cool and keeping up with the conditions a little bit. We got a couple good laps in, and I think that we’re faster than we were yesterday. Penske is pretty fast, though. Ganassi is always going to pose a problem, but Penske looks quickest right now.” (About who she thinks will win the pole): “I would be surprised if one of the Penske’s wasn’t on the pole. They seem to really be quick right now. But anything can happen around here. You can be one small change or two or three small changes away from having a really great car or a really bad car or at least a car that’s not in the ballpark for the front spot. Anything can happen.”

**MARCO ANDRETTI (No. 26 Team Venom Energy, sixth):** “I’m pleased with Team Venom Energy’s performance today and glad the rain held off. It would have been nice to take home the Fast Friday check, but we got the track time we needed, and I think we have a good set up for qualifying. Tomorrow is going to be stressful, for sure, but I think the No. 26 car will be a pole contender.”

**HIDEKI MUTOH (No. 27 Formula Dream, ninth):** “The Formula Dream car had a good day. My goal was to reach 225 mph today. I got to 224 mph, which is close, so that’s OK. During the last hour, we tried a new setup but didn’t get much speed from the change, so we have a better idea of what to do for tomorrow. The morning practice session tomorrow should be helpful, and the No. 27 car will be ready for qualifying.”

**TONY KANAAN (No. 11 Team 7-Eleven):** “It was a long day for Team 7-Eleven. We have a problem with the car, and we are trying to figure out exactly what that is. The entire team put in a lot of effort. I have to thank my crew for all the setup changes and the No. 26 crew for allowing me to take their car out. The day before qualifying that can be a huge risk. It just shows that we stick together as a team and we work together as a team. Hopefully we can figure it out overnight, but if not, then I’ll just do my best tomorrow.”

**E.J. VISO (No. 13 PDVSA HVM Racing):** “We made a step forward compared to yesterday, but tomorrow is going to be tough. We need to find some speed. The car is handling well, but we’re still not very fast, and that’s one of my biggest concerns.”

**NELSON PHILIPPE (No. 00 i drive green HVM Racing):** “It was great to be back on track again today. Unfortunately, it was a pretty short day for us. We had a few issues, so we had to come back to the garage, so we lost a lot of track time, and then the rain came out, which was a bit of a bummer. I need all the time I can get on the track. But hopefully I will get some more tomorrow.”

**ED CARPENTER (No. 20 Menards/Vision Racing):** “A little nervous about what it’s going to take to make the top 11. It was kind of a strange day today with people running early, because they thought it would rain and a lot of drafting going on. I don’t really have a good sense of what speed it’s going to take to make the field tomorrow. I’m questioning if we have enough speed right now to make it in the top 11 but still optimistic that we’ll find a way in. We got a little more speed out of the car today than what we had yesterday, and we ran most of the day, which was good. Expectations for qualifying are to try to get the car qualified. I’m sure speeds will be up for everyone, but I am anxious to see what it will take.”

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Seven-time Indianapolis 500 starter Tomas Scheckter was in Gasoline Alley today. Scheckter never qualified lower than 12<sup>th</sup> in his seven starts (2002-08) and finished as high as fourth in 2003.

**TOMAS SCHECKTER:** "Indianapolis is home for my heart, and just coming here in the Month of May and not being in a car and watching the cars go around; it's been extremely tough. But I've had some good runs here, and I'm definitely pushing hard to get back in a car. We're just looking at everything at the moment and just seeing what's out there." (About what he's hearing from prospective teams): "To be honest, we were very close to getting something done for the whole year; it was 95 percent done. But we've just been put in a situation where we're looking at a second-week program. There's a couple options. We almost had something done, and it didn't happen. I'm holding my thumbs and looking for something." (About unfinished business in the Indy 500): "We've led a lot of laps here; been Chase Rookie of the Year. I think I've led the second or third most laps of all the drivers that are here now, so I love the place. I had a good showing here last year - ran top three the whole race. I just definitely want to get back and put a car in Victory Lane."

\*\*\*

A total of 39 cars are currently at the Speedway and 31 have passed technical inspection. Thirty-one drivers have been on the track to date and turned 1,301 laps today and 3,902 laps this month. Raphael Matos turned 73 laps today and has turned 285 laps this month, most of any driver. There were seven cautions today for a total of 1 hour, 34 minutes.

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

6 a.m.	Garages open
9-10 a.m.	IndyCar Series practice (two groups)
10-11 a.m.	IndyCar Series practice
Noon-6 p.m.	PEAK Performance Pole Qualifying presented by AutoZone

\*\*\*END DAY 4\*\*\*

## DAY 5 – SATURDAY, MAY 9, 2009

### Page 1

Welcome to the 2009 Indianapolis 500, the fourth race of the 2009 IndyCar® Series season. John Griffin, vice president of public relations for the Indy Racing League, and Ron Green, director of public relations for the Indianapolis Motor Speedway, and their staffs are here to assist you. Please direct your questions and requests to anyone in the Media Center.

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#### TODAY'S SCHEDULE (all times local):

6 a.m.	Garages open
9-10 a.m.	IndyCar Series practice (two groups)
10-11 a.m.	IndyCar Series practice
Noon-6 p.m.	PEAK Performance Pole Qualifying presented by AutoZone

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Tony Kanaan will drive car #11T today during practice and qualifying.

\*\*\*

#### INDYCAR SERIES PRACTICE:

At 9 a.m., the ambient temperature was 60 degrees with a relative humidity of 55 percent and winds from the west at 17 mph, gusting to 31 mph. Skies were mostly cloudy. The track temperature was 67 degrees, according to Firestone engineers.

9 a.m. – **GREEN.** Group 1.

9:13 a.m. – **YELLOW.** Track inspection.

9:18 a.m. – **GREEN.**

9:20 a.m. – **YELLOW.** #06T Doornbos does a three-quarter spin exiting Turn 1 and makes heavy contact with the SAFER Barrier in Turn 2 with the front of the car. The car slides along the wall and comes to a stop on the backstretch. There is heavy damage to the left side of the car. Doornbos is assisted from the car by the Delphi Safety Team.

9:29 a.m. – **GREEN.**

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Medical update from Dr. Michael Olinger, medical director for the Indy Racing League: #06T Robert Doornbos was checked and released at the Clarian Emergency Medical Center. He is cleared to drive.

**ROBERT DOORNBOS (No. 06T Newman/Haas/Lanigan Racing):** “I have no idea (what happened.) I’m so disappointed. The guys did an amazing job getting the car ready. We had a good first outing. Everything felt good. We were just starting a run and rear just went on me. I don’t know what happened. We’ll have to look at the data, but it’s disappointing because I wanted to qualify today.”

\*\*\*

Art and Kathy Koch, of Pittsburgh, are celebrating their golden wedding anniversary at the track today. Art, a retired Pittsburgh Press/Post Gazette newspaper reporter, and his wife haven’t missed an Indianapolis 500 in their married life.

**ART KOCH:** “We first came here in 1960. I was coming here on behalf of my newspaper to do some stringing for them. I think I had \$37 in my pocket and a used car with recapped tires, but I was going to Indianapolis. We made it, and we’ve been here every year since for 50 years. This is our 50<sup>th</sup> race and also May 9<sup>th</sup> is our 50<sup>th</sup> wedding anniversary. Our daughters asked what we were going to do on our anniversary, and I said, ‘Your mother and I will be in the pits at the Indianapolis Motor Speedway, as usual.’”

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**INDIANAPOLIS MOTOR SPEEDWAY CENTENNIAL ERA FACT OF THE DAY:** The Indianapolis Motor Speedway features 17 grandstands with a footprint of 22 acres. If the seat boards were laid end-to-end, they would stretch 99.5 miles.

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**DAY 5 – SATURDAY, MAY 9, 2009**

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9:44 a.m. – **CHECKERED**. Group 1.  
9:45 a.m. – **GREEN**. Group 2.  
10:15 a.m. – **CHECKERED**. Group 2. **GREEN**. Track is open to all cars.  
10:34 a.m. – **YELLOW**. Tow-in for #10 Franchitti, who is stopped on the backstretch. Team reports a gearbox problem.  
10:44 a.m. – **GREEN**.  
10:59 a.m. - #10 Franchitti returns to the track after repairing gearbox.  
11 a.m. – **CHECKERED**.

**FASTEST TIMES/SPEEDS OF SESSION:**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>Time</b>	<b>Speed</b>
1.	6	Ryan Briscoe	39.9676	225.182
2.	3	Helio Castroneves	40.0847	224.525
3.	9	Scott Dixon	40.1992	223.885
4.	10	Dario Franchitti	40.1999	223.881
5.	12	Will Power	40.2098	223.826

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**PEAK PERFORMANCE POLE QUALIFYING:**

PEAK Performance Pole Qualifying consists of one warm-up lap followed by a four-lap qualifying attempt. Cars are ranked in order based on the quickest cumulative time. The quickest 11 cars today will lock in starting positions.

- Each car is allowed three attempts per day. An attempt is considered by taking the green flag after the warm-up laps.
- A designated team representative must be at the north end of pit lane to show a green flag the second time by for the driver to receive a green flag from the starter. If the representative does not show a flag or displays a yellow flag, it will not be considered a qualifying attempt.
- An attempt can be waved off by the representative displaying a yellow flag or by the car returning to pit lane.
- Cars that complete qualifying attempts before 4:45 p.m. may go to either voluntary or mandatory impound. Cars that go to voluntary impound at Pit 17 forego the mandatory impound and post-qualifying photo. Teams may get the car back only if it is bumped, withdrawn or goes to mandatory impound.
- Cars that complete qualifying attempts after 4:45 p.m must go to mandatory impound. The only way teams may get the car back is if is bumped or withdrawn.
- If a yellow flag comes out during a qualifying run, the car on track will go back to the front of the qualifying line. Teams may put on new tires but are not permitted to make any other adjustments.
- A car that leaves pit lane before the gun sounds at 6 p.m. will be permitted to finish its qualifying attempt.

Track qualifying record: Arie Luyendyk, 2 minutes, 31.908 seconds, 236.986 mph (May 12, 1996). Fastest IndyCar Series lap today: #6 Ryan Briscoe, 39.9676 seconds, 225.182 mph.

At noon, the ambient temperature was 64 degrees with a relative humidity of 55 percent and winds from the west at 21 mph, gusting to 29 mph. Skies were mostly cloudy. The track temperature was 91 degrees, according to Firestone engineers.

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**PEAK PERFORMANCE POLE QUALIFYING CHRONOLOGY:**

**(Cumulative four laps; times and speeds calculated using a traveling distance of 2.5 miles, which corresponds with data registered by on-board telemetry. The green flag is given on the second time by the flag stand.)**

12:02 p.m.	#18	JUSTIN WILSON/Sheffield, England Z-Line Designs - Dallara/Honda/Firestone	
QA-1		1 – 40.7871 – 220.658	Q – 1
		2 – 40.7620 – 220.794	
		3 – 40.6653 – 221.319	
		<u>4 – 40.7302 – 220.966</u>	
		T 2:42.9446 – 220.934	
12:07 p.m.	#26	MARCO ANDRETTI/Nazareth, Pa. Team Venom Energy - Dallara/Honda/Firestone	
QA-1		1 – 40.3544 – 223.024	Q – 2
		2 – 40.3922 – 222.815	
		3 – 40.4185 – 222.670	
		<u>4 – 40.4226 – 222.648</u>	
		T 2:41.5877 – 222.789	
12:11 p.m.	#2	RAPHAEL MATOS/Belo Horizonte, Brazil US Air Force Luczo Dragon - Dallara/Honda/Firestone	
QA-1		1 – 40.6044 – 221.651	Q – 3
		2 – 40.6075 – 221.634	
		3 – 40.6661 – 221.315	
		<u>4 – 40.6301 – 221.511</u>	
		T 2:42.5081 – 221.527	
12:16 p.m.	#5	MARIO MORAES/Sao Paulo, Brazil KV Racing Technology/Votorantim - Dallara/Honda/Firestone	
QA-1		1 – 40.4255 – 222.632	Q – 4
		2 – 40.4483 – 222.506	
		3 – 40.4790 – 222.338	
		<u>4 – 40.4671 – 222.403</u>	
		T 2:41.8199 – 222.470	
12:20 p.m.	#12	WILL POWER/Toowoomba, Australia Team Verizon Wireless - Dallara/Honda/Firestone	
QA-1		1 – 40.3083 – 223.279	Q – 5
		2 – 40.3678 – 222.950	
		3 – 40.3730 – 222.921	
		<u>4 – 40.3655 – 222.963</u>	
		T 2:41.4146 – 223.028	

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12:24 p.m.	#27	HIDEKI MUTOH/Tokyo Formula Dream - Dallara/Honda/Firestone	
	QA-1	1 – 40.5429 – 221.987 2 – 40.6085 – 221.628 3 – 40.6267 – 221.529 <u>4 – 40.6185 – 221.574</u> T 2:42.3966 – 221.680	Q – 6
12:29 p.m.	#7	DANICA PATRICK/Roscoe, Ill. Motorola - Dallara/Honda/Firestone	
	QA-1	1 – 40.5582 – 221.903 2 – 40.5609 – 221.889 3 – 40.6176 – 221.579 <u>4 – 40.5828 – 221.769</u> T 2:42.3195 – 221.785	Q – 7
12:33 p.m.	#6	RYAN BRISCOE/Sydney, Australia Team Penske - Dallara/Honda/Firestone	
	QA-1	1 – 40.1371 – 224.231 2 – 40.1792 – 223.996 3 – 40.1726 – 224.033 <u>4 – 40.1313 – 224.264</u> T 2:40.6202 – 224.131	Q – 8
12:38 p.m.	#20	ED CARPENTER/Indianapolis Menards/Vision Racing - Dallara/Honda/Firestone	
	QA-1	1 – 40.6371 – 221.472 2 – 40.6897 – 221.186 3 – 40.6859 – 221.207 <u>4 – 40.6833 – 221.221</u> T 2:42.6960 – 221.272	Q – 9
12:43 p.m.	#02	GRAHAM RAHAL/New Albany, Ohio McDonald's Racing Team - Dallara/Honda/Firestone	
	QA-1	1 – 40.2657 – 223.515 2 – 40.2892 – 223.385 3 – 40.3355 – 223.129 <u>4 – 40.3520 – 223.037</u> T 2:41.2424 – 223.266	Q – 10

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**DAY 5 – SATURDAY, MAY 9, 2009**

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12:47 p.m. #3 HELIO CASTRONEVES/Sao Paulo, Brazil  
Team Penske - Dallara/Honda/Firestone  
QA-1 1 – 40.1560 – 224.126 Q – 11  
2 – 40.1575 – 224.118  
3 – 40.1989 – 223.887  
4 – 40.2384 – 223.667  
T 2:40.7509 – 223.949

\*\*\*

#18 Wilson's qualifying attempt has been disallowed for unapproved ballast location.

\*\*\*

**INDYCAR SERIES PRACTICE:**

12:58 p.m. – **GREEN.**

1:02 p.m. - #10 Franchitti runs a four-lap qualifying simulation, recording four laps faster than 223 mph.

1:04 p.m. - #9 Dixon runs a four-lap qualifying simulation, recording three laps faster than 223 mph and a fourth lap at 222.788 mph.

1:20 p.m. - #10 Franchitti runs a four-lap qualifying simulation, recording three laps faster than 224 mph and a fourth lap at 223.940 mph.

1:34 p.m. – **YELLOW.** Qualification attempt.

\*\*\*

Former Formula One driver Takuma Sato is visiting the Speedway on Pole Day. Sato, a two-time participant in the United States Grand Prix at Indianapolis, was eager to take in the atmosphere of the Indianapolis 500 and displayed an interest in racing in "The Greatest Spectacle in Racing" in the future.

**TAKUMA SATO:** "Obviously, I know the track, but this is my first trip during the IndyCar Series, and I'm very impressed. This place, obviously, is very important. I'm looking forward to any possibility of a chance in my future plans (to race in the Indianapolis 500), you know, just to have a look and feel it, the Indy 500." (How different does it feel being here now compared to being here for Formula One?): "I only know the race days in F1, so the Indy 500 on Race Day will be massively different from Pole Day today. But obviously I can get the feel that this is one of the biggest events in motorsports in the world. I'm so excited for it."

\*\*\*

**PEAK MOTOR OIL POLE QUALIFYING (cont.):**

At 1:30 p.m., the ambient temperature was 63 degrees with a relative humidity of 60 percent and winds from the west-northwest at 16 mph, gusting to 31 mph. Skies were mostly cloudy. The track temperature was 81 degrees, according to Firestone engineers.

1:37 p.m. #10 DARIO FRANCHITTI/Edinburgh, Scotland  
Target Chip Ganassi Racing - Dallara/Honda/Firestone  
QA-1 1 – 40.1200 – 224.327 Q – 12  
2 – 40.1696 – 224.050  
3 – 40.1856 – 223.961  
4 – 40.2316 – 223.705  
T 2:40.7068 – 224.010

\*\*\*

**INDYCAR SERIES PRACTICE:**

1:47 p.m. – **GREEN.**

2:01 p.m. - #11T Kanaan runs a four-lap qualifying simulation, recording a fastest lap of 223.089 mph.

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2:06 p.m. – **YELLOW.** #4 Wheldon does a quarter-spin to the left in Turn 2 and makes moderate contact with the wall with the rear of the car. There is damage to the rear of the car. Wheldon climbs from the car without assistance from the Delphi Safety Team.

2:13 p.m. – **GREEN.**

2:14 p.m. - #99 Lloyd runs a four-lap qualifying simulation, recording a fastest lap of 221.959 mph.

2:16 p.m. - #9 Dixon runs two laps at 224.240 mph and 223.915 mph before returning to pit lane.

2:22 p.m. - #11T Kanaan runs two laps at 223.053 mph and 222.371 mph before returning to pit lane.

2:35 p.m. – **YELLOW.** Qualification attempt.

\*\*\*

Medical update from Dr. Michael Olinger, medical director for the Indy Racing League: #4 Dan Wheldon has been checked and released at the Clarian Emergency Medical Center. He is cleared to drive.

**DAN WHELDON (No. 4 National Guard Panther Racing):** “We didn’t feel prepared to go and make a run (earlier). You don’t normally do that unless you feel totally prepared. I don’t know if we’ll get back out there. That’s a team decision. We’ll have to wait and see.”

\*\*\*

One year, a charity slow-pitch softball game was scheduled at old Bush Stadium in Indianapolis between a group of celebrities against a group of drivers.

It was well attended and pretty impressive -- Regis Philbin pitched for the celebrities.

After a few innings, as the teams changed sides, though, it wasn’t Philbin who walked to the mound, but a young blonde girl. Three-time “500” winner Johnny Rutherford stepped to the plate, expecting the normal, routine, slow, arching pitch.

But the young blonde girl went into a full windup windmill and cranked up a heater right under Rutherford’s chin.

As J.R. bailed, the crowd roared.

The (short-lived because of friendly “protest”) “ringer” was Indianapolis 500 veteran Robby Gordon’s sister Beccy, who was the youngest member of the USA National Softball Team at 13 and introduced softball into the Olympics in 1992 at Barcelona, Spain.

Beccy and 2008 Indianapolis 500 Chase Rookie of the Year Ryan Hunter-Reay announced their engagement in April at Long Beach, Calif.

**JOHNNY RUTHERFORD:** “To see her now, I don’t think she’s the same kind of girl, but she could sure throw that ball. I didn’t know what to think. Robby was pretty proud of her. I think I may have been the only one to get a hit off of her. But she came out and showed us just what she had.”

**BECCY GORDON:** “I was just sitting in the stands. I think I was 12 or 13, and I was on the U.S. National team at the time. All of a sudden, Robby came and got me. I had no idea. My shoes were too big, my shirt was too big. I got to the mound, and Johnny was up there. I looked at my brother, and he said, ‘Go for it.’ Poor Johnny about had a heart attack but he *was* crowding the plate. Now, every time he sees me, he makes jokes. I think I still have the cleats they gave me.”

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Pancho Carter won the pole for the 1985 Indianapolis 500 and won the inaugural Norton-Michigan 500 in a stellar racing career. After his career as a driver, “spotters” became a part of the racing community, and Pancho wound up with a second career.

With Panther Racing, he has served in that capacity for Sam Hornish Jr., Vitor Meira and now Dan Wheldon, two winners and a driver who has finished second twice in the Indianapolis 500. He talked about the spotter job and the differences between each of the three drivers and what they expect from a spotter.

**PANCHO CARTER:** "Hornish was pretty green when we got him, so he did it pretty much my way. I was a driver and from a spotter aspect, I tried to communicate anything I would want to know in the car, not as I would drive it. We tested at Phoenix once and let him run a full fuel load like he wanted. He did it, and then we told him we wanted him to run a certain lap speed. By doing it our way, we were a lap and a half ahead with fuel load and tire wear and all. He's a hell of an IndyCar driver, and he's finally gotten those stock cars figured out." (About Meira): "The first time he ever drove an IndyCar, I was there. We went down to Texas with Panther's program with USAC testing some of their drivers and we got a call saying this guy from Brazil coming. Vitor was the guy. He was the first one of all the drivers there to leave the pits without killing the car." (About Wheldon): "The first time we tested with Wheldon, the earpiece came out, and we could hear him but he couldn't hear us. I said to him, 'Doesn't it seem strange that you weren't hearing anything?' He's still working. I like him. Wheldon's a little bit like Hornish in that he doesn't like the car slowed down and too draggy. Vitor wasn't so concerned about a free car but one that was fast through the corners." (About spotting): "I enjoy doing it. I enjoy being able to do something in racing as long as I can pay my property taxes and health insurance."

\*\*\*

**PEAK MOTOR OIL POLE QUALIFYING (cont.):**

At 2:30 p.m., the ambient temperature was 64 degrees with a relative humidity of 61 percent and winds from the west-northwest at 15 mph, gusting to 26 mph. Skies were mostly cloudy. The track temperature was 85 degrees, according to Firestone engineers.

2:39 p.m. #9 SCOTT DIXON/Auckland, New Zealand  
Target Chip Ganassi Racing – Dallara/Honda/Firestone  
QA-1 1 – 40.1596 – 224.105 Q – 13  
2 – 40.1995 – 223.883  
3 – 40.2259 – 223.736  
4 – 40.2866 – 223.399  
T 2:40.8716 – 223.781

#9 Dixon bumps #20 Carpenter from the field.

2:44 p.m. #11T TONY KANAAN/Salvador, Brazil  
Team 7-Eleven – Dallara/Honda/Firestone  
QA-1 1 – 40.3391 – 223.109 Q – 14  
2 – 40.3968 – 222.790  
3 – 40.4370 – 222.568  
4 – 40.4494 – 222.500  
T 2:41.6223 – 222.742

#11T Kanaan bumps #2 Matos from the field.

\*\*\*

Entry list update: The new car name for the No. 7 entry driven by Danica Patrick is Boost Mobile/Motorola.

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Indianapolis 500 veteran Jaques Lazier was working Gasoline Alley today, looking for a ride in the 2009 Indianapolis 500.

**JAQUES LAZIER:** (On the potential of landing a second-week deal): "There's obviously a couple of available seats. Hopefully we can get something put together. We still have some time. I know that I'm confident enough that if we do get it put together, I'll have plenty of time to get in a car on Thursday and Friday and get it in the show next Saturday."

\*\*\*

Indianapolis Mayor Greg Ballard served as the honorary starter for PEAK Performance Pole Qualifying today.

**GREG BALLARD:** "It was a very big thrill. When you're a little kid, you just dream about coming to qualifications and the race. You just love being out here. Waving the green flag today was such a big thrill. It's so exciting to be so close to the track at the start of the first qualifying lap. I admire these drivers for being able to drive at these high speeds. The Speedway has meant a lot to the city over 100 years. I love the fact that we are going to have essentially a three-year celebration of the Centennial. I've watched this race in Germany, Japan and Panama. This is a big event around the world. It's so thrilling that it's right here in the city of Indianapolis. It carries such world-wide importance. It's amazing."

\*\*\*

**INDYCAR SERIES PRACTICE:**

2:53 p.m. - **GREEN.**

3:41 p.m. – **YELLOW.** Qualification attempt.

\*\*\*

**PEAK MOTOR OIL POLE QUALIFYING (cont.):**

At 3:40 p.m., the ambient temperature was 65 degrees with a relative humidity of 62 percent and winds from the west-northwest at 16 mph, gusting to 26 mph. Skies were mostly cloudy. The track temperature was 88 degrees, according to Firestone engineers.

3:46 p.m.	#7	DANICA PATRICK/Roscoe, Ill. Motorola - Dallara/Honda/Firestone	
QA-2		1 – 40.2878 – 223.393	Q – 15
		2 – 40.4076 – 222.730	
		3 – 40.4241 – 222.639	
		<u>4 – 40.4010 – 222.767</u>	
		T 2:41.5205 – 222.882	

3:53 p.m. – The qualifying attempt by #11T Kanaan has been disallowed due to a post-qualifying technical infraction. The car did not meet the minimum weight. #2 Matos has been reinserted in the field.

\*\*\*

**INDYCAR SERIES PRACTICE:**

3:55 p.m. – **GREEN.**

4:04 p.m. – **YELLOW.** #00 Philippe does a half-turn to the right between Turns 1 and 2 and makes moderate contact with the wall with the right front. The car has moderate damage to the right side and front. Philippe climbs from the car without assistance from the Delphi Safety Team.

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**PEAK MOTOR OIL POLE QUALIFYING (cont.):**

At 4:15 p.m., the ambient temperature was 65 degrees with a relative humidity of 59 percent and winds from the west-northwest at 15 mph, gusting to 22 mph. Skies were mostly cloudy. The track temperature was 88 degrees, according to Firestone engineers.

4:19 p.m. #3 HELIO CASTRONEVES/Sao Paulo, Brazil  
Team Penske – Dallara/Honda/Firestone  
QA-2 1 – 39.9282 – 225.405 Q – 16  
2 – 40.0031 – 224.983  
3 – 40.0420 – 224.764  
4 – 40.1234 – 224.308  
T 2:40.0967 – 224.864

#3 Castroneves takes the pole from #6 Briscoe.

\*\*\*

Medical update from Dr. Michael Olinger, medical director for the Indy Racing League: #00 Nelson Philippe was checked and released at the Clarian Emergency Medical Center. He is cleared to drive.

**NELSON PHILIPPE: (No. 00 i drive green HVM Racing):** “The same thing that’s been happening all day. We’ve been having a lot of understeer coming out of (Turn) 1. I kept telling the team, ‘It’s going to bite us in the butt; it’s going to bite us because I’m scared the car was going to loop around.’ And it did. Big crash at Indy. I understand how some drivers feel after a hit here. I really wasn’t expecting it, but I’m OK. It’s been unfortunate to have a crash early on. Hopefully we’ll be back tomorrow. Otherwise, I’ll be back next week.”

\*\*\*

**INDYCAR SERIES PRACTICE:**

4:28 p.m. – **GREEN.** #12 Power is being penalized 30 minutes for using heaters on pit lane.

4:58 p.m. – **YELLOW.** Qualification attempt.

\*\*\*

**PEAK MOTOR OIL POLE QUALIFYING (cont.):**

At 5 p.m., the ambient temperature was 66 degrees with a relative humidity of 58 percent and winds from the west-northwest at 13 mph, gusting to 20 mph. Skies were cloudy. The track temperature was 90 degrees, according to Firestone engineers.

5:01 p.m. #11T TONY KANAAN/Salvador, Brazil  
Team 7-Eleven - Dallara/Honda/Firestone  
QA-2 1 – 40.1813 – 223.985 Q – 17  
2 – 40.2470 – 223.619  
3 – 40.2912 – 223.374  
4 – 40.2739 – 223.470  
T 2:40.9934 – 223.612

#11T Kanaan bumps #2 Matos from the field.

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5:07 p.m. #15 PAUL TRACY/Scarborough, Ontario  
GEICO/KV Racing Technology - Dallara/Honda/Firestone  
QA-1 1 – 40.5266 – 222.076 Q – 18  
2 – 40.5680 – 221.850  
3 – 40.5600 – 221.893  
4 – 40.5699 – 221.839  
T 2:42.2245 – 221.915  
#15 Tracy bumps #27 Mutoh from the field.

5:20 p.m. #27 HIDEKI MUTOH/Tokyo  
Formula Dream - Dallara/Honda/Firestone  
QA-2 1 – 40.3145 – 223.245 Q – 19  
2 – 40.4575 – 222.456  
3 – 40.5025 – 222.209  
4 – 40.4643 – 222.418  
T 2:41.7388 – 222.581  
#27 Mutoh bumps #15 Tracy from the field.

5:28 p.m. #02 GRAHAM RAHAL/New Albany, Ohio  
McDonald's Racing Team - Dallara/Honda/Firestone  
QA-2 1 – 40.1374 – 224.230 Q – 20  
2 – 40.1743 – 224.024  
3 – 40.2010 – 223.875  
4 – 40.2343 – 223.690  
T 2:40.7470 – 223.954

5:32 p.m. #26 MARCO ANDRETTI/Nazareth, Pa.  
Team Venom Energy - Dallara/Honda/Firestone  
QA-2 1 – 40.2850 – 223.408 Q – 21  
2 – 40.3329 – 223.143  
3 – 40.3656 – 222.962  
4 – 40.3687 – 222.945  
T 2:41.3522 – 223.114

5:37 p.m. #9 SCOTT DIXON/Auckland, New Zealand  
Target Chip Ganassi Racing - Dallara/Honda/Firestone  
QA-2 1 – 40.1671 – 224.054 Q – 22  
2 – 40.1975 – 223.895  
3 – 40.2207 – 223.765  
4 – 40.2245 – 223.744  
T 2:40.8098 – 223.867

5:42 p.m. #5 MARIO MORAES/Sao Paulo, Brazil  
KV Racing Technology/Votorantim - Dallara/Honda/Firestone  
QA-2 1 – 40.2171 – 223.785 Q – 23  
2 – 40.2930 – 223.364  
3 – 40.3429 – 223.088  
4 – 40.3428 – 223.088  
T 2:41.1958 – 223.331

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5:46 p.m.	#2	RAPHAEL MATOS/Belo Horizonte, Brazil US Air Force Luczo Dragon - Dallara/Honda/Firestone	
	QA-2	1 – 40.4378 – 222.564 2 – 40.4479 – 222.508 3 – 40.4650 – 222.414 4 – <u>40.4721 – 222.375</u> T 2:41.8228 – 222.466	UA – 1
5:51 p.m.	#6	RYAN BRISCOE/Sydney, Australia Team Penske - Dallara/Honda/Firestone	
	QA-2	1 – 40.1111 – 224.377 2 – 40.1417 – 224.206 3 – 40.1911 – 223.930 4 – <u>40.2107 – 223.821</u> T 2:40.6546 – 224.083	Q – 24
5:55 p.m.	#99	ALEX LLOYD/Manchester, England HER CGR/SSM Racing - Dallara/Honda/Firestone	
	QA-1	1 – 40.3608 – 222.989 2 – 40.4090 – 222.723 3 – 40.4627 – 222.427 4 – <u>40.4768 – 222.350</u> T 2:41.7093 – 222.622	Q – 25
		#99 Lloyd bumps #27 Mutoh from the field.	
5:59 p.m.	#18	JUSTIN WILSON/Sheffield, England Z-Line Designs - Dallara/Honda/Firestone	
	QA-2	1 – 40.4348 – 222.581 2 – 40.4614 – 222.434 3 – 40.4597 – 222.444 4 – <u>40.4596 – 222.444</u> T 2:41.8155 – 222.476	UA – 2

\*\*\*

**PEAK PERFORMANCE POLE QUALIFYING NOTES:**

- Helio Castroneves won the PEAK Performance Pole Award presented by AutoZone and its \$100,000 prize.
- Ryan Briscoe and Dario Franchitti qualified on the front row and earned \$25,000 and \$10,000 from PEAK, respectively.
- This is the third Indianapolis 500 pole for Castroneves. He also won the pole in 2003 and 2007 when he went on to finish second and third, respectively. Castroneves' two wins in the Indianapolis 500 came from the 11<sup>th</sup> and 13<sup>th</sup> starting positions in 2001 and 2002, respectively.
- Castroneves is the eighth driver to win at least three poles at the Indianapolis 500. Rick Mears won six while Rex Mays and A.J. Foyt each won four. Johnny Rutherford, Mario Andretti, Tom Sneva and Arie Luyendyk each won three poles.
- This is the 15<sup>th</sup> pole for Roger Penske at the Indianapolis 500, more than any other owner. No other car owner has won more than four poles. Penske's first pole win at Indianapolis was with Tom Sneva in 1977.
- This is the 27<sup>th</sup> career pole for Castroneves. He is the IndyCar Series' all-time leader.

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- Castroneves has qualified in the top 10 for seven consecutive Indianapolis 500s.
- Castroneves leads all IndyCar Series drivers with 79 career top-five starts. He also leads all drivers with 98 career top-10 starts.
- This is the 43<sup>rd</sup> IndyCar Series pole for Team Penske.
- Briscoe qualified second and will start on the front row at the Indianapolis 500 for the second consecutive year. He started third last year.
- Briscoe will start in the top 10 for the third consecutive year. He qualified seventh in 2007.
- This is Briscoe's best starting position of the season. His previous best was fourth at St. Petersburg.
- Briscoe has qualified in the top 10 in 12 consecutive IndyCar Series races dating back to Watkins Glen 2008.
- Franchitti qualified third and will start on the front row for the third time at the Indianapolis 500. He also started third in 2004 (finished 14<sup>th</sup>) and in 2007 (finished first).
- Graham Rahal qualified fourth. He qualified 13<sup>th</sup> as a rookie last year.
- Rahal's father, Bobby, won from the fourth starting position in 1986.
- Scott Dixon qualified fifth, the fourth consecutive year he has qualified in the top five for the Indianapolis 500 and the sixth time in eight starts.
- Briscoe, Dixon and Rahal are the only drivers to qualify in the top 10 in all four IndyCar Series races this season.
- Tony Kanaan qualified sixth. He has started in the top six in all eight Indianapolis 500s in which he has raced.
- Kanaan has qualified in the top 10 in 19 consecutive IndyCar Series races, the longest active streak.
- Mario Moraes qualified seventh, his second consecutive top-seven start in the IndyCar Series. He started sixth at Kansas. Moraes started 31<sup>st</sup> in last year's "500."
- Marco Andretti qualified eighth, his fourth consecutive top-10 start in the Indianapolis 500.
- Will Power qualified ninth. He started 23<sup>rd</sup> as a rookie in last year's Indianapolis 500.
- Power has qualified in the top 10 in all three races he has competed in in 2009.
- Danica Patrick qualified 10<sup>th</sup>, marking the fifth consecutive season she will start in the top 10. Her best qualifying effort came as rookie in 2005 when she qualified fourth.
- Alex Lloyd qualified 11<sup>th</sup> in his second Indianapolis 500 start. He started 19<sup>th</sup> last year.
- Dan Wheldon did not make a qualifying attempt. He has started on the front two rows in five of his six starts in the Indianapolis 500. The only other year he started outside the top six was in 2005 (16<sup>th</sup>) when he won the race.

\*\*\*

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

7 a.m.	Garages open
10:15-11:15 a.m.	IndyCar Series practice
Noon-6 p.m.	Second Day Qualifying

**\*\*\*END DAY 5\*\*\***

**DAY 6 – SUNDAY, MAY 10, 2009**

**Page 1**

Welcome to the 2009 Indianapolis 500, the fourth race of the 2009 IndyCar<sup>®</sup> Series season. John Griffin, vice president of public relations for the Indy Racing League, and Ron Green, director of public relations for the Indianapolis Motor Speedway, and their staffs are here to assist you. Please direct your questions and requests to anyone in the Media Center.

\*\*\*

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

7 a.m. Garages open  
10:15-11:15 a.m. IndyCar Series practice  
Noon-6 p.m. Second Day Qualifying

\*\*\*

**INDYCAR SERIES PRACTICE:**

At 10:15 a.m., the ambient temperature was 57 degrees with a relative humidity of 67 percent and winds from the north-northwest at 6 mph. Skies were sunny. The track temperature was 79 degrees, according to Firestone engineers.

10:15 a.m. – **GREEN.**

10:17 a.m. – **YELLOW.** #24 Conway does a quarter-spin to the right in Turn 1 and makes heavy contact with the SAFER Barrier with the right rear. There is damage to the right side and rear of the car. Conway is assisted from the car by the Delphi Safety Team.

10:31 a.m. – **GREEN.**

10:36 a.m. – **YELLOW.** #34 Tagliani does a half-spin to the right in Turn 1 and makes heavy contact with the SAFER Barrier with the left rear. There is damage to the left side and rear of the car. Tagliani climbs from the car without assistance from the Delphi Safety Team.

10:45 a.m. – **GREEN.**

\*\*\*

Medical update from Dr. Michael Olinger, medical director for the Indy Racing League: #24 Mike Conway has been transported to Methodist Hospital for further evaluation. He is awake and alert. #34 Alex Tagliani has been checked and released at the Clarian Emergency Medical Center. He is cleared to drive.

**ALEX TAGLIANI (No. 34 Conquest Racing):** "Honestly, I don't know. We were just warming up the car. On the third lap, it was a pretty slow lap, 199 (mph), I got into Turn 1 and all of the sudden I lost the rear. It's pretty unfortunate. I don't think the car is too badly damaged. I looked at it when I got out of the car. We'll see if we can put it back together and try to qualify this afternoon."

\*\*\*

**INDIANAPOLIS MOTOR SPEEDWAY CENTENNIAL ERA FACT OF THE DAY:** In 1938, a pit wall was constructed to separate crews' work area from the pit area, thus providing a safer working environment for crews during track activity. In 1957, a second wall was added, separating pit lane from the racing surface.

