

2010 INDIANAPOLIS 500 DAILY TRACKSIDE REPORTS



Daily Trackside Report
Saturday, May 15

Welcome to Indianapolis Star Opening Day for the 2010 Indianapolis 500, the sixth race of the 2010 IZOD IndyCar Series season. Amy Konrath, vice president of communications/public relations for the Indy Racing League, Mark Dill, vice president of marketing and 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.

This is the 44th 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 official IZOD IndyCar Series Web site, www.indycar.com. Performance histories will be issued at the end of each day in the Media Center and on the IZOD IndyCar Series Web sites.

Live timing and scoring reports from the Indianapolis 500 will be available on the Internet at 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.

TODAY'S SCHEDULE (all times local):

8 a.m. Garages open
Noon-2 p.m. Indianapolis 500 veteran practice
2-6 p.m. Indianapolis 500 Rookie Orientation Program

All six Chevrolet Camaros that have served as Pace Cars for the Indianapolis 500 were lined up on pit road during opening ceremonies today for the 2010 Indianapolis 500: 1967, 1969, 1982, 1993, 2009 and 2010.

"Good Morning America" co-anchor Robin Roberts will drive the 2010 Chevrolet Camaro SS Pace Car to lead the field of 33 drivers to the start of the Indianapolis 500 on May 30.

A parade of 125 Chevrolet Camaros owned by Indiana residents kicked off Indianapolis Star Opening Day ceremonies this morning.

Seven drivers must complete the Rookie Orientation: #5 Takuma Sato (KV Racing Technology), #25 Ana Beatriz (Dreyer & Reinbold Racing), #29 Sebastian Saavedra (Bryan Herta Autosport), #34 Mario Romancini (Conquest Racing), #36 Bertrand Baguette (Conquest Racing), #66 Jay Howard (Sarah Fisher Racing), #78 Simona de Silvestro (HVM 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 today and Sunday. 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

Indianapolis Mayor Greg Ballard was the honorary starter today, waving the green flag to start the first practice for the 2010 Indianapolis 500.

GREG BALLARD: "It is a great day. We have a beautiful day for the first day of practice, and for them to allow me once again to start practice by waving the green flag is really, really special. It is very important to the city. The name Indianapolis is known around the world. As many people know, I spent 23 years in the Marine Corps, so I have watched this race in different countries around the world and people ask me about it all the time, so it is very, very special. It brings a lot of attention to the name of Indianapolis around the world and obviously has a great economic impact." (Do you feel any pressure when waving the green flag?): "Yes! When that car goes by the first time, they are flying about 200 mph and are not that far away from me, and I know it. So you get a little goose bumps, but I know they are under control. I'm always a little nervous because you know everybody is going to be taking pictures, so you want to have a good pose if you at all can."

Indianapolis 500 veteran Jaques Lazier was in Gasoline Alley today, checking on the availability of rides for the 2010 Indianapolis 500.

JAUQUES LAZIER: "It's Indy; it's the month of May, so there are always opportunities, but I would think they are very far and few between. We were close to getting something done.

Unfortunately that fell through. I think at the point more I'm going to be working the suite, trying to build my sponsors for some races this year and for a full-time situation next year. You

come here, and you can't give up. I have been in the race seven times, and you never know what will happen. Someone could struggle and they need to put the car in the show and I'm here if they need it." (Do you have your helmet?): "I have my American Express card. I never leave home without it."

Andretti Autosport owner Michael Andretti talked about the challenge of fielding cars for five drivers this year for the Indianapolis 500 – John Andretti, Marco Andretti, Ryan Hunter-Reay, Tony Kanaan and Danica Patrick.

MICHAEL ANDRETTI: "We have the experience to do it. We did it twice when I was driving, so it shouldn't be that bad. We ran two weeks ago with no problems. We think it brings value to the team, not taking from it." (Do you need additional staff?): "No. We're using some of our Indy Lights guys, and it has actually been quite refreshing to have John come in because he gives us a little different perspective on things."