\*\*\*

11:15 a.m. – **CHECKERED.**

**FASTEST TIMES/SPEEDS OF SESSION:**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>Time</b>	<b>Speed</b>
1.	4	Dan Wheldon	40.1492	224.164
2.	18	Justin Wilson	40.2072	223.841
3.	15	Paul Tracy	40.2409	223.653
4.	14	Vitor Meira	40.3814	222.875
5.	43	John Andretti	40.4066	222.736

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## DAY 6 – SUNDAY, MAY 10, 2009

### Page 2

Pole winner Helio Castroneves is celebrating his 34<sup>th</sup> birthday today. Other drivers celebrating birthdays this month are: A.J. Foyt IV (25 on May 25) and Dario Franchitti (36 on May 19).

\*\*\*

### SECOND DAY QUALIFYING:

Second Day Qualifying consists of one warm-up lap followed by a four-lap qualifying attempt. Cars are ranked in order based on the quickest cumulative time. The quickest 11 cars today will lock in starting positions.

- Each car is allowed three attempts per day. An attempt is considered by taking the green flag after the warm-up lap.
- A designated team representative must be at the north end of pit lane to show a green flag the second time by for the driver to receive a green flag from the starter. If the representative does not show a flag or displays a yellow flag, it will not be considered a qualifying attempt.
- An attempt can be waved off by the representative displaying a yellow flag or by the car returning to pit lane.
- Cars that complete qualifying attempts before 4:45 p.m. may go to either voluntary or mandatory impound. Cars that go to voluntary impound at Pit 17 forego the mandatory impound and post-qualifying photo. Teams may get the car back only if it is bumped, withdrawn or goes to mandatory impound.
- Cars that complete qualifying attempts after 4:45 p.m must go to mandatory impound. The only way teams may get the car back is if is bumped or withdrawn.
- If a yellow flag comes out during a qualifying run, the car on track will go back to the front of the qualifying line. Teams may put on new tires but are not permitted to make any other adjustments.
- A car that leaves pit lane before the gun sounds at 6 p.m. will be permitted to finish its qualifying attempt.

Track qualifying record: Arie Luyendyk, 2 minutes, 31.908 seconds, 236.986 mph (May 12, 1996). Fastest IndyCar Series lap today: #4 Dan Wheldon, 40.1492 seconds, 224.164 mph.

At noon, the ambient temperature was 58 degrees with a relative humidity of 56 percent and winds from the north-northwest at 6 mph. Skies were sunny. The track temperature was 87 degrees, according to Firestone engineers.

### SECOND DAY QUALIFYING CHRONOLOGY:

(Cumulative four laps; times and speeds calculated using a traveling distance of 2.5 miles, which corresponds with data registered by on-board telemetry. The green flag is given on the second time by the flag stand.)

12:02 p.m.	#67	SARAH FISHER/Commercial Point, Ohio Dollar General/Sarah Fisher Racing - Dallara/Honda/Firestone	
QA-1		1 – 40.4202 – 222.661	Q – 26
		2 – 41.4030 – 217.376	
		3 – 40.8050 – 220.561	
		<u>4 – 41.0741 – 219.116</u>	
		T 2:43.7023 – 219.911	

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**DAY 6 – SUNDAY, MAY 10, 2009**

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12:06 p.m.	#23	MILKA DUNO/Caracas, Venezuela CITGO/Dreyer & Reinbold Racing - Dallara/Honda/Firestone	
	QA-1	1 – 40.9046 – 220.024 2 – 41.1068 – 218.942 3 – 41.1213 – 218.865 <u>4 – 41.1968 – 218.464</u> T 2:44.3295 – 219.072	Q – 27
12:12 p.m.	#14	VITOR MEIRA/Brasilia, Brazil ABC Supply Co. AJ Foyt Racing - Dallara/Honda/Firestone	
	QA-1	1 – 40.5090 – 222.173 2 – 40.5445 – 221.978 3 – 40.5700 – 221.839 <u>4 – 40.5872 – 221.745</u> T 2:42.2107 – 221.934	Q – 28
12:16 p.m.	#15	PAUL TRACY/Scarborough, Ontario GEICO/KV Racing Technology - Dallara/Honda/Firestone	
	QA-1 (QE-2)	1 – 40.3295 – 223.162 2 – 40.4217 – 222.653 3 – 40.4319 – 222.597 <u>4 – 40.4340 – 222.585</u> T 2:41.6171 – 222.749	Q – 29
12:21 p.m.	#18	JUSTIN WILSON/Sheffield, England Z-Line Designs - Dallara/Honda/Firestone	
	QA-1 (QE-3)	1 – 40.3514 – 223.041 2 – 40.3683 – 222.947 3 – 40.3993 – 222.776 <u>4 – 40.3861 – 222.849</u> T 2:41.5051 – 222.903	Q – 30
12:26 p.m.	#27	HIDEKI MUTOH/Tokyo Formula Dream - Dallara/Honda/Firestone	
	QA-1 (QE-3)	1 – 40.3650 – 222.965 2 – 40.3868 – 222.845 3 – 40.4076 – 222.730 <u>4 – 40.4170 – 222.679</u> T 2:41.5764 – 222.805	Q – 31
12:32 p.m.	#43	JOHN ANDRETTI/Indianapolis Window World - Dallara/Honda/Firestone	
	QA-1	1 – 40.5743 – 221.815 2 – 40.6446 – 221.432 3 – 40.7776 – 220.709 <u>4 – 40.8190 – 220.486</u> T 2:42.8155 – 221.109	Q – 32

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**DAY 6 – SUNDAY, MAY 10, 2009**

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12:39 p.m. - #67 Fisher has withdrawn her first qualifying attempt.

12:45 p.m. #44 DAVEY HAMILTON/Nampa, Idaho  
Hewlett Packard - Dallara/Honda/Firestone  
QA-1 1 – 40.4992 – 222.227 Q – 33  
2 – 40.5357 – 222.027  
3 – 40.5812 – 221.778  
4 – 40.5781 – 221.795  
T 2:42.1942 – 221.956

12:54 p.m. #67 SARAH FISHER/Commercial Point, Ohio  
Dollar General/Sarah Fisher Racing - Dallara/Honda/Firestone  
QA-2 (QE-2) 1 – 40.4537 – 222.477 Q – 34  
2 – 40.4985 – 222.230  
3 – 40.5257 – 222.081  
4 – 40.6243 – 221.542  
T 2:42.1022 – 222.082

1:02 p.m. #41 A.J. FOYT IV/Hockley, Texas  
ABC Supply/Foyt-Greer Racing - Dallara/Honda/Firestone  
QA-1 1 – 40.6144 – 221.596 Q – 35  
White wall in Turn 2 on Lap 2  
2 – 40.9334 – 219.869  
3 – 40.6085 – 221.236  
4 – 41.1445 – 218.741  
T 2:43.3728 – 220.355

1:05 p.m. - #14 Meira's qualifying attempt has been disallowed due to a post-qualifying technical violation.

\*\*\*

1:10 p.m. – **GREEN**. Track is open for practice.

1:25 p.m. – **YELLOW**. Track inspection in preparation for qualifying attempt by #4 Wheldon.

\*\*\*

1:28 p.m. #4 DAN WHELDON/Emberton, England  
National Guard Panther Racing - Dallara/Honda/Firestone  
QA-1 1 – 40.3132 – 223.252 Q – 36  
2 – 40.3857 – 222.851  
3 – 40.4142 – 222.694  
4 – 40.4838 – 222.311  
T 2:41.5969 – 222.777

\*\*\*

1:36 p.m. – **GREEN**. Track is open for practice.

\*\*\*

Medical update from Dr. Michael Olinger, medical director for the Indy Racing League: #24 Mike Conway has been admitted to Methodist Hospital to be treated for bruised lungs. He is awake, alert and listed in good condition.

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**DAY 6 – SUNDAY, MAY 10, 2009**

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Panther Racing has faced a busier-than-expected past two days in Gasoline Alley and at its shop in Indianapolis due to a crash Friday by Scott Sharp and a crash Saturday by Dan Wheldon. Panther team manager Chris Mower described Sunday morning the work the team needed to complete to repair both cars.

**CHRIS MOWER:** (On repairs to Scott Sharp's car): "The guys did an all-nighter the night before last (Friday night). Last night, we left here around 10 o'clock. The tub had to go to a local carbon shop, Aerodine, to be repaired. More or less the whole right-hand-side of the car has been replaced; the gearbox. The engine actually survived." (On Dan Wheldon's car): "His damage (to his car) wasn't anywhere near as severe as the Scott Sharp crash, but it was heavy enough to where we had to change the engine, the gearbox and the left-hand rear corner. As a precaution, we also changed the right rear; more or less from the cockpit back on that car is all new parts." (On whether the performance the cars will be hindered due to the accidents): "For sure, both cars should be able to perform to the level they were. Dan's car; we were maybe 15 minutes late (for a qualifying attempt on Pole Day). We got out before qualifying, but by that time, the line was just too long. We're hoping to be at the top of the (speed) sheets today." (Was using a spare car considered for Scott Sharp?): "We have three cars between the two drivers. None of the crashes were severe enough to where we wanted to use the spare car. Once you start running a car, it has to be quite severe in order for you to go to a backup, in our opinion. You know what your comfort level is with the car you've got."

\*\*\*

1:59 p.m. – **YELLOW.** Qualification attempt.

\*\*\*

2:01 p.m.	#20	ED CARPENTER/Indianapolis Menards/Vision Racing - Dallara/Honda/Firestone	
QA-1 (QE-2)		1 – 40.3330 – 223.142	Q – 37
		2 – 40.4250 – 222.635	
		3 – 40.3996 – 222.774	
		<u>4 – 40.4366 – 222.571</u>	
		T 2:41.5942 – 222.780	

\*\*\*

2:10 p.m. – **GREEN.** Track is open for practice.

2:37 p.m. – **YELLOW.** Qualification attempt.

\*\*\*

2:39 p.m.	#2	RAPHAEL MATOS/Belo Horizonte, Brazil US Air Force Luczo Dragon - Dallara/Honda/Firestone	
QA-1 (QE-3)		1 – 40.2574 – 223.561	Q – 38
		2 – 40.2852 - 223.407	
		3 – 40.2834 – 223.417	
		<u>4 – 40.2992 – 223.329</u>	
		T 2:41.1252 – 223.429	

2:51 p.m.	#15	PAUL TRACY/Scarborough, Ontario GEICO/KV Racing Technology - Dallara/Honda/Firestone	
QA-2 (QE-3)		1 – 40.2822 – 223.424	Q – 39
		2 – 40.3363 – 223.124	
		3 – 40.3696 – 222.940	
		<u>4 – 40.3664 – 222.958</u>	
		T 2:41.3545 – 223.111	

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Indianapolis 500 Chase Rookies of the Year Jerry Sneva, Josele Garza and Steve Knapp met the media this morning in the Economaki Press Conference Room.

Sneva was Chase Rookie of the Year in 1977 after finishing 10<sup>th</sup>, Garza in 1981 after starting sixth and finishing 23<sup>rd</sup> and Knapp in 1998 after finishing third.

Sneva is retired and helps his son T.J. race Legends, Thunder Cars and Late Models at O'Reilly Raceway Park in nearby Clermont, Ind. He was in the tire business after racing.

Knapp currently works for his company, Elite Engines, which builds road-racing engines.

**JERRY SNEVA:** "We had seven rookies in 1977. The Rookie of the Year was something I didn't expect because Danny Ongais and Janet Guthrie were in the race. We finished 10<sup>th</sup>. It's something that my brother (1983 Indy 500 winner) Tom Sneva didn't win, so I went one-up on him for the only time." (About racing at Indy in that era): "We didn't have engineers like they do now. You told the crew chief what the car was doing, and he would make some changes. It was easier to go slower, but going faster was real difficult. The real jump was getting the car to go from 184 mph to 186." (Memorable incident): "Mike Mosley was my crew chief, and he told me to go flat out one day. I wanted him to change the tires, but he sent me out. I went through Turn 1 and Turn 2 and down the backstretch and thought that I'd better do what he told me. So I went into Turn 3 flat out, and spun into the infield grass and then back across the track. I got back to the pits, and he asked me, 'What did you do?' I told him, 'I did what you told me to do – I went flat out.' He (Mosley) changed the tires then."

**JOSELE GARZA:** "The Rookie of the Year award was something very meaningful for me. It was a great feather in my cap back then, and it opened up a lot of opportunities, even in Formula One. I went to Monaco that year and was even offered a Formula 3 ride because of it. Even today in some areas, it's still meaningful." (About his life since racing): "I've gotten away from racing in the last several years, but before I retired from racing, I had Formula 2 and Formula 3 teams in Mexico. But then NASCAR Mexico had taken over, and I retired. I still go to the tracks once in a while. This is my second time back here (since his last race in 1987). I was here for only a couple qualifying days in 1996, I think." (About his age when he was a rookie): "I think there was a mistake made on my age when I came here (in 1981). They had me listed as 21 or 22, and I was only 19. I'm not sure who made the mistake, but just in case, I still have my old ID." (About the changes in racing since his driving career): "I think the biggest change in racing here is in the technology. With the telemetry, you can't lie to the engineers anymore. You tell them you're flat-out all the way around, and they tell you, 'No, you aren't.'"

**STEVE KNAPP:** (About winning the Chase Rookie of the Year Award): "To me, it was a goal that I had. The team that I ran with was ISM, and they had Jeff Ward, who had won the Rookie of the Year the year before, so I was hoping that we could do the same thing and, you know, we had a pretty big rookie class that year. It was nine or 11 rookies or something, and Robby Unser was a strong runner the whole month. You didn't learn that you were Rookie of the Year until at the banquet that night, and once you get that, it's something that nobody can take away from you. Coming back here now, coming and seeing the cars on the track, it's something special, and you'll always have that with you." (About practice during May 1998): "I went out there and ran with about as many people as I could find, and come to think of it, my owner called me in a few times and I stayed out to keep learning some more, and he got kind of mad at me. But I knew what to expect." (About the 1998 race): "The thing that kind of caught me up was I had heard all these stories about how at the start you get sucked into the vacuum and it's hard to breathe because of the fumes and everything, so I was prepared for that, and my whole goal was to kind of fall into line. When we got the green flag and came out of Turn 2, it was like, 'Oh, the race has started,' because everybody was rocketing away from me. A couple of guys passed me, and I was like, 'This is not an endurance race; this is a 500-mile race.' I came through US Ford 2000 series, and we ran IRP and New Hampshire and a couple of other ovals. We had a practice day the Thursday before, and we would pretty much run all day long, so I got a lot of oval experience just in one season of racing there, and that helped a lot."

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The Newman/Haas/Lanigan Racing team has been working overtime to repair the primary and backup cars of Robert Doornbos. He crashed the primary car Friday and the backup car Saturday.

**MITCH DAVIS (Chief mechanic, Newman/Haas/Lanigan Racing):** “Well, we sent one car back to Chicago for our guys to work on. The car we crashed yesterday is out in Brownsburg (Ind.) at a (carbon) shop getting some work done. We'll have it back Tuesday morning. We ought to be out there running on Thursday and qualifying on Saturday.” (Do you anticipate any changes to the cars with the repairs that are made, or should they be back to where they were?): “Yeah, that's why we didn't run today. Our goal is to win the race, not to just go out there and qualify. We've got to spend a little more time getting a car back to 100 percent instead of just piecing it together. Basically, we're going to put all of our effort into building one car that can win the race.” (On the specific repairs being made): “Well, on one car we crashed the left side and the other we crashed the right side, so it was a blessing in the end. We only lost one car full of parts. Both tubs got damaged a little bit, but nothing major. So, we'll have the car from Brownsburg back here this week.”

\*\*\*

Medical updated from Dr. Michael Olinger, medical director for the Indy Racing League: #43 John Andretti has been checked and released at the Clarian Emergency Medical Center. He is cleared to drive.

**JOHN ANDRETTI (No. 43 Window World):** “We've been fighting the balance on the car, making changes. We were loose the time before, and I guess that was my out lap and probably got a little bit hot for the balance of the car and just lost the back end. I had a little bit of an oops this morning, too, and managed to save it, but that one jumped too far on me too quickly. I feel fine. The car took a hard beating, and that's frustrating. The team will work on it. They'll get it back together, and we'll be back on next week.”

\*\*\*

5:05 p.m. - **GREEN.**

5:08 p.m. - **YELLOW.** Qualification attempt.

\*\*\*

5:12 p.m.	#16	SCOTT SHARP/Norwalk, Conn. Tequila Patron Panther Racing - Dallara/Honda/Firestone	
QA-2 (QE-2)		1 – 40.6787 – 221.246	Q – 43
		2 – 40.6734 – 221.275	
		3 – 40.6450 – 221.429	
		<u>4 – 40.6541 – 221.380</u>	
		T 2:42.6512 – 221.333	

#16 Sharp bumps #43 Andretti from the field.

\*\*\*

Indianapolis 500 veteran Darren Manning was in Gasoline Alley today, looking for opportunities for a ride in the 2009 Indianapolis 500.

**DARREN MANNING:** “I'm kind of always looking for a ride. But whether one comes available that suits my situation is another matter. It's not like it's going to be my first speedway or anything, so what I'm looking for is different than a rookie, for example. There's no point in me going out in something just bumping into the field and pounding around in the back of the field. Mid- to mid-front pack cars are all full, so I'm just trying to work on my relationship with Dreyer and Reinbold Racing seeing as I've done a couple of races with them this year. There may be an opportunity to do some more this year. It was a bit of unfortunate situation this morning with Mike (Conway). I got the call to kind of be on stand-by, and I'm fortunate that they've got all my seats and everything and I'm available for it, but I don't think that's going to be needed. I think Mike's going to be absolutely fine. I think we'll see him back out next week, so I'll just concentrate on my deal. I've got Grand-Am racing that I'm doing and hopefully a few more races with these guys, and work on something for next year, as well.”

\*\*\*

**DAY 6 – SUNDAY, MAY 10, 2009**

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5:19 p.m. – **GREEN.** Track is open for practice.

5:34 p.m. – **YELLOW.** Qualification attempt.

\*\*\*

Honda is reporting that there was a missing oil line in the engine installed in the #3T car of Helio Castroneves. Honda is recommending the team change engines as a precaution.

\*\*\*

5:36 p.m. #41 A.J. FOYT IV/Hockley, Texas  
ABC Supply/Foyt-Greer Racing - Dallara/Honda/Firestone  
QA-2 (QE-2) 1 – 40.3598 – 222.994 Q – 44  
2 – 40.4323 – 222.594  
3 – 40.4680 – 222.398  
4 – 40.4754 – 222.357  
T 2:41.7355 – 222.586

#41 Foyt IV bumps #16 Sharp from the field.

\*\*\*

5:44 p.m. – **GREEN.** Track is open for practice.

5:49 p.m. – **YELLOW.** Qualification attempt.

\*\*\*

5:52 p.m. #21 RYAN HUNTER-REAY/Boca Raton, Fla.  
Vision Racing - Dallara/Honda/Firestone  
QA-1 1 – 40.5921 – 221.718 UA – 1  
2 – 40.6305 – 221.508  
3 – 40.6551 – 221.374  
4 – waved off

5:56 p.m. #34 ALEX TAGLIANI/Lachenaie, Quebec  
Conquest Racing - Dallara/Honda/Firestone  
QA-1 1 – 41.2689 – 218.082 UA – 1  
2 – waved off

5:59 p.m. - #13 Viso, #44 Hamilton and #67 Fisher move out of line. #13 Viso is on the bubble.

5:59 p.m. #16 SCOTT SHARP/Norwalk, Conn.  
Tequila Patron Panther Racing - Dallara/Honda/Firestone  
QA-3 (QE-3) 1 – 40.5105 – 222.165 Q – 45  
2 – 40.4959 – 222.245  
3 – 40.5174 – 222.127  
4 – 40.5203 – 222.111  
T 2:42.0441 – 222.162

#16 Sharp bumps #13 Viso from the field.

\*\*\*

**SECOND DAY QUALIFYING NOTES:**

- Raphael Matos qualified 12<sup>th</sup>, the highest qualifying rookie in the field. Last year's field featured 11 rookies, and Hideki Mutoh was the highest qualifier at ninth.
- Paul Tracy qualified 13<sup>th</sup>, his second-best Indianapolis 500 qualifying effort in six races. His best is seventh in 1993.
- Vitor Meira qualified 14<sup>th</sup> for his seventh Indianapolis 500.

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## DAY 6 – SUNDAY, MAY 10, 2009

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- Justin Wilson qualified 15<sup>th</sup>, bettering his rookie effort of 16<sup>th</sup> a year ago.
- Hideki Mutoh qualified 16<sup>th</sup> for his second Indianapolis 500.
- Ed Carpenter qualified 17<sup>th</sup> for his sixth Indianapolis 500.
- Dan Wheldon qualified 18<sup>th</sup>, his worst starting position in seven Indianapolis 500s. He started 16<sup>th</sup> in 2005 and won the race.
- A.J. Foyt IV qualified 19<sup>th</sup> for his sixth Indianapolis 500.
- Scott Sharp qualified 20<sup>th</sup> for his 12<sup>th</sup> Indianapolis 500.
- Sarah Fisher qualified 21<sup>st</sup> for her eighth Indianapolis 500. She has started 21<sup>st</sup> or 22<sup>nd</sup> in three consecutive Indianapolis 500s.
- Davey Hamilton qualified 22<sup>nd</sup> for his ninth Indianapolis 500

\*\*\*

With four minutes remaining in qualifying today, #13 E.J. Viso, #44 Davey Hamilton and #67 Sarah Fisher were in the qualifying line in front of #16 Scott Sharp.

Those drivers could have stayed in line until time expired at 6 p.m., but the Indy Racing League reserved the right to request those drivers to move out of line if they were not planning an attempt.

Brian Barnhart, IRL president of competition and racing operations, reminded the teams of Viso, Hamilton and Fisher about this, and all three teams agreed to pull out of line to let Sharp make an attempt that started less than one minute before the gun was fired to end qualifying.

**BRIAN BARNHART:** “The sportsmanship out there was incredible today.”

\*\*\*

Scott Sharp’s 10-year-old son, Jackson, asked Sharp what the team had changed between qualifying attempts during the post-qualifying press conference. Sharp replied, “Why did you ask me that?” Jackson answered, “Because you never tell me these things.”

\*\*\*

Quotes from the 11 qualifiers and others who made attempts today are available at [indy500.com](http://indy500.com). Below is a quote from Graham Rahal discussing the incident in which he narrowly missed contact with the No. 43 car driven by John Andretti and also avoided contact with the wall.

**GRAHAM RAHAL (No. 02 McDonald’s Racing Team):** “We were just hoping for a smooth day of practice for the McDonald’s team, and it was going good, but with John’s (Andretti) incident there at the end we decided to call it a day. I just had to react as quickly as I could. When I was told the yellow came out, I was going to go high then I saw the debris. Stuff was flying everywhere. The car basically exploded when he hit. So I tried to go to the high side and right. When I went to the high side, he started to roll backwards into my path, and I was going to t-bone him basically so I turned hard left and hit the brakes as hard as I could, and it locked up the rears as I did, and that’s why I spun. More than anything, I was just lucky that I could keep it off both the inside and outside walls. Keeping it off the inside wall was just luck because I took my hands off the wheel. It was only a half of a second after it happened before I got to the scene, and we’re just lucky it wasn’t uglier than it is. The car is OK. I think I hit one of his tire ramps with my left front suspension and bent it, but we saved all the big stuff. The only reason we couldn’t drive it back is because the right side tires were flat, but I’ll happily take that. It’s better than putting the McDonald’s car in the wall.”

\*\*\*END DAY 6\*\*\*

**DAY 7 – THURSDAY, MAY 14, 2009**

**Page 1**

Welcome to the 2009 Indianapolis 500, the fourth race of the 2009 IndyCar® Series season. John Griffin, vice president of public relations for the Indy Racing League, and Ron Green, director of public relations for the Indianapolis Motor Speedway, and their staffs are here to assist you. Please direct your questions and requests to anyone in the Media Center.

\*\*\*

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

8 a.m. Garages open  
Noon-6 p.m. IndyCar Series practice

\*\*\*

**INDYCAR SERIES PRACTICE:**

At noon, the ambient temperature was 69 degrees with a relative humidity of 65 percent and winds from the west-northwest at 10 mph. Skies were cloudy. The track temperature was 93 degrees, according to Firestone engineers.

Noon – **GREEN.**

\*\*\*

Both Helio Castroneves and Rick Mears drove to their third Indianapolis 500 poles in their ninth "500" start. Mears, the "Master of Faster," went on to win a record six poles in 15 starts. Mears earned his third pole at age 34 in 1986. Castroneves got his third pole the day before his 34<sup>th</sup> birthday in 2009.

\*\*\*

Former IMS Radio Network anchor and ABC Indianapolis 500 anchor Paul Page will offer commentary during the IMS Radio Network broadcast of the 2009 Indianapolis 500.

Page will provide pre-race, mid-race and post-race comments. Page will join former IMS Radio Network anchor Bob Jenkins and current anchor Mike King for a pre-race commentary on past "500" radio broadcasts.

\*\*\*

In 1975, Eldon Rasmussen hit the wall in practice and the car was heavily damaged. Glenn O'Connor was in seminary. But the "500" grabbed O'Connor then ... and still does.

Father Glenn O'Connor, a Catholic priest in Indianapolis, has been a member of crews at the "500" ever since.

**REV. GLENN O'CONNOR:** "When he (Rasmussen) crashed, we worked around the clock to put it back together, and he made the race. It got in my blood. I was hooked. When I got involved with Eldon, I loved it. We pulled it out of the fire, so to speak. I've been with various teams, Morales for a long time, Hemelgarn, Blueprint ... PDM the last 10 years. I've been the board man and the jack man – back when they were using jacks – pretty much whatever they told me to do. This will be kind of a down year. We're remodeling one church and building another from the ground up. I'm not on a crew now, but that could change pretty quickly. I'll be with PDM for the Freedom 100, for sure. I've loved every minute of it. It's been a wonderful experience, and I've met a lot of great people."

\*\*\*

Hemelgarn Racing will have a familiar look when it rolls out its machine in preparation for the final qualifying weekend. Ron Hemelgarn is the owner. Lee Kunzman is the team manager. Ronnie Dawes is the engineer. And Buddy Lazier is the driver. All were together when Lazier won the Indianapolis 500 in 1996. Lazier is in eighth place in miles driven in the "500" at 6,665, the only driver entered in this year's race in the top 10 in that category.

**LEE KUNZMAN:** "The car ran last year. We built one last year with new suspension and everything, and it's the only time the car's been run. Over a period of years, all of our crew have been with us at one time or another -- Dennis LaCava is our crew chief again, Jason Beck, then there's 'Doc' (Hoyt Kerr Jr.). Bill Vukovich is over here giving us advice. We're all updated. Our chances are pretty fair to run decent. We don't count on running in the top five, but we can be in the top 10 somewhere. It's pretty hard to beat those top teams."

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## DAY 7 – THURSDAY, MAY 14, 2009

### Page 2

Today, there is a small law office on Main Street in Speedway, Ind., that houses the practice of Tom Deal. Attorneys and agents are prominent in auto racing today, but years ago in this Centennial Era, Deal had a unique perspective on the Indianapolis 500.

From the early 1980s through 1996, he doubled as a fueler for cars in the Indianapolis 500 driven by Bill Vukovich, Tom Bagley, Gary Bettenhausen, Sheldon Kinser, Tom Bigelow, Joe Saldana, Randy Lewis and Rich Vogler, among others.

**TOM DEAL:** "I met Dave Taylor and A.J. Watson, and the first race I fueled was Bill Vukovich at Ontario. I grew up on W. Michigan, and the minute I heard race cars, I'd ride my bike to the Speedway and sneak through the fence. I sold papers before the race there, too. When I looked through the fence, I said, 'One of these days, I'll be looking out instead of looking in,' and I had no idea it would evolve the way it did. I've seen or participated in every one since 1956. It meant so much to me to be involved. So many friends, such an accomplishment. A lot of people wish it had happened to them."

\*\*\*

Rolando Coronado may be the most disappointed participant at Indy this year.

He was riding his motorcycle to the track Sunday, May 10 when he hit some sand two blocks from his house and had to lay down the bike, breaking two ribs.

Coronado, a native of Bogota, Colombia, was scheduled to run the air jack on pit stops for Hideki Mutoh's car on the Andretti Green Racing team, for which he has worked since 2000. For the moment, the long trail from Bogota to Indy has temporarily ended.

**ROLANDO CORONADO:** "The doctor thinks I'll be immobilized for three weeks, so I'm hoping to make it back to (the IndyCar Series race in) Texas. I don't have words to express what it's like not to be working the Indy 500. I know you're not the driver, not the main character, but it's a good feeling to know you're part of it. I was actually quite interested in it when I was young, and I worked in Bogota for a guy living in Miami. He had a race team in Bogota with little sports cars. After a year, he said the next thing I had to do was learn to speak English, so I was probably 20 and moved to Orlando and learned to speak English. I wanted to drive and went to a driving school, but the talent just wasn't there. I got a job with Jeff Simmons in (Firestone) Indy Lights, and when he moved up, he and his brother Chris asked me to come with him, and the team was nice enough to give me a chance. I've always run into really good people who have helped me. I was very lucky in that respect."

\*\*\*

The 500 Festival has announced additional celebrities who will participate in the IPL 500 Festival Parade on Saturday, May 23. Actor Josh Duhamel, actress Kate Flannery, Indianapolis Colts kicker Adam Vinatieri, Indiana Pacers Jeff Foster, Roy Hibbert and Stephen Graham, Olympic gymnasts Samantha Peszek and Bridget Sloan, and Dr. Lisa Masterson are among the celebrities and VIP's to be scheduled to participate in this year's celebration.

\*\*\*

A pre-dawn storm that packed wind gusts of 70 mph did some minor damage to team equipment around the Indianapolis Motor Speedway.

A.J. Foyt's pit wagon, containing the computers the team uses to download on-board telemetry, was blown over on its side on pit lane. It took several crew members and a floor jack to right the cart. The computers came through unscathed, according to team director Larry Foyt, but the antenna suffered damage.

In the adjoining pit, Vision Racing equipment suffered some cosmetic damage.

The storm caused breakfast in the Panther Racing hospitality area to be canceled. High winds ripped off the awning and bent most of the metal support poles.

It was "Patio City" later as hamburgers for lunch were being cooked on an outdoor grill.

(More)

**DAY 7 – THURSDAY, MAY 14, 2009**

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The Indy Racing League and its crown jewel event, the Indianapolis 500, are taking New York by storm as IZOD this week rolled out “In Pursuit of FAST: 100 Years of Indy Racing, Fashion and Design” at Macy’s through June 3.

“In Pursuit of FAST: 100 Years of Indy Racing, Fashion and Design” marks the kickoff to IZOD’s international celebration of the 100th birthday of the Indianapolis Motor Speedway.

The historic exhibit – featuring multiple generations of race cars from the Indianapolis Motor Speedway Hall of Fame Museum, 500 Mile Race-winning driver helmets, original photographs and memorabilia -- dresses the large Broadway display windows and lines the (Broadway to Seventh Avenue) aisles. Also can’t be missed are the 80- by 90-foot Times Square and Macy’s Broadway storefront billboards heralding the retrospective.

Augmenting the exhibit, on May 18 the 33 drivers comprising the starting grid for “The Greatest Spectacle in Racing” will line up in the traditional 11 rows of three in Herald Square for a photo/media opportunity.

The next day, Rick Mears, Johnny Rutherford and Al Unser Jr. – who have a combined nine Indianapolis 500 victories – along with Ryan Hunter-Reay will greet fans and sign autographs at Macy’s.

IZOD, a best-selling brand in the Phillips-Van Heusen Corp. portfolio, has created Indy car racing heritage-inspired and modern performance clothing lines to correspond to the Brickyard’s anniversary – available at Macy’s and Bon-Ton (Milwaukee, Iowa) in the United States and Hudson Bay stores in Toronto and Edmonton, Alberta, and online.

In 2008, IZOD became the official apparel sponsor of the IndyCar Series, Indianapolis Motor Speedway and Firestone Indy Lights.

**TERRY ANGSTADT (President, commercial division, Indy Racing League):** “What this represents is an example of what a company that has the size, scale and experience of a PVH can bring to a company like ours if they get behind it and feel like it’s a good investment. When you see the relationship they’ve been able to leverage with their largest customer, Macy’s, to our benefit, it’s absolutely historic in terms of the impact that it can have on the Indy Racing League and the Indianapolis Motor Speedway.”

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A.J. Foyt Racing team director Larry Foyt will join the “Healthy Child Healthy World” and the “Full Speed 2 a Cure” campaigns with Emerson and Olivia Newton-John.

“Healthy Child Healthy World” ([www.healthychild.org](http://www.healthychild.org)) is the leading national nonprofit advocating to protect young children from harmful chemicals in our environment. Newton-John is a founding board member of the organization.

“Full Speed 2 a Cure” is a cause-related motorsports marketing campaign that promotes and publicizes organizations that offer hope, assistance and treatment of cancer.

**LARRY FOYT:** “I’ve been looking for a way to give back, and joining the ‘Full Speed 2 a Cure’ campaign is the perfect fit for me. It utilizes both motorsports and the entertainment business to raise awareness for all types of cancers, and I’m excited to help Emerson and Olivia achieve their goals. I believe this campaign will take off and bring attention to this important cause in a unique and powerful way.”

**OLIVIA NEWTON-JOHN:** “I am thrilled that Larry Foyt and ‘Healthy Child’ have joined the ‘Full Speed 2 A Cure’ campaign. Cancer is something that affects everyone from all walks of life, and with the resources that the Foyts and ‘Healthy Child’ bring, we are sure to spread the word about the importance of awareness and early detection to an even broader group of people.”

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Alex Lloyd and Sam Schmidt Motorsports drivers Ana Beatriz, Gustavo Yacaman and Wade Cunningham will visit Riley Hospital for Children in Indianapolis tonight for its Indy 500 Party. The drivers will sign autographs for patients and their families.

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

12:40 p.m. – **GREEN.**

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Two-time Indianapolis 500 winner Al Unser Jr. greeted customers and fans at Kirles Jewelers on Wednesday night in Indianapolis to raise money for the Cody Unser First Step Foundation.

A silent and live auction raised \$5,740 for the foundation, a global, not-for-profit organization dedicated to raising research funds, public awareness and quality of life for those afflicted with all forms of spinal cord-related paralysis.

Cody Unser, Al Unser Jr.'s daughter, suffers from transverse myelitis.

\*\*\*

The Dreyer and Reinbold team has only Davey Hamilton in the field among its four entries, but team manager Gary Neal said Wednesday that his other three would be ready to go for qualifying Saturday.

Rookie Mike Conway crashed Saturday during practice, while John Andretti crashed Sunday afternoon after qualifying. His speed was bumped from the field. Milka Duno also was bumped Sunday.

**GARY NEAL:** "Mike Conway will test Friday morning and be able to drive Friday afternoon. We're still waiting on the undertray. It (his accident) didn't get very much damage to the bodywork seeing as how hard he hit. Davey will be in Mike's car to leak check it with a new engine. Milka (Duno), we're pretty comfortable and just need more speed. John Andretti was ready to get qualified and his car had more extensive bodywork damage, but the car is back together. The sidepods still need to be repaired. We're pleased with the progression of each of the drivers but there's a lot of competition in the field. Still, I believe we would've had two or three cars in the field on Sunday if we didn't have the incidents. We have a spare car and a spare tub, but we prefer not to use them."

**MIKE CONWAY:** "I'm feeling OK now. I was sore on Tuesday, but I feel ready to get back into the car. I just want to thank the safety crew and the IndyCar Series medical staff for recovering me from the car and for taking good care of me. I'm anxious to get started."

**ROBBIE BUHL (Co-owner, Dreyer & Reinbold Racing):** "The most important thing is that Mike is OK. We have everything back together, and the team is ready this coming weekend. We have some work to do to have all Dreyer & Reinbold cars in the field. But we are confident going into the weekend."

**DENNIS REINBOLD (Co-owner, Dreyer & Reinbold Racing):** "We are very happy that Mike is OK, and that's what counts. The guys have done a great job in repairing the No. 24 Purex entry (Conway's car) and the No. 33 Window World entry (Andretti's car), and we look forward to the Bump Day weekend. We will get the cars ready for qualifying for John, Mike and Milka. We have to concentrate on getting them into the field. We will shift gears for Davey to the race setup, and we will learn as much we can off of his car. The good news is Davey's car is has the least miles. Next week, we will run Davey's car a lot and learn for the other three cars for the race."

\*\*\*

Lisa Gardner, author of 10 *New York Times* bestselling crime thrillers, referenced IndyCar Series driver Danica Patrick in her recent book, "Hide."

The excerpt:

"My car," D.D. said, pushing through the heavy glass doors.

"Where's it parked?"

She told him, he shook his head. "Mine's closer. Plus, you drive like a girl."

"That would be Danica Patrick to you," D.D. muttered, but followed him swiftly toward his Crown Vic. Then, as they were getting in: "Charlie Marvin lied. That's good enough for me."

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Firestone Indy Lights drivers Brandon Wagner and Logan Gomez of Kingdom Racing visited two Indianapolis shelters that provide free tutoring services and educational advocacy to homeless children on Tuesday. Wagner and Gomez posed for pictures, answered questions and signed autographs for the kids that ranged in age from first graders to high schoolers.

Kingdom Racing is partnered with Davey Hamilton to field one car in Firestone Indy Lights and has partnered with Dreyer & Reinbold Racing to field a car for Hamilton in the Indianapolis 500. The team is using motorsports as a platform to share a spiritual message.

**JANET YOUNGBLOOD HIATT (Vice president of development, School on Wheels):** “The School on Wheels is Indianapolis' answer to increasing educational opportunities for school-aged homeless children in order to create economic opportunities necessary to break the cycle of homelessness.”

**BRANDON WAGNER:** “It was great to see these kids eyes light up when we walked into the room. With our mission to deliver God’s word to 1 million men through motorsports, it was truly rewarding to include these kids.”

**LOGAN GOMEZ:** “The kids that we visited today have come from such an unfortunate situation. It was great to deliver a message of faith and see their reaction to us sharing our stories as they loved hanging with us.”

\*\*\*

Indianapolis Colts head coach Jim Caldwell served as the honorary starter of practice today.

**JIM CALDWELL:** (Are you a race fan?): “Big race fan, really enjoy it. We had an opportunity to come out when we first arrived here in 2002, and we kind of hung around the pit crews and had an opportunity to kind of observe them do their job, and we attended the race, as well. It’s been a lot of fun.” (About differences between football and racing): “Obviously the speed. Our game is a speed game, as well, and we build our team around speed, but this is a different type of speed. These guys and the precision that they have, the ability to control those cars at such a high velocity is incredible.” (About serving as honorary starter): “I’ll tell you, it’s the first time I’ve obviously been that close to a car going about 217 mph, so it was a great opportunity, and to feel the rush of the wind past you is something unusual.” (About being asked to serve as honorary starter): “I said, without question, I wanted to do it, was looking forward to it, and I knew it would be a great opportunity that wouldn’t come around very often.”

\*\*\*

Conquest Racing driver Alex Tagliani took advantage of a day off Wednesday to pay a visit to a elementary schools in Terre Haute and Lafayette, Ind. The visit was part of a school tour program designed to raise awareness about the “Tutankhamun: The Golden King and the Great Pharaohs” exhibition that will be at the Indianapolis Children’s Museum from June to October.

Tagliani, along with King Tut Exhibition organizers, gave students the chance to see his King Tut-liveried IndyCar Series car up close as well as a preview of the exhibit.

Tagliani spoke about how he started in racing, shared his fascination for the Egyptian king with the kids and answered their questions.

**ALEX TAGLIANI:** “I had a great time doing the school visits on Wednesday. I enjoy seeing the kids’ faces light up when you talk about racing or when they get to see a race car up close. It always reminds me of how lucky I am to be doing this. Obviously, being in Indiana, these kids know a lot about racing, and they asked some pretty good questions. I think it’s fantastic that the exhibit is coming to Indianapolis at the Children’s Museum, and that these students will get the chance to see the King Tut Exhibit and learn about ancient Egyptian history. I would have loved to be able to see such an exhibit when I was a kid and learning about Egypt. I will definitely go to the exhibit when it comes to Indianapolis.”

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**INDIANAPOLIS MOTOR SPEEDWAY CENTENNIAL ERA FACT OF THE DAY:** In 1935, the Indianapolis Motor Speedway was the first track in the world to install safety-warning lights. Also in 1935, helmet use became mandatory at the Speedway, a first for motor racing worldwide. Helmets were not required in European Grand Prix racing until 1952.

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4:15 p.m. – **YELLOW.** Track inspection.

4:28 p.m. – **GREEN.**

\*\*\*

Dave Michaels of Indianapolis, a chief steward and team owner in the United States Auto Club's new .25 Midget Series, watched practice today.

**DAVE MICHAELS:** "I've been a quarter-midget racer since 1963, a team owner and a chief steward of USAC's .25 development series since its inception. The goal of .25 is to build a ground-floor feeder series for American racing. We're giving kids a place to start at a very young age on the ground floor of open-wheel racing. From there, they build into the Ford Focus and Midget programs and eventually into the Sprint cars and hopefully out here at Indianapolis someday."

\*\*\*

Second-generation driver Conor Daly has been spending a great deal of time at the track this month, networking in the garage area and pits. Daly is the son of Derek Daly, a six-time Indianapolis 500 starter. Conor, who started racing karts at age 10, moved last year to the Skip Barber National Championship, where he became the second-youngest champion, earning a \$350,000 scholarship to compete in the 2009 Star Mazda series. He also competed in England's Formula Ford Festival and won the Walter Hayes Trophy at Silverstone, becoming the first American to win that race.

**CONOR DALY:** "I've been at this track for the entire month of May every year of my life. It's just been a part of my life as I grew up, having my dad who raced here and my mom whose main business (operating hospitality suites) is at the Speedway. My dream is to do Formula One. I know it's difficult for Americans, but I'm hopeful now with this possible USF1 team. I'd like to go over to Europe and try to get my feet wet over there. We'll see. The IndyCar Series is definitely something I'd like to do, especially the Indy 500. Next year hopefully I can try to run the (Firestone) Freedom 100 to start out, but Indy is definitely on my agenda. It's a different world here at Indy. It's so prestigious, and everyone knows about the Indy 500. It's such a great event. I can only hope to be in it someday."

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6 p.m. – **CHECKERED.**

**FASTEST TIMES/SPEEDS OF SESSION:**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>Time</b>	<b>Speed</b>
1.	5	Mario Moraes	40.4061	222.739
2.	6T	Ryan Briscoe	40.4666	222.406
3.	3T	Helio Castroneves	40.4685	222.395
3.	9	Scott Dixon	40.4724	222.374
5.	11T	Tony Kanaan	40.5607	221.890

**FASTEST TIMES/SPEEDS AMONG DRIVERS WHO HAVE NOT YET QUALIFIED:**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>Time</b>	<b>Speed</b>
1.	17	Oriol Servia	40.6591	221.353
2.	8	Townsend Bell	40.7355	220.938
3.	13	E.J. Viso	40.8933	220.085
3.	34T	Alex Tagliani	41.0985	218.986
5.	21T	Ryan Hunter-Reay	41.1157	218.894

(More)

**INDYCAR SERIES POST-PRACTICE QUOTES (Drivers who have yet to qualify):**

**ORIOLE SERVICIA (No. 17 The Rahal Letterman DAFCA Special):** “It’s been a crazy last three months. Everyone has been asking me today if there’s any pressure being a last-week and reduced program. I haven’t felt this relieved in a long time. Finally I am in a car, and I know I’m going to be in the race. I’m in a great team, and there are great people around me. I felt great right away from the first lap. We want to take one step at a time, but right now, I’m really excited and happy.” (About showing speed so early): “When you are driving for Rahal Letterman, you better step on it. They won this race in 2004, and honestly, the car felt great the moment I stepped into it. That makes the job of the driver a lot easier. It’s only our first day. Hopefully, we have another dry day tomorrow, so we can prepare for qualifying and just keep the focus on the last lap of a 500-mile race. It’s probably the most important race of my life, so I’m very happy with the way things have started.”

**E.J. VISO (No. 13 PDVSA HVM Racing):** “Today we had a productive testing day. We started working on the race setups and longer runs and with traffic and more fuel, and so far things are going pretty well. Our car feels pretty comfortable in traffic, and that’s important for this race.”

**ROBERT DOORNBOS (No. 06 Newman/Haas/Lanigan Racing):** “It was good to get back in the car, get back to work. It was horrible watching other drivers play and have fun while I was in my bus. Unfortunately, we had a bad day today. We seemed to be going the wrong direction with the setup a little bit, and I haven’t been enjoying driving the car. The wind condition was a bit tricky today, as well. The speed is definitely in the car. This is the same car that we did good things with during Rookie Orientation, and over the next days we proved to be in the top 11. Now we just need to show it again, it’s somewhere in the car. We’re trying to find the sweet spot for Indianapolis Motor Speedway. We have another day tomorrow. We’re going to work hard overnight and should have a good day tomorrow.”

**NELSON PHILIPPE (No. 00 i drive green HVM Racing):** “I’m just really uncomfortable with the car. I’ve never been so scared in my life. I think when the guys put the car back together – I think something is wrong. They already checked it out, but it feels like something is wrong. And if there is nothing wrong, then I guess I need to get my (act) together. It’s just really frustrating. It’s very hard. It’s the first time in my life and in my racing career that I asked can I please get out of the car. Hopefully, tomorrow will be a better day. The steering wheel is very light. It feels like I have power steering, which is really bad, because I don’t know what the car is doing. And when I actually do feel the car, it’s pointing too much, so the rear is getting loose. My fastest lap was 205, and I’m just scared to go faster than that.”

**BUDDY LAZIER (No. 91 Hemelgarn Johnson):** “Today was an interesting day. Our first day was one of the slowest days I believe of the month just in terms of a slippery racetrack. I guess that is good and bad. It is good, because it helps us work on our race setup, but it is bad because we can’t really see what we have got for speed. Hopefully the qualifying days will be fast.”

**MILKA DUNO (No. 23 CITGO/Dreyer & Reinbold Racing):** “We continue to work on the car and make it better. We hoped to go a bit faster today, so I’m a little disappointed. We keep making a lot of changes, and we will try again for tomorrow, and hopefully we will be a little bit faster.”

**MIKE CONWAY (No. 24 Dreyer & Reinbold Racing):** “It was good to be back at the circuit to see the guys and catch up. It was also good to have Davey (Hamilton) get a run in my car and make sure it’s good to go for tomorrow if we are allowed out. I feel fine and back to normal now. For the last couple of days, I felt a bit sore and achy, but that’s to be expected at that speed and impact. I’m raring to go now, so let me at it. I have to get the all clear tomorrow, and then I’ll be ready to go.”

**TOWNSEND BELL (No. 8 Herbalife-KV Racing Technology):** “It was a good day. The team’s very strong, and we’re happy to have the Herbalife car running pretty respectably on the first day. I’m really thrilled with the general balance that we have. People on this team are great, and that makes it really easy for me to do my job in the car. I think we’re going to continue to improve. Things weren’t all there, but mostly there, so we just have to continue to tweak it. I hope we can be the 23<sup>rd</sup> qualifier in terms of being the fastest of the guys left to get in. I think we’ve got the car to do it. I’m just keeping my head down right now, really just focused on the race setup, and we’ll worry about qualifying as we get closer to that day.”

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**RYAN HUNTER-REAY (No. 21 Vision Racing):** “It was another really frustrating day for the 21 team. We rolled out with the same settings on the 20 car in our backup car, the 21T. Ed (Carpenter) drove the car and confirmed some of the things that I had been reporting to the team. Then I drove the car, and I wasn't satisfied with how it was feeling given some technical issues. We threw a lot of big changes at it today, and those take time to implement, so that's why we only had 22 laps on the day when others were getting in 100 laps or more. The good news is at the end of the day we were able to do a full-throttle, 10-lap run, and the car handled it. We topped out at 218 mph, so we've got a speed gap there that we've got to close, but we'll back at it tomorrow to keep working on it.”

**ALEX TAGLIANI (No. 34 Rexall Edmonton Indy):** “We were struggling all day. I don't know if we weren't chasing the track right. There was a lot of wind today. You feel like you're underestimating yourself or second-guessing yourself. Maybe it's a question of confidence. But we didn't have the stability in the back of the car to go around. Then at the end, we made a huge change on the setup, and bang. I had one lap where I did a 219, and that put us in 22<sup>nd</sup> place. The guys made a really nice change, and then all of the sudden the car went back to where it felt good for me.”

**STANTON BARRETT (No. 98 CURB/Agajanian/Team 3G Racing):** (On practice): “Not too bad. We're just trying a bunch of different stuff with the car. We changed some things over the last three days - geometry, which took a whole different setup than what we running before. We're getting a lot more top speed out of it down the straightaways. The wind was affecting people, and the hot temperature today at the track, and the speeds were down for everybody, and we've seemed to maintain the speeds that we've been running. I think we've picked up a little bit. This morning was really bad from a steering standpoint. We made some good headway and are just trying to piece it together and get it back comfortable with this new geometry and pick some speed up. It's not too bad considering where people were running time-wise today. Just got to try and get a little bit better and try and make some longer runs and get the feeling better, and we'll see where we end up.” (On where he stands in the next three days): “Just keep working on it. Work on setup and get stability and grip and speed. That's all we've been working on in different combinations. We spent the first week in one direction, and we switched that direction over. We had three days off, so we had to learn kind of what it takes. We made a lot of progress today. Just the same things. Try to stay patient and not try and do anything too quick or fast. Go in our steps. Do we have to speed it up a little bit and be a little more aggressive in our changes? We're taking the necessary steps. The guys see some real promise. They work really hard in the off days doing some aero stuff and reducing drag. It made a big difference. I've just got to get the handling back and better, and we'll look to setting a lap on Saturday.”

**INDYCAR SERIES POST-PRACTICE QUOTES (Drivers who have already qualified):**

**ALEX LLOYD (No. 99 HER CGR/SSM Racing):** “Today was a pretty good day for us. I think we made some improvements in our HER Energy car and definitely got it better toward the end of the day. We got to run in a little bit of traffic, but we'd probably like to run in a bit more tomorrow. When we were running toward the end, when the car was good, there was nobody else on the track. In terms of the actual balance of the car, we're kind of getting there in that window. So that's good news. We just need to get a little bit more traffic under our belt in the next day or two and see where we stand.”

**MARIO MORAES (No. 5 KV Racing Technology/Votorantim):** “It was a really good day. The car is really good in qualifying setup, and now it's very good in race setup. The team has just been doing a really good job. As a team, everyone is working on one thing together. Townsend (Bell) is doing a great job. He was in the top 10. At the end of the week, we're going to put everything together and get one solid race car for everyone.”

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**RAPHAEL MATOS (No. 2 US Air Force Luczo Dragon Racing):** “Overall, today was a good day. We made a few changes with the car, which allowed us to understand the car much better. I think we are moving in the right direction. Performance-wise we were not worried about speed but moving the car through and around traffic. The team worked well together today, especially on our pit stops where we found speed. I am looking forward to tomorrow's practice and continuing to improve the car.”

**WILL POWER (No. 12 Team Verizon Wireless):** “It was a pretty good day, and we got in plenty of miles. We got in some good runs in the Verizon Wireless car. I think we have a good amount of things to think about tonight. We'll probably make a few changes tomorrow and try to get a little bit more speed for the practice runs.”

**GRAHAM RAHAL (No. 02 McDonald's Racing Team):** “Overall, I think we made a lot of improvements to the McDonald's car for the race, but the wind was a big factor today. Right now the wind is not being very nice to us, but we certainly got better toward the end of the day. We still have a long way to go to get ready for the race, but I am confident we will get there. We're getting closer and getting a better pace. With a little more work, we will be right on. I think we are close to the Ganassi boys, and they are usually strong in the race. I am confident we will continue to improve and have a good balance in the car for the race.”

**RYAN BRISCOE (No. 6 Team Penske):** “We worked on the balance of the Team Penske car today. We tried a few long stints to see how the car runs on full tanks. We also looked at how the balance shifts when the tires wear down through the run and how close we can stay to each other in dirty air. That's what today was all about, and I think the car is really strong, and it's very fast. We'll take the next couple days to keep working on it, and we should definitely be ready for Race Day.”

**HELIO CASTRONEVES (No. 3 Team Penske):** “We ran a lot of laps and took advantage of the great weather today. It was a good day for Team Penske. We turned in the second- and third-fastest laps of the day. I certainly feel like we are heading in the right direction. We still have to work hard like everyone else, but I am very pleased with the overall performance of today's practice.”

**HIDEKI MUTOH (No. 27 Formula Dream):** “On our last run, we did a full-stint distance, and I think both the car and I need to do more to find the right setup. It was quite a tough day to work on the setup, and we're still missing some speed. Maybe (Friday) will be better.”

**SCOTT DIXON (No. 9 Target Chip Ganassi Racing):** “The car seemed pretty good. We had a few issues in the middle of the day where we just made some changes, and it didn't go as planned. All-in-all, we seemed pretty consistent. We were on old tires yet. Hopefully, we can see what the new tires are like in the next couple of days. Usually that's a pretty good gain for us. We were running tires to 30-35 laps in a stint, and they seemed to be holding up pretty good. We still have to prepare the car a little better so it's good in traffic. Late in the day was much better, because a lot more cars were out there, and it was more like race running. That's what we have to do – is run in traffic.”

**DARIO FRANCHITTI (No. 10 Target Chip Ganassi Racing):** “At this point in the month, it's not so much about the speed on one lap. It's about balance and how the car handles in traffic and how it runs through a full tank of fuel. We're getting there. We're making some progress. Any track time we can get is beneficial. If it rains, we will lose a big percentage of our track time. We're trying to get everything we can get now and keep working on the car.”

**MARCO ANDRETTI (No. 26 Team Venom Energy):** “Today was a character-building day for Team Venom Energy. I think we found the underlying problem that will help lead us in the right direction tomorrow. We're still working on testing and checking items off our list, but I think we're much closer to finding the right race day setup for the No. 26 car.”

**TONY KANAAN (No. 11 Team 7-Eleven):** “Good day for the Team 7-Eleven guys. We are still working on a race setup that we will be happy with. The track was definitely green from all the rain we have had the past few days, but overall we are headed in the right direction.”

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**DANICA PATRICK (No. 7 Boost Mobile/Motorola):** “I have to say the No. 7 car got better as the practice session went on. When we first went out on track, my steering was too loose and made the whole car nervous. But we made some changes, and it got much better. We are working hard to find a car that is going to be strong for the race, and we are getting closer to it each day.”

**ED CARPENTER (No. 20 Menards/Vision Racing):** “We got in a lot of laps today, which was good. We wanted to get on the track as much as possible, and we did that. I started out the day by jumping in Ryan's (Hunter-Reay) car to confirm some things for the team, and then I just spent the rest of the afternoon in my car getting ready for the race. We did a lot of race runs, full-tank running, and it was pretty productive. Toward the end of the day, the track heated up and it got pretty windy, and it wasn't bad conditions, but not great conditions, either. So it was kind of good to go out and run when the track is not at its best. I think my car is OK right now, and we're fairly close to where I was last year when I ran here and finished fifth. But obviously we want to finish a little higher than fifth this year, so we're going to keep working at it.”

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A total of 48 cars are currently at the Speedway and have passed technical inspection. Thirty-four drivers have been on the track to date and turned 1,937 laps today and 7,562 laps this month. Raphael Matos turned 85 laps today and has turned 334 laps this month, most of any driver. There were two cautions today for a total of 19 minutes.

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

8 a.m.	Garages open
Noon-6 p.m.	IndyCar Series practice

**\*\*\*END DAY 6\*\*\***

**DAY 8 – FRIDAY, MAY 15, 2009**

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Welcome to the 2009 Indianapolis 500, the fourth race of the 2009 IndyCar® Series season. John Griffin, vice president of public relations for the Indy Racing League, and Ron Green, director of public relations for the Indianapolis Motor Speedway, and their staffs are here to assist you. Please direct your questions and requests to anyone in the Media Center.

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

8 a.m. Garages open  
Noon-6 p.m. IndyCar Series practice

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Medical update from Geoffrey Billows, medical director for the Indianapolis Motor Speedway: #24 Mike Conway was re-evaluated this morning at the Clarian Emergency Medical Center. He is cleared to drive.

**MIKE CONWAY (No. 24 Dreyer & Reinbold Racing):** "I wanted to get in (May 14), because you feel ready when you're ready. I feel good and will trim out the car today and see where we go. (Davey Hamilton) shook down the car (May 14) and made sure everything's OK. He said it felt the same as his, so that's the main thing."

\*\*\*

Tomas Scheckter will attempt to make his eighth consecutive start in the Indianapolis 500. The veteran driver, who finished fourth in the race in 2003, will drive the No. 19 MONA-VIE entry for Dale Coyne Racing. Scheckter will be reunited with engineer Bill Pappas, with whom he worked while driving for Target Chip Ganassi Racing in 2003.

**TOMAS SCHECKTER:** "I'm happy to be here and looking forward to it. I had a great run at Indy with (engineer) Bill (Pappas), and I like what Dale (Coyne) has done with the team and Justin (Wilson) has done in the car. I'm confident (Pappas) can give me a good car, and what's also good is that we don't have to build a relationship. We understand each other. Hopefully we can get up to speed quickly and start moving the program forward."

**DALE COYNE:** "We were working on several things in the offseason and talking to him for a while. This kind of came together late, but we have a good second car, and Tomas knows how to get around this place, so we should be fine. Tomas and Justin (Wilson) will be a nice combination."

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**INDYCAR SERIES PRACTICE:**

At noon, the ambient temperature was 73 degrees with a relative humidity of 56 percent and winds from the east-southeast at 8 mph. Skies were cloudy. The track temperature was 97 degrees, according to Firestone engineers.

Noon – **GREEN.**

12:13 p.m. – **YELLOW.** Debris on the frontstretch.

12:15 p.m. – **GREEN.**

12:32 p.m. – **YELLOW.** Debris in Turn 4.

12:35 p.m. – **GREEN.**

12:36 p.m. - #17 Servia has light white wall exiting Turn 3.

1:29 p.m. - #19 Scheckter on track for the first time.

\*\*\*

#2 Raphael Matos and #02 Graham Rahal advanced from the Pit Stop Time Trials yesterday to join eight other entrants in the Indy 500 Pit Stop Challenge that will be contested Friday, May 22. They join #3 Helio Castroneves, #6 Ryan Briscoe, #7 Danica Patrick, #9 Scott Dixon, #10 Dario Franchitti, #11 Tony Kanaan, #21 Ryan Hunter-Reay and #26 Marco Andretti.

The entrants will compete in four rounds to determine the winner of a \$40,000 prize.

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**DAY 8 – FRIDAY, MAY 15, 2009**

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**INDIANAPOLIS MOTOR SPEEDWAY CENTENNIAL ERA FACT OF THE DAY:** When the Indianapolis Motor Speedway opened in 1909, the Pittsburgh Pirates won the World Series and Wintergreen won the Kentucky Derby. Other notable facts from 1909:

- The cost of a postage stamp was 2 cents.
- A bottle of Coca-Cola cost 5 cents.
- A gallon of gas cost 6 cents.

\*\*\*

Travis Iles, the 2009 winner of the Purdue Grand Prix, was the honorary starter for race practice today.

**TRAVIS ILES:** (On starting practice): “It felt awesome. Seeing these races and practices from all around the circle but never from the frontstretch like that, it was unbelievable.” (On getting the call to participate): “I was really, really excited. I flew back from New Orleans just last night to do this today. So I was very excited.” (On just what exactly goes into the Purdue Grand Prix): “The go-karts we use can’t be purchased. There’s a lot of fabrication, things that are involved that wouldn’t go into other go-kart racing. They offer a lot of mechanical challenges. It’s also hard to get everything together when you’re a full-time college student. There’s a lot of long hours, a lot of late nights. But it’s worth every second.”

\*\*\*

2:20 p.m. – **YELLOW.** Tow-in for #8 Bell, who is out of fuel on the backstretch.

2:26 p.m. – **GREEN.**

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

3:13 p.m. – **GREEN.**

\*\*\*

Five-time Indianapolis 500 starter Roger Yasukawa is still holding out hope for a ride this weekend.

**ROGER YASUKAWA:** “We’re working on it. There’s not many opportunities out there, so we’re not so sure. I’ve got some funds put together; maybe it’s only about 30 to 40 percent. I’m still waiting to hear back from a couple of options. You never know what could happen on Sunday, so I’m just keeping my fingers crossed and just being ready.”

\*\*\*

Panther Racing co-owner John Barnes spoke to a group of more than 400 current and former bariatric patients today at the Indianapolis Motor Speedway. Barnes had the surgery at Clarian Bariatrics in Carmel, Ind., in early 2008 when he weighed approximately 350 pounds and battled diabetes, injecting himself with insulin six times per day.

**JOHN BARNES:** (On his situation just before surgery and its effect on his work): “I was a slug at that point in time. I had everything in the world going on with me. In this business, if you don’t think it can get hectic or that it can get a little challenging, you should try it some time.” (On finding the Clarian program): “I was blown away. I’m in a business where we really have to rely on each other. It’s about the support. If we have an issue like we did here Saturday, where we have a crash during Qualifying Day and burn the car pretty bad, three hours later we were on the racetrack totally rebuilt and in business because of the group that we had. I felt the same feeling the first time I met Dr. (Samer) Mattar and his crew. I walked away, and I e-mailed my friend and surgeon buddy, and I said, ‘I’m in. This is perfect.’” (On how he feels now): “I went from a size 46 pant to a size 34. I can say I’m really proud of that.” (On his appearance): “We travel all over the country and all over the world and have a pretty big fan base. If somebody walks past me, it could be a friend of 45 years, and they’ll walk past me and turn around and they’ll say, ‘John, is that you?’ And I say, ‘Yeah, it’s me.’”

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**DAY 8 – FRIDAY, MAY 15, 2009**

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ABC on ESPN will conduct a conference call for the media on Tuesday, May 19. Guests include announcers Marty Reid, Scott Goodyear and Eddie Cheever, and senior vice president and executive producer Jed Drake.

The call begins at 2 p.m. (ET). The dial-in number is (877) 719-9796.

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4:36 p.m. – **YELLOW**. Debris.

4:38 p.m. – **GREEN**.

\*\*\*

Hoyt “Doc” Kerr, 92, is working on the Hemelgarn Johnson team for the 2009 Indianapolis 500, handling “deadman” valve duties during fueling. The deadman valve is a lever that starts and ends the flow of fuel from the tank into the hose during a pit stop.

Kerr also rode in the Indy Racing Experience two-seater car at Chicagoland Speedway and drove the Indy Racing Experience car at Indianapolis Motor Speedway.

Hemelgarn Johnson fields the No. 91 entry for 1996 Indianapolis 500 winner Buddy Lazier.

**DOC KERR:** (About working the dead man during the race): “A long time ago it used to be a dangerous job. Now it is not. It’s almost routine. I am going to claim something this year – I’m going to claim to be the oldest living deadman.” (On riding in the two-seater in Chicago): “Two years ago, I was the oldest person ever to ride in the two-seater. Davey Hamilton drove us in Chicago. It wasn’t as strenuous as I thought it would be, and it was fun. We did about 175 (mph).” (On driving the one-seater at the Indianapolis Motor Speedway): “It was interesting. I did it two years ago in June. It was a lot of fun. It wasn’t as scary as I thought it might be. I gave it all it was worth. I didn’t let up; I didn’t lift at all. I just put the throttle on the floor and went as fast as the motor would take it. Some people tell me it probably got up to 120 or 125 (mph).” (About his age): “Officially, I don’t carry my birth certificate with me. But I’m 92 and going on 93 after the 8<sup>th</sup> of June. People ask me how old I am, and I say my age is the same as the number of 500s that have been run.”

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5:33 p.m. – **YELLOW**. Debris on the frontstretch.

\*\*\*

5:43 p.m. – Indy Racing League officials have closed the track for the day due to loose bricks on the famed Yard of Bricks on the front straightaway. They are expected to be repaired in time for track activity on Saturday.

**FASTEST TIMES/SPEEDS OF SESSION:**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>Time</b>	<b>Speed</b>
1.	9	Scott Dixon	40.3951	222.799
2.	5	Mario Moraes	40.4440	222.530
3.	8	Townsend Bell	40.5152	222.139
4.	3T	Helio Castroneves	40.5955	221.699
5.	6T	Ryan Briscoe	40.6198	221.567

**FASTEST TIMES/SPEEDS AMONG DRIVERS WHO HAVE NOT YET QUALIFIED:**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>Time</b>	<b>Speed</b>
1.	8	Townsend Bell	40.5152	222.139
2.	17	Oriol Servia	40.6982	221.140
3.	06T	Robert Doornbos	40.7601	220.804
3.	34T	Alex Tagliani	40.7601	220.804
5.	19	Tomas Scheckter	40.8134	220.516

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**DAY 8 – FRIDAY, MAY 15, 2009**

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The Indianapolis Motor Speedway played host to a dozen members of the Indiana Sportscasters and Sportswriters Association today at the first ISSA Day at the Speedway. The group of writers and broadcasters toured the pit, garage and media areas and talked with IMS President and Chief Operating Officer Joie Chitwood and Senior Vice President of Communications Fred Nation over lunch.

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**BRIAN BARNHART (Indy Racing League President of Competition and Racing Operations):** (About loose bricks closing the track): “There’s four or five bricks that have come loose, the mortar has come loose on it. It’s just something that’s going to take too long to fix tonight (before the end of practice). We need to make sure it’s right for tomorrow’s qualifying. I think that’s a first for us around here. We’re awfully proud of the Yard of Bricks around here, and I think that’s the first time it’s caused a delay in practice.”

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**INDYCAR SERIES POST-PRACTICE QUOTES (Drivers who have yet to qualify):**

**ORIOLE SERVICIA (No. 17 The Rahal Letterman DAFCA Special):** “Interesting day. Yesterday was definitely a relief after all those months trying to put a wheel together and feeling so good and so at home. I think even if the car had been terrible, I would have been happy. Today, the driver’s mood was back in it, and you start to feel a little more issues here and there. The driver is never happy with the car. I guess I’m getting back that way. I think the track was a little hotter, and it made it a little bit slicker out there. But it was good. It gave us a chance to work on the car and how I think race conditions are going to be. It was definitely a very good day and everything went according to plan and 100 percent. A very methodical day, and we tried everything we wanted to try. I think we are in very good shape for tomorrow.” (About what he must do to qualify): “We just want to have a car in the race, and that’s what we’ve been trying to do. There’s so many trying to be the fastest car each day. We will try to be that car. There’s at least Townsend (Bell) and (Robert) Doornbos that are going to be up there, and there’s always another surprise. It won’t be easy. The Rahal Letterman car was great from the beginning. There’s no reason why tomorrow we shouldn’t be fighting for that top spot”

**ROBERT DOORNBOS (No. 06 Newman/Haas/Lanigan Racing):** “It was our plan to forget about tomorrow (qualifying) and work on the race car, but to be honest, it (qualifying) was always in the back of my mind because we are in a strange situation. We have a fast car, but we are not qualified. You just want to make sure you are in the show and then you start working on the race car. I am quite happy; we found a good car. We ran in traffic and did some good lap times and were in the top 10 at the end of the day, so that’s not bad. Obviously, tomorrow morning we have to go back a little bit to qualifying mode. Maybe not as much as we would have done running in the top 11, but yes, you do have to change the mindset a bit. I am comfortable, though.”

**NELSON PHILIPPE (No. 00 i drive green HVM Racing):** “We had a great day just getting back up to speed. Like last week, it’s pretty hard to tell who is doing real lap times because everybody was getting tows and running race trim and simulations. So it’s very difficult to know where we stand, but we were in race trim ourselves. We ran every time by ourselves and around 3 o’clock, it was really hot. I think the track was 105 (degrees), and we ran almost a 218 flat all on our own. I’m disappointed we finished early because we were going to put some new tires and go for some qualifying sims for tomorrow. But I guess I’ve got close to 11 hours of testing in, and we got some more practice to get everything sorted. We’ve been consistent with our times. It’s just hard to know where we stand. I’m looking forward to trying to get in the show tomorrow.”

**TOWNSEND BELL (No. 8 Herbalife-KV Racing Technology):** “It was a great day for the Herbalife car. We went pretty quick in the race setup - ran the tires out a couple of times. The car felt really good. I’ve had the chance to run a couple of times here before, and it’s nice. Each time you come a little bit smarter in terms of what you need to have a good run on (race day). I’m pretty happy with where we are. We had a chance to sort of inch our way toward more of qualifying setup on the last run. The car’s obviously quick, and I’m really excited about getting it into the field tomorrow.”

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**TOMAS SCHECKTER (No. 19 MONA-VIE):** (About returning to the car): “When you’re in a car and you’re at the Indianapolis Motor Speedway, it’s a good day. I’m just so happy to have Mona Vie on board and to put this together at the last minute with the great people at Dale Coyne Racing. Once again, I’m with Bill Pappas. I’m just happy right now.” (About today’s practice): “We played around a little bit in the morning. I heard some comments from Justin (Wilson) yesterday, and we worked on a different line of setup, so the car seems great. I think everyone with the team is pretty excited and so am I. The car feels very comfortable, and we had no problems trimming it out. It’s a good car; smooth straight out of the pits and flat out.”

**BUDDY LAZIER (No. 91 Hemelgarn Johnson):** “Yes, we did find a little more speed. We’re just trying to put all the data together. We really needed that last run (before the track was closed 15 minutes early for repairs). I’m really glad the track errs on the side of caution.”

**ALEX TAGLIANI (No. 34 Rexall Edmonton Indy):** “The team did a fantastic job with the car. We finally had two days back to back where the car was very similar to where we left it last night. After a day of kind of scratching our heads and wondering what’s wrong (yesterday), this was a very good day. It was unfortunate during the afternoon we started feeling some vibration and some noise in the back. That’s the only little glitch that kept us from trying more things we wanted to try. So, the car feels really good and we are ready for qualifying tomorrow. You can never take anything for granted here in Indianapolis, but we believe that we have a good car and we can put it in the show.”

**E.J. VISO (No. 13 PDVSA HVM Racing):** “I think we had a smooth and consistent day. I’m pretty happy with how it went. We tried some new parts for the race and had a good result. We also know what we’re going to improve on the car before qualifying tomorrow so that we have a more consistent run than we did the first qualifying run. The PDVSA HVM Team is confident that we will get into the race in qualifying tomorrow.”

**MILKA DUNO (No. 23 CITGO/Dreyer & Reinbold Racing):** “The car was much better today. We are headed in the right direction. The balance of the car was better and we made some changes and the conditions were good for the car. We will see for tomorrow.”

**MIKE CONWAY (No. 24 Dreyer & Reinbold Racing):** “Today was good. Our first run was just getting back into it again and feeling comfortable with the car. For the second run we went flat around the circuit and made some setup changes. I wasn’t really comfortable with the setup we had and we were able to make it back out and made some good changes for tomorrow, so I’m ready for qualifying. I just want to thank the guys for getting the car ready for me. They have done a great job.”

**JOHN ANDRETTI (No. 43 Window World):** “I felt that the day started out pretty good. We have been trying different things. We ran on older tires to try to get a balance so that we can prepare for the race a little bit, but also to help us be ready for qualifying, as well. We’ll see what happens. We came out here with a big change that we weren’t able to try out, so we will find out tomorrow morning. Hopefully we can get qualified right away, if the weather permits, and get this anguish over with.”

**STANTON BARRETT (No. 98 CURB/Agajanian/Team 3G Racing):** “Not too bad. We get the car feeling better here and there. We keep trying things so we know if mess up on stuff. The most comfortable and the best cars win. We’re just trying to piece it all together from gearing to shifting and what I’m doing. We haven’t had a lot of runs on sticker tires, back-to-back things. All and all, that got us here, and Team 3G did a good job and everybody’s been working really hard on aero stuff and fine-tuning the setup so we can get to where it drives right, steers right. We’re making headway on it. Today was a good day. Hopefully we can go out and back that up again even more, fix some of our mistakes. Hopefully the setup is as good as it was this morning and when we went out in the first half an hour of practice. Hopefully we can go out tomorrow and do the same thing as good from a steering standpoint. Hopefully we can get some speed, enough to make the race.”

**INDYCAR SERIES POST-PRACTICE QUOTES (Drivers who have already qualified):**

**ALEX LLOYD (No. 99 HER CGR/SSM Racing):** “We were pretty good for most of the day. I felt like the balance was somewhat there, and we were just kind of fine-tuning it, really. We were looking for traffic, which we didn't find too much of at the beginning of the day, but at the end, we just lost the balance. So, we're just trying to evaluate where that went. We'll come back tomorrow with a couple of options to try and improve it. We got plenty of miles in today, but we've still got some more miles that we can do over the next couple of days. We'll be fine.”

**RAPHAEL MATOS (No. 2 US Air Force Luczo Dragon Racing):** “Today was another great day for the Luczo Dragon Racing team. It was the first time we really got to work with traffic, and we now have a good idea how the car will handle. The team was able to improve the balance of the car. We ran consistently throughout today, with a fast run at the end of the session. The whole team did a great job today, and I feel we have a strong car for the race.”

**A.J. FOYT IV (No. 41 ABC Supply/Foyt-Greer Racing):** “The main thing we were trying to accomplish was focus on race setup, work on getting the car running consistent, being able to stay at a good speed running through a long stint on a set of tires, running the fuel all the way out of it. I think today was a pretty good day, and we have a consistent car. I think we need to massage it a little bit here and a little bit there. I think we should be good for the race. Obviously, nothing's ever perfect, but the car's consistent right now. If we work on it a little bit more, I think we can get it better. We tried to run in traffic, but it just never really worked out for us; every time we tried to run behind somebody they came into the pits. We got a few laps behind people but nothing significant. I think we're good right now on the overall speed by ourselves; we just have to make sure we have it good in traffic also.”

**WILL POWER (No. 12 Team Verizon Wireless):** “It was another productive day for Team Verizon Wireless. We're heading in a good direction with the car. I think this is the best balance with the car that we've had all month. It was good to get a lot of miles under my belt, as well. Overall, we're pretty happy.”

**GRAHAM RAHAL (No. 02 McDonald's Racing Team):** “I think the McDonald's team made quite a lot of progress on our race setup from where we started to where we finished today. Certainly it wasn't ideal when we started, but I think we got quite a lot closer at the end, and I was pretty happy running with (Ryan) Briscoe, Helio (Castroneves), Tony (Kanaan) and Dario (Franchitti) there for a while. There is still a little more speed to be found, but we will park the McDonald's car for now and try to find that last bit of speed on Carb Day. The McDonald's boys have worked hard and deserve a few days off back home.”

**RYAN BRISCOE (No. 6 Team Penske):** “Everything has been going really well. We've been working on consistency the past couple days. We've been doing full-tank runs and getting as many laps as we can. We have a bit of fine tuning left, but so far the Team Penske car is really good. Hopefully we can keep it as good as it is now heading into the race.”

**HELIO CASTRONEVES (No. 3 Team Penske):** “We are continuing to work very hard, and we got a lot done today in the Team Penske car. We were able to run about 100 laps out there, so we got about half a race in. We are trying new things here and there to prepare for Race Day. We're going to continue to work, and I feel really good with what we've accomplished so far.”