INDIANAPOLIS 500 VETERAN PRACTICE:

At 11:55 a.m, the ambient temperature was 66 degrees with a relative humidity of 51 percent and winds from the north-northeast at 2 mph. Skies were partly cloudy. The track temperature was 99 degrees, according to Firestone engineers.

Noon – GREEN. #3T Helio Castroneves is first car on track. Tony Kanaan is driving #7 car of Danica Patrick.

Drivers in backup cars: #3T Castroneves, #6T Briscoe, #9T Dixon, #10T Franchitti, #12T Power, #06T Mutoh.

12:01 p.m. – YELLOW. Debris.

12:06 p.m. – GREEN.

FIRST ON TRACK, 1984-2009

Year	Driver	Started	Finished
2009	Robert Doornbos	23 rd	28th
2008	Will Power	23 rd	13th
2007	Jaques Lazier	28 th	27th
2006	Marco Andretti	9 th	2nd
2005	Danica Patrick	4 th	4th
2004	Sarah Fisher	19 th	24th
2003	Felipe Giaffone	16 th	33rd
2002	Billy Boat	23 rd	18th

2001	Stephan Gregoire	29 th	28th
2000	Stephan Gregoire	20 th	7th
1999	Stephan Gregoire	Did Not Qualify	
1998	Mike Groff	32 nd	15th
1997	Dr. Jack Miller	17 th	20th
1996	Michele Alboreto	12 th	30th
1995	Eliseo Salazar	24 th	4th
1994	Raul Boesel	12nd	21st
1993	Jimmy Vasser	19 th	13th
1992	Scott Brayton	7 th	22nd
1991	Scott Brayton	19 th	17th
1990	Tero Palmroth	16 th	12th
1989	Arie Luyendyk	15 th	21st
1988	Raul Boese	17th	20th
1987	Ludwig Heimrath Jr.	10 th	30th
1986	Chip Ganassi	26 th	25th
1985	Dick Simon	26 th	14th
1984	Dick Simon	20 th	23rd

INDIANAPOLIS 500 VETERAN PRACTICE (cont.):

12:15 p.m. – Kanaan is moving from the #7 car of Danica Patrick to the #26 car of Marco Andretti.

12:25 p.m. – #9T Dixon sets fastest lap of the month so far, 39.7813, 226.237 mph.

12:26 p.m. – Kanaan is driving #43 car of Andretti. #67 Fisher spins at pit entrance, no contact.

12:30 p.m. – #10T Franchitti sets lap of 226.535, fastest of the day and month.

- Fastest lap of first day for veterans, 2009: 225.478, Marco Andretti

12:42 p.m. – Kanaan is driving #37 car of Ryan Hunter-Reay.

12:49 p.m. – Kanaan is driving his #11 car.

1 p.m. – Top five: #10T Franchitti, 226.535; #9T Dixon, 226.237; #4 Wheldon, 225.609; #43 Kanaan, 224.793; #11 Kanaan, 224.685.

1:04 p.m. – YELLOW. Debris.

1:08 p.m. – GREEN.

1:40 p.m. – YELLOW. Light rain.

1:57 p.m. – GREEN.

2 p.m. – CHECKERED. End of veteran practice. #3T Castroneves fastest at 226.603.

FASTEST TIMES/SPEEDS OF VETERAN PRACTICE:

Pos.	Car	Name	Time	Speed
1.	3T	Helio Castroneves	39.7170	226.603
2.	10T	Dario Franchitti	39.7290	226.535
3.	9T	Scott Dixon	39.7813	226.237
4.	4	Dan Wheldon	39.8921	225.609
5.	43	Tony Kanaan	40.0369	224.793

INDIANAPOLIS 500 VETERAN PRACTICE QUOTES:

SCOTT DIXON (No. 9 Target Chip Ganassi Racing): “We basically just ran the backup car today to shake it down. We were pretty conservative on the setup, especially on the downforce levels. All we wanted to do was make sure it ran properly. We put it away, and the Target team will switch over to the primary car tonight. We expect to run the same program tomorrow with the primary, then go to full runs starting on Monday.”