**HIDEKI MUTOH (No. 27 Formula Dream):** “The Formula Dream car was able to run in traffic today and practice some race simulation, which helped us learn more about the car. We had some wiring problems early in the day that we have been working to fix, but I still think we have some work to do before the issue is resolved. The #27 crew will work hard to help find more speed for practice tomorrow.”

**DAY 8 – FRIDAY, MAY 15, 2009**

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**SCOTT DIXON (No. 9 Target Chip Ganassi Racing):** “Any day you can be quick is a good day. It doesn’t mean much because it was a practice day. It will mean more on Race Day. We had a three-or-four-car tow. The car was feeling pretty good. It (speed increase) could be a range of different things. We just have to look at it. It’s important to be among the top six or seven for the whole month; that’s what we’ve been trying to do. More importantly, we just want to make sure we have a consistent car. We’re working pretty much the same as everybody – get the most out of the race car, making the car consistent and working in traffic. We’ve been trying our setups all around from lunch time through this afternoon. The car seemed pretty good, but we’re still looking for a little more consistency in traffic. Any day you can get on the track is very important, with the condensed schedule and with the weather we have here in May is always very tough. Hopefully we can get some more laps in this weekend. I’m sure everyone is going to be out here running as many laps as possible.”

**DARIO FRANCHITTI (No. 10 Target Chip Ganassi Racing):** “Average best describes our day. We are still searching for a good balance in the Target car. We were pretty close at the end (practice) – that’s the best it’s been. You know it’s the Speedway; we’re chasing the weather, chasing wind. It was good to run in a pack. We think we’re OK. We’re not where we want to be. We’re still searching for perfection and hoping we’ll find it before Race Day. The speeds depend on who you’re drafting with. Scott and I are fighting for the same thing, a little more balance. Scott seems a little happier than I am, maybe. We have such different driving styles - we’ve seen it all year. I can’t run the setup he runs here; it just doesn’t feel right to me.”

**MARCO ANDRETTI (No. 26 Team Venom Energy):** “It’s been a rough day for the #26 car. We’ve tried several setups, including my teammates’, but haven’t been able to find what we’re looking for. I would say we have a lot of work to do, and unfortunately, we’re running out of track time. Hopefully Team Venom Energy will come out with something strong tomorrow.”

**TONY KANAAN (No. 11 Team 7-Eleven):** “We are still looking for the right set up for Team 7-Eleven. The No. 11 car was able to run in traffic today, which aggravated some of our problems but showed us what we need to think about overnight and work on tomorrow. We still have two days of practice left, and hopefully we will be happy come Sunday and ready for race day.”

**DANICA PATRICK (No. 7 Boost Mobile/Motorola):** “The No. 7 guys are working real hard to find more speed in the car, but we just can’t seem to find it anywhere. Hopefully, we will be able to take what we learned from today’s practice session and have a better day tomorrow.”

**DAN WHELDON (No. 4 National Guard Panther Racing):** “We’ve been struggling a little bit this month, but we made some progress today. We’re not where Team Penske cars are at right now. By the same token, we moved a little closer to them. With some continued hard work and some more consistency, we’ll give them a fighting chance on Race Day. Indianapolis is very difficult. This has been the most difficult month of my career, no doubt about it. We definitely need good weather this weekend. When you get to this point, like I was telling the team, you have to be realistic and you might have to end up driving what isn’t 100 percent comfortable to you. The last few runs before you stop for carburetion day, you just want to be in the car and having it consistent. We’ll continue to work hard. The team knows what the issues are; they’re just having trouble fixing them now.”

**MARIO MORAES (No. 5 KV Racing Technology/Votorantim):** “Today was another very productive day for the KV Racing Technology – Votorantim team. We worked on different race setups again today and the car felt solid. Only once did we have a problem with the rear. Unfortunately, on my last lap, I went across the start/finish line and sucked up a brick, which damaged my car and ended my day. I feel bad for the crew because they are going to have to do some extra work tonight.”

\*\*\*

A total of 48 cars are currently at the Speedway and have passed technical inspection. Forty-three drivers have been on the track to date and turned 2,036 laps today and 9,809 laps this month. Helio Castroneves turned 105 laps, the most laps today, while Raphael Matos has turned 435 laps this month, most of any driver. There were six cautions today for a total of 36 minutes.

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**DAY 8 – FRIDAY, MAY 15, 2009**

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

7 a.m. Garages open  
10:15-11:15 a.m. IndyCar Series practice  
Noon-6 p.m. Third Day Qualifying

**\*\*\*END DAY 8\*\*\***

**DAY 9 – SATURDAY, MAY 16, 2009**

**Page 1**

Welcome to the 2009 Indianapolis 500, the fourth race of the 2009 IndyCar® Series season. John Griffin, vice president of public relations for the Indy Racing League, and Ron Green, director of public relations for the Indianapolis Motor Speedway, and their staffs are here to assist you. Please direct your questions and requests to anyone in the Media Center.

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

7 a.m. Garages open  
10:15-11:15 a.m. IndyCar Series practice  
Noon-6 p.m. Third Day Qualifying

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Bruno Junqueira, a five-time Indianapolis 500 starter and the 2002 polesitter, will drive the No. 36 Conquest Racing entry. The team has primary sponsorship from All Sport/Big Red.

**BRUNO JUNQUEIRA (No. 36 ALL SPORT/BIG RED):** "At least I'm here. In years past I came here looking to start on the pole. Now I'm looking to make the field, but if you run the race you have a chance to win. I'm happy with the opportunity Conquest Racing gave me. I've been walking around here two weeks trying to find a ride, and I finally found it. The main thing is to make sure the car works fine today and put it in the field. Then you can work toward having a good race."

**ERIC BACHELART (Owner, Conquest Racing):** "We are very excited to have Bruno join the team. Bruno is a proven winner, and I am fully confident in his abilities to come out and do well despite the limited practice time. Bruno also brings with him a wealth of experience racing here at Indianapolis and we look forward to working with him."

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10:15 a.m. – The start of practice is being delayed due to track-drying efforts from overnight rain. The first practice session will be 45 minutes with qualifying beginning 30 minutes after the checkered flag.

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**INDYCAR SERIES PRACTICE:**

At 11:15 a.m., the ambient temperature was 69 degrees with a relative humidity of 83 percent and winds from the west at 11 mph. Skies were cloudy. The track temperature was 80 degrees, according to Firestone engineers.

11:08 a.m. – **GREEN.**  
11:21 a.m. – Reports of a light mist in Turns 1 and 2.  
11:24 a.m. – **YELLOW.** Light moisture.  
11:31 a.m. – **GREEN.**  
11:43 a.m. – **YELLOW.** Light moisture in Turn 3.  
11:51 a.m. – **GREEN.**  
11:54 a.m. – **CHECKERED.**

**FASTEST TIMES/SPEEDS OF SESSION:**

Pos.	Car	Name	Time	Speed
1.	8	Townsend Bell	40.2540	223.580
2.	17	Oriol Servia	40.4048	222.746
3.	06T	Robert Doornbos	40.6487	221.409
4.	19	Tomas Scheckter	40.7027	221.116
5.	13	E.J. Viso	40.7057	221.099

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The final qualifier for the 2009 Indianapolis 500 field on Bump Day will earn a \$50,000 bonus for winning the Firestone Final Qualifier Award.

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**DAY 9 – SATURDAY, MAY 16, 2009**

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**INDIANAPOLIS MOTOR SPEEDWAY CENTENNIAL ERA FACT OF THE DAY:**

Alvin Case, 89, is working his 64<sup>th</sup> Indianapolis 500 this May and is one of the longest-serving employees at the track. Case runs the fire department office located in the infield near Turn 1. He worked for Link-Belt, a chain manufacturing company, from 1939-84, starting in the mail room and retiring as a process engineer. A conversation with Case reveals four loves: the Indianapolis Motor Speedway, Purdue University, baseball and his grandkids.

(About his start at the Indianapolis Motor Speedway): “The first two years I worked at the gates and took tickets at Gate 3. I remember the first year, 1946, the race was half over and we were still taking tickets. The cars were overheated and everything. It was a mess. The next year, we took tickets again, and just as the bomb sounded, we heard a horrible noise and just about every motorcycle in Indiana jumped ahead of the crowd. Some of them had tickets, and some of them didn’t. I thought, ‘This isn’t for me.’ Clarence Cagle moved next to me in my apartment complex and we became good friends, and he put me on the fire department. I’ve been there ever since. That was in ’48. For maybe 12 years I worked on the track. At that time, we had one what we called the crash truck, and it operated out of the pits. Whenever there was a wreck, they’d sound the bell and we jumped on and went around the track. It was not like it is today. It was a little Studebaker that they put fire equipment on. We had a regular fireman that drove it. One time, I think it was 1950, a car caught on fire as it came out of the fourth turn and ended up on the straightaway right before the pits. It was the Brown Motor Car Special. By the time we got all the way around, the thing had burned up. The owner, he was mad. He said he had spent \$19,000 while we were riding around the track. That little old Studebaker wasn’t very fast. From then on, they put out much better trucks. Today, they’ve got them all over the place.”

(About his office role after 1960): “At that time, I took attendance because back then we didn’t have these swipe cards. I issued equipment, always kept a count of all of our extinguishers every day, just ran the office. At one time I knew every extinguisher. We’ve got over 1,000 extinguishers around this place. It’s kept growing and growing and growing. What I liked, our fire office was under the stands right going into the first turn, and victory circle at that time the cars would come right in front of the fire station. We were on the track practically. All these interesting people would come in. I remember Red Adair, the guy who puts out all these oil fires, he came in. Nicest guy in the world. The favorite was Jim Garner. Joe Garagiola came down here one time, and he was really nice. Even when the race would start, before all these new buildings were built, Mari and Tony, young Tony George, would come in when the race started and stay for a few laps.”

(About growing up on the west side of Indianapolis): “I lived in Speedway, so you had to love racing. I grew up on the west side of Indianapolis and lived in Speedway since 1948. I’m the only one on the fire department who’s from Speedway. Before the war, we came out and watched. If you lived on the west side of Indianapolis, all these people, Billy Arnold and all the names, we came out and watched them. My first memory was 1928 or ’29 and Billy Arnold, he was my hero, he won the race in 1930. I met George Souders. He won the race in 1927. I came out to qualifications and practice. It was something.”

(About his love for Purdue): “But, I’m a Boilermaker fan number one. I went to Purdue extension, just couldn’t afford to go. It was the height of the Depression. When I was about 10 years old, Washington High School was brand new then, and our first graduate went to Purdue. He was a great ballplayer – Jim Carter. He was one of the ‘Touchdown Twins.’ He still holds one record up there. They’re putting a book out on him now. I guess my highlight was when Coach Keady came in and saw us (last year). He came in here and took pictures with us and then sent us a bunch of hats.”

(More Centennial Fact of the Day on next page)

**CENTENNIAL FACT (cont.):**

(About his love of baseball and the Dodgers): “Why was I a Dodger fan? I don’t know. I was born and raised right here in Indianapolis. I finally went out to Brooklyn to see them play, and then they moved to L.A., and they’ve been in L.A. for 50 years. For some reason, Duke Snider was always my favorite player, number four. Every time I’d go gambling or horse races, I’d bet on No. 4. I kept a record. That sucker has cost me about \$1,500 over the years. He’s the only person I’ve ever asked for an autograph for myself. He was so nice. When he went up in ’47, the same time Jackie Robinson did, they both went up for \$5,000 a year, and they both made the Hall of Fame.”

(About family): “I’ve got two grandchildren and a son and a daughter. In fact, my son-in-law worked 25 years out here. He worked the crash truck out of the fourth turn until three years ago when he thought he should spend some more time with his kids. They’re girls, playing softball over here in Speedway. Believe it or not, they don’t like it. They like sports, but for some reason they don’t care for the track. And they live a mile from here. Isn’t that something? But their father sure did. My daughter isn’t interested, either.”

(About other highlights at the track): “I got to be honorary starter last year. That was fun. I was scared to death, thought I would fall down between the (pit walls). That was awful nice of them.”

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Sarah Fisher Racing intends to focus on its primary entry for team owner/driver Sarah Fisher and not field a second entry, team manager/crew chief Andy O’Gara said this morning.

The team looked at a car owned by Sam Schmidt but has no plans to purchase it, O’Gara said. Jaques Lazier and Alex Barron inquired about the possibility of a ride with the team, O’Gara said.

**ANDY O’GARA:** “I’m 95 percent sure that we’re solid. We’re fine where we’re at.”

\*\*\*

With qualifying winding down to Bump Day, speed and strategy are about to leave their mark on the tail end of the 33-car starting lineup. Larry “Big Daddy” Curry, director of competition for Dreyer and Reinbold Racing, has seen qualifying from both the front and rear of the field during his career, and cars he has managed or wrenched have qualified in the last 10 minutes four times through the years.

Last year, Curry led Marty Roth’s effort and positioned himself in line to bump back in when Roth was on the bubble, but at the head of the line and with time waning, he could’ve withdrawn Roth’s qualified time and toiled around to run out the clock. But in an effort of sportsmanship, Roth pulled out and let Mario Dominguez try to bump his way in. Dominguez crashed, Roth was in, and the rest was history.

**LARRY CURRY:** “The first thing is, every time they have a draw, you draw for everything you have because you don’t know what it’s going to mean. This year will take a lot better shape today. It’s very difficult to figure out what people can run because a lot of people are getting towed. Right now, four laps at 219 will put you in, but if it’s 62 degrees and no wind Sunday, that may change. If you’re sitting on the edge, you have to understand it takes five minutes to qualify a car. You have to be in line by 5:30 (Sunday). What if someone crashes and they have to take time to clean it up? Then there might be two or three bouncing around for position. Right now, there are five or six guys who can nail it down pretty quick. Then you get into the other six to determine who’s going to fill the field. I would rather leave here today with a number on the board than wake up Sunday with 40 mile-an-hour winds. Sometimes you have to force the issue. When you play on the back end of the deal, you have to force the competition to show their hand. It really starts at about 4 o’clock Sunday, and you may run the car through tech and roll out and see who goes in with you. Some of these guys have only one car. At 4 o’clock, you start paying attention.”

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## DAY 9 – SATURDAY, MAY 16, 2009

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Azul Tequila has joined KV Racing Technology as a sponsor. Azul is Mexico's fastest-growing 100 percent agave tequila brand and is newly available in the United States.

**KEVIN KALKHOVEN (Co-owner, KV Racing Technology):** "We are very pleased to announce that Azul Tequila has joined KV Racing Technology for this year's Indianapolis 500. This is a company that has been making award-winning products for many years. That is a model that fits perfectly with KVRT's mission statement."

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12:30 p.m. – Reports of light moisture in Turn 1.

12:40 p.m. – Reports of light rain in Turn 3.

12:51 p.m. – Rain is falling around the track.

\*\*\*

This is Armed Forces Weekend at the Indianapolis Motor Speedway. Members of United States military branches are at the track.

**LIEUTENANT CHRISTOPHER YANE:** (On why the Coast Guard is here this weekend): "We're a search and rescue crew out of Traverse City, Mich. We're here to support the Indianapolis 500 for Armed Forces Day. We brought our helicopter, an HH-65 'Charlie' Dolphin search and rescue, down to display, show the public and the supporters of the Indy 500 and to support Armed Forces Weekend."

**FIRST LIEUTENANT SAMUEL WELL:** (On why the National Guard is attending this weekend): "We're here for Armed Forces Day. We set up a booth to show our abilities and what we do. Just to better explain to the community what our role is here as the National Guard."

**PETTY OFFICER GARY HARLAN:** (On why the Navy is here this weekend): "We're here in support of the Armed Forces Day weekend that they have here at the time trials and the track every year. We just show up here and show the presence of the Navy. Set up a booth over there with the rest of the Armed Forces and come out here and have a good time."

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### THIRD DAY QUALIFYING:

Third Day Qualifying consists of one warm-up lap followed by a four-lap qualifying attempt. Cars are ranked in order based on the quickest cumulative time. The quickest 11 cars today will lock in starting positions.

- Each car is allowed three attempts per day. An attempt is considered by taking the green flag after the warm-up lap.
- A designated team representative must be at the north end of pit lane to show a green flag the second time by for the driver to receive a green flag from the starter. If the representative does not show a flag or displays a yellow flag, it will not be considered a qualifying attempt.
- An attempt can be waved off by the representative displaying a yellow flag or by the car returning to pit lane.
- Cars that complete qualifying attempts before 4:45 p.m. may go to either voluntary or mandatory impound. Cars that go to voluntary impound at Pit 17 forego the mandatory impound and post-qualifying photo. Teams may get the car back only if it is bumped, withdrawn or goes to mandatory impound.
- Cars that complete qualifying attempts after 4:45 p.m must go to mandatory impound. The only way teams may get the car back is if is bumped or withdrawn.
- If a yellow flag comes out during a qualifying run, the car on track will go back to the front of the qualifying line. Teams may put on new tires but are not permitted to make any other adjustments.
- A car that leaves pit lane before the gun sounds at 6 p.m. will be permitted to finish its qualifying attempt.

**DAY 9 – SATURDAY, MAY 16, 2009**

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Track qualifying record: Arie Luyendyk, 2 minutes, 31.908 seconds, 236.986 mph (May 12, 1996). Fastest IndyCar Series lap today: #8 Townsend Bell, 40.2540 seconds, 223.580 mph.

At 3:25 p.m., the ambient temperature was 67 degrees with a relative humidity of 71 percent and winds from the northwest at 7 mph. Skies were partly cloudy. The track temperature was 87 degrees, according to Firestone engineers.

**THIRD DAY QUALIFYING CHRONOLOGY:**

**(Cumulative four laps; times and speeds calculated using a traveling distance of 2.5 miles, which corresponds with data registered by on-board telemetry. The green flag is given on the second time by the flag stand.)**

3:31 p.m.	#13	E.J. VISO/Caracas, Venezuela PDVSA HVM Racing - Dallara/Honda/Firestone	
QA-1 (QE-2)		1 – 40.8253 – 220.452	Q – 46
		2 – 40.9886 – 219.573	
		3 – 40.8741 – 220.188	
		<u>4 – 40.9700 – 219.673</u>	
		T 2:43.6580 – 219.971	
3:35 p.m.	#8	TOWNSEND BELL/San Luis Obispo, Calif. Herbalife-KV Racing Technology - Dallara/Honda/Firestone	
QA-1		1 – 40.6725 – 221.280	Q – 47
		2 – 40.7327 – 220.953	
		3 – 40.6786 – 221.247	
		<u>4 – 40.6686 – 221.301</u>	
		T 2:42.7524 – 221.195	
3:40 p.m.	#43	JOHN ANDRETTI/Indianapolis Window World - Dallara/Honda/Firestone	
QA-1 (QE-2)		1 – 41.7559 – 215.538	UA - 1
		2 – waved off	
3:44 p.m.	#91	BUDDY LAZIER/Vail, Colo. Hemelgarn Johnson - Dallara/Honda/Firestone	
QA-1		1 – 41.0162 – 219.425	Q – 48
		2 – 41.3220 – 217.802	
		3 – 41.7589 – 215.523	
		<u>4 – 42.1946 – 213.297</u>	
		T 2:46.2917 – 216.487	
3:49 p.m.	#00	NELSON PHILIPPE/Valence, France i drive green HVM Racing - Dallara/Honda/Firestone	
QA-1		1 – 41.4792 – 216.976	Q – 49
		2 – 41.1641 – 218.637	
		3 – 41.2442 – 218.213	
		<u>4 – 41.2256 – 218.311</u>	
		T 2:45.1131 – 218.032	

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3:53 p.m.	#06T	ROBERT DOORNBOS/Rotterdam, Netherlands Newman/Haas/Lanigan Racing - Dallara/Honda/Firestone	
	QA-1	1 – 40.5885 – 221.738 2 – 40.6028 – 221.660 3 – 40.5379 – 222.014 <u>4 – 40.6585 – 221.356</u> T 2:42.3877 – 221.692	Q – 50
3:58 p.m.	#23	MILKA DUNO/Caracas, Venezuela CITGO/Dreyer & Reinbold Racing - Dallara/Honda/Firestone	
	QA-1 (QE-2)	1 – 40.9788 – 219.626 2 – 42.2998 – 212.767 (white wall in Turn 2) 3 – 41.6835 – 215.913 4 – waved off	UA -1
4:03 p.m.	#19	TOMAS SCHECKTER/Cape Town, South Africa MONA-VIE - Dallara/Honda/Firestone	
	QA-1	1 – 40.8486 – 220.326 2 – 40.8744 – 220.187 3 – 40.8627 – 220.250 <u>4 – 40.8935 – 220.084</u> T 2:43.4792 – 220.212	Q – 51
4:07 p.m.	#17	ORIOLE SERVICIA/Pals, Spain The Rahal Letterman DAFCA Special - Dallara/Honda/Firestone	
	QA-1	1 – 40.6262 – 221.532 2 – 40.7072 – 221.091 3 – 40.8161 – 220.501 <u>4 – 40.7584 – 220.813</u> T 2:42.9079 – 220.984	Q – 52
4:11 p.m.	#21T	RYAN HUNTER-REAY/Boca Raton, Fla. Vision Racing - Dallara/Honda/Firestone	
	QA-1 (QE-2)	1 – 41.0241 – 219.383 2 – 40.9928 – 219.551 3 – 40.9570 – 219.743 <u>4 – 41.0334 – 219.334</u> T 2:44.0073 – 219.502	Q – 53

\*\*\*

4:22 p.m. – **GREEN**. The track is open for practice.

4:28 p.m. – **YELLOW**. Debris on the backstretch.

4:31 p.m. – **GREEN**.

\*\*\*

Indianapolis 500 veteran Sarah Fisher will be a guest on the “The Daily Show with Jon Stewart” at 11 p.m. (ET) Monday, May 18 on Comedy Central.

It will be Fisher's first appearance on the popular show, which has won Emmy and Peabody awards. "The Daily Show" is a reality-based look at news, trends, pop culture, current events, politics, sports and entertainment, with an alternative point of view.

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**DAY 9 – SATURDAY, MAY 16, 2009**

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4:43 p.m. - #12 Power penalized five minutes for pit speed violation.

5:37 p.m. – **YELLOW**. Qualification attempt.

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5:40 p.m. #43 JOHN ANDRETTI/Indianapolis  
Window World - Dallara/Honda/Firestone  
QA-2 (QE-3) 1 – 40.9060 – 220.017 Q – 54  
2 – 41.0054 – 219.478  
3 – 40.9870 – 219.582  
4 – 41.1530 – 218.696  
T 2:44.0524 – 219.442

5:45 p.m. #24 MIKE CONWAY/Bromley, England  
Dreyer & Reinbold Racing - Dallara/Honda/Firestone  
QA-1 1 – 40.8412 – 220.366 Q – 55  
2 – 40.8318 – 220.416  
3 – 40.8832 – 220.139  
4 – 40.9880 – 219.576  
T 2:43.5442 – 220.124

5:50 p.m. #34T ALEX TAGLIANI/Lachenaie, Quebec  
Rexall Edmonton Indy - Dallara/Honda/Firestone  
QA-1 (QE-2) 1 – 40.7049 – 221.104 Q – 56  
2 – 40.7546 – 220.834  
3 – 40.7392 – 220.917  
4 – 41.0271 – 219.367  
T 2:43.2258 – 220.553

5:54 p.m. #23 MILKA DUNO/Caracas, Venezuela  
CITGO/Dreyer & Reinbold Racing -  
Dallara/Honda/Firestone  
QA-2 (QE-3) 1 – 41.1486 – 218.719 Q – 57  
2 – 41.1829 – 218.537  
3 – 41.4165 – 217.305  
4 – 41.3593 – 217.605  
T 2:45.1073 – 218.040

#23 Duno bumps #91 Lazier from the field. #00 Philippe is on the bubble.

5:58 p.m. #98 STANTON BARRETT/Bishop, Calif.  
CURB/Agajanian/Team 3G - Dallara/Honda/Firestone  
QA-1 1 – 41.2647 – 218.104 UA – 1  
2 – 41.2535 – 218.163  
3 – 41.2814 – 218.016  
4 – 41.3997 – 217.708  
T 2:45.1393 – 217.998

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**INDYCAR SERIES POST-QUALIFYING NOTES:**

- Rookie Robert Doornbos qualified 23<sup>rd</sup>, the highest position available, and won the \$5,000 Grady Construction Fastest Third Day Qualifier Award.
- Townsend Bell qualified 24<sup>th</sup> for his third Indianapolis 500.
- Oriol Servia qualified 25<sup>th</sup> for the second consecutive season. He finished 11<sup>th</sup> as a rookie last year.
- Rookie Alex Tagliani qualified 26<sup>th</sup>.
- Tomas Scheckter qualified 27<sup>th</sup> for his eighth Indianapolis 500. In his previous seven races, he had never started worse than 12<sup>th</sup> (2003).
- Rookie Mike Conway qualified 28<sup>th</sup>.
- John Andretti qualified 31<sup>st</sup> for his 10<sup>th</sup> Indianapolis 500. He has never started worse than 27<sup>th</sup>.
- Rookie Nelson Philippe qualified 33<sup>rd</sup> and will be the first driver on the bubble on Bump Day.

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Alex Castrounis, engineer for E.J. Viso's HVM Racing crew, returned to the University of New Mexico this week to graduate with a master's degree in mathematics. Castrounis flew to New Mexico on Monday and stayed through Wednesday, when there was no track activity, to defend his thesis and graduate with distinction. His thesis involved race car optimization, computer simulation and statistical methods.

Castrounis has worked with HVM for eight years.

**ALEX CASTROUNIS:** "For my thesis, I was definitely pulling on experience in racing."

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The 500 Festival announced Sunday that Annie Berning of Indianapolis was selected as the 2009 500 Festival Queen at the annual Breakfast at the Brickyard, presented by ProLiance Energy, at the Indianapolis Motor Speedway.

Berning graduated earlier this month from Indiana University, where she majored in political science, Spanish and management. Berning, 21, is one of 33 young ladies selected for the 2009 500 Festival Princess Program, serving as ambassadors for the 500 Festival and Indianapolis 500. She is a 2005 graduate of Southport High School and is the daughter of William and Sharon Berning, and Rita Berning.

As 500 Festival Queen, Berning, is a recipient of a \$2,500 educational scholarship from the 500 Festival and WTHR Channel 13. In addition, Berning will wear a jeweled crown provided by G. Thrapp Jewelers at 500 Festival events and the Indianapolis 500.

Princess Abby Dorsett of Terre Haute, Ind., a senior at Butler University majoring in public relations and advertising, and Princess Katie Rayl of Kokomo, Ind., a senior at Indiana University majoring in finance and management, were chosen as 2009 Princess Court members. Dorsett is the daughter of Brian and Gina Dorsett. Rayl is the daughter of Kyle and Lisa Rayl.

The 500 Festival Queen and Princesses attend 500 Festival events and volunteer throughout the Month of May. In addition, the 33 princesses are involved with statewide outreach programs of their choosing. Princesses are also present at various Indianapolis Motor Speedway functions and participate in the Indianapolis 500 Victory Circle celebration.

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**DAY 9 – SATURDAY, MAY 16, 2009**

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Sarah Fisher Racing team manager/chief mechanic Andy O’Gara and team owner/driver Sarah Fisher are unique at the Speedway. They also are husband and wife. Sarah also serves as team accountant and Andy is shop manager at team headquarters, just a few miles southwest of the Speedway. Fisher qualified on May 10 and is 21<sup>st</sup> in the provisional Race Day lineup. She drives the No. 67 Dollar General/Sarah Fisher Racing entry.

**Q.** Who’s the boss?

**SARAH FISHER:** “Neither one of us are really the boss. We both want to see the big picture, and we know what it’s going to take to get there. There’s really no bossing anybody around. We all work as one unit. We have a whole lot of responsibility on all our shoulders, so organizationally we don’t look at it that way.”

**ANDY O’GARA:** “Everybody’s duties go far beyond that (titles). Johnny O’Gara (Andy’s father) oversees the operation and helps us with the major decisions. He is a phone call away. My responsibilities have picked up a bunch. My day-to-day duties haven’t changed a whole lot – it’s just as stressful as it always will be.”

**Q.** Are your management philosophies the same?

**ANDY O’GARA:** “Our outlook, goals, plans and the future haven’t changed. The biggest thing Sarah and I said from the get-go was that we want to put 100 percent effort, as nice as we can do it. We don’t have to run every race. Realistically, we are comfortable running the Indianapolis 500 only. Feasibly, we have to run every superspeedway to be competitive here and to keep building our program. We don’t want to do it under-budget and put a product on the racetrack that isn’t something we are proud of. We’ve got the right group of people to go out and the right bits to go out there and run on top. Our philosophies are the same.”

**Q.** At home, do you leave racing behind?

**SARAH FISHER:** “There isn’t much time outside the racetrack, at least this month. We get home around 10 or 11 (p.m.), and we’re totally wiped out (because) we’re giving everything to this team that we can. When we’re at home, we’re planning for the next day. We learned some things that day, and we start a to-do list of the things we want to accomplish the next day. We really enjoy what we do. We like knowing that this is our team. We don’t have a dividing line at home.”

**ANDY O’GARA:** “Racing is always 24/7. It’s very rare that we go through the day without mentioning something that would make the team better. We’re as hard on each other as anybody around here. That’s because we see the best in each other. If you see an area where I can improve or where we’re slumping; I would expect anybody, including my wife, to give me a kick in the pants. I think everybody on this team feels the same when it comes to them. We’re a team, and we have 10 of the closest people around us who are like family. We talk about it 24/7. If we didn’t talk about it, that’s when things would be abnormal.”

**Q.** What are your expectations on Race Day

**SARAH FISHER:** “It’s going to be a lot different for me this year. Last year I was under a whole, whole lot of stress. In order to make Kentucky (Speedway), I had to bring the car home last year after Race Day, and we weren’t able to do that. I’m a lot more relaxed in the race car this year. You can hear it in my voice. I think that will attribute to a lot better finish. When we come home top 10, it will be a win for us.”

**ANDY O’GARA:** “I’m positive. I’ve worked for Sarah for six years, and I know what she likes in a race car. I hear the confidence in her voice. We have a great race car. We’re starting a little far back, but we can work our way into the top 10. Then we can be up there fighting a little bit at the end. I see nothing right now that we won’t be or can’t be there.”

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**DAY 9 – SATURDAY, MAY 16, 2009**

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Three-time Indianapolis 500 winner Bobby Unser visited the track today.

**BOBBY UNSER:** "It's good to be back here; it always is. I had 19 continual years of running here and never missed the show. Of course, this is like a home to me, honest to goodness. I live in Albuquerque, but Indianapolis is where I made my life most of the time. It's really touching and always good to come back here." (What stands out most in your mind in all the years you raced here?): "I think probably my rookie year. You know, my brother Jerry was here first and, of course, he lost his life here. Those were just bad memories. When it really started for me was in '63 when I came here for my first time. That was just so exciting. It's so big; it's bigger than human beings, and it just really rattles your brain an awful lot until you get use to it for a year or two." (On his feelings walking into the Speedway this year): "Oh, it's really nice. So many people know me. Race fans are different types of people. They're good people, and I just love them to death."

\*\*\*

A total of 48 cars are currently at the Speedway and have passed technical inspection. Thirty-five drivers have been on the track to date and turned 743 laps today and 10,343 laps this month. Helio Castroneves turned 55 laps, the most laps today, while Raphael Matos has turned 559 laps this month, most of any driver. There were three cautions today for a total of 24 minutes. Rain delayed the start of qualifying by 3 hours, 31 minutes.

\*\*\*

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

7 a.m.	Garages open
10:15-11:15 a.m.	IndyCar Series practice
Noon-6 p.m.	Bump Day Qualifying

**\*\*\*END DAY 9\*\*\***

**DAY 10 – SUNDAY, MAY 17, 2009**

**Page 1**

Welcome to the 2009 Indianapolis 500, the fourth race of the 2009 IndyCar<sup>®</sup> Series season. John Griffin, vice president of public relations for the Indy Racing League, and Ron Green, director of public relations for the Indianapolis Motor Speedway, and their staffs are here to assist you. Please direct your questions and requests to anyone in the Media Center.

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

7 a.m. Garages open  
10:15-11:15 a.m. IndyCar Series practice  
Noon-6 p.m. Bump Day Qualifying

\*\*\*

**INDYCAR SERIES PRACTICE:**

At 9:45 a.m., the ambient temperature was 53 degrees with a relative humidity of 45 percent and winds from the northeast at 7 mph. Skies were sunny. The track temperature was 73 degrees, according to Firestone engineers.

10:15 a.m. – **GREEN.**

10:54 a.m. - #36 Junqueira on track for the first time this month for an installation lap.

11:15 a.m. – **CHECKERED.**

**FASTEST TIMES/SPEEDS OF SESSION:**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>Time</b>	<b>Speed</b>
1.	23	Milka Duno	40.6163	221.586
2.	13	E.J. Viso	40.7508	220.855
3.	00	Nelson Philippe	40.7804	220.694
4.	36	Bruno Junqueira	40.8769	220.173
5.	91	Buddy Lazier	40.9526	219.766

\*\*\*

Monday will be a busy day for the 33 starters of the Indianapolis 500, as well as League and Speedway executives. Front Row qualifiers Helio Castroneves, Ryan Briscoe and Dario Franchitti, as well as driver Ryan Hunter-Reay, will fly to New York tonight for Monday morning media appearances. The Front Row drivers will appear on FOX's "Morning Show with Mike & Juliet" and on XM Sirius' Mad Dog Radio. Hunter-Reay will appear on Bloomberg News and will be joined by Indy Racing League President, Commercial Division, Terry Angstadt on Fox Business' "Money for Breakfast."

The rest of the 33 starters will depart Indianapolis at 7 a.m. Monday. The entire field will pose for photographs in the traditional 11 rows of three at Herald Square, home of the flagship Macy's department store. All drivers will participate in a media luncheon with more than 100 national and international correspondents.

Other Monday media appearances include an appearance by Tony George, CEO of the Indy Racing League and the Indianapolis Motor Speedway, on CNBC's "Power Lunch," Sarah Fisher on Comedy Central's "Daily Show with Jon Stewart," and the Front Row drivers on "Late Night with Jimmy Fallon."

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**INDIANAPOLIS MOTOR SPEEDWAY CENTENNIAL ERA FACT OF THE DAY:**

The Indianapolis Motor Speedway's highly recognizable "Winged-Wheel" logo was introduced in 1909. The wheel represented the founders' vision of an automobile testing ground, and the wings alluded to the role aviation played in the early years at the Speedway.

Through the years, the logo has had hundreds of variations, usually custom-made for the application, be it program cover, credential, ticket or poster. The seven racing flags became a primary element by the mid-1950s.

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**BUMP DAY QUALIFYING:**

Bump Day Qualifying consists of one warm-up lap followed by a four-lap qualifying attempt. Any qualifying attempt that is faster than a qualified entrant in the 33 positions in the starting field will bump the slowest qualifier from the field, regardless of the day of qualification. The “bumped” entrant will be removed from the field of 33, and the remaining field will move ahead one position in the starting field as the newly qualified entrant will take the 33<sup>rd</sup> position, or a higher position if faster than the other fourth day qualifiers.

- Each car is allowed three attempts per day. An attempt is considered by taking the green flag after the warm-up lap.
- A designated team representative must be at the north end of pit lane to show a green flag the second time by for the driver to receive a green flag from the starter. If the representative does not show a flag or displays a yellow flag, it will not be considered a qualifying attempt.
- An attempt can be waved off by the representative displaying a yellow flag or by the car returning to pit lane.
- Cars that complete qualifying attempts before 4:45 p.m. may go to either voluntary or mandatory impound. Cars that go to voluntary impound at Pit 17 forego the mandatory impound and post-qualifying photo. Teams may get the car back only if it is bumped, withdrawn or goes to mandatory impound.
- Cars that complete qualifying attempts after 4:45 p.m must go to mandatory impound. The only way teams may get the car back is if is bumped or withdrawn.
- If a yellow flag comes out during a qualifying run, the car on track will go back to the front of the qualifying line. Teams may put on new tires but are not permitted to make any other adjustments.
- A car that leaves pit lane before the gun sounds at 6 p.m. will be permitted to finish its qualifying attempt.

Track qualifying record: Arie Luyendyk, 2 minutes, 31.908 seconds, 236.986 mph (May 12, 1996). Fastest IndyCar Series lap today: #23 Milka Duno, 40.6163 seconds, 221.586 mph.

At noon, the ambient temperature was 67 degrees with a relative humidity of 32 percent and winds from the north-northeast at 14 mph, gusting to 18 mph. Skies were partly cloudy. The track temperature was 87 degrees, according to Firestone engineers.

**BUMP DAY QUALIFYING CHRONOLOGY:**

**(Cumulative four laps; times and speeds calculated using a traveling distance of 2.5 miles, which corresponds with data registered by on-board telemetry. The green flag is given on the second time by the flag stand.)**

Noon - #00 Philippe withdraws his qualified time.

12:01 p.m.	#00	NELSON PHILIPPE/Valence, France	
		i drive green HVM Racing - Dallara/Honda/Firestone	
QA-1 (QE-2)		1 – 40.7986 – 220.596	Q – 58
		2 – 40.7299 – 220.968	
		3 – 40.7685 – 220.759	
		<u>4 – 40.7808 – 220.692</u>	
		T 2:43.0778 – 220.754	

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12:10 p.m. – **GREEN.** The track is open for practice.

12:12 p.m. – **YELLOW.** Debris.

\*\*\*

At 11:20 a.m., new enlistees were inducted into the Armed Forces in a ceremony held in front of the Pagoda as part of Armed Forces Day activities. The new enlistees were sworn in by Sen. Richard Lugar of Indiana.

\*\*\*

Military presence, tradition and recognition are time-honored staples of the Indianapolis 500, especially today on IMS Armed Forces Day. This year, there is an added military presence in the paddock as two cars are sponsored by branches of the U.S. military, the No. 2 US Air Force Luczo Dragon car driven by Brazilian Rafael Matos and the No. 4 National Guard Panther Racing car driven by Englishman Dan Wheldon. Despite being non-U.S. citizens, both drivers have strong senses of honor, pride and responsibility being associated with the U.S. military.

Wheldon is involved with the National Guard Youth ChalleNGe program, a preventative at-risk program that helps 16 to 18-year-old dropouts get their GED, return to school or enter into secondary education courses. One recent Youth ChalleNGe graduate, Cadet Clarence Jones, is of particular interest to Wheldon. The two met earlier this year at the National Guard's Youth ChalleNGe Gala. Emotionally moved by Cadet Jones' story of going from a Georgia gang member to a future commercial pilot, Cadet Jones will be a special guest of Panther Racing for the 2009 Indianapolis 500.

**RAPHAEL MATOS:** "It means a lot. I'm very proud and very honored to be carrying the Air Force logo on my car. It's a lot of responsibility for me and for the whole team. The team is very motivated to have the Air Force with us. We have pretty much the same philosophy as the Air Force boys: They fight for our freedom, and we're fighting here for performance and to get good results. Hopefully, we'll make them proud of us."

**DAN WHELDON:** "It's an absolute honor. To think that I can be part of the program and represent a group of truly courageous, honorable and very persevering individuals; it's incredible to represent them. To carry the camouflage colors is incredibly appropriate for this particular race, and nothing would give me greater satisfaction than to be in Victory Lane with some soldiers drinking milk." (About ChalleNGe program): "As far as the Youth ChalleNGe program, I was announced as the national spokesperson for that particular program in Long Beach. Having met a lot of the cadets who have enrolled in the program, it's very humbling to be part of that. There are some fantastic individuals I've met, and I find it very humbling and inspirational. For me, I don't feel like it's me that's giving; it's the different cadets that are giving. Some of the stories that you hear make you realize truly how special they are."

\*\*\*

12:21 p.m. - #23 Duno withdraws her qualified time.

12:21 p.m.	#23	MILKA DUNO/Caracas, Venezuela CITGO/Dreyer & Reinbold Racing - Dallara/Honda/Firestone	
QA-1 (QE-4)		1 – 40.6723 – 221.281	Q – 59
		2 – 40.6516 – 221.393	
		3 – 40.7312 – 220.961	
		<u>4 – 40.7629 – 220.789</u>	
		T 2:42.8180 – 221.106	

\*\*\*

12:29 p.m. – **GREEN.** The track is open for practice.

\*\*\*

Entry List update: The car name for the #5 KV Racing Technology entry has been changed to Azul Tequila-Votorantim-KV Racing.

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John Montgomery Jr., 40, of Columbus, Ohio, has done about everything there is to do in working on an Indy car. His main expertise is carbon fiber work, but he's been a fabricator, tire changer, an air jack man, a general mechanic and other things with several teams.

The last two years, he worked for Rahal Letterman's IndyCar Series program but was part of the winter layoff group from that team. But he still came to Indy. He was staying with a friend and mentioned Thursday morning, May 14 that he was going to the track to look for a job, then go home to Columbus to see his family and come back that night. But he didn't make it back to Columbus. The Rahal Letterman team asked when he could start for the weekend. He said "now." He returned to his friend's place that night wearing a DAFCA team shirt, and two days later, Oriol Servia was third fastest in Third Day Qualifying at 220.984 mph in the Rahal Letterman entry.

**JOHN MONTGOMERY JR:** "I've just been tearing up the concrete all month trying for an opportunity to work for a team. I think I've talked to every team manager, and Scott Roembke and Steve Dickson were very gracious, and they gave me an opportunity to be a part of it. God and my family are most important to me, but this is the pinnacle of racing, the most important race in the world, the history itself, the passion itself. Since I was a kid, I wanted to compete in some sense. I wanted to drive, but I was very good mechanically and driving was not my calling. There weren't a lot of opportunities, but I wasn't going to miss one. It raised my spirits. It's exciting. I want to just be a part of it. There's nothing like being here and seeing everyone again. It's just awesome. Eventually, I hope to come 'back home again in Indiana.'"

\*\*\*

12:57 p.m. – **YELLOW.** Qualification attempt.

\*\*\*

1:02 p.m.	#36	BRUNO JUNQUEIRA/Belo Horizonte, Brazil ALL SPORT/BIG RED - Dallara/Honda/Firestone	
QA-1		1 – 40.6235 – 221.547	Q – 60
		2 – 40.6880 – 221.195	
		3 – 40.7302 – 220.966	
		<u>4 – 40.7697 – 220.752</u>	
		T 2:42.8114 – 221.115	

#36 Junqueira bumps #43 J. Andretti from the field. #21T Hunter-Reay is on the bubble.

\*\*\*

1:10 p.m. – **GREEN.** The track is open for practice.

2:24 p.m. – **YELLOW.** Track inspection.

2:34 p.m. – **GREEN.**

3:18 p.m. – **YELLOW.** Qualification attempt.

\*\*\*

3:22 p.m. - #21T Hunter-Reay withdraws his qualified time. #43 J. Andretti is re-inserted in the field and is on the bubble.

3:22 p.m.	#21T	RYAN HUNTER-REAY/Boca Raton, Fla. Vision Racing - Dallara/Honda/Firestone	
QA-1 (QE-3)		1 – 40.8487 – 220.325	Q – 61
		2 – 40.8132 – 220.517	
		3 – 40.8394 – 220.375	
		<u>4 – 40.8285 – 220.434</u>	
		T 2:43.3298 – 220.413	

#21T Hunter-Reay bumps #43 J. Andretti from the field. #13 Viso is on the bubble.

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3:33 p.m. - #24 Conway withdraws his qualified time. #43 J. Andretti is re-inserted in the field and is on the bubble.

3:33 p.m. #24 MIKE CONWAY/Bromley, England  
Dreyer & Reinbold Racing - Dallara/Honda/Firestone  
QA-1 (QE-2) 1 – 40.5773 – 221.799 Q – 62  
2 – 40.6513 – 221.395  
3 – 40.6832 – 221.222  
4 – 40.6771 – 221.255  
T 2:42.5889 – 221.417

#24 Conway bumps #43 J. Andretti from the field. #13 Viso is on the bubble.

\*\*\*

3:40 p.m. – **GREEN.** Track is open for practice.

3:47 p.m. – **YELLOW.** Qualification attempt.

\*\*\*

3:53 p.m. #43 JOHN ANDRETTI/Indianapolis  
Window World - Dallara/Honda/Firestone  
QA-1 (QE-4) 1 – 41.1152 – 218.897 UA – 1  
2 – waved off

\*\*\*

3:59 p.m. – **GREEN.** The track is open for practice.

At 4 p.m., the ambient temperature was 62 degrees with a relative humidity of 34 percent and winds from the north at 10 mph, gusting to 19 mph. Skies were sunny. The track temperature was 108 degrees, according to Firestone engineers.

4:12 p.m. – **YELLOW.** Debris.

4:14 p.m. – **GREEN.**

\*\*\*

The Fisher House organization, a charity supported by the Indianapolis 500, has a booth on the Pagoda Plaza today to raise funds to equip "homes away from home" for families of service members receiving medical care. Fisher House has 38 comfort homes at military and VA medical centers, providing support to families of patients receiving care. Families of service men and women wounded or injured in Operation Iraqi Freedom and Operation Enduring Freedom do not pay for their stay at a Fisher House.

**EARNEST WINSTON (Volunteer):** "This organization is for soldiers who have an illness or physical condition and their families to be together and help support them. Fisher House homes have kitchens and laundry rooms, and the families can stay with their soldiers who have been, unfortunately, hurt." (On the plaza this month): "We're selling T-shirts for \$10 and dog tags for \$5. All of the proceeds go the Fisher House organization."

\*\*\*

4:25 p.m. – **YELLOW.** Qualification attempt.

\*\*\*

4:29 p.m. - #13 Viso withdraws his qualified time. #43 J. Andretti is re-inserted in the field.

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4:30 p.m. #13 E.J. VISO/Caracas, Venezuela  
PDVSA HVM Racing - Dallara/Honda/Firestone  
QA-1 (QE-3) 1 – 40.6428 – 221.441 Q – 63  
2 – 40.6820 – 221.228  
3 – 40.6996 – 221.132  
4 – 40.7509 – 220.854  
T 2:42.7753 – 221.164

#13 Viso bumps #43 J. Andretti from the field. #19 Scheckter is on the bubble.

\*\*\*

United States Sen. Richard Lugar (R-Ind.) talked today about his enjoyment at conducting the annual swearing-in ceremony for the U.S. armed forces on IMS Armed Forces Day during the Month of May.

**SEN. RICHARD LUGAR:** (On the IMS Centennial Era and the swearing-in ceremony): “The history of the Speedway is such an important part of our history in Indiana. We all reassure memories of how it began and all the development over the years. I’ve had a special privilege the last 29 years swearing into the armed forces young men and women from Indiana. With all the background of the Speedway, the people come here to see the race cars but also treasure ideals of patriotism, and are very thoughtful about our troops. We look forward to breakfast each year with Mari Hulman George and Tony George. I remember vividly my initial experience with Tony Hulman, which made it possible for us to swear in these troops. Each year is filled with memories, and we think of the history of the Speedway and we think of the history of the Armed Forces Day and the way the history has been celebrated here.” (About his enjoyment of racing at IMS): “I came out annually as mayor of Indianapolis. For eight years (when mayor), we watched it with our family and took part in the celebrations. This Armed Service Day has offered me an opportunity as a senator to continue those ties.”

\*\*\*

Fans this weekend at the Indianapolis Motor Speedway have enjoyed seeing the four founding fathers of IMS, played by local actors in period attire, walking the stands, taking photographs and talking to fans.

Tom Harrison is playing Carl Fisher, Hal Hefner is playing James Allison, Jeff Angel is playing Frank Wheeler, and Matthew Allen is playing Arthur Newby. The actors will participate in the IPL 500 Festival Parade on Saturday, May 23 and have appeared at various IMS functions since the Centennial Era was announced in May 2008.

All four actors said the fans have been very enthusiastic about seeing the group and that each character is easily recognized. Some fans also have purchased a picture of the actual founding fathers in IMS Gift Shops and showed it to the actors.

**HAL HEFNER (Actor playing James Allison):** “Allison gets a lot of ‘I work for you!’ from fans. He founded Allison transmissions, of course. We had a guy who has been to 62 straight races who came up and talked to us yesterday. We’ve had about three or four people who have said, ‘I went in and bought your picture.’”

\*\*\*

Today was IRL Family Day at the track, sponsored by IRL Ministries and the Indy Family Foundation.

**FELICIA McCORMACK (Volunteer):** “We invited the families of the crew members, IRL officials and IMS/Brickyard employees out for a day at the track. Hundreds of people enjoyed lunch and had garage passes. We had gifts for the children, racing simulators, little go-kart race cars and a vision screening by Prevent Blindness Indiana. It was fabulous. Indy Family Foundation promotes camaraderie among the participants in the racing community. And we have a benevolent fund that aids racers in times of financial need due to injury or illness.”

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4:37 p.m. – **GREEN.**

5:24 p.m. - #36 Junqueira issued a drive-through penalty for pit speed violation.

5:26 p.m. – **YELLOW.** Debris.

\*\*\*

5:35 p.m. - #19 Scheckter withdraws his qualified time. #43 J. Andretti is re-inserted in the field.

5:36 p.m. #19 TOMAS SCHECKTER/Cape Town, South Africa  
MONA-VIE - Dallara/Honda/Firestone  
QA-1 (QE-2) 1 – 40.5689 – 221.845 Q – 64  
2 – 40.6158 – 221.589  
3 – 40.6387 – 221.464  
4 – 40.7074 – 221.090  
T 2:42.5308 – 221.496

#19 Scheckter bumps #43 J. Andretti from the field. #21T Hunter-Reay is on the bubble.

5:40 p.m. #43 JOHN ANDRETTI/Indianapolis  
Window World - Dallara/Honda/Firestone  
QA-2 (QE-5) 1 – 40.7943 – 220.619 UA – 2  
2 – 40.8466 – 220.337  
3 – 40.8948 – 220.077  
4 – 40.8912 – 220.096  
T 2:43.4269 – 220.282

5:41 p.m. - #34T Tagliani pulls out of line.

5:45 p.m. - #21T Hunter-Reay pulls out of line. #34T Tagliani pulls out of line.

5:45 p.m. #91 BUDDY LAZIER/Vail, Colo.  
Hemlgarn Johnson - Dallara/Honda/Firestone  
QA-1 (QE-2) 1 – 41.1851 – 218.526 UA – 1  
2 – waved off

5:48 p.m. #98 STANTON BARRETT/Bishop, Calif.  
CURB/Agajanian/Team 3G - Dallara/Honda/Firestone  
QA-1 (QE-2) 1 – 41.1384 – 218.774 UA – 1  
2 – waved off

5:49 p.m. - #00 Philippe pulls out of line.

5:51 p.m. - #34T Tagliani pulls out of line.

5:52 p.m. #43 JOHN ANDRETTI/Indianapolis  
Window World - Dallara/Honda/Firestone  
QA-3 (QE-6) 1 – 40.6191 – 221.571 Q – 65  
2 – 40.6516 – 221.393  
3 – 40.6869 – 221.201  
4 – 40.7059 – 221.098  
T 2:42.6635 – 221.316

#43 J. Andretti bumps #21T Hunter-Reay from the field. #34T Tagliani is on the bubble.

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5:57 p.m. #21 RYAN HUNTER-REAY/Boca Raton, Fla.  
Vision Racing - Dallara/Honda/Firestone  
QA-2 (QE-4) 1 – 40.7333 – 220.949 Q – 66  
2 – 40.7557 – 220.828  
3 – 40.8492 – 220.323  
4 – 40.8552 – 220.290  
T 2:43.1934 – 220.597

#21T Hunter-Reay bumps #34T Tagliani from the field.

\*\*\*

**QUALIFYING LINE CHRONOLOGY, 5:35-6 P.M.**

#19 Scheckter	Made successful qualifying attempt at 5:36 p.m.
#43 J. Andretti	Made unsuccessful qualifying attempt at 5:40 p.m.
#34T Tagliani	Pulled out of line at 5:41 p.m., pulled back in line behind #21T Hunter-Reay.
#21T Hunter-Reay	Pulled out of line at 5:45 p.m.
#91 Lazier	Waved off after Lap 1 of qualifying attempt.
#34T Tagliani	Pulled out of line at 5:46 p.m.
#98 Barrett	Waved off after Lap 1 of qualifying attempt.
#00 Philippe	Pulled out of line at 5:49 p.m., pulled back in line behind Hunter-Reay, Tagliani, Servia and Andretti.
#21T Hunter-Reay	Pulled out of line at 5:51 p.m.
#34T Tagliani	Pulled out of line at 5:51 p.m.
#17 Servia	Pulled out of line at 5:51 p.m.
#43 Andretti	Made successful qualifying attempt at 5:52 p.m. after pulling in line at 5:50 p.m. behind Hunter-Reay, Tagliani and Servia.
#00 Philippe	Pulled out of line at 5:57 p.m.
#21T Hunter-Reay	Made successful qualifying attempt at 5:57 p.m.
#34T Tagliani	Only car in line when gun fired at 6 p.m.

#91 Lazier, #17 Servia were in line behind #34T Tagliani after Hunter-Reay started attempt. #17 Servia pulled out of line at 5:58 p.m. #91 Lazier pulled out of line at 5:59 p.m.

\*\*\*

**INDYCAR SERIES POST-QUALIFYING NOTES:**

- Ryan Hunter-Reay wins the \$50,000 Firestone Indy 500 Final Qualifier Award as the last driver to qualify on Bump Day. He will start 33<sup>rd</sup>.
- Tomas Scheckter wins the \$10,000 Red Gold Red Zone Award for turning the fastest single qualifying lap on Bump Day. Lap 1 of his attempt was 221.845 mph. He will start 26<sup>th</sup>.
- John Andretti qualified 28<sup>th</sup> for his 10<sup>th</sup> Indianapolis 500, his lowest career starting position. His previous low was 27<sup>th</sup> in his first “500” in 1988.
- Nine drivers combined to make 12 qualifying attempts on Bump Day. There were seven “bumps.”
- This is the closest matched field by time in Indianapolis 500 history. 3.0967 seconds separate fastest qualifier Helio Castroneves and slowest qualifier Ryan Hunter-Reay. The previous record was 3.2422 seconds set in 2001.
- This is the sixth-closest matched field by speed in Indianapolis 500 history. 4.267 miles per hour separate fastest qualifier Helio Castroneves and slowest qualifier Ryan Hunter-Reay. The record is 3.130 miles per hour set in 1953.

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- There are four former Indianapolis 500 winners in the starting field: Helio Castroneves (2001, 2002), Dan Wheldon (2005), Dario Franchitti (2007) and Scott Dixon (2008). Between them they have six victories. The record for most former winners in the field is 10 in 1992. The fewest, other than the inaugural race in 1911, is zero in 1912.
- There is a combined 125 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 104 years of combined experience in last year's field.
- Scott Sharp is the most experienced driver in the field with 13 previous Indianapolis 500 starts. The record is 35 set in consecutive years from 1958-1992 by A.J. Foyt.
- The oldest driver in the starting field is Davey Hamilton, 45. The youngest qualifier is Graham Rahal, 20.
- There are four rookies in the field. They are Mike Conway, Robert Doornbos, Raphael Matos and Nelson Phillipe. Last year's field had 11 rookies.
- In addition to the four rookies in the race, there are three other drivers (Dario Franchitti, Scott Sharp and Paul Tracy) who did not start in last year's race.
- Dan Wheldon has led 234 career laps in the Indianapolis 500, more than any other driver in this year's field. Tony Kanaan is the only other driver in the field who has led more than 200 career laps in the Indianapolis 500. Kanaan has led 214 laps.
- There are seven graduates of Firestone Indy Lights in the field. The graduates are Marco Andretti, Ed Carpenter, A.J. Foyt IV, Alex Lloyd, Hideki Mutoh, Raphael Matos and Graham Rahal.
- Buddy Lazier failed to qualify for the Indianapolis 500. The 16-time race starter is the only driver who has started every Indianapolis 500 under IndyCar Series banner (1996-2008).

\*\*\*

#### **Brian Barnhart (Indy Racing League president of competition and racing operations):**

(About the 2009 field being the closest field by time): "That is pretty cool. I didn't know that, and I'm certainly glad to hear it. It speaks volume about our formula and the depth of field that we have. I feel so bad for Tags (Alex Tagliani) and the Conquest Racing team. They work their tails off all year, and I'll tell you, leaning in the cockpit and telling them they weren't going to get to go because we're out of time and they're a lame duck and he's either in or out and it's not under his control was one of the hardest things I've ever done. It was just a devastating look in his eyes. I know how hard he and the team had worked. From a field standpoint, it's what makes Indianapolis special. It's the 33 best drivers and teams under the conditions of what we had. Tightest field speaks volumes about how tight the competition is." (About the format finally running as planned): "We got all four days in with bumping, and the depth of field reflected on it. I know it's pressure packed for the drivers and teams, but the feedback from the fans is how much they like it. These guys understand that that's the job. Whatever the format is, it's their job to go out and drive the car as fast as the conditions allow. When you look at how clean the days were, they obviously all did it. The fact they get three attempts a day and guys were voluntarily pulling out (of line). Pretty gutsy moves, and they all seemed to pay off."

\*\*\*

A total of 48 cars are currently at the Speedway and have passed technical inspection. Thirty-six drivers have been on the track to date and turned 1,841 laps today and 12,184 laps this month. Marco Andretti turned 114 laps, the most laps today. There were four cautions today for a total of 35 minutes.

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The next on-track activity is Thursday, May 21.

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

7 a.m.	Garages open
9-9:45 a.m.	Firestone Indy Lights practice
11:45 a.m.-12:30 p.m.	Firestone Indy Lights practice
3 p.m.	Firestone Indy Lights Qualifying

**\*\*\*END DAY 10\*\*\***

**DAY 11 – THURSDAY, MAY 21, 2009**

**Page 1**

Welcome to the 2009 Indianapolis 500, the fourth race of the 2009 IndyCar® Series season. John Griffin, vice president of public relations for the Indy Racing League, and Ron Green, director of public relations for the Indianapolis Motor Speedway, and their staffs are here to assist you. Please direct your questions and requests to anyone in the Media Center.

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

7 a.m. Garages open  
9-9:45 a.m. Firestone Indy Lights practice  
11:45 a.m.-12:30 p.m. Firestone Indy Lights practice  
3 p.m. Firestone Indy Lights qualifying

\*\*\*

**FIRESTONE INDY LIGHTS PRACTICE 1:**

At 9 a.m., the ambient temperature was 68 degrees with a relative humidity of 51 percent and winds from the south-southwest at 1 mph. Skies were sunny. The track temperature was 81 degrees, according to Firestone engineers.

9 a.m. – **GREEN.**

9:13 a.m. - #36 Donoso given a drive-through penalty for pit speed violation.

9:15 a.m. – **YELLOW.** Debris between Turns 3 and 4.

9:19 a.m. – **GREEN.** #6 Jackson given a drive-through penalty for pit speed violation.

9:40 a.m. – **YELLOW.** #7 Hinchcliffe does a quarter-spin to the right in Turn 1 but does not make contact. He restarts and continues to pit lane.

9:42 a.m. – **GREEN.** #27 Saavedra given a drive-through penalty for pit speed violation.

9:45 a.m. – **CHECKERED.**

**FASTEST TIMES/SPEEDS OF SESSION:**

Pos.	Car	Name	Time	Speed
1.	35	Charlie Kimball	46.7771	192.402
2.	27	Sebastian Saavedra	46.9109	191.853
3.	26	J.R. Hildebrand	46.9239	191.800
4.	11	Wade Cunningham	46.9556	191.670
5.	20	Ana Beatriz	47.1417	190.914

\*\*\*

The 10<sup>th</sup> annual Racing to Recovery Gala sponsored by the Sam Schmidt Paralysis Foundation raised more than \$250,000 this year. The event, which included dinner and a live auction, attracted more than 500 people, including IndyCar Series drivers Helio Castroneves, Scott Dixon, Ryan Briscoe, Raphael Matos, Ed Carpenter and Alex Lloyd, and Firestone Indy Lights drivers Ana Beatriz, James Hinchcliffe, Gustavo Yacaman and Wade Cunningham.

Live and silent auctions at the event included vacations, jewelry, wines and racing memorabilia signed by IndyCar Series and NASCAR drivers. Roger Warrick, a renowned motorsports artist, created a live painting during the evening, which was also auctioned off.

Arie Luyendyk was presented with the Legendary Driver Award, and Jim Oxley, senior vice president of investments of Oxley Financial Advisory Group, was awarded the Partner for a Cure Award.

\*\*\*

**INDIANAPOLIS MOTOR SPEEDWAY CENTENNIAL ERA FACT OF THE DAY:**

Garages were added inside Turn 1 in 1910, making the Indianapolis Motor Speedway one of the only racetracks to have permanent garages.

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Sarah Fisher will appear on “The Price is Right,” the longest-running game show in television history, on Friday. Fisher will present a showcase featuring a trip to the Indianapolis 500.

Fisher taped the show in April and had the opportunity to spin the famous ‘Big Wheel’ after the show.

**SARAH FISHER (No. 67 Dollar General/Sarah Fisher Racing):** “I had such a blast going on “The Price is Right.” Drew Carey and all the staff at CBS and Fremantle were so gracious to me and seemed really excited to have us there. The show is such a mainstay in American television, and I was honored to be involved. I've watched the show since I was a kid and never dreamed I'd be on it one day.”

\*\*\*

Lauren George, the youngest daughter of Indy Racing League founder and Vision Racing co-owner Tony George, assumed the role of team owner of Vision Racing’s Firestone Indy Lights operation on May 7, her 18<sup>th</sup> birthday.

Lauren George attended her first Indianapolis 500 Pole Day at just four days old and will be attending her 19<sup>th</sup> “500” on Sunday.

George will be graduating from Park Tudor School this month and entering the University of Notre Dame.

**TONY GEORGE:** “Laura and I have decided to bring Lauren into ownership with the intent of making her responsible for directing our Firestone Indy Lights program. She has literally grown up around the sport and has developed a passion for it. Given her desire, ambition and acumen, her mother and I agreed that this would be a perfect opportunity for her. We are very proud of her and are excited for both her and the team.”

**LAUREN GEORGE:** “Since the formation of Vision in 2005, I have watched the team grow from the ground up and have been able to see first-hand the many challenges of operating a successful racing team. I have been known to offer my dad my ‘two cents’ about the team from time to time, mostly when it’s not asked for, so maybe this is my parents’ way of showing me just how difficult it is to operate a team. Regardless, I’m excited for the opportunity and plan on giving it my full attention and devotion. Just because I will be completing my studies, I don’t think the day-to-day operation is going to change at all. We have a wonderful group of guys at the shop, from the two-car IndyCar Series team all the way down through the Lights team and our partnership with Bryan Herta and Steve Newey, so I have no concerns about the team’s direction. Looking forward, I think one of my main objectives is to make the team sustainable so that in the future Vision can give talented, young drivers, who we believe have the potential to be great assets to IndyCar on and off the track, the opportunity to show their ability to the top teams in the IndyCar Series.”

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**FIRESTONE INDY LIGHTS PRACTICE 2:**

At 11:45 a.m., the ambient temperature was 80 degrees with a relative humidity of 44 percent and winds from the west-southwest at 7 mph. Skies were sunny. The track temperature was 113 degrees, according to Firestone engineers.

11:45 a.m. – **GREEN.**

12:30 p.m. – **CHECKERED.**

**FASTEST TIMES/SPEEDS OF SESSION:**

<b>Pos.</b>	<b>Car</b>	<b>Name</b>	<b>Time</b>	<b>Speed</b>
1.	27	Sebastian Saavedra	47.2354	190.535
2.	26	J.R. Hildebrand	47.3132	190.222
3.	16	Pippa Mann	47.3229	190.183
4.	11	Wade Cunningham	47.4127	189.823
5.	21	James Davison	47.4832	189.541

(More)

**FASTEST COMBINED PRACTICE TIMES/SPEEDS:**

Pos.	Car	Name	Time	Speed
1.	35	Charlie Kimball	46.7771	192.402
2.	27	Sebastian Saavedra	46.9109	191.853
3.	26	J.R. Hildebrand	46.9239	191.800
4.	11	Wade Cunningham	46.9556	191.670
5.	20	Ana Beatriz	47.1417	190.914

\*\*\*

Team PBIR and 2006 Firestone Indy Lights champion Jay Howard agreed to a last-minute deal to put the driver into the #37 car for the Firestone Freedom 100. Howard missed the first practice session but turned 23 laps in the second session with the 13<sup>th</sup>-fastest speed. He borrowed the helmet worn by Scott Dixon on Pole Day and scrambled to find other equipment.

**JAY HOWARD:** “It’s a bit of borrowed equipment from everywhere. The helmet is Scott’s, the suit and HANS are mine from the truck. The fireproof underwear, shoes, gloves and balaclava belong to Anton Julian (a member of Danica Patrick’s crew who races locally). I’m just happy I didn’t stay out too late last night.”

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Bridgestone Americas Tire Operations will serve as title sponsor for the IndyCar Series championship finale at Homestead-Miami Speedway. The Firestone Indy 300 will be contested Oct. 10.

**AL SPEYER (Executive Director, Firestone Racing):** “The past three IndyCar Series championships have been decided on the last lap of the last race of the season. In the final lap of this year’s Firestone Indy 300 at Homestead-Miami Speedway, just as they have on every other lap this season, drivers will rely on their Firestone Firehawk tires to carry them to the checkered flag. It is fitting that this year’s title winner will be crowned at a track that presents Firestone Racing engineers with one of their greatest challenges, as whoever emerges on top, both in the race and in this year’s championship, will truly have earned the rewards considering the diversity of the IndyCar Series schedule and its deep field of talented drivers. We are proud to see the Firestone brand associated with the best of the best.”

**CURTIS GRAY (President, Homestead-Miami Speedway):** “The Firestone brand is synonymous with IndyCar Series championships, and Homestead-Miami Speedway has become synonymous with crowning motorsports champions. As we make history in 2009 as the first and only track ever to host all six of North America’s premier motorsports championships, Firestone will play an integral role in building both the Firestone Indy 300 and Firestone Indy Lights championship finales. What an opportunity it is for us to partner with an absolute pillar of the sport.”

**SCOTT DIXON:** (On the rigors of going for a third IndyCar Series championship): “That’s what makes this championship so tough to win. You have to be good at all disciplines, no matter what it is. You cannot let your guard down. In the past, especially with only two or three road courses, you still had guys winning the championships who maybe didn’t fare well as well on the road courses. Now you have six or seven of the things. You have to end the (championship) on a course (oval) like Homestead because the racing needs to be fierce and it needs to come down to the last lap.” (On the importance of being in the Indy 500 at the outset of its Centennial celebration): “Any time you are competing in the ‘500,’ it’s special. The history alone is just amazing. To be part of the (Centennial) era, it’s amazing to be here now and looking forward to 2011 (100<sup>th</sup> anniversary of the “500”). It’s different for me, coming from a country far, far away. I didn’t see too much of the race until I came here in 2000. When you first walk through the gates here for your first ‘500,’ it’s like no other facility. The number of people they cram in here, 300,000 to 400,000 people, on Race Day is very unique. It’s like no other race. The special thing is the tradition and the history. It’s far beyond any other race in the world. The whole process is month long – two races in one, the one for the pole and then the race. The Speedway, IMS and IndyCar Series have done a fantastic job of promoting it (Centennial). The word is that the Speedway is a very special place, and the whole world needs to witness it.”

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**DAY 11 – THURSDAY, MAY 21, 2009**

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**BOBBY RAHAL:** (On winning an Indy car championship): “My first championship was decided in Miami on a road course. It is a grind. I think that’s what makes winning a championship so satisfying. It’s always great to win a race, but when you win a championship you feel like on any given day you were there. And that’s tough to do over the course of six or eight months. It’s a lot of pressure - particularly as it gets close. I remember two of my championships were decided at the last race. It’s a lot of pressure to carry into them. I was leading going into both of my championships. It was probably more (pressure) if you were running in second, but still when you’ve worked hard all year long and you know what’s on the line you really want to make sure that the last event is as good as it can possibly be. It’s the commitment and the pressure – it’s on everybody – not just the drivers but the crews, too. It’s tough, but that’s what makes winning championships so sweet.” (On the Centennial celebration at the Indianapolis Motor Speedway): “The Centennial Gala they had here a couple of months ago – it was really something else. It was a tremendous turnout in general, but when you got up on that stage and you looked around and how many guys had won the race and how many guys had won more than once, which there were more than a few of, I guess if I look back on racing I feel very privileged to have been able to compete here, let alone have some success here. It really is something that I think as you get older you appreciate more. You remember back, and there are great days racing with Al (Unser Jr.) as my teammate, or against Al. Emerson (Fittipaldi) was there. And Rick (Mears), Danny (Sullivan); of course Al Unser Sr., A.J. (Foyt) and Mario (Andretti) – I mean, the list goes on and on and on. I guess I feel in the Centennial celebration, which is going to go on for several years, that it’s really proper that this is being done. This is truly an American institution, and I don’t know if you can make that claim about any other race in this country.”

**AL UNSER JR.:** (On winning an Indy car championship): “The way my family was attacking it and the way I was attacking it – there’s two championships during the year that you want to win. One of them is during the month of May, and that’s a championship all in itself. And then there’s the real point championship. Once you get through with the month of May, then the whole mindset is to get as many points as you can and do as well as you can at every single race so that you’re in contention at the last race of the season. That’s the way we did it. It is stressful. It is a lot of pressure, and it’s a pressure cooker, is what I would call it. I remember when Bobby (Rahal) won his first two championships and his second championship – by the time we got to the last race - he was a wreck. You could see the stress all over him and the pressure. That’s really what it is. You have to do everything right. My dad (Al Unser Sr.) used to tell me the first race is just as important as the last race as far as points. Mathematically, he’s correct. But once you get into the last half of the season and you get into the last couple of races, it starts meaning an awful lot. I lost a championship by one point to my father back in ’85. And it sucked, to be honest. And there was a lot of stress there and a lot of pressure there.” (On the Centennial Celebration at the Indianapolis Motor Speedway): “We started it with the gala in Indianapolis, and I watched every driver get up there – A.J. Foyt, Rick Mears, dad, Bobby (Unser) was there, Gordon Johncock, Jim Rathmann, and they all said the same thing. We all said the same thing. ‘It means life.’ The Indianapolis Motor Speedway is everything to us, and that pretty much says it right there. I wish I was a part of this Centennial Era in time. My career is over as a driver. I wish I was part of this era – 2009, 2010 and especially the 2011 race is going to be a special event to be a part of.”

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**DARIO FRANCHITTI:** (On the IndyCar Series championship): “When I first came over to the IndyCar Series, Brian Barnhart laid out as a blueprint for me what it (series) was going to look like. It looks pretty much like that now. To win the IndyCar Series championship now, you have to be good on all types of track. Whatever order they come in, you have to be competitive on road, street, short ovals, superspeedways. It is a massive challenge for the driver. It’s very, very difficult. That’s the way it was for me in the ’90s, and now with a unified series, it makes it even more competitive. Al Unser Jr. made a very good point; there are two championships in one. You’ve got the normal championship and the month of May, which is a complete race of its own and has always been treated like a championship. I’m enjoying the schedule. You have to keep on it all the time. You have to keep physically fit and your mind in it. It doesn’t matter what it throws at you, whether it’s Indianapolis one weekend or Milwaukee the weekend after. You have to do the same job, and the Target guys (crew) have to be prepared to do everything to be able to run up front.” (On the track Centennial): “To be part of the Indianapolis 500 starting field in any year is a privilege. This year is extra special. For a track to have survived an event for so long, it says a lot about it. For me, the Gala to see the heroes who are still alive from each generation, starting with Al Unser (Jr. and Sr., Mario Andretti and A.J. Foyt) and all the great drivers, so for me to be a part of that club now was very meaningful for me. Back in the very early days of the ‘500,’ drivers from Europe came here to race. Then in the ’60s again with the rear-engine revolution with Jack Brabham from Australia, Graham Hill, Jimmy Clark and Jackie Stewart came over. It is special for me to follow in their footsteps.”

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### **FIRESTONE INDY LIGHTS QUALIFYING:**

Firestone Indy Lights Qualifying consists of a two-lap qualifying attempt. Cars are ranked in order based on the quickest cumulative time. Only one attempt is allowed per car.

Track qualifying record: Jaime Camara, 1 minute, 34.8718 seconds, 189.870 mph (May 2005).  
Fastest Firestone Indy Lights lap today: #36 Charlie Kimball, 46.7771 seconds, 192.402 mph.

At 3 p.m., the ambient temperature was 84 degrees with a relative humidity of 40 percent and winds from the southwest at 8 mph. Skies were mostly cloudy. The track temperature was 129 degrees, according to Firestone engineers.

### **FIRESTONE INDY LIGHTS QUALIFYING CHRONOLOGY:**

(Cumulative two laps; times and speeds calculated using a traveling distance of 2.5 miles, which corresponds with data registered by on-board telemetry. The green flag is given the first time by the flag stand.)

Time of Day	Car	Driver	Lap 1 Time	Lap 2 Time	Cumulative Time	Average Speed	Rank
3 p.m.	20	Ana Beatriz	47.5884	47.7442	1:35.3326	188.813	1
3:02 p.m.	7	James Hinchcliffe	47.8796	47.9900	1:35.8696	187.755	2
3:05 p.m.	44	Gustavo Yacaman	47.9841	48.1169	1:36.1010	187.303	3
3:08 p.m.	28	Daniel Herrington	47.7241	47.8113	1:35.5354	188.412	2
3:10 p.m.	15	Martin Plowman	47.5890	47.8242	1:35.4132	188.653	2
3:13 p.m.	26	J.R. Hildebrand	47.3566	47.4471	1:34.8037	189.866	1
3:16 p.m.	27	Sebastian Saavedra	47.2588	47.4664	1:34.7252	190.023	1
3:18 p.m.	18	Junior Strous	48.0159	48.2706	1:36.2865	186.942	8
3:21 p.m.	16	Pippa Mann	47.7807	47.7540	1:35.5347	188.413	5
3:24 p.m.	37	Jay Howard	47.6782	47.7410	1:35.4912	188.641	5
3:26 p.m.	32	Brandon Wagner	48.1710	48.1563	1:36.3273	186.863	11
3:29 p.m.	24	Mike Potekhen	48.1014	48.2114	1:36.3128	186.891	11
3:32 p.m.	49	Jesse Mason	48.1617	48.1606	1:36.3223	186.873	12

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3:35 p.m.	2	Andrew Prendeville	47.8314	47.9951	1:35.8265	187.839	8
3:37 p.m.	36	Pablo Donoso	48.3604	48.4048	1:36.7652	186.017	15
3:40 p.m.	9	Jonathan Summerton	48.2701	48.3030	1:36.5731	186.387	15
3:43 p.m.	55	Rodrigo Barbosa	48.5664	48.5898	1:37.1562	185.269	17
3:45 p.m.	21	James Davison	47.8683	47.9438	1:35.8121	187.868	8
3:48 p.m.	11	Wade Cunningham	47.2549	47.3936	1:34.6485	190.177	1
3:51 p.m.	5	Mario Romancini	48.0338	48.3338	1:36.3676	186.785	17
3:54 p.m.	35	Charlie Kimball	47.6343	47.8240	1:35.4583	188.564	7
3:56 p.m.	6	Ali Jackson	48.2746	48.4378	1:36.7214	186.119	20

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**FIRESTONE INDY LIGHTS POST-QUALIFYING NOTES:**

- Wade Cunningham and Sebastian Saavedra both qualified faster than the previous track record of 189.870 mph set by Jaime Camara in 2005. Cunningham is the new record holder with a two-lap average of 190.177 mph.
- Wade Cunningham wins the pole for the Firestone Freedom 100 for the second time in his career. Cunningham won the race from the pole in 2006.
- Cunningham will make his fifth Firestone Freedom 100 start, the most of any driver. He has finished first (2006), second (2005), third (2008) and 23<sup>rd</sup> (2007).
- This is Cunningham's ninth career pole in Firestone Indy Lights and his second this season. He also won the pole at Kansas.
- This is the third pole for Sam Schmidt Motorsports in the Firestone Freedom 100. Jaime Camara won it for the team in 2005, and Thiago Medeiros won the pole for the team in 2004. Both drivers went on to win the race.
- Sebastian Saavedra qualified second, his third front-row start of the season. He won the pole at St. Petersburg 2 and qualified second at Kansas.
- J.R. Hildebrand qualified third, his fifth top-four start of the season. He is the only driver to qualify in the top five of every race this season.
- Ana Beatriz qualified fourth, her third top-five start of the season. Beatriz also started fourth in last year's Firestone Freedom 100 and went on to finish fifth.
- Martin Plowman qualified fifth, his best qualifying effort of the season. His previous best was sixth at Long Beach.
- Jay Howard qualified a season-best sixth. His previous best was eighth at St. Petersburg 1.
- Charlie Kimball tied his season-best qualifying effort of seventh, which he also did at Kansas.