HIDEKI MUTOH (No. 06 Formula Dream/Panasonic): “I’m very happy to come back to Indy again. It’s a very special place. We were not planning to push too much today; it was just a warm-up, so I was very patient. Our speed wasn’t that bad, so I am looking forward to tomorrow and into qualifying very much. In Kansas, we qualified fourth and were running well for most of the race, so I think that shows that we have the pace and can build on that.”

RYAN BRISCOE (No. 6 Team Penske): “It was good to be out on track. It felt great to be turning laps at the Speedway on opening day. There were a lot of familiar faces and a lot of fans. Today was a good smooth start for Team Penske to the beginning of this year’s Indianapolis 500.”

RYAN HUNTER-REAY (No. 37 Team IZOD): “My car is very comfortable. We just need to work on the speed. But we’ve got a lot of time to do that, and I have a lot of confidence in the IZOD guys and know we’ll get there. I just couldn’t believe how much weight there was in the (steering) wheel, which is obviously grip, and grip is a really nice thing to feel around here – really nice.”

WILL POWER (No. 12 Verizon Team Penske): “We went out in our T car today for the first practice of the month, and I felt very comfortable. I have more IndyCar experience now, and it felt very natural to get back to work in the Verizon car here at Indy. We’re definitely happy with the season so far, but the only thing we’re focused on now is being quick here. Verizon partnered with our team last year and we were able to finish fifth in the Indy 500, so I’m excited to be back and to have the chance to improve on what we accomplished last year.”

TONY KANAAN (No. 11 Team 7-Eleven): “We just wanted to make sure that all of our cars had the same feel and make sure that we had the same starting point for everybody. So they voted me the guy to do that. They tell me it’s because I’m a veteran, but usually that means you’re old, and I definitely don’t see myself that way, so I’m not sure. But I’m glad to do it, and I think we’ve got a good idea of where we are as a team and where we need to go for the 7-Eleven car.”

MARCO ANDRETTI (No. 26 Team Venom Energy): “I’m a little disappointed that we didn’t get more track time in today, but it’s good to be back in Indy. The Venom car rolled off with decent balance, but we have to find more speed this week. We just didn’t have the time today to make some of the changes we’d like; hopefully tomorrow will be more productive.”

HELIO CASTRONEVES (No. 3 Team Penske): “It’s always good when you start with a positive wave, there is certainly still a lot of work to go. It was just the right time and the right moment with two cars in front of me. It seems to be very interesting this year: Even if you are away from another car, the draft is tremendous. It is going to play a lot of tricks during the month of May.

So far, the 3T car seems to be where we want it, so we won't touch the car and keep at it." (On a short, yet positive first day of practice reaching 226 mph): "Absolutely, to start in a positive way certainly makes us feel good about where to go. It was just the right time at the right moment. Obviously, there were two cars in front of me. It's hard to tell sometimes who's running a clean lap. But so far the T car seems to be where we want to be." (On how much time will be spent strictly on race setup before focusing on Pole Day): "We're talking about, I think, until Wednesday, depending on the weather, working on race setup. Obviously, we have to find out if it rains or not. But first it's good to keep working on the race car and tire management and not worrying so much about how fast we can go today." (On the new qualifying format): "Honestly, it's hard. We always want to change to try to make it better and exciting, especially for the fans. As long as it's good for the fans, it's going to be really fun. It all depends on how the week is going to go. You know, you may have a chance to be right up there for the top nine and points. But if you don't feel you're going to make the top nine, you still have to focus on making the race."

DARIO FRANCHITTI (No. 10 Target Chip Ganassi Racing): "Like Helio, pretty solid day, short day but good. It was a good day for Team Target, myself and Scott. To have the car feeling so good was really encouraging. I managed to do a couple laps and saw TK (Tony Kanaan) ahead of me and managed to draft off of him. It was a nice way to start the month. With the new regulations, the IndyCar Series has changed things definitely, but there's no doubt the Target cars are good. That was a T car, so we're hoping the other cars will be a little better, too. It's going to be a long week, here. We still have a lot of work to do. We have to get the cars fast in qualifying trim and race trim. This was a very positive start for our team. It helps that we unloaded off the truck with good cars. We have to take advantage of all the track time we can get in the next eight days."