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

8 a.m.	Garages open
11 a.m.-Noon	IndyCar Series practice
12:15 p.m.	Firestone Freedom 100 pre-race
12:30 p.m.	Firestone Freedom 100 (40 laps/100 miles)
1:30-3 p.m.	Indianapolis 500 Pit Stop Competition

**\*\*\*END DAY 11\*\*\***

**DAY 12 – FRIDAY, MAY 22, 2009**

**Page 1**

Welcome to the 2009 Indianapolis 500, the fourth race of the 2009 IndyCar® Series season. John Griffin, vice president of public relations for the Indy Racing League, and Ron Green, director of public relations for the Indianapolis Motor Speedway, and their staffs are here to assist you. Please direct your questions and requests to anyone in the Media Center.

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

8 a.m.	Garages open
11 a.m.-noon	IndyCar Series practice
12:15 p.m.	Firestone Freedom 100 pre-race
12:30 p.m.	Firestone Freedom 100 (40 laps/100 miles)
1:30-3 p.m.	Indianapolis 500 Pit Stop Challenge

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**INDIANAPOLIS MOTOR SPEEDWAY CENTENNIAL ERA FACT OF THE DAY:**

On May 22, 1909, track co-founder Carl Fisher becomes the first person to leave the grounds in a balloon, one day after driving the first "official" lap in a passenger car. Postponed until later in the day because of strong winds, Fisher and Capt. George Bumbaugh make the ascent in Bumbaugh's *Kathleen*, named for his young daughter. They make three landings during the late afternoon, putting down west of the track in the village of Bridgeport, then some five miles to the south of Bridgeport, and finally at Valley Mills. Fisher is still going through the process of "qualifying" for his Aero Club of America pilot's license with Bumbaugh as his instructor. Fisher needs to successfully complete a total of 10 ascensions in order to be eligible for the rapidly-approaching June 5 championships.

\*\*\*

Indianapolis Motor Speedway Executive Vice President, Communications Fred Nation announced in the Media Center today the creation of a scholarship in the name of retiring Associated Press auto racing writer Mike Harris. The scholarship will be available to college students attending the Indiana University School of Journalism's new National Sports Journalism Center, location of the Associated Press Sports Editors headquarters, and the winner of the annual scholarship will also have the option to serve as an intern with the Indianapolis Motor Speedway or Indy Racing League.

Indy Racing League Vice President, Public Relations John Griffin and IMS Director, Public Relations Ron Green also presented Harris with a helmet signed by all 33 starting drivers for the 2009 Indianapolis 500.

Contributions to the Mike Harris Scholarship can be made to:

Indiana University Foundation  
Mike Harris Scholarship  
c/o Fred Nation  
Indianapolis Motor Speedway  
4790 W. 16th St.  
Indianapolis, IN 46222

**MIKE HARRIS:** "The scholarship is certainly one of the greatest things that's ever happened to me, I think that's wonderful. I like the idea of giving back to journalism in some way and I think I'll probably do a little contributing myself to that one. Thanks, everybody, for all the things that have been going on recently. It's kind of embarrassing to have this many people saying nice things about me."

(More)

## DAY 12 – FRIDAY, MAY 22, 2009

### Page 2

Facts about the bands participating in the IPL 500 Festival Parade on Saturday, May 23 in downtown Indianapolis:

- 7 – number of states from which bands are coming
- 16 – number of marching bands
- 25 – number of support vehicles used to carry equipment
- 45 – number of volunteer band committee members (including attorneys, a doctor and a superior court judge)
- 69 – number of buses carrying the marching band students, directors and chaperones
- 1,025 – number of students attending the Band Party Luau at the Children’s Museum on Saturday night, May 23
- 2,526 – number of marching band students
- \$3,192,864 – Economic impact generated by the marching bands visiting Indianapolis
- 13,640,400 – Number of steps these marching bands will take on the parade route

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Anna Chatten, from Peoria, Ill., will operate the jack on Race Day for the No. 23 CITGO Dreyer & Reinbold Racing entry driven by Milka Duno. She is one of the few women ever to work in an “over the wall” role during Race Day at the Indianapolis 500. Chatten’s daily role with the team is a gearbox specialist.

The first woman believed to work over the wall was Anita Millican, who held the vent hose for driver Larry Dickson in the 1981 and 1982 Indianapolis 500 Mile Races.

\*\*\*

She never went over the wall as part of a pit crew, but Eloisa Garza was the “point person” on one of the biggest changes ever in the building of Indy cars.

Garza was hired by Jim Hall when the veteran Indy car owner wanted to bring the building of his machines in-house. Today, she owns EG Composites, an Indianapolis firm that employs eight people to do carbon fiber and composite work on all kinds of projects.

Garza resided in Midland, Texas, at the time, where Hall had his shop.

“I didn’t know anything about a race car because there’s not a lot of racing down there,” she said. “When I saw his car, it was a real eye opener. I was very young. I told him I’d never worked on a race car before, and he said fine; he’d never hired a woman before.”

Garza stayed with the Hall team until Hall retired, then joined VDS, which took a year-old Penske chassis and won the Michigan 500.

“A lot of the teams were talking to me, and I moved here in ‘85,” Garza said. “It has gone so many directions. We’ve worked with so many teams from skid-plate materials to sports cars, dragsters, drag bikes ... we made some pieces for NASA ... we did a bobsled, it must’ve been ‘88, for the U.S. bobsledding team, both two-man and four-man.”

For a long time, a crash at the Speedway meant a trip to Eloisa’s place for a race car.

“We don’t do very much of the repairs any more because the teams are doing more of it themselves,” she said.

Unlike others, she was in the pits but never over the wall. “I worked in the pits. I held the fuel line,” she said. “It’s exciting. I love it. But that part of my life is complete. But as far as being around it, I love it. Once you’re involved, you pretty much stay involved.

“We do some restoration work, too, and we had Mario Andretti’s Formula One car. I was underneath it and saw all those beautiful tunnels, and it brought back a lot of memories.

“I’m proud of Anita (Millican) and Anna (Chatten), and proud that young women are becoming a part of our sport.”

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**DAY 12 – FRIDAY, MAY 22, 2009**

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She didn't actually work a pit stop, but Kay (Mrs. George) Bignotti played a key role in Janet Guthrie's role in the history of the Speedway: Kay Bignotti fired Guthrie's car on the starting grid in 1977 when Guthrie became the first female driver to start the Indianapolis 500.

\*\*\*

ESPN will use 59 cameras to televise the Indianapolis 500 on Sunday on ABC fully in high definition, including a 360-degree rotating onboard camera mounted behind the driver on multiple cars. Unique views will be provided by Track Cam, a high definition camera running on a cable over pit road and the frontstretch that can move at more than 80 mph.

All 33 cars will carry GPS boxes for the Sportvision RaceFX system to provide telemetry and pointers to help identify the cars for viewers. And ESPN will use a radio replay system that can record, playback and edit radios from any of the 33 drivers.

The one-hour pre-race show will include interviews with many of the 33 starting drivers as well as four special features, including a look at the roller-coaster year of polesitter Helio Castroneves; the special relationship between Danica Patrick and her father; the "Super Team" of Scott Dixon and Dario Franchitti; and the Allure of Indy - why drivers will risk everything just to be able to compete in the Indy 500.

ESPN International's networks and syndication of Indy 500 will reach 213 countries and territories and more than 292 million households. In addition, U.S. troops serving overseas and on Navy vessels around the world will watch via a broadcast agreement between ESPN and the American Forces Network.

ABC Indianapolis 500 anchor Marty Reid and analysts Scott Goodyear and Eddie Cheever Jr. met with the media Thursday in the Economaki Press Conference Room.

**SCOTT GOODYEAR:** "Indianapolis is a little bit like Wimbledon or something of that nature, maybe like the Daytona 500, where the viewer is sort of a fan but not really understanding the terminology of what is going on. When something happens on the track, either visually or something said over the air, it's our job to be there and help to explain so that they know what is happening."

**EDDIE CHEEVER JR.:** "It's very difficult when you're watching a race to give the exact technical reason why something is happening. I think among all of us in the booth there is enough respect for this place, enough reverence for what happens here, that we are able to add hopefully a little bit of salt or spice to it."

\*\*\*

ABC Indianapolis 500 anchor Marty Reid paid tribute to 1978 Indianapolis 500 co-Rookie of the Year Larry Rice, who died Wednesday at age 63. Rice was the color analyst along with anchor Gary Lee for many years during ESPN International's telecast of the Indianapolis 500.

Reid also worked with Rice on telecasts of off-road racing and ESPN's popular "Thunder" series of short-track racing.

**MARTY REID:** "We lost a friend of ours at ESPN, and a friend of the Speedway Wednesday. We would be remiss in not remembering Larry Rice, the 1978 co-rookie of the year. In my days of working with him in off-road racing, the great 'Thunder' days of sprint car racing. What a gentleman, what a class act. He was a great part of the ESPN family."

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Chip Ganassi, whose Target Chip Ganassi car Scott Dixon drove to victory in the 2008 Indianapolis 500 met with the media at the legendary Yard of Bricks Friday morning at the Indianapolis Motor Speedway.

The last two Indianapolis 500 winners and series champions, Dixon in 2008 and Dario Franchitti in 2007, will drive for Ganassi in this year's race. It's the first time in history that the last two season champs and "500" winners are paired on the same team.

**CHIP GANASSI:** "Hell, yes, I want to keep it going. I'm coming back here with two co-defending champions (Franchitti missed defending his 2007 title when he drove in NASCAR in 2008). I'm looking forward to Sunday. The great thing about it is that it is an unselfish, sort of open-book thing between the two of them. I would say they work as well together as any two we've ever had. They're both as cool as cucumbers about the whole thing. That's a lot different from me right now." (About rivals): "There are a lot of threats out there; a lot of time passes between qualifying and the race. You never know who has stumbled onto something and who is a dark horse. All this business about 'It's Penske and Ganassi,' can be a very rude awakening. If you're not prepared, it can be a tough day."

\*\*\*

Newman/Haas/Lanigan Racing driver Graham Rahal announced today he will form a personal foundation to help benefit The Hole in the Wall Camps. The Hole in the Wall Camps was formed by the late actor/race team owner Paul Newman. The organization is world's largest group of camps to help raise money for children with serious medical problems and needs.

Rahal will raise money through his organization, The Graham Rahal Foundation, to benefit Newman's life-long project. Rahal became close to Newman in Newman's late years.

The organization will be a (501)(c)(3). It will accept donations from both corporate foundations and individuals.

For more information or to donate, visit [www.grahamrahal.com](http://www.grahamrahal.com) or [www.holeinthewallcamps.org](http://www.holeinthewallcamps.org).

**GRAHAM RAHAL:** "To kind of kick things off, we're going to try and put some events together. One of those will probably be a golf tournament of some sort. Hopefully we can get one here next year to try and cut down track time and get a little bit more time for golf." (On the building of building more camps): "The Hole in Wall Camp is in the process of building a camp, adding on to the 10 they already have. They're building one outside of Columbus, Ohio, which is close to home for me. Obviously, I'd really like to help in that process over the next year or so. That's one of my main goals here, try to continue to keep working hard here and raise as much money as we can." (On why he felt he needed to start the foundation): "Being that Paul was such a huge part of my career, I kind of felt that, when he passed away at the end of last year, the Hole in the Wall Camps wasn't represented properly in open-car racing, or racing as a whole. This is my personal way of turning that around." (On how he and his family have become close to Newman and the camps): "Initially, I think me coming to Newman/Haas really started with Paul. Obviously, I drove for Mike in Atlanta. One moment I remember in particular was when I won in Montreal. Before the car even stopped in victory lane, he was leaning over the car. That was only five races into that championship. That was when the wheels started turning for him at that point. That's how everything really kicked off. Not only a part of my life, my Dad drove for him in 1980. He was very close to Mom. My mom is heavily involved with the Hole in the Wall Camps, in particular 'Flying Horse Farms.'" It's right outside of Columbus. She's been doing a lot raising money for that camp already."

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The IMS Radio Network will broadcast the Indianapolis 500 to more than 350 affiliates, along with Sirius XM, American Forces Radio Network, shortwave radio worldwide and [www.indycar.com](http://www.indycar.com) and [www.indy500.com](http://www.indy500.com).

The IMS Radio Network Race Day lineup:

Mike King, anchor; Johnny Parsons, driver analyst; Donald Davidson, historian; Paul Page, analyst; Dave Wilson, stats & garage/medical center; Jerry Baker, Turn 1; Jake Query, Turn 2; Mark Jaynes, Turn 3; Chris Denari, Turn 4; Kevin Lee, Kevin Olson and Dave Argabright, pits.

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### INDYCAR SERIES PRACTICE:

At 10:45 a.m., the ambient temperature was 81 degrees with a relative humidity of 58 percent and winds from the west at 2 mph. Skies were sunny. The track temperature was 106 degrees, according to Firestone engineers.

11 a.m. – **RUNNING YELLOW.** #3 Castroneves is the first car on track. 31 cars on track.

11:01 a.m. – **GREEN.**

11:03 a.m. – All 33 cars have been on track.

11:50 a.m. - #5 Moraes given a drive-through penalty for putting all four tires over the white line at pit exit.

11:58 a.m. - #27 Mutoh leaves his pit box with air hose attached. He stops in pit lane.

Noon – **CHECKERED.**

### FASTEST TIMES/SPEEDS OF SESSION:

Pos.	Car	Name	Time	Speed
1.	3	Helio Castroneves	40.1929	223.920
2.	12	Will Power	40.2577	223.560
3.	5	Mario Moraes	40.3676	222.951
4.	4	Dan Wheldon	40.4701	222.386
5.	6	Ryan Briscoe	40.4724	222.374

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### FIRESTONE FREEDOM 100 RACE SPECIFICS:

- The race is 40 laps, 100 miles on the 2.5-mile oval.
- The pit-road speed is 45 mph.
- The green flag to start the race will be shown on the third time past the flag stand.
- Firestone Racing executive director Al Speyer will drive the Chevrolet Camaro pace car at the start. Three-time Indianapolis 500 winner Johnny Rutherford will drive during the race.
- At the start of the race, no passing is allowed until the start/finish line.
- The restart cone is located between Turns 3 and 4. The lead car may accelerate at any time after that cone. Cars may pass as soon as the green flag waves.

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### FIRESTONE FREEDOM 100 PRE-RACE:

At 12:15 p.m., the ambient temperature was 83 degrees with a relative humidity of 37 percent and winds from the west at 2 mph. Skies were mostly cloudy. The track temperature was 105 degrees, according to Firestone engineers.

At 12:30 p.m., John Rastetter, director of tire information services for The Tire Rack, gave the command, "Drivers, start your engines." All 22 cars started and were rolling on the grid.

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**FIRESTONE FREEDOM 100 RACE RUNNING:**

Lap 1: **GREEN.** #11 Cunningham leads the field into Turn 1. #20 Beatriz passes #26 Hildebrand for third in Turn 1. #11 Cunningham leads #27 Saavedra by .2027 of a second.

Lap 2: #20 Beatriz and #26 Hildebrand side-by-side through Turns 1 and 2. #26 Hildebrand goes underneath #20 Beatriz for third in Turn 3. #27 Saavedra passes #11 Cunningham for the lead on the front stretch. #27 Saavedra leads #11 Cunningham by .0538 of a second.

Lap 3: #11 Cunningham passes #27 Saavedra for the lead entering Turn 3. #11 Cunningham leads #27 Saavedra by .2087 of a second.

Lap 4: #26 Hildebrand passes #27 Saavedra for second. #11 Cunningham leads #26 Hildebrand by .0447 of a second. #7 Hinchcliffe to pit lane.

Lap 5: #26 Hildebrand passes #11 Cunningham for the lead in Turn 3. #27 Saavedra passes #11 Cunningham for second on the front stretch. #26 Hildebrand leads #27 Saavedra by .5065 of a second.

Lap 6: #11 Cunningham passes #26 Hildebrand for the lead on the front stretch. #11 Cunningham leads #26 Hildebrand by .0283 of a second.

Lap 7: **YELLOW.** #15 Plowman does a quarter-spin to the left entering Turn 1 and makes heavy contact with the SAFER Barrier with the rear of the car. The car also clips #16 Mann who brushes the SAFER Barrier with the right side of the car at the exit of Turn 1. #16 Mann has flat right side tires and continues to pit lane. #9 Summerton to pit lane. #15 Plowman climbs from the car without assistance from the Delphi Safety Team. Leaders under caution are: #11 Cunningham, #26 Hildebrand, #27 Saavedra, #20 Beatriz and #37 Howard.

Lap 12: **GREEN.** #27 Saavedra passes #26 Hildebrand for second in Turn 4. #11 Cunningham leads #27 Saavedra by .6441 of a second at the line.

Lap 13: #27 Saavedra passes #11 Cunningham for the lead on the front stretch. #27 Saavedra leads #11 Cunningham by .0074 of a second.

Lap 14: #11 Cunningham underneath #27 Saavedra for the lead in Turn 3. #11 Cunningham leads #27 Saavedra by .0398 of a second.

Lap 15: #11 Cunningham leads #27 Saavedra by .0396 of a second.

Lap 16: #27 Saavedra and #26 Hildebrand underneath #11 Cunningham for the lead entering Turn 1.

Lap 17: #26 Hildebrand passes #27 Saavedra for the lead entering Turn 1. **YELLOW.** #20 Beatriz and #44 Yacaman touch wheels in Turn 1. The right front of #20 Beatriz touches the left rear of #44 Yacaman. #20 Beatriz does a quarter-spin to the left and makes heavy contact with the inside wall with the front of the car. #44 Yacaman makes light contact with the SAFER Barrier with the right rear and then does a full spin across the track, coming to rest in Turn 2. #20 Beatriz is assisted from the car by the Delphi Safety Team. #44 Yacaman climbs from the car without assistance from the Delphi Safety Team. Leaders under caution are: #26 Hildebrand, #27 Saavedra, #11 Cunningham, #5 Romancini and #37 Howard.

Lap 24: **GREEN.** #26 Hildebrand leads #27 Saavedra by .0023 of a second at the line.

Lap 25: #5 Romancini passes #11 Cunningham for third entering Turn 1. #26 Hildebrand leads #27 Saavedra by .1400 of a second.

Lap 26: #11 Cunningham passes #5 Romancini for third. #26 Hildebrand leads #27 Saavedra by .0170 of a second.

Lap 27: **YELLOW.** Debris on the front stretch. Leaders under caution are: #26 Hildebrand, #27 Saavedra, #11 Cunningham, #5 Romancini and #37 Howard.

Lap 29: **GREEN.** #26 Hildebrand leads #27 Saavedra by .2825 of a second at the line.

Lap 30: #5 Romancini passes #11 Cunningham and #27 Saavedra for second on the outside entering Turn 1. #26 Hildebrand leads #5 Romancini by .1171 of a second.

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Lap 31: **YELLOW**. The right front of #35 Kimball makes contact with the left rear of #24 Potekhen. #24 Potekhen does a quarter-spin to the right and back to the left and continues to pit lane. #35 Kimball continues to pit lane. Leaders under caution are: #26 Hildebrand, #5 Romancini, #11 Cunningham, #27 Saavedra and #37 Howard.

Lap 34: **GREEN**. #26 Hildebrand leads #5 Romancini by .1412 of a second.

Lap 35: #11 Cunningham looks inside #5 Romancini for second entering Turn 1 but can't make the pass. #26 Hildebrand leads #5 Romancini by .0665 of a second.

Lap 36: #26 Hildebrand leads #27 Saavedra by .1208 of a second. #11 Cunningham is third. #5 Romancini is fourth.

Lap 37: #26 Hildebrand leads #5 Romancini by .0794 of a second. #11 Cunningham is third. #27 Saavedra is fourth.

Lap 38: #26 Hildebrand leads #11 Cunningham by .0670 of a second. #5 Romancini is third. #27 Saavedra is fourth.

Lap 39: #27 Saavedra white walls in Turn 1. #11 Cunningham underneath #26 Hildebrand for the lead entering Turn 3. **WHITE**. #11 Cunningham leads #26 Hildebrand by .2115 of a second.

Lap 40: #27 Saavedra brushes the wall exiting Turn 2. **CHECKERED**. #11 Cunningham wins the Firestone Freedom 100 by .1046 of a second over #26 Hildebrand.

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**FIRESTONE INDY LIGHTS POST-RACE NOTES:**

- Wade Cunningham is the first two-time winner of the Firestone Freedom 100. He also won the event from the pole in 2006.
- This is Cunningham's sixth career victory and his first since Watkins Glen 1 in 2007.
- Cunningham made his fifth start in the Firestone Freedom 100, most of any driver.
- This is the third Firestone Freedom 100 victory for Sam Schmidt Motorsports. The team also won in 2004 with Thiago Medeiros and 2005 with Jaime Camara.
- The margin of victory of .1046 of a second is the closest in Firestone Freedom 100 history. The previous closest was .1319 of a second in 2005 when Jaime Camara defeated Wade Cunningham. It is the 21<sup>st</sup>-closest margin of victory in series history.
- There were nine lead changes, most in race history. The previous high was seven in 2005.
- Cunningham is the fourth different race winner in five Firestone Indy Lights races this season.
- J.R. Hildebrand finished second, his best finish of the season. His previous best was third at St. Petersburg 2 and Long Beach.
- Mario Romancini finished third for the second consecutive race (Kansas).
- Jay Howard finished a season-best fourth. He has finished fourth and second (2006) in two starts in the Firestone Freedom 100.
- Sebastian Saavedra finished fifth, his third top-five of the season.

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Medical update from Dr. Michael Olinger, medical director for the Indy Racing League: #15 Martin Plowman and #44 Gustavo Yacaman have been checked and released from the Clarian Emergency Medical Center. Both are cleared to drive. #20 Ana Beatriz is being treated for a small laceration on her chin and will have X-rays taken of her left elbow and right knee.

(More)

**INDYCAR SERIES POST-PRACTICE QUOTES:**

**HELIO CASTRONEVES (No. 3 Team Penske):** (On being the fastest car in the final practice session): “It felt really good. It felt awesome. I’m very confident and comfortable in the car. It was nice to have that right before the race. The weather on Race Day is going to be very similar to what it was today. It was important for us to run today. I feel very confident. I can’t wait for Sunday, I’ll tell you that. It’s going to be a long race and a lot of things can happen, but I can’t wait for Sunday.”

**DANICA PATRICK (No. 7 Boost Mobile/Motorola):** “I think we had a good final practice today. We were able to work through the hour practice, which was great since there were no yellows. We made a couple changes, and I think we have a couple of options we could go with for the race. I am ready for Sunday to get here, and hopefully we will have a strong finish for the No. 7 Boost Mobile/Motorola car.”

**TONY KANAAN (No. 11 Team 7-Eleven):** “It was a great practice for the Team 7-Eleven car. I was surprised on how much running we were able to do in the hour practice since we had no yellows. It looks like the weather on Race Day is going to be similar to today, so that is helpful, as well. The No. 11 car felt good, and I’m getting excited for the race.”

**MARCO ANDRETTI (No. 26 Team Venom Energy):** “It was good to get the No. 26 car out on track, and I think the conditions and traffic today will be very similar to what they predict will be on Sunday. We didn’t quite have the speed we were looking for, but I am still confident that the Team Venom Energy car will be able to run strong and be a contender come Race Day.”

**HIDEKI MUTOH (No. 27 Formula Dream):** “I’m really excited for the race on Sunday. I feel like we are getting closer to the Race Day setup on the car. Luckily I have three teammates that will give the No. 27 Formula Dream crew their input, as well. Hopefully the track conditions that we practiced on today will be similar on Race Day.”

**RYAN BRISCOE (No. 6 Team Penske):** “The Team Penske car felt good out there this morning. Everything feels like it did in the T car when we left it last week. I think we’re in good shape. I’m excited about Sunday, and we’re ready to go racing.”

**WILL POWER (No. 12 Team Verizon Wireless):** “I came here last year with no experience, and the team did, as well. We were learning on the job. This year I was a bit more composed because I knew what to expect. If I come here again next year, we would do things differently again. It’s just a process where you learn and you experience from everything going on around you. This has been a more comfortable month for me this year, for sure.”

**VITOR MEIRA (No. 14 ABC Supply Co. AJ Foyt Racing):** “Today we did what we intended to do, which is check the cars and see that everything is fine. Found some problems, which is good to find it right now. We are addressing these problems, and we’ll be OK for the race. We are certain we know what these problems are. I’m happy. Anthony (Foyt IV) did very good work on trying downforce levels, which we needed. I did one part of the work, and he did the other part of the work, and that’s why a two-car team is really working well here. I’m encouraged for the race, but I will just make sure everything is there for the first five laps and start working on it. We did what we had to do here at Carb Day—leak check, check the cars, the balance. Everything’s fine.”

**A.J. FOYT IV (No. 41 ABC Supply/Foyt-Greer Racing):** “I think it went all right. I think we found some problems that we had that we need to improve for the race. We found it and did it, and it was definitely an improvement handling-wise. We’re obviously glad that whatever happened out there with the gearbox happened then so we can check over everything really good so that nothing like that happens in the race.”

**RAPHAEL MATOS (No. 2 US Air Force Luczo Dragon Racing):** “We got a good feeling about our levels of downforce, but the conditions were tricky. It was very slippery out there and a lot of marbles even though it was only an hour session. We feel like we have a good car. We wanted to get a feel for running in traffic, but with all the marbles it was quite difficult for everybody.”

**DARIO FRANCHITTI (No. 10 Target Chip Ganassi Racing):** (On how he feels about the car going into the race): "I don't know, to be honest. I'd rather give you a definite answer. We were a lot happier at the end of the session than the beginning, so that's a good bright spot. I really don't know. It's so hot that it's changed the track dramatically. The car feels good. We got it feeling good in traffic. Whether it's fast enough, I really don't know, yet." (On the heat conditions being very different than the rest of the month): "It's not really throwing the car off. When it gets hot, the car generally loses a lot of grip. But it's more with the downforce; the tires are still working well. But if we have a good car at the start (of the race), great. If we don't, we'll make it a good car by the end and be up there."

**SCOTT DIXON (No. 9 Target Chip Ganassi Racing):** "I think Carb Day and the last warm-up for the race is really only to make sure the car runs in a pack. And you've got a new gearbox, new engine and parts to change; just trying to make sure there's no kind of problem that may stop you from running at the start of the race. You want to feel the car out a little bit in traffic. Today was a little different because it was very hot. I think for most people the car was not very good. We seem to be fine. We ran in traffic a little bit, and we're sort of at the front end of the field." (On how the heat changes the performance of the car): "Well, the heat generally takes power away from the engine. It also takes a lot of grip away from the car. We rely a lot on the wings. When the the air is hotter, it's a lot thinner, and you don't stick to the track as well. The cars move around a lot more, and that changes strategy and the way you run your wings." (What adjustments will you make for the race to compensate for the heat?): "We didn't make many changes. We made a few changes only to the wings to see how much it slowed down. We didn't really try too much outside of that box, because we've been working a whole month on the car. To change it drastically before the race, you're asking for trouble there. All-in-all, it's the same for everybody. I think the only thing we've got to focus on is we had a little too much wing in the car, and it was a little too slow. We need to speed the cars up a little bit."

**DAVEY HAMILTON (No. 44 Hewlett Packard):** "Obviously, it's race setup day. We were a little disappointed with our speed running alone. We improved that, and then we went out and ran in traffic, and I wasn't happy at all. We made another change, and it actually improved. We're definitely not there yet. We're definitely searching for a good race setup. We're in the right direction. I hopped in Mike (Conway's) car, too, and his car is fine, actually. It has a little too much understeer, but if the wind is not blowing Sunday it's a good place for them to start. If it's blowing like it is now, we'll give him a little bit more front aero. That car is going to be fine. I took just four or five laps in it just to make sure it was sucked down good. The most important thing is the back is stuck, and that's just to get his confidence back up."

**MIKE CONWAY (No. 24 Dreyer & Reinbold Racing):** "It was a big difference running in traffic as much as we did and getting used to coming off Turn 4 to get into the pits. It went OK. We had some things to try, and we mostly ran through pretty much all of them. I'm pretty happy with the balance, but need a little bit more speed. We will work on that by going over the data. We're very happy with that run."

**ALEX TAGLIANI (No. 36 ALL SPORT Conquest Racing):** "The team did fantastic. I'm pretty excited to drive the ALL SPORT machine for the race. We had a roller-coaster day on Sunday, but I'm pretty proud of the improvements and how the team did so far. We learned a lot this month. We knew it was not going to be an easy month, and we definitely didn't make it easy on ourselves when we didn't make a (qualifying) run on Sunday. I think the team deserved a really good position in the grid. That's the sad part that we have to live with. The fact that they decided to put me in the car and Bruno (Junqueira) was very understanding makes me very appreciative of the whole scenario. It's going to be a tough race. We have a lot of little things that we need to make sure. The car, with the weather and the level of grip, is behaving differently than I felt it before. It's going to be a really big challenge for everyone to make sure we keep the car underneath us with similar balance throughout the run. That's going to be the most challenging thing. If we can keep the car consistent, I think we'll be overall more competitive."

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**PAUL TRACY (No. 15 GEICO/KV Racing Technology):** “For sure, we’re ready. The cars are working great. The Geico car is handling great. The whole team - all of us were in the top 12 in final practice. We did some pit stop practice, and everything’s good, so we’ve just got another day to wait. We did a few setup changes during practice. I wasn’t too happy with it to start out, but we got it better at the end. I’ve been (racing) a long time, so (getting in the car) is like getting on a bicycle. (But Indy) is big speed, big crowds and a lot of drama during the race. This is a once-in-a-lifetime race and a once-in-a-lifetime opportunity.”

**DAN WHELDON (No. 4 National Guard Panther Racing):** “We have a few things that we can fix. We’re certainly in a better spot from where we were. My car felt nice. I hope we have similar conditions (Race Day). This is the closest field in Indianapolis 500 history ever. I expect it to be close. I expect there to be some surprises, too. The weather conditions will change up some stuff. I’m not the easiest character to be around when it’s difficult because I love this place and to perform well here.”

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Medical update from Dr. Michael Olinger, medical director for the Indy Racing League: X-rays on #20 Ana Beatriz were normal. She has been released from the Clarian Emergency Medical Center and is cleared to drive.

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Two-time Indianapolis 500 starter Willy T. Ribbs, the first African-American to compete in the race, attended Carb Day activities.

**WILLY T. RIBBS:** (About owning a race team for the 2011 Indianapolis 500): “It’s in the talking stage right now. There’s a lot of chin music in this business. It is definitely being talked about. In 2010, it would be too soon. But in 2011 it could be done real well. It would be perfect because the 75<sup>th</sup> anniversary was when I was here. So, to come back as a team owner in the 100<sup>th</sup> -- mind blower. Indy is really my second home. The energy here is incredible. When I was here in ’91, it was a tough month, but you could just feel the energy. The energy kept me going. And this is the biggest race on the planet. It was then – it is now – and it will always be the biggest race auto race in the world.”

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Van Heusen Corporation announced today that its IZOD brand will be the primary sponsor of Vision Racing’s #21 car for the Indianapolis 500 and the May 31 race at The Milwaukee Mile. The IZOD car, driven by IZOD spokesperson and 2008 Indy 500 Chase Rookie of the Year Ryan Hunter-Reay, made its debut today during Miller Lite Carb Day.

In July 2008, the IZOD brand became the official apparel of the IndyCar Series, Indianapolis Motor Speedway and Firestone Indy Lights. As the official apparel sponsor, the IZOD team designed custom uniforms for the Indianapolis Motor Speedway and Indy Racing League, inspired by the uniquely American heritage of IndyCar racing and designed to address the performance needs on and off the track. In celebration of the Centennial Era of the Indianapolis Motor Speedway and Indy 500, PVH launched its IZOD collection of vintage, race-inspired and modern performance clothing commemorating the anniversary. In addition, with access to 100 years of Speedway and Indy 500 artwork, the IZOD team designed distressed, vintage look-and-feel short sleeve polo shirts and tees.

**MIKE KELLY (Executive vice president of marketing, PVH):** “We are thrilled to be expanding our role with Ryan and the IndyCar Series. Partnering with Vision Racing as the primary sponsor for the #21 car was a natural evolution in our ongoing involvement with IndyCar racing. We’re excited to see the IZOD brand being driven on the most historic track in auto racing this weekend at the Indy 500.”

**RYAN HUNTER-REAY:** “I couldn’t be more excited to have IZOD as the primary sponsor of my car for the Indy 500 and Milwaukee Mile. Having my personal sponsor take a more prominent role in my team just reinforces the successful partnership we have together. I’m proud to be driving the #21 IZOD car for Vision Racing.”

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Drag racing legend and current NHRA car owner Don "The Snake" Prudhomme watched Miller Lite Carb Day practice from the Team Penske pits today. Prudhomme, a four-time NHRA Funny Car champion as a driver and two-time champion as a team owner, has been coming to Indy for years and enjoys getting out to watch "The Greatest Spectacle in Racing." Visiting the track with Prudhomme was his current Top Fuel driver, Spencer Massey.

**DON "THE SNAKE" PRUDHOMME:** "Well, I've been coming out here for several years. We have our race shop right over in Brownsburg, so it's a nice weekend to be out at the track. I know Chip (Ganassi), (Roger) Penske, Mario (Andretti), A.J. (Foyt) and all the guys back in the day." (Is it fun for you to get away from what you do for a little while and enjoy another form of racing?): "Yeah, I think so. I enjoy Formula One, NASCAR and IndyCar. But IndyCars have always kind of been my favorite, you know. Of all the open-wheel stuff, I like IndyCars a whole lot. Spencer (Massey) and I will come out here for Race Day. I just want to say, too, how impressed I am with the safety of the cars these days. When I first started coming out here, (the cars) were aluminum tubs, and there wasn't much to them. A lot of injuries. In today's world with the composite cars and the safety walls, it's really great." (On his feelings walking into The Speedway): "It's unbelievable. It's a shame that a lot of people missed this during the '50s and '60s with everything that took place out here: A.J. Foyt, Dan Gurney, Parnelli Jones; it was amazing times."

**SPENCER MASSEY:** (On comparing an IndyCar to a Top Fuel dragster): "I guess I'd go 50-50 on it. Of course, it's a little different with IndyCars because the drivers sit out front. But you could say the same about a dragster. Either way, racing is racing. I enjoy all forms of motorsports, and that's why I'm here. I love anything with wheels on it. Just being here with 'Snake' and getting to meet the Penske's guys and Ganassi and all them guys; I couldn't ask for a better weekend."

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### RESULTS OF THE 32<sup>nd</sup> INDIANAPOLIS 500 PIT STOP CHALLENGE:

#### Qualification Round

1. Team Penske (#3 Castroneves), 8.122 seconds.
2. Andretti Green Racing (#26 Andretti), 9.038 seconds.
3. Target Chip Ganassi Racing (#9 Dixon), 9.085 seconds.
4. Target Chip Ganassi Racing (#10 Franchitti), 9.105 seconds.
5. Andretti Green Racing (#7 Patrick), 9.246 seconds.
6. Vision Racing (#21 Hunter-Reay), 9.375 seconds.
7. Andretti Green Racing (#11 Kanaan), 10.055 seconds.
8. Luczo Dragon Racing (#2 Matos), 11.291 seconds.

Note: Positions 5-8 are eliminated from the competition.

#### Quarterfinals

Team Penske (#6 Briscoe) 7.977 def. Target Chip Ganassi Racing (#9 Dixon), 12.916 (three-second penalty assessed)

Target Chip Ganassi Racing (#10 Franchitti) 8.573 def. Newman/Haas/Lanigan Racing (#02 Rahal), 9.385.

#### Semifinals

Team Penske (#3 Castroneves), 7.636 def. Team Penske (#6 Briscoe), no time. (Briscoe stalled on exit)

Andretti Green Racing (#26 Andretti), 8.931 def. Target Chip Ganassi Racing (#10 Franchitti), 11.589 (three-second penalty assessed)

#### Final

Team Penske (#3 Castroneves), 7.962 def. Andretti Green Racing (#26 Andretti), 9.456.