JOHN ANDRETTI (No. 43 Team Window World): "We only did about five laps today, but we did everything we wanted to do with the #43 Team Window World car. I'm really excited about the prospects of it. We came back to the garage, and we'll make a couple of changes to the car for tomorrow. Hopefully the weather will be good then, and we'll get some more laps in. I'm looking forward to getting back out there."

DANICA PATRICK (No. 7 Team GoDaddy.com): "It's really great to be back at the Speedway. I love everything about this place. Today's practice went well, and the GoDaddy car feels good. I'm really looking forward to the next couple of weeks here."

PAUL TRACY (No. 15 GEICO – KV Racing Technology): "We just wanted to shake the car down today, and check for some oil leaks. We really want to get a feel for the car in race trim, race downforce level and just feel it out. We have a small issue on the car that we had to go back to the shop to get a part for, and that's put an end to our day because it's only a two-hour practice session. We wanted to be out there when everyone else went out to feel the car out, but we've got a whole week of practice. We'll get this little issue corrected and be back out there tomorrow."

JUSTIN WILSON (No. 22 Z-Line Designs): "It felt good to finally get out on track. It was kind of frustrating. We did one three-lap run and had a lot of buffeting on my helmet, so we went back and came back out and the car was great. We missed a lot of running and then did one lap and it started to rain. I had three to four good laps there at the end. The car was running good, feels good, easily flat. It was a good day. We got what we wanted. We stopped the buffeting, did the set-down and double-checked everything. It was a day to check all those maintenance things and make sure everything is exactly where you want it to be."

VITOR MEIRA (No. 14 ABC Supply Co. A.J. Foyt Racing): (On getting back out there after last year's race and accident): "It feels good. The car is solid, no problems. We're just made sure we had a couple of things done before we get going. Today's just the first day on the track. There's a long way to go, so we're just making sure everything works. We have a brand new car we've never run, so we have to ease up on it." (On the progress of this team the last couple of years): "My confidence with this team has grown immensely. Last year was an improvement from what they had already. This year, we went a step further adding Jeff Britton. Larry (Foyt) has been able to take more care of more of the day-to-day things. A.J. is making the big decisions, and that's how it is supposed to be. From this point on, we have to grow. We've come a long way, and it's showing this year. Last year, it didn't. It was a troubled year with my accident and having different drivers. So many things happened. But this year it's showing."

ALEX LLOYD (No. 19 Boy Scouts of America): "We seem to be lucky. We got a good amount of running in around the showers. Our car feels pretty good. We were a little high on our downforce. A lot of people were going for qualifying trim and going for speed. There's no need for us to rush at it. We just looked at the balance. The balance of our car is very good, so that's pretty promising. We'll see how it goes when we start taking downforce off and see where the speeds are."

DAN WHELDON (No. 4 National Guard Panther Racing): "It has been a busy schedule once the season started. It seems we have either been testing or racing. The guys did an extremely good job in getting the Panther Racing car prepared for Indianapolis. The paint scheme (mostly camouflage) for this month that National Guard and Panther Racing have come up with will be the prettiest car out there. The initial baseline that we did, the car ran very, very well. I've been around here long enough to know that it doesn't make too much difference at this point, but it's always better to start good than the other way around. It's very exciting to be back here. I love this track. I really feel that every time we come here that we have a very good chance of winning. That's certainly very positive. There is a lot of work left to be done. There's a lot of time to continue to improve the car or potentially get lost. All in all, we're excited for the month. The Ganassi cars, they seemed quite a bit laid back. I was quite impressed with my boy, Dixie (Scott Dixon). It was one of those days just to shake the car down, make sure everything's running as it should, do a good systems check and continue to be disciplined with your plan."

2009 Chase Rookie of the Year