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**INDIANAPOLIS 500 PIT STOP CHALLENGE NOTES:**

- The winner of the Indianapolis 500 Pit Stop Challenge has gone on to win the Indianapolis 500 five times: Bobby Unser, Penske Racing (1981); Danny Sullivan, Penske Racing (1985); Jacques Villeneuve, Team Green (1995); Helio Castroneves, Team Penske (2002), Buddy Rice, Rahal Letterman Racing (2004).
- This is Team Penske's 11<sup>th</sup> win in the Indianapolis 500 Pit Stop Challenge. It is the winningest team in the history of the contest. It has won the last four contests (Hornish 2005) and Castroneves (2006, 2007). This is Helio Castroneves' fourth win overall and his third consecutive win. He also won in 2002, when he went on to win the Indianapolis 500.

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**INDIANAPOLIS 500 PIT STOP CHALLENGE QUOTES:**

**TIM CINDRIC (Race strategist, #3 Castroneves):** "It's a huge pride program for these guys. They're racing against all of their peers to continue the streak here for Team Penske. It was pretty disappointing last year to not be able to do it because of the weather. So they've been looking forward to this for two years. My hat's off to these guys. They do a great job. It gives everybody here confidence, and it gives Helio (Castroneves) the confidence that he's got the best guys behind him. Rick; if you look at his track record and the dedication that they (the crew) put into this, it's not an accident that they win it. It's a lot of hard work. I know that every time these guys go and do it, it's just like the first time. They're just as nervous as everybody else. They do a great job. It's not an accident that they win. With regard to Roger (Penske), without a doubt, there's not a competition out there he doesn't want to win. We're just glad to deliver for him." (After what Helio went through, have you noticed any difference in him?): "Before all of that went down, if you'd asked me if I ever met a more positive guy I'd tell you, 'No.' Now, I'd tell you, 'Yes,' because we've met a more positive guy than the guy we knew before."

**RICK RINAMAN (Chief mechanic, #3 Castroneves):** (On the nervousness that goes on despite years of experience): "This is probably the most gut-wrenching thing that I do every year. You go up against guys that are doing the same thing we are. Like Tim said, it's about execution. It's a credit to the guys behind me. They work hard. I can't say enough about Helio and the job he's done for us - and Roger (Penske), too. This is for Roger. This is what we do. Helio; the guy does so much for us, and we were able to give him something back. We still have another big event to go here. We want to perform, and this is a stepping stone."

**HELIO CASTRONEVES:** "They deserve it. I have to say I'm just there. This one for them is so special. For us as a driver, we're nervous. We're more nervous than anybody because you don't want to screw it up. If you screw it up, you're going to hear (about it) until next year. But again, they're incredible. They've been working (during the) off season, and every year it's like that. Some of those guys have been here 10 years. They know my style, they know what I like and they know what I don't like. The good news is that we're a team. We lose together, and we win together. The good news is we celebrate together. This one is very, very special for me. The month is falling into place. Everything is falling into place. I'm so thankful to have these guys because I know when I go back and sleep I can trust these guys here, and that's big for a driver." (About having the final charges dropped): "It feels awesome, there's no question. I just want to thank the team for always believing - for always being behind me all the time. As I said, this month is getting better and better. I'm just so thankful that I had a fair trial and the outcome was the way it was, and that's the last page of my book."

**JEFF GRAHN (Chief mechanic, #26 M. Andretti):** "The Venom guys did really well. If you're going to be in the Pit Stop contest, you want to win it. The team that won was definitely the best team out there today. I'm pretty happy with our guys. If we can do that all day Sunday, I think we'll be looking good."

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

7 a.m. Garages open  
10:30 a.m. Public Driver's Meeting

**\*\*\*END DAY 12\*\*\***

## DAY 13 – SUNDAY, MAY 24, 2009

### Page 1

Good morning.

Anton H. (Tony) George, chief executive officer of the Indianapolis Motor Speedway, Joie Chitwood, president and chief operating officer of the Indianapolis Motor Speedway, 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 2009 Indianapolis 500 Mile Race.

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### RACE DAY ORDER OF THE DAY

6 a.m.	Public Gates Open
8 a.m.	Spectacle of Bands Begins
10:30 a.m.	Cars Begin Entering Pit Lane
11:15 a.m.	“On the Banks of the Wabash” – Purdue University All American Marching Band
11:40 a.m.	Celebrity/VIP Laps
11:50 a.m.	Engine warm-up begins
12:09 p.m.	Military/Wounded Warriors Recognition Lap and March
12:18 p.m.	Recognition and Interview with Tuskegee Airmen
12:31 p.m.	Driver Introductions, Yard of Bricks
12:43 p.m.	“America the Beautiful” performed by Miss America 2009 Katie Stam, Victory Podium
12:45 p.m.	Speech from General Craig McKinley, USAF, Chief, National Guard Bureau, Victory Podium
12:47 p.m.	“God Bless America” performed by Florence Henderson, Victory Podium
12:54 p.m.	National Anthem performed by Major Lisa Kopczynski, Indiana National Guard, Victory Podium
12:56 p.m.	Flyover by two vintage B-25 Mitchell bombers, named <i>Special Delivery</i> and <i>Take Off Time</i>
12:56 p.m.	“Drivers to Your Cars” Announcement
12:57 p.m.	Invocation given by Rev. Daniel Buechlein, Archbishop of Indianapolis, Victory Podium
1:01 p.m.	Three-Volley Salute
1:02 p.m.	“Taps” performed by Sgt. Joseph Young, National Guard, Victory Podium
1:03 p.m.	“Back Home Again in Indiana” performed by Jim Nabors, Victory Podium
1:03 p.m.	Balloon Spectacle
1:05 p.m.	Command to Start Engines – Mari Hulman George, Victory Podium
1:06 p.m.	Parade Lap and Pace Laps -- 2010 Chevrolet Camaro, Pace Car Driver Josh Duhamel
1:12 p.m.	Green flag, start of 2009 Indianapolis 500 Mile Race
6 p.m.	Track Closes

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Chuck Gurney Jr. won the 64<sup>th</sup> TourHendricksCounty.com Night Before the 500 presented by Fatheadz USAC Mopar National Midget Championship race Saturday night at O'Reilly Raceway Park in Indianapolis.

Gurney took the lead from Cole Whitt on Lap 13 of the 50-lap feature and never trailed thereafter.

\*\*\*

Dave Steele won the 61<sup>st</sup> Pay Less Little 500 USAC Sprint Car special event Saturday night at Anderson Speedway in Anderson, Ind.

Steele took the lead for good from Eric Gordon on Lap 468 of the 500-lap feature.

\*\*\*

Allen Sirkin, chief operating officer of Phillips-Van Heusen (PVH), will serve as the honorary starter of the 2009 Indianapolis 500.

PVH's IZOD brand is the official apparel of the IndyCar Series, Indianapolis Motor Speedway and Firestone Indy Lights.

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## DAY 13 – SUNDAY, MAY 24, 2009

### Page 2

The five Indianapolis 500 Chase Rookie of the Year candidates participated in a public press conference Saturday on the Coke Zero Stage before the Public Drivers' Meeting.

**ALEX TAGLIANI:** "I was so excited to drive that I didn't really understand what I was missing by not being in the Indianapolis 500 race. Everything came along last year. Obviously, the two series merged, we have now just one open-wheel series. I finished the season with Conquest. That got me to run with them this year. When we arrived here in Indy, I definitely didn't realize how big this race was."

**NELSON PHILIPPE:** It's been a long month, a very stressful month for me. I was a bit scared, to say the least, when qualifying came about. On Bump Day, I was on the bump on the third day of qualifying, and I knew my time wasn't going to hold up. I was really stressed out for Bump Day. Got running in the morning, it wasn't as quick as I thought it was going to be. It was quick enough to get in the field, and that's the most important thing. A lot of the drivers talked about making the show in Indy. They don't realize how hard it is. I think Ryan (Hunter-Reay) will probably talk about it. Ryan talked about it last night and said, 'I never realized how hard it was.' When you start in the last row, you kind of realize how special this is. When you just make it, you know how special this is. I'm very proud to be here. Just like Alex, I raced Champ Car for a long time. This was always the event that we wanted to come to. I'm really happy that I'm here. Look at all the fans. There's not even any race action today and look at all the fans. It's awesome."

**MIKE CONWAY:** "It's been an up-and-down month, obviously, with the crash. That really put us on the back focus, because we lost it in qualifying. We had to come in on the third day. We weren't really sure what the car was doing. Strength to get back in the car and to be quick straight away; it's hard to mentally get over it and to make sure the car's comfortable again. Once we did that, the car felt OK. The first qualifying run that we did actually felt the best. I was pretty happy that we got that time in. Come the next day, Bump Day, we had to run again. That was good, good to get a run in. Once we did it, we knew we were in. As Nelson said, you really appreciate what Bump Day means to get into the race. You think it's going to be easy to get into the race to begin with. It's tough. There's some really good drivers out there, really good teams. The field is so close, one of the closest it's been in history. It's tough, tough to get in. Thanks to everybody here, the crowd. It's been a great month so far, busier and busier, and I've really enjoyed it."

**ROBERT DOORNBOS:** "Thanks for coming out everybody, so many fans. It's great to see so many fans. I was here with Formula One a couple of years ago. We didn't have so many fans; we weren't that lucky. It's definitely more special to be here with IndyCar. Kansas was great. To qualify in the front row for your first oval and to be leading it was a good feeling. But this is a whole different animal. This is so much faster. I'm getting tips from Arie Luyendyk, we all know, as an ex-winner. He's definitely helpful. Like Mike, I had a big valet park in Turn 2. That set us back a little bit. You have to come over it, and we did. Now we're in the field, and we know we have a strong car. We just have to make our way to the front."

**RAPHAEL MATOS:** (On the month leading up to the Indy 500): "The month for us has been quite smooth. We had plenty of speed to qualify. Obviously, we're very proud being the fastest rookie and the fastest car on the second day and seventh fastest overall. The Air Force Luczo Dragon car ran flawless all month long. I just have to thank my whole crew. They did an amazing job. I'm very proud to be here. I would like to take the time, and since we carry the Air Force logo on our car, I would like to thank all the servicemen and women, especially the ones serving Air Force and Marines. The Luczo Dragon team and myself, we are very proud to carry the Air Force logo on our car, and hopefully I will be able to cross the finish line and give them a good result."

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Entry List update: The car name for the No. 21 Vision Racing entry driven by Ryan Hunter-Reay has been changed to "21 IZOD/WilliamRast/Vision Racing."

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**DAY 13 – SUNDAY, MAY 24, 2009**

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Dennis Weaks has done almost everything but drive race cars in the IndyCar community during his 29 years in the business. He has probably driven several times the number of miles as any of today's current drivers as a transporter driver for teams throughout the years. In addition, he has been a mechanic, a tire changer, a fueler.

But for the last nine years, he has had the ultimate job, driving private motor coaches for the IndyCar Series and others, And for the past 1½ years, he has handled the motor coach for IndyCar Series and Indianapolis 500 champion Scott Dixon.

**DENNIS WEAKS:** "It seems like I'm retiring on top. It's a perfect world. I'm driving for Scott now, and I keep it (motorhome) clean and stocked up for him. I worked for A.J., Menard, Ganassi, Hayhoe, Hemelgarn. I'd do any racing deal. I fueled and did tires for 20 years, and the last nine I've driven coaches. As a kid, I used to spot for ABC with Dan Laycock. I've had a great time. My dad was taking me in '62 or '63. That got me hooked. When I come in here, I still have goose bumps. It's hallowed ground."

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Petty Motorsports/Dreyer & Reinbold chief mechanic David Janquart was named as the recipient of the Clint Brawner Mechanical Excellence Award. Janquart is the chief mechanic for the No. 43 Window World entry driven by veteran John Andretti.

Presented annually since 1987 by the Clint Brawner Foundation and underwritten by Firestone Racing, the award recognizes an Indy 500 chief mechanic who "exemplifies the mechanical and scientific creativity, ingenuity, perseverance, dedication, enthusiasm and expertise" of its legendary namesake. Clint Brawner was the chief mechanic on winning cars in 51 AAA- and USAC-sanctioned national championship races, and six season champions.

Janquart received a \$5,000 check and plaque to commemorate the honor. Presenting the awards were Carl Gehlhausen of the Clint Brawner Foundation and Page Mader, Firestone Racing's general manager of race tire development. Janquart's name also will be inscribed on a permanent trophy housed inside the Indianapolis Motor Speedway Hall of Fame Museum.

**DAVID JANQUART:** "To put my name on a plaque next to all those people, I get a chill when I think about it. It's unbelievable to think I was even considered for the award. It's an awesome achievement that I didn't even expect. I was just out there doing my job as best as I could."

\*\*\*

Three-time Indianapolis 500 starter Didier Theys arrived to the track this weekend on only his second trip back to the Speedway since running in the 1994 edition of the race. He is entertaining executives of the Lista Co., on the first trip to the "500," among them Fredy Lienhard, his co-driver in sports car racing.

**DIDIER THEYS:** "I was here for the first Formula One race, but that's it. I raced for 32 years, I'm 52 years old, and my last race was in a Porsche Spyder at Silverstone last September. I'm pretty pleased with sports car racing. It was a good car and a good team to be with. What I miss in Indy car racing is a good ride for the season."

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KV Racing Technology has added FORDAHL-FOQ Group as an associate sponsor for the 2009 Indianapolis 500. FORDAHL-FOQ Group, one of the leading global players in the industry of time components for telecommunications systems, will be an associate sponsor on the No. 15 GEICO–KV Racing Technology machine driven by Paul Tracy.

**KEVIN KALKHOVEN (Co-owner, KV Racing Technology):** “We are pleased to welcome back FORDAHL-FOQ Group as a sponsor of KV Racing Technology for this year’s Indy 500. “FORDAHL-FOQ Group is an outstanding company and a leader in the industry. This is a particularly welcome announcement since FORDAHL-FOQ previously was a sponsor of KVRT in 2007, so it is like teaming up with an old friend.”

**NILS ENGDAHL (President, FORDAHL-FOQ Group):** "We are proud to support KV Racing Technology and Paul Tracy in this year's effort for the Indianapolis 500. As Kevin (Kalkhoven) said, we are old friends teaming up again. This is a great opportunity for our group to re-assess our presence on the North American market, and we are also very happy to see a great driver like Paul back on the track."

\*\*\*

HVM Racing is officially fit to be in the pit. The pit crew members dropped 107 pounds in a two-month weight-loss challenge – seven pounds beyond their goal of 100.

The HVM team kicked off the “Gotta Be Fit to Be in the Pit” challenge at the IndyCar Series season opener in St. Petersburg on April 5. Driver E.J. Viso and Dr. Luigi Gratton of Herbalife, a sponsor of HVM and Viso, encouraged the crew members to lose weight for their own well-being and to ensure strong performance in the pit.

Gratton offered medical guidance and Herbalife nutritional products throughout the challenge to help the team meet its goal. Herbalife is rewarding the trimmed-down crew members this week with new race uniforms.

**KEITH WIGGINS: (Owner, HVM Racing):** “Herbalife has been a great partner to work with, and this weight-loss challenge has been a good thing for everyone involved. How many team sponsors do you know that actually help improve the fitness of the team members?”

**MICHAEL O. JOHNSON (Chairman and CEO, Herbalife):** “We’re proud of the team for meeting their goal and look forward to seeing them in their new uniforms. We’ll continue to support the team to live a healthy, active lifestyle.”

\*\*\*

The 2010 Indianapolis 500 Mile Race is scheduled for Sunday, May 30, 2010. Ticket information can be found in a foldout page between pages 32-33 of the 2009 Indianapolis 500 Official Program. Ticket information also can be obtained by calling the Speedway's ticket office, (317) 492-6700 or (800) 822-INDY, or by logging on to [www.indianapolismotorspeedway.com](http://www.indianapolismotorspeedway.com).

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Brian Barnhart, an Indianapolis native, is the president of the competition and operation division of the Indy Racing League, sanctioning body for the IndyCar Series. He is the chief official of the 2009 Indianapolis 500 Mile Race.

\*\*\*

Of the 33 cars starting this year's Indianapolis 500, 13 have car numbers that have never won the race. Car numbers 10, 11, 13, 18, 19, 21, 41, 43, 44, 67, 00, 02 and 06 have never been on a winning car in the Indianapolis 500. Car number 3 leads with the most wins at 10.

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## DAY 13 – SUNDAY, MAY 24, 2009

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NASCAR legend Richard Petty is at the Speedway today to watch his Richard Petty Motorsports/Dreyer & Reinbold Racing No. 43 Window World car driven by John Andretti. It's Petty's first year of ownership at the Indianapolis 500.

**RICHARD PETTY:** "We want to run all day and not have any trouble, and we'll do pretty good. I don't think he's going to run up there and pass everybody, but if everything follows the way we want, he can run in the top 10 with no trouble. We had a struggle last weekend to get John involved in the race. We finally made it on a last deal, and we were all excited about that. He's had all week now to settle down and get ready for the race. We talked about it getting the car in after the first day of qualifying. We knew he wasn't fast enough then and went out to try to get better and crashed the car. So the crew spent all that time getting back to where he was at. They had a tough time doing it, but they got it in, and now we're ready to go. We're all excited and ready for the big deal."

\*\*\*

Actor Josh Duhamel will drive the Chevrolet Camaro Official Pace Car leading the field to the start of the 2009 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.

**JOSH DUHAMEL:** (On driving the Pace Car so far): "I feel better. I feel better than the first day, just getting used to that speed coming around that fourth turn. But after working with Johnny Rutherford, I call him Coach Rutherford now because he's been my mentor the last few days, I feel good. I feel like I trust the car. It holds in that corner, which took me a little bit getting used to. I think it's a natural sort of instinct to want to slow down when going into a turn, but not here, not at Indy. You've got to press the accelerator going into the fourth turn here." (On what he said and how he felt when he was asked to drive the car): "Yes. Absolutely. Sign me up. When do you want me there?" (On enjoying racing): "Oh yeah, especially the Indy stuff. I was a big dirt track fan growing up. We have what they call the Nodak Speedway (in his native North Dakota). My Dad would take me out pretty much every weekend in the summer. So ever since then I followed it."

\*\*\*

In the 13 Indianapolis 500 Mile Races since the inception of the IndyCar Series, only two drivers who led at Lap 100 have won the race (15.4 percent), and only six drivers who led at Lap 190 in the races that have gone the distance have won the race (54.5 percent). In the last five seasons, when the same basic car and formula have been used, there has been at least one lead change in the final 10 laps three times.

<u>Year</u>	<u>Leader Lap 100</u>	<u>Leader Lap 190</u>	<u>Winner</u>
2008	Tony Kanaan	<b>Scott Dixon</b>	<b>Scott Dixon</b>
2007	Tony Kanaan	---	Dario Franchitti
		Rain shortened race to 166 laps	
2006	Dan Wheldon	Tony Kanaan	Sam Hornish Jr.
2005	Tony Kanaan	Danica Patrick	Dan Wheldon
2004	Dan Wheldon	---	Buddy Rice
		Rain shortened race to 180 laps	
2003	Jimmy Vasser	<b>Gil de Ferran</b>	<b>Gil de Ferran</b>
2002	Tomas Scheckter	<b>Helio Castroneves</b>	<b>Helio Castroneves</b>
2001	Greg Ray	<b>Helio Castroneves</b>	<b>Helio Castroneves</b>
2000	<b>Juan Pablo Montoya</b>	<b>Juan Pablo Montoya</b>	<b>Juan Pablo Montoya</b>
1999	Arie Luyendyk	Robby Gordon	Kenny Brack
1998	John Paul Jr.	<b>Eddie Cheever Jr.</b>	<b>Eddie Cheever Jr.</b>
1997	<b>Arie Luyendyk</b>	Jeff Ward	<b>Arie Luyendyk</b>
1996	Davy Jones	Davy Jones	Buddy Lazier

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Artist Thomas Kinkade met with the media this morning. Kinkade, known as The Painter of Light™, is the featured artist for the Indianapolis Motor Speedway Centennial Era. He painted a special portrait for the Centennial Era Gala on Feb. 27 and also painted the portrait that appears on the covers of the 2009 Indianapolis 500 Official Program and Indianapolis 500 Media Guide.

**THOMAS KINKADE** (On the passion and work that went into the painting): "The passion I have is to capture memories, to evoke the emotional connection we have to an experience. I came out here and stood up on the bleachers and looked around, and I saw all the elements of the track. It was empty at the time. But I saw the stadium, how the track laid out, the horizon, the skyline of Indianapolis and the Pagoda. I saw it all in my imagination. I began thinking, 'I want to get this energy - what I call the excitement of the moment- into this painting.' As I began working on it, I thought, 'Well you have this big piece of asphalt, the huge spectator stands; I've got to do something to get some movement.' So I just started throwing flags into it. It gives it kind of a patriotic excitement." (On some of the fine details in the painting): "I just love the idea of the diversity of the crowd. I like having characters in the crowd. I started hiding people in it. I put Norman Rockwell in there. As far as I know he never went to the track, but he did now. Because he's one of my heroes in the race world, I put a portrait of Dale Earnhardt. I tried to represent the different generations. I view this painting as a piece of history. I will tell you, of the best events of my artistic career doing sporting events, number two would have been when I did the farewell portrait for Yankee Stadium. But the greatest event was taking this painting down through downtown Indianapolis during the parade (Saturday). That was fabulous."

\*\*\*

Scott Dixon was expecting this weekend to take possession of the Halberg Award statue that he won in February as New Zealand's Sportsman of the Year. But the 2008 Indianapolis 500 and IndyCar Series champion was surprised to learn that he's been inducted into the MotorSport New Zealand Wall of Fame.

The MotorSport Wall of Fame was established in 1994 and located in MotorSport House as a permanent reminder of the achievements of past and present members who, through their endeavors, have been instrumental in bringing motorsport achievements to the world at large. The Halberg Awards are the country's premier sporting awards, which recognize teams and individuals.

Dixon joins other famous Kiwi drivers, including Bruce McLaren and Denny Hulme, who have made indelible marks on motorsport at the national or international level. The last person inducted was Dave McMillan in 2006.

Dixon, who started racing at age 13, won three championships in New Zealand before going to Australia in 1997, where he won the Australian Drivers Championship. Since moving to the United States in 1999, he has won the IndyCar Series title in 2003 and '08 and the 500 Mile Race. He was awarded MotorSport New Zealand's prestigious Jim Clark Trophy in 1999, 2001 and 2004.

**SCOTT DIXON:** "I'm still pretty young at 28, and to be alongside a lot of the greats that have come from there is pretty special. I'm kind of overwhelmed between getting this honor and winning the Sportsman of the Year award. They are two of the biggest prizes as far as motor racing and sports in New Zealand. I'm truly humbled."

**STEVEN KENNEDY (President, MotorSport New Zealand):** "It is a tough road from New Zealand because drivers have to overcome the challenges of distance and funding. But with talent like Scott's and the backing of New Zealanders passionate about the sport, it just goes to show what can be achieved by young drivers from this country. Scott Dixon is an elite athlete at the very top of his sport and one we can all be proud of."

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**DAY 13 – SUNDAY, MAY 24, 2009**

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Air Force Gen. Thomas Stafford, commander of the Apollo 10 mission that in May 1969 included a test of the lunar module in lunar orbit, says that Luczo Dragon Racing driver Raphael Matos would “make a good astronaut candidate.” Stafford is attending the race as a guest of the team.

Stafford was cited in the “Guinness Book of World Records” for highest speed ever attained by man – on the Apollo 10 re-entry (24,791 statute mph, which would be the equivalent of a lap around the 2.5-mile Indianapolis Motor Speedway in about three-tenths of a second).

Stafford logged his fourth space flight as commander of the Apollo-Soyuz Test Project mission in July 1975, culminating in the first meeting in space between American astronauts and Soviet cosmonauts. He was the one who shook hands with the Russian cosmonaut.

**GEN. THOMAS STAFFORD:** “I was here in 1964 and have watched it every year since on TV, but it’s great to be back at this great race and historic track. It’s great to see a lot of the space technology from our programs developed into these race cars. I’m very proud that the Luczo Dragon race team would recognize the Air Force and the men and women who serve and have served.”

\*\*\*

Actor and entertainer Jim Nabors will sing “Back Home Again in Indiana” for the 31<sup>st</sup> time today in the pre-Indianapolis 500 festivities.

**JIM NABORS:** “It’s the biggest day of the year. I always look forward to it more than anything. It’s sort of a tradition for me. I never expected to be part of the tradition, but I’m just thrilled to be part of it.” (On how he feels each year when is at the track): “I get pretty nervous. You look out at that crowd, you kidding? It’s pretty wild. There’s nothing like it.” (On how his day progresses here at the Speedway): “I’m just kind of standing up there with Mari (Hulman George), and we kind of do our thing, our duet. I sing, and she says, ‘Start your engines.’ It’s a really indescribable feeling.” (On singing “Back Home Again in Indiana” for the first time at the Speedway, in 1972): “The first time I ever sang it I knew the song. I’d heard it all my life, but I wanted to be sure. I didn’t know I was going to sing it, first of all. I wrote the lyrics on my hand. I didn’t even know what the intro was going to be or if it was in my key or whatever, you know? You never know. They can really get you there. It was pretty exciting, and I really enjoyed it.” (On being part of the festivities for so many years): “I feel very blessed and very rewarded that the people of Indiana kind of accepted me as one of theirs. I really do, and I’m very grateful.”

\*\*\*

Indianapolis 500 veteran and ABC IndyCar Series analyst Scott Goodyear recently became the national spokesperson for the Tire Rack Street Survival driver education program, designed to help young drivers learn the skills and gain the experience needed to stay alive behind the wheel.

In the Tire Rack Street Survival program, teens learn from experienced, knowledgeable driving coaches how to control a vehicle, rather than just operate one. They are taught how their actions govern a car’s responses, what the vehicles limitations are and how to avoid accidents. Students use their personal car or family’s car so new skills can be translated to their daily driving experiences.

One-day Tire Track Street Survival classes typically take place on weekends and are open to permitted and licensed drivers ages 16-21. The cost is \$60 per student, and some insurance companies offer premium discounts to graduates. To find a program, visit [www.streetsurvival.org](http://www.streetsurvival.org) or call (864) 329-1919.

Goodyear’s son participated in a Tire Rack Street Survival program near their hometown of Carmel, Ind., which inspired him to become a national spokesperson.

**SCOTT GOODYEAR:** “I firmly believe Tire Rack Street Survival is the best in giving young drivers valuable experience behind the wheel.”

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Among the guests attending the race today are Florida Panthers goalie Craig Anderson and his father, and recording artist Richard Marx.

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**INDIANAPOLIS 500 RACE SPECIFICS:**

- The race is 500 miles, 200 laps on the 2.5-mile oval.
- The race becomes official after 101 laps.
- The pit-road speed is 60 mph.
- The green flag to start the race will be shown on the third time past the flag stand.
- At the start of the race, no passing is allowed until the start/finish line.
- The restart zone is located between Turns 3 and 4. The lead car may accelerate at any time after that cone. Cars may pass as soon as the green flag waves.
- There will be no tow-ins or returns from the garage within 20 laps of the end of the race.
- Only two tires may cross the blend line at the exit of pit lane. Crossing the line with all four tires may result in a penalty.

\*\*\*

**INDIANAPOLIS 500 PRE-RACE:**

At 1 p.m., the ambient temperature was 86 degrees with a relative humidity of 40 percent and winds from the east at 6 mph. Skies were partly cloudy. The track temperature was 106 degrees, according to Firestone engineers.

At 1:05 p.m., Mari Hulman George gave the command, “Ladies and gentlemen, start your engines.” All cars started and rolling.

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**INDIANAPOLIS 500 RACE RUNNING:**

1:12 p.m. – No start. Cars were not lined up properly in 11 rows of three.

Lap 1: **GREEN.** #3 Castroneves leads the field into Turn 1. #10 Franchitti passes #6 Briscoe for second heading into Turn 1. **YELLOW.** #26 M. Andretti and #5 Moraes touch wheels between Turns 1 and 2. #5 Moraes makes contact with the SAFER Barrier in Turn 2 and continues along the wall down the backstretch. He climbs from the car without assistance from the Delphi Safety Team. #26 M. Andretti continues to pit lane. The car has damage to the front of the car. #26 M. Andretti climbs from the car and the car is wheeled back to the garage. Leaders under caution are: #3 Castroneves, #10 Franchitti, #6 Briscoe, #9 Dixon and #11 Kanaan.

Lap 4: #13 Viso, #23 Duno and #36 Tagliani to pit lane for fuel only. Seven seconds for each.

Lap 6: **GREEN.** #99 Lloyd to pit lane to repair a loose rain light. # Castroneves leads #10 Franchitti by .0342 of a second at the line.

Lap 7: #10 Franchitti underneath #3 Castroneves heading into Turn 1 and passes for the lead. #10 Franchitti leads #3 Castroneves by .3928 of a second.

Lap 10: #10 Franchitti leads #3 Castroneves by .3029 of a second.

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Medical update from Dr. Michael Olinger, medical director for the Indy Racing League: #5 Mario Moraes has been checked and released at the Clarian Emergency Medical Center. He is cleared to drive.

**MARIO MORAES (No. 5 Azul Tequila-Votorantim-KV Racing):** “I know the 26 hit me, OK? I was in front. I was holding my line, and he just hit me. I don’t know from where.”

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- The last time there was a yellow flag on the first lap was the 2001 Indianapolis 500 when pole sitter Scott Sharp crashed in Turn 1.

- When #3 Helio Castroneves led the first lap, it was the third time he has led the opening lap of the Indianapolis 500. The other two years were 2003 when his teammate, Gil de Ferran, won the race and in 2006 when his teammate, Sam Hornish Jr., won the race.

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Lap 15: #10 Franchitti leads #3 Castroneves by .4270 of a second. #8 Bell running 12<sup>th</sup> after starting 24<sup>th</sup>.

Lap 20: #10 Franchitti leads #3 Castroneves by .5616 of a second.

Lap 21: **YELLOW.** #21 Hunter-Reay runs high in Turn 4 and brushes the SAFER Barrier with the right front. The car does a three-quarter spin across the track and makes contact with the inside wall with the left rear of the car and slides to a stop in pit lane. #21 Hunter-Reay climbs from the car without assistance from the Delphi Safety Team. Leaders under caution are: #10 Franchitti, #3 Castroneves, #6 Briscoe, #9 Dixon and #11 Kanaan.

Lap 23: All cars to pit lane for four tires and fuel. #10 Franchitti wins the race off of pit lane. Leaders under caution are #10 Franchitti, #6 Briscoe, #3 Castroneves, #9 Dixon and #02 Rahal.

Lap 23 pit report: Four tires and fuel: #3 Castroneves, 7 seconds; #10 Franchitti, 8 seconds; #02 Rahal, 9 seconds; #2 Matos, 10 seconds; #9 Dixon, 10 seconds; #11 Kanaan, 9 seconds; #15 Tracy, 8 seconds; #41 Foyt, 11 seconds; #67 Fisher, 12 seconds; #23 Duno, 16 seconds; #7 Patrick, 18 seconds; #99 Lloyd, 16 seconds. Four tires, fuel, front wing adjustment: #17 Servia, ; #20 Carpenter, 16 seconds; #12 Power, 11 seconds; #4 Wheldon, 18 seconds. Four tires and fuel, tire pressure adjustment: #16 Sharp, 19 seconds; #6 Briscoe, 7 seconds. Four tires, fuel, front wing adjustment, tire pressure adjustment: #18 Wilson, #14 Meira, 11 seconds.

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Actor Josh Duhamel slapped hands with three-time Indianapolis 500 champion Johnny Rutherford upon exiting the 2010 Chevrolet Camaro Pace Car.

**JOSH DUHAMEL:** “Wow! What a rush. I loved that. I expected (the field) to be closer, but I just kept on the gas.”

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- When #5 Mario Moraes crashed before completing a lap of the 2009 Indianapolis 500, it marked the third time that a car starting in the seventh position crashed before completing a lap. Tom Sneva (1986) and Scott Brayton (1988) were the other two occurrences.

- In 2008, the youngest driver in the field, Graham Rahal, crashed and finished 33<sup>rd</sup>. In 2009, the second-youngest driver in the field, #5 Mario Moraes crashed and finished 33<sup>rd</sup>.

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- The 45,000 mile mark in Indianapolis 500 race history was reached at the completion of the 27<sup>th</sup> lap.

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Lap 28: **GREEN.** #10 Franchitti leads #6 Briscoe by .1686 of a second. #9 Dixon passes #3 Castroneves for third.

Lap 29: #10 Franchitti leads #6 Briscoe by .5956 of a second.

Lap 30: #10 Franchitti leads #6 Briscoe by .4290 of a second.

Lap 35: #10 Franchitti leads #6 Briscoe by .5362 of a second.

Lap 38: #13 Viso to pit lane for four tires and fuel. The team has problems with the right rear air gun.

Lap 40: #10 Franchitti leads #6 Briscoe by .2812 of a second.

Lap 41: #13 Viso returns to pit lane. The team reports a problem with the right rear.

Lap 45: #10 Franchitti leads #6 Briscoe by .6826 of a second.

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Lap 50: #10 Franchitti leads #6 Briscoe by .8261 of a second. #44 Hamilton to pit lane.

Lap 51: #06 Doornbos does a heavy white-wall exiting Turn 4.

Lap 52: #06 Doornbos to pit lane.

Lap 53: #44 Hamilton returns to pit lane. #6 Briscoe passes #10 Franchitti for the lead.

Lap 54: #6 Briscoe leads #10 Franchitti by 1.0122 seconds. #16 Sharp to pits, four tires and fuel, 10 seconds.

Lap 55: #6 Briscoe leads #10 Franchitti by .3484 of a second. #99 Lloyd to pits, four tires and fuel, 12 seconds.

Lap 56: **YELLOW**. #02 Rahal makes heavy contact with the SAFER Barrier with the right side of the car exiting Turn 4. The car comes to a stop on the front stretch. #02 Rahal climbs from the car without assistance from the Delphi Safety Team. #23 Duno to pits, four tires and fuel, 26 seconds. Leaders under caution are: #6 Briscoe, #10 Franchitti, #9 Dixon, #3 Castroneves and #11 Kanaan.

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Medical update from Dr. Michael Olinger, medical director for the Indy Racing League: #21 Ryan Hunter-Reay was checked and released from the Clarian Emergency Medical Center. He is cleared to drive.

**RYAN HUNTER-REAY (No. 21 IZOD/WilliamRast/Vision Racing):** “A.J. Foyt IV was really loose and checked up in Turn 3 and 4. I followed him in there too closely, and that’s my fault. I got a big aero wash, and I was a passenger from there on. That put me in the grey and into the wall. The Vision 21 IZOD crew fought so hard all month, and we were finally in a position that we were going to have a race where the positions were going to come to us with some patience. They already were. It’s a shame to have to have that happen trying to get around a car that’s almost disabled, but I guess that’s Indy.”

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Lap 59: All cars to pit lane except #13 Viso, #99 Lloyd, #24 Conway and #16 Sharp. #18 Wilson does a half-spin entering his pit and stops in pit lane. The crew of #18 Wilson uses the quick-jack to maneuver the car into the pit stall after traffic has passed.

Lap 59 pit stop report: Four tires and fuel: #00 Philippe, 12 seconds; #23 Duno, 13 seconds; #67 Fisher, 12 seconds; #10 Franchitti, 7 seconds; #6 Briscoe, 8 seconds; #3 Castroneves, 7 seconds; #9 Dixon, 10 seconds; #2 Matos, 11 seconds; #14 Meira, 12 seconds; #12 Power, 13 seconds; #15 Tracy, 11 seconds. Four tires, fuel, front wing adjustment: #7 Patrick, 9 seconds; #11 Kanaan, 9 seconds; #8 Bell, #20 Carpenter, 13 seconds; #4 Wheldon, 14 seconds. Four tires, fuel, tire pressure adjustment: #41 Foyt, 15 seconds. Four tires, fuel, front wing and tire pressure adjustment: #18 Wilson.

Lap 60: Leaders under caution are: #6 Briscoe, #9 Dixon, #10 Franchitti, #11 Kanaan and #3 Castroneves.

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•#6 Ryan Briscoe took the lead for the first time in his Indianapolis 500 career on Lap 53. This is Briscoe’s fourth Indianapolis 500 start.

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Lap 63: **GREEN**. #6 Briscoe leads #9 Dixon by .0058 of a second at the line.

Lap 64: #9 Dixon and #10 Franchitti pass #6 Briscoe for the lead entering Turn 1. #9 Dixon leads #10 Franchitti by .8262 of a second. #6 Briscoe falls to ninth. The driver reports a lack of grip.

Lap 65: #9 Dixon leads #10 Franchitti by .6429 of a second. #6 Briscoe to pit lane for four tires.

Lap 67: Rookie #2 Matos is running fourth. #7 Patrick is running fifth. #4 Wheldon is running eighth after starting 18<sup>th</sup>.

Lap 69: #26 M. Andretti returns to the race.

Lap 70: #9 Dixon leads #10 Franchitti by .4991 of a second.

Lap 72: #6 Briscoe is running 24<sup>th</sup>.

Lap 76: #9 Dixon leads #10 Franchitti by .9269 of a second.

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Medical update from Dr. Michael Olinger, medical director for the Indy Racing League: #02 Graham Rahal was checked and released from the Clarian Emergency Medical Center. He is cleared to drive.

**GRAHAM RAHAL (No. 02 McDonald's Racing Team):** "We all caught traffic, basically. Milka (Duno) got in front of me, and she was absolutely clueless. She would go low like she was going to let everybody by, but then she'd go fast enough where you can't get by her. She come out on track and run you real tight. I tried to go half a car width up in (Turn) 4, and it just went straight. Same thing I had last year. I'm really upset and disappointed. The McDonald's car was feeling good. We had the pace to stay with the leaders. We couldn't get close enough to pass, but still it's disappointing."

\*\*\*

Lap 80: #9 Dixon leads #10 Franchitti by .2945 of a second.

Lap 83: **YELLOW.** #44 Hamilton makes contact with the SAFER Barrier at the exit of Turn 4 with the right side of the car. Hamilton climbs from the car without assistance from the Delphi Safety Team. #26 M. Andretti to pits, four tires and fuel, 8 seconds. Leaders under caution are: #9 Dixon, #10 Franchitti, #11 Kanaan, #2 Matos and #3 Castroneves.

Lap 85: All cars to pit lane except #13 Viso, #6 Briscoe and #26 M. Andretti. #10 Franchitti wins the race off pit lane.

Lap 85 pit stop report: Four tires and fuel: #12 Power, 11 seconds; #14 Meira, 10 seconds; #41 Foyt, 11 seconds; #15 Tracy, 8 seconds; #10 Franchitti, 8 seconds; #3 Castroneves, 8 seconds; #9 Dixon, 9 seconds; #20 Carpenter, 8 seconds; #7 Patrick, 10 seconds; #99 Lloyd, 10 seconds; #16 Sharp, 11 seconds; #8 Bell, 14 seconds; #23 Duno, 13 seconds; #43 J. Andretti, 10 seconds; #24 Conway, 12 seconds; #67 Fisher, 12 seconds. Four tires, fuel, front wing adjustment: #11 Kanaan, 9 seconds. Four tires, fuel, tire pressure adjustment: #2 Matos, 8 seconds; #4 Wheldon, 9 seconds.

Lap 86: Leaders under caution are: #10 Franchitti, #9 Dixon, #11 Kanaan, #3 Castroneves and #2 Matos. #4 Wheldon is running eighth. #24 Bell is running ninth. #25 Servia is running 11<sup>th</sup> after starting 25<sup>th</sup>. #36 Tagliani is running 13<sup>th</sup> after starting 33<sup>rd</sup>.

Lap 90: **GREEN.** #10 Franchitti leads #9 Dixon by .0192 of a second at the line.

Lap 91: #9 Dixon underneath #10 Franchitti for the lead in Turn 1. #9 Dixon leads #10 Franchitti by .7306 of a second.

Lap 95: #9 Dixon leads #10 Franchitti by .6150 of a second. #06 Doornbos returns to the track after repairing the right rear upper and lower wishbone in the garage.

Lap 98: **YELLOW.** #11 Kanaan veers into the wall on the backstretch with the right front of the car. The car continues and makes heavy contact with the SAFER Barrier in Turn 3 with the front of the car and makes tertiary contact with the SAFER Barrier in Turn 4 with the front of the car. The car comes to a stop in Turn 4. #11 Kanaan climbs from the car without assistance from the Delphi Safety Team. #17 Servia to pit lane reporting a fuel pressure problem. Leaders under caution are: #9 Dixon, #10 Franchitti, #3 Castroneves, #2 Matos and #12 Power.

Lap 100: All cars to pit lane except #99 Lloyd, #06 Doornbos, #00 Philippe, #13 Viso and #26 M. Andretti.

Lap 100 pit stop report: Four tires and fuel: #41 Foyt, 12 seconds; #12 Power, 6 seconds; #15 Tracy, 17 seconds; #10 Franchitti, 9 seconds; #3 Castroneves, 10 seconds; #2 Matos, 8 seconds; #24 Conway, 10 seconds; #8 Bell, 12 seconds; #23 Duno, 14 seconds; #43 J. Andretti, 10 seconds; #16 Sharp 11 seconds; #99 Lloyd, 11 seconds, #7 Patrick, 10 seconds. Patrick overshot pit, which delayed stop; #9 Dixon, 7 seconds. Target Chip Ganassi Racing team noticed debris embedded in Dixon's used right rear tire after changing it. Four tires, fuel, tire pressure adjustment: #67 Fisher, 10 seconds; #4 Wheldon, 13 seconds. Four tires, fuel, front wing adjustment: #14 Meira, 9 seconds; #6 Briscoe, 9 seconds. Four tires, fuel, rear wing adjustment: #20 Carpenter, 12 seconds.

Lap 101: Leaders under caution are: #9 Dixon, #10 Franchitti, #12 Power, #2 Matos and #3 Castroneves.

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**ORIOLE SERVICIA (No. 17 The Rahal Letterman DAFCA Special):** “We were having the best race ever. The engine completely shut off on the backstretch. I have explanation. I had a lot of fun while it lasted.”

\*\*\*

Medical update from Dr. Michael Olinger, medical director for the Indy Racing League: #44 Davey Hamilton was checked and released from the Clarian Emergency Medical Center. He is cleared to drive.

**DAVEY HAMILTON (No. 44 Hewlett Packard):** “We were good for a while. Then the back end kept stepping out. We were running too much downforce and got up in the marbles. The balance of the car was getting a bit loose getting in. We were making some adjustments, and I was just taking my time getting my pace back. I got loose getting into (Turn) 3. I had to chase it back up, got in the marbles, and that was it. As soon as you get out of the groove, you’re done.”

\*\*\*

Lap 108: #18 Wilson to pit lane for fuel only.

Lap 109: **GREEN.** #9 Dixon leads #10 Franchitti by .1772 of a second at the line.

Lap 110: #9 Dixon leads #10 Franchitti by .1605 of a second.

Lap 115: #9 Dixon leads #10 Franchitti by .3670 of a second.

\*\*\*

Medical update from Dr. Michael Olinger, medical director for the Indy Racing League: #11 Tony Kanaan was checked and released from the Clarian Emergency Medical Center. He is cleared to drive.

**TONY KANAAN (No. 11 Team 7-Eleven):** “I don’t know. Something broke in the middle of the straightaway. I hit head-on on the wall. I don’t think the cameras caught that on the first hit, and then I went for a wild ride. I rested my head on the headrest and closed my eyes. I knew it was going to be a big one. I’m pretty much beat up. I have to thank my guys and the (St. Vincent’s) people who have kept me in shape. And thank you to the safety team. I hit the wall at 190 mph, and I’m standing here talking to you. I’m a little sore, and I’m going to be sore tomorrow. Something broke in the rear suspension at 190 miles an hour, and I have to thank the safety crew that I can walk back to my motorhome.”

\*\*\*

•When #11 Tony Kanaan crashed on Lap 98, it ended his Indianapolis 500-record streak of leading seven consecutive races (2002-08). The 2009 event is the only Indianapolis 500 he never led.

\*\*\*

Lap 119: #26 M. Andretti to pit lane. He climbs from the car.

Lap 121: #9 Dixon leads #10 Franchitti by .8542 of a second.

Lap 126: #06 Doornbos white-walls at the exit of Turn 2. #9 Dixon leads #10 Franchitti by .8029 of a second. #99 Lloyd to pit lane for four tires and fuel.

Lap 130: #9 Dixon leads #10 Franchitti by .6371 of a second.

Lap 132: **YELLOW.** #00 Philippe has a heavy white-wall with the SAFER Barrier exiting Turn 4. He continues to pit lane and climbs from the car. Leaders under caution are: #9 Dixon, #10 Franchitti, #12 Power, #3 Castroneves and #2 Matos.

Lap 134: All cars to pit lane except #99 Lloyd.

Lap 134 pit stop report: Four tires and fuel: #3 Castroneves, 9 seconds; #6 Briscoe, 9 seconds; #9 Dixon, 8 seconds; #12 Power, 8 seconds; #15 Tracy, 8 seconds; #41 Foyt, 14 seconds. #20 Carpenter, 14 seconds; #7 Patrick, 14 seconds; #99 Lloyd, 13 seconds; #36 Tagliani, 12 seconds; #8 Bell, 13 seconds, #23 Duno, 12 seconds; #43 J. Andretti, 15 seconds; #2 Matos, 39 seconds, stop delayed due to wheel nut stuck in air gun. #10 Franchitti, 12 seconds. Stop delayed due to fuel hose stuck in buckeye. #14 Meira, 95 seconds. Car caught on fire during refueling. Fire extinguished, Meira returned to track. Four tires, fuel, front wing adjustment: #67 Fisher, 14 seconds. Four tires, fuel, tire pressure adjustment: #16 Sharp, 13 seconds; #4 Wheldon, 14 seconds.

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Lap 135: Leaders under caution are: #9 Dixon, #3 Castroneves, #12 Power, #15 Tracy and #4 Wheldon. #8 Bell is running sixth. #20 Carpenter is running seventh after starting 17<sup>th</sup>.

Lap 139: #2 Matos back on pit lane to top off. 4 seconds.

Lap 141: **GREEN**. #9 Dixon leads #3 Castroneves by .0930 of a second at the line.

Lap 142: #3 Castroneves underneath #9 Dixon for the lead entering Turn 1. #3 Castroneves leads #9 Dixon by .7509 of a second. #4 Wheldon up to fourth and #8 Bell up to fifth.

Lap 145: #3 Castroneves leads #9 Dixon by .4653 of a second.

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•When #3 Helio Castroneves took the lead on Lap 142, it represented the 1,000<sup>th</sup> lead change in Indianapolis 500 history.

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**ROBERT DOORNBOS (No. 06 Newman/Haas/Lanigan Racing):** “It’s been a very tough day for Newman/Haas/Lanigan Racing. We were looking really good, but then unfortunately Tomas Scheckter was just too excited going into Turn 1. He passed me really late and left me nowhere to go. On the marbles, we just brushed the wall and bent the wishbone. So we had to go back to the garage, but we got out again. Something else bent again on the right rear, so we’ll call it a day.”

**NELSON PHILIPPE (No. 00 i drive green HVM Racing):** “It’s just a shame. I thought we had a good race. I tried giving too much room. It was a light hit, but it was enough.”

**MARCO ANDRETTI (No. 26 Team Venom Energy):** “It’s totally disappointing. I should have been smarter than that. That kid (Moraes) is in way over his head with where he is now. I’m sitting next to him, and he just drives up into me. There was no one in sight of him. I should have known better.”

\*\*\*

Lap 150: #3 Castroneves leads #9 Dixon by .6667 of a second.

Lap 155: #3 Castroneves leads #9 Dixon by .5629 of a second.

Lap 157: #12 Power passes #9 Dixon for second in Turn 1. #3 Castroneves leads #12 Power by .8378 of a second.

Lap 160: #3 Castroneves leads #12 Power by .1903 of a second.

Lap 161: **YELLOW**. #18 Wilson does a full spin entering Turn 1 and makes moderate contact with the SAFER Barrier with the right side of the car. Wilson climbs from the car without assistance from the Delphi Safety Team. Leaders under caution are: #3 Castroneves, #12 Power, #9 Dixon, #4 Wheldon and #8 Bell.

Lap 163: All cars to pit lane. #3 Castroneves wins the race off pit lane. #6 Briscoe picks up six spots and is second. Leaders under caution are: #3 Castroneves, #6 Briscoe, #4 Wheldon, #7 Patrick and #8 Bell.

Lap 163 pit stop report: Four tires and fuel: #41 Foyt, 12 seconds; #15 Tracy, 10 seconds; #3 Castroneves, 10 seconds; #6 Briscoe, 8 seconds; #10 Franchitti, 10 seconds; #2 Matos, 12 seconds; #24 Conway, 10 seconds; #43 J. Andretti, 13 seconds; #23 Duno, 11 seconds; #8 Bell, 14 seconds; #36 Tagliani, 16 seconds; #20 Carpenter, 9 seconds; #7 Patrick, 8 seconds; #99 Lloyd, 8 seconds; #9 Dixon, 10 seconds. Dixon’s stop delayed by problem putting right rear wheel on hub. Four tires, fuel, tire pressure adjustment: #4 Wheldon, 9 seconds. Four tires, fuel, front wing adjustment: #67 Fisher, 11 seconds; #14 Meira, 10 seconds. Four tires, fuel, tire pressure, front wing adjustments: #16 Sharp, 8 seconds. Four tires, fuel, rear wing adjustment: #12 Power, 11 seconds.

Lap 167: #2 Matos to pit lane for fuel only. **GREEN**. #3 Castroneves leads #6 Briscoe by .2406 of a second at the line.

Lap 168: #3 Castroneves leads #6 Briscoe by .6978 of a second.

Lap 170: #3 Castroneves leads #6 Briscoe by .3059 of a second.

\*\*\*

**E.J. VISO (No. 13 PDVSA HVM Racing):** “The rear tire came loose twice. That’s why we had to pit. I could not get the car up to speed. It was too shaky.”

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Lap 174: **YELLOW.** #2 Matos and #14 Meira lock wheels entering Turn 1. #14 Meira makes heavy contact with the SAFER Barrier in Turn 1 with the front of the car. The car goes onto its right side and slides through the turn along the wall before landing on its wheels and coming to a rest at the entrance of Turn 2. #2 Matos makes contact with the SAFER Barrier in Turn 1 with the right side of the car and comes to rest mid-track. Both drivers are assisted from their cars by the Delphi Safety Team. Leaders under caution are: #3 Castroneves, #6 Briscoe, #4 Wheldon, #7 Patrick and #12 Power.

Lap 180: #6 Briscoe to pit lane for fuel only, 3.8 seconds. Four tires and fuel: #24 Conway, 11 seconds; #23 Duno, 10 seconds; #43 J. Andretti, 16 seconds; #67 Fisher, 10 seconds.

\*\*\*

Medical update from Dr. Michael Olinger, medical director for the Indy Racing League: #2 Matos was checked and released at the Clarian Emergency Medical Center. He suffered a bruised right knee and is cleared to drive. #14 Meira was transported via ground to Methodist Hospital. He is awake and alert and is complaining of lower back pain.

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Lap 183: **GREEN.** #3 Castroneves leads #7 Patrick by .2661 of a second as #7 Patrick and #4 Wheldon go side-by-side down the front stretch.

Lap 184: #3 Castroneves leads #4 Wheldon by 1.4042 seconds.

Lap 185: #3 Castroneves leads #4 Wheldon by 1.5524 seconds.

Lap 190: #3 Castroneves leads #4 Wheldon by 1.3818 seconds.

Lap 191: #3 Castroneves leads #4 Wheldon by 1.3145 seconds.

Lap 192: #3 Castroneves leads #4 Wheldon by 1.4799 seconds.

Lap 193: #3 Castroneves leads #4 Wheldon by 1.6447 seconds.

Lap 194: #3 Castroneves leads #4 Wheldon by 1.9053 seconds.

Lap 195: #3 Castroneves leads #4 Wheldon by 1.9987 seconds.

Lap 196: #3 Castroneves leads #4 Wheldon by 2.1276 seconds.

Lap 197: #3 Castroneves leads #4 Wheldon by 2.3148 seconds.

Lap 198: #3 Castroneves leads #4 Wheldon by 2.3637 seconds.

Lap 199: **WHITE.** #3 Castroneves leads #4 Wheldon by 2.2149 seconds.

Lap 200: **CHECKERED.** #3 Castroneves wins the 2009 Indianapolis 500 by 1.9819 seconds over #4 Wheldon.

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**Unofficial Driver Points**

Driver	Points
Dario Franchitti	122
Helio Castroneves	117
Ryan Briscoe	114
Scott Dixon	111
Tony Kanaan	110
Danica Patrick	109
Dan Wheldon	106
Will Power	99
Ryan Hunter-Reay	84
Marco Andretti	83

**Unofficial Bombardier Learjet  
Rookie of the Year Standings**

Driver	Points
Robert Doornbos	69
Raphael Matos	60
Mike Conway	48
Stanton Barrett	44

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**INDIANAPOLIS 500 POST-RACE NOTES:**

- Helio Castroneves wins his third Indianapolis 500, becoming the ninth driver to win the race at least three times. Castroneves also won in 2001 and 2002. Other three-time winners include: Louis Meyer (1928, 33, 36), Wilbur Shaw (1937, 39-40), Mauri Rose (1941, 47-48), Johnny Rutherford (1974, 76, 80) and Bobby Unser (1968, 75, 81). Four-time winners include: A.J. Foyt (1961, 64, 67, 77), Al Unser (1970-71, 78, 87) and Rick Mears (1979, 84, 88, 91).
- Castroneves became a three-time winner in his ninth Indianapolis 500 start. No other driver has become a three-time winner in fewer races. Louis Meyer became a three-time winner in 1936 in his 10<sup>th</sup> Indianapolis 500 race (nine as a starter and one as a relief driver for Wilbur Shaw in 1927.) A.J. Foyt Jr. also became a three-time winner in his 10<sup>th</sup> Indianapolis 500 start, in 1967.
- Castroneves is the 20<sup>th</sup> driver to win the “500” from the pole, the most of any starting position. The pole sitter has won the last two “500s” and four of the last six.
- Castroneves is the first driver to win the pole, Pit Stop Competition and the race since Buddy Rice in 2004.
- This is the second consecutive year the winner led both the first and last lap of the Indianapolis 500.
- Castroneves won a race from the pole for the eighth consecutive season, extending his series record.
- This is the 15<sup>th</sup> Indianapolis 500 win for Roger Penske, the most of any entrant. No other entrant has more than five.
- Team Penske has won five of the last nine Indianapolis 500s.
- This is the seventh time a Penske-owned car has won the Indianapolis 500 starting from the pole position. The other pole winning years for Penske were 1979 (Rick Mears), 1981 (Bobby Unser), 1988 (Rick Mears), 1991 (Rick Mears), 1994 (Al Unser Jr.) and 2006 (Sam Hornish Jr.).
- This is the 31<sup>st</sup> IndyCar Series victory for Team Penske, second among all teams. Andretti Green Racing has 35 victories.
- This is Castroneves’ 15<sup>th</sup> career victory in the IndyCar Series, tying Dan Wheldon for third all-time. Sam Hornish Jr. has 19 wins, and Scott Dixon has 17. Castroneves’ last victory came in the 2008 season finale at Chicagoland Speedway.
- Castroneves has 91 top-10 finishes, most in IndyCar Series history.
- Castroneves has led 74 races, most in IndyCar Series history.
- Castroneves has finished in the top 10 in eight of his nine Indianapolis 500s.
- Dan Wheldon finished second, his fourth top-four finish at Indianapolis in seven starts. The last time past winners finished first and second was in 1993 when Emerson Fittipaldi and Arie Luyendyk finished 1-2.
- This is Wheldon’s second top-five finish of the season and his best finish since second at Nashville last July.
- Danica Patrick finished third, her best career finish at Indianapolis and the best-ever finish for a woman. She finished fourth as a rookie in 2005. Patrick has four top-10 finishes at Indianapolis in five starts.
- Patrick and Tony Kanaan are the only drivers with three top-five finishes to start the 2009 season.
- Townsend Bell finished fourth, improving 20 positions during the race to record a career-best finish. His previous best finish in the “500” was 10<sup>th</sup> in 2008. His previous best IndyCar Series finish was fifth at Nashville in 2004.
- Will Power finished fifth in his second “500.” Last year, he finished 13<sup>th</sup>.
- Power has finished sixth or better in all three of his starts this season.

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- Dario Franchitti finished seventh in his first start in the Indianapolis 500 since winning the race in 2007. He has finished seventh or better in four consecutive “500s.”
- Franchitti led 50 laps and has led 84 laps in his last two “500s.”
- Ed Carpenter finished eighth, his second consecutive top-10 finish in the Indianapolis 500. Last year, he finished fifth.
- This is Carpenter’s second consecutive top-10 finish of the season.
- Paul Tracy finished ninth, his second consecutive top-10 finish in the Indianapolis 500. He finished second in 2002.
- Hideki Mutoh finished 10<sup>th</sup>, his second consecutive top-10 finish in the Indianapolis 500. He finished seventh as a rookie last year.
- Alex Tagliani was the highest-finishing rookie in the field, finishing 11<sup>th</sup> after starting 33<sup>rd</sup>.
- A record 19 cars finished on the lead lap in the 2009 Indianapolis 500. The previous record for most cars finishing on the lead lap is 16 in 1959.
- The 2009 and 2000 Indianapolis 500 races had only six lead changes, which is the fewest number of lead changes for the full 500 mile distance since 1965. The rain-shortened (133 lap) 1973 Indianapolis 500 race had four lead changes. The record for the fewest lead changes in the Indianapolis 500 race is 1 in 1930.
- This is the 11<sup>th</sup> time car number #3 has won the Indianapolis 500, the most times ever for an individual car number.
- A.J. Foyt IV finished 16<sup>th</sup> and completed the full 500-mile distance. This is the first time a Foyt finished on the lead lap since 1979 when his grandfather, four-time winner A.J. Foyt Jr., finished on the lead lap in second place.
- The top lap leader in the 2009 Indianapolis 500 was defending winner Scott Dixon, who led 73 laps and finished sixth. He also was the top lap leader (115 laps) in the 2008 Indianapolis 500.
- The three female drivers in the 2009 Indianapolis 500 field completed 599 laps out of a possible 600. Danica Patrick finished 200 laps, Sarah Fisher 200 laps and Milka Duno 199 laps.
- 19<sup>th</sup>-place finisher John Andretti completed the full 500-mile distance as did 16<sup>th</sup>-place finisher #41 A.J. Foyt IV. This is the only time a Foyt and an Andretti completed the full 500-mile distance in the same race. The Foyt family was first represented in the 1958 Indianapolis 500, and the Andretti family was first represented in 1965.

### INDIANAPOLIS 500 POST-RACE QUOTES:

**RICHARD PETTY** (On his emotions watching pre-race festivities): "Well, seeing all these people and all these servicemen go by here and everybody standing and cheering them, it just makes your heart feel good. All these people appreciate what these guys and gals are doing to protect us, so that we can come out and do stuff like this. That's a big part of this."

**HELIO CASTRONEVES (No. 3 Team Penske)**: "This is incredible. I think my tears speak for everything. What a great team. I just have to thank, first of all, the Lord for giving me this opportunity, to be strong, to have a family that I have. I have to thank Roger (Penske), Tim (Cindric), my guys, Phillip Morris, all the associates (sponsors), Verizon, everybody because they gave my life back. I'm here today because of those guys. And obviously the fans. You guys don't understand. You guys kept me strong. You guys are the best. I'm honored to have fans like you. Thank you so much. Let's celebrate now. We were having all sorts of problems with the radio since the beginning of the race. And then, we had a little issue with the gearbox on the pit stops. I was getting neutral. I had to change for a mechanical. Finally, toward the end, we were just feeling the car. I didn't touch anything on the car at all. Basically, it was a long race. We were just taking it easy. It was good, actually, because behind I knew what I needed to do. But once I got in the front, it was never look back. What a day. This place is magical. It was beginning of the season, but things are starting to fall into place. This is the best month of May ever. Wow. Three. I can't believe it." (More Castroneves to come in transcript)

**DAN WHELDON (No. 4 National Guard Panther Racing):** "I'm incredibly excited. Unfortunately we didn't have quite enough for Helio (Castroneves) and the whole Penske organization. They should be very proud. I have to say, there's not many races that I've done in my career where I can honestly say that the team executed 100 percent. And I have to say they did today. The National Guard Panther Racing pit crew were phenomenal. They made my job incredibly easy all day because they made me spot after spot in the pits. It's one of those days where we just didn't have quite enough for Helio (Castroneves), but I think everyone on the team should be incredibly proud. We've had a difficult month, but the soldiers I've met here and even the stories I've heard from the soldiers overseas have that never-say-die attitude. And that was fully in force this month with the race team. I think we got the best out of everything, so they should be very proud. Honda gave us a good engine, as always. It's so competitive now with everybody having the same engines and the same tires. Firestone did a good job. It would be more frustrating if I had something for Helio (Castroneves), but I have to say I don't think we did. But it's not for a lack of effort." (More Wheldon to come in transcript)

**E.J. VISO (No. 13 PDVSA HVM Racing):** "The rear tire came loose twice. That's why we had to pit. I could not get the car up to speed. It was too shaky."

**RAPHAEL MATOS (No. 2 US Air Force Luczo Dragon Racing):** "I feel OK. I hope Vitor is OK. It was just an unfortunate incident. We had a good car, and the team had worked so hard. It was just unfortunate to end like that. It's disappointing and frustrating. We just need to regroup and get ready for Milwaukee."

**RYAN BRISCOE (No. 6 Team Penske):** "It was really hard today. I just got a bad set of tires. After we got the lead, under the yellow, we put a new set of tires on. After the restart, I just had nothing there. I had no grip in the front. I thought a tire was going flat. We had to pit, and we went a lap down. From there, it was just catch-up. And at the end, I was really excited again. We had gotten up to the top 10. I guess we short-fueled. Roger got me up to second, behind Helio, and the car felt awesome. I really thought I had a car to win with, but we just didn't have enough fuel. What a story Helio is. It's just incredible. It's just unbelievable for him. I'm so happy for Helio. It's just a Cinderella story. He's like a newborn kid and on top of the world."

**ED CARPENTER (No. 20 Menards/Vision Racing):** "It's a top 10, but after finishing here fifth last year, nothing less than that would really be satisfying because you always want more. It was a tough day because it was pretty slick out there and my car wasn't great to start the day, but we worked on the No.20 Menards car all day, added some downforce and got to where I was happy with the way it was handling. But the problem was we were just weren't quite fast enough to get up front and challenge. We battled our way to eighth, but I was just hoping for a little more coming into the day after a great run here last year, but it just wasn't meant to be. We really didn't have the car to win today. The handling wasn't all that great, and we had to put a bunch of downforce on it during the race to get it to handle better. That slowed my pace down, and I was limited on how racy I could get. The month will end on a high note, however, with a new baby coming into our lives in the next couple of days. Until I win the Indy 500, bringing a child into the world will still be the best thing to ever happen to me."

**ALEX TAGLIANI (No. 36 All Sport Conquest Racing):** "It's unbelievable. The guys did an awesome job in the pits. The guys gave me a great car. We were pretty stuck on downforce, and it would show on restarts with every fuel load. I wish I had a little less downforce, but the car was so good on old tires. I was catching up, and everybody was coming toward me on the long runs. The whole team worked well. The engineers made some changes between Carb Day and the race. What great teamwork. I'm very happy for ALL SPORT, Big Red, Rexall Edmonton Indy, King Tut and everybody that helped us this month. To finish this month in front of all of these people is what it's all about. To the sponsors, Eric (Bachelart) and the team, it's a very big deal. The day started when I walked into Gasoline Alley and saw the grandstands. It was my first time here on Race Day, and it was quite unbelievable. I'm very, very happy that I had a chance to participate in this race. For the team, they did a fantastic job. Obviously from where we started, we pretty much had no choice but to go for a little more downforce on the car, and I think that's why at the end of some runs some guys were struggling with their tires and they were coming back to us, which allowed us to make up some ground. We were able to save a lot of fuel on every pit stop. The guys did really, really good, and slowly but surely we made our way to the front. In the end when we got into the pack with the top-10 runners, it was a lot easier to stay flat all around for our runs

because I was really stuck and it made it hard for guys to pass us. Our day was pretty simple: We just tried to make no mistakes and stay out of trouble and continue to make up ground toward the front. We also tried not to make any mistakes in the pits, and that's exactly what we did. We kept leapfrogging other guys and girls, so we got ourselves into P11. It was a really great job and a team effort." (More Tagliani to come in transcript)

**JUSTIN WILSON (No. 18 Z-Line Designs):** "(On the collision with the wall that finished his day): "Obviously it's very disappointing. I thought the Z-Line car was working well. After that last pit stop, we weren't moving forward, so it was frustrating. I had a couple of cars go around me, and I just lost all of my downforce so I'm turning. The car just started turning straight away, so I knew I was in trouble. I tried to back it down and just couldn't save it. I'm just disappointed. Everyone at Dale Coyne Racing has worked so hard all month. I thought we were on for a reasonable finish today. It's just how it goes."

**A.J. FOYT IV (No. 41 ABC Supply/Foyt-Greer Racing):** "It's hard to say you're really happy with a 16<sup>th</sup>-place finish but just coming in for the one race here, I was pretty happy with the car. We worked on it a little bit throughout the day and got it good there at the end. We really never could get any track position to show how good the car was until there at the very end. That's when we ran our quickest laps. Back there with the slower cars, I myself was probably a little rusty. I couldn't get my timing down to make some passes that I should have been able to make on the restarts, but we finished all 200 laps and we held our own against whoever we were racing against, so we've got to be a little bit happy that we brought the car home in one piece. I just hope Vitor is OK."

**SCOTT SHARP (No. 16 Tequila Patron Panther Racing):** "We had some pretty high expectations moving over to really close to Dan (Wheldon)'s setup. And it seems like early in the race neither of us was great, but I was able to keep pace with Dan. It sounds like he had a bit of the same problem as I had, which was pretty much understeer behind people. We were a little loose coming off the corners, particularly turning the car. It got better at times. We certainly had a better last run. I was basically flat-out the last 15 laps but just could never get the front to work well in traffic." (On fuel strategy): "We lost a little pace turning (the fuel) down a little bit. But it was enough to get us to the end, and Briscoe couldn't do anything with us, so that was fine." (On being back at Indy): "It's a great race. There's so much about this race. You get so pumped up. Then to come out and not really run as good as you hoped, it's a little bit depressing. We put a crew together that really never worked together before, and they gave me some great stops. We beat people out of the pits, and we made it to the end. It would have been nice to be about 10 spots higher."

**SCOTT DIXON (No. 9 Target Chip Ganassi Racing):** "It was a pretty uneventful day until the last 60 laps. We had great stops all day with the Target team. Toward the end there; that last stop, we fumbled. I'm not sure which tire it was. That's the problem now with the competition being so tight. You give up a few seconds here and there, and that's nearly your day. You lose six or seven spots. It's just too tough when everybody at the end is full fuel and trying to go flat out. It's too tough to pass." (On driving in traffic versus running up front): "Well, you need to be working at it. If you're going to lose some spots, you want to make sure it's early on. Toward the end, everybody's worked out what they need, and the cars are really good. It just makes it tougher to pass. At the moment, I just think we're relying too much on the downforce of the cars. We need more mechanical grip so you can get closer. At the moment, it just seems spread. Everybody kind of runs up, tags the guy in front, then you can't go behind them close enough in the corners. It's a tough day; pretty unfortunate. I was looking pretty good there for a while."

**MIKE CONWAY (No. 24 Dreyer & Reinbold Racing):** "We were having a really strong race. We weren't sure about fuel mileage, and we pitted. It might have been a bad call; I don't know. It's hard to say because we were sure that we probably couldn't finish. It's unfortunate. We could have had a really strong one there. It goes by pretty quick. It doesn't feel like 500 miles. The first 80 laps went by really quickly. After that, there was lots of drama with accidents and everything, and we just tried to avoid the debris. But it was good fun. It's a good atmosphere here. I really enjoyed the race."

**TOWNSEND BELL (No. 8 Herbalife-KV Racing Technology):** "We said all month we wanted to take one step at a time. I can't think this team enough. I had an awesome car. The pit stops were strong. I have to thank my sponsor Herbalife for keeping me strong all race. I'm so happy to finish in the top five for this great race team. It's a real pleasure working with these guys. I had a hundred scary moments out there." (Moving up through the field): "We knew we had to be aggressive right away to

move up. We tried to walk that fine line between aggression and balance and keeping the thing in one piece. I'm just thrilled for this Herbalife race team, KV Racing, Jimmy (Vasser) and Kevin (Kalkhoven). What an opportunity for me to come here and do one race and drive a rocket ship. It was awesome. The last couple of laps everybody started to fall off, and I thought I might be able to pick off Danica (Patrick) and another car in front of me. We're just happy to have this strong a result." (More Bell to come in transcript)

**SARAH FISHER (No. 67 Dollar General/Sarah Fisher Racing):** "It went OK. It was a tough day. The cars that did get to the end were tough cars. If you don't count the yellows, it was pretty fast paced today. In a one-groove racetrack, it's really, really difficult to pass today. You start up front and sort of get to the end there. We learned a lot. This is only our second year in the '500' as a team. We had amazing pit stops. Every time I came in, we gained spots. I'm really thankful for the guys working so hard at what they do. We're going to get a little bit better car, and we'll come back next year."

**WILL POWER (No. 12 Team Verizon Wireless):** "I think it was a good result. I could see the win there within our reach. That certainly would have made my situation easier. I think Roger (Penske) will be happy with a top-five. I'm not hitting the wall all month and all that stuff. I'm happy. Helio did a good job. He deserves that win. He worked very hard, and he's a good driver. It couldn't have gone to a better guy."

**JOHN ANDRETTI (No. 43 Window World):** "This has been a long month. Our goal was a top 10, and we were moving toward that end, running 12<sup>th</sup> in the middle of the race. But on a restart, I got pushed out to the wall and got the car in the dirt. Then everybody behind me was able to get by. It took me a few laps to clean off the tires and get going again. I got a good restart the next time and went from 22<sup>nd</sup> to 16th. At the end, we did the opposite strategy as the leaders. We took new tires and some fuel, hoping to drive through the field. But the track was just too slippery to make a move. So we probably had a better car than our finish today. But overall, it has been a good month. It was fun to bring 'The King' (Richard Petty) as a car owner at the Indianapolis 500."

**DARIO FRANCHITTI (No. 10 Target Chip Ganassi Racing):** (On having an issue in the pits and losing positions): "Yeah; you know, that's what it takes to win at Indianapolis. Everybody has to be flawless, and we had problem in the pits. The Target guys are fantastic on pit lane, normally. They do a great job. But one mistake, unfortunately, is very, very costly. We'll go back, regroup and try to get ourselves a championship. The Target car was pretty bloody good today. When you get too far back in the pack like we did with that problem with the pit stop, it's tough to get back to the front again." (On racing in the Indy 500 again after missing a year): "When I managed to take the lead and was running away, I had a big smile on my face, I can assure you. That was cool. But, it was a tough deal. It was tough in traffic. When we got back in the pack, it was really difficult. But that's the Speedway. Helio did a fantastic job, and he deserves it. The Penske team deserves it. Believe me, we'll be back next year to try to take it back from them."

**PAUL TRACY (No. 15 GEICO/KV Racing Technology):** "The car was understeering the whole day, and I could never really get close to guys in traffic. You know, I got to thank GEICO and Monster and all the sponsors we had on board, Whipple's Superchargers, everybody, Hard Rock Hotel. You know, it's great to be back out there. Great to run with the top-10 guys all day, but you know, I just wish we did a little bit better. Yeah, it was fun. The end result was not what we wanted, but it was good to be back out there. This was a good tune-up race for me. Obviously, I had been out of the car for a year and off of an oval like this for a long time, so it's good to be back out there. You know, it's not what I wanted. I wanted to hopefully get a top five. You know, we got ourselves up there on a pit stop, but the car just wasn't good enough to stay there. It was a 10<sup>th</sup>-place car all day, and we ended up ninth. I hope I'll be back. I mean, I hope I showed everybody that I'm capable of doing this, and we've got two more races in Canada, and hopefully I get another chance at it."

**DANICA PATRICK (No. 7 Boost Mobile/Motorola):** "The Boost Mobile/Motorola guys did a great job in the pits today, and we had great stops all day. I had a really strong car for the last few stints and would have loved to see the last 35 laps raced green. I know we would have had no issues making it to the end without stopping. I was happy to keep the #7 car up front toward the end of the day. It was a great race for the fans, and I'm happy for Helio (Castroneves); he was super fast all day." (More Patrick quotes to come in transcript)

**ALEX LLOYD (No. 99 HER CGR/SSM Racing):** “We ran well today, I think. Our problem was that a light fell off the back of the car, so we had to pit just after we went back to green after that first caution. That put us a lap back, and from then on we were just trying to regain our lap. The car was working really well when we were toward the head of the pack with the quick guys as we were in the first couple of stints. But as soon as we got our lap back and returned to the back of the pack, our car didn't work quite as well. We were behind so many cars, and the car seemed to have a mind of its own. But we hung in there and kept digging away and salvaged the results out of it. We had a car that was easily capable of being inside the top 10, no worries, if everything had gone right. But we just kept getting unlucky, hitting the yellows wrong. It wasn't our day, but we brought her home. We did everything right, but I guess in a way we got screwed at the beginning. If we could have done that changer at the beginning, we wouldn't have been a lap behind and would have a good shot of being tucked away in the top 10.”

**HIDEKI MUTOH (No. 27 Formula Dream):** “I didn't expect this kind of finish after I started 16<sup>th</sup>, but the car was better than it had been all month. We had some bad timing on the cautions, and we had a bad pit stop that put us far back in the field. It was a really tough day for us.”

**MILKA DUNO (No. 23 CITGO/Dreyer & Reinbold Racing):** “It was a very, very good race. It was very, very tough. It was good. I say thanks to my team, to my sponsors for giving me a good car for the race. We will work for the next one right now. It's good. I'm in Indianapolis, and I finished the race. I'm happy for that.”

**TOMAS SCHECKTER (No. 19 MONA-VIE):** “First, I have to thank MONA-VIE for getting me in the race; just putting me in this position. The car was a great car. We struggled a little bit with track position and a little bit on the stops, although the guys gave me a good car. It's just hard to make up positions. You saw when Penske (Ryan Briscoe) went back and just couldn't get through (the field). There were some people that were just slow, and I couldn't get by them. I could do 219s-flat on my own. But you'd get up to someone who was doing a 212 or 215, and you were stuck behind them. But that's the way it goes. To make up a bunch of positions, finish the race and to do this on a second-week program, I just have to thank everybody at MONA-VIE and Dale Coyne Racing.” (On why it's so hard to drive in traffic): “(The car) just doesn't suck up as good in the tow. Normally when you start getting in the tow, you get sucked up pretty good, but (the front of the car) washed away a bit.”

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Prize money and other awards will be announced at the Indianapolis 500 Victory Celebration on Monday evening, May 25.

\*\*\*END DAY 13\*\*\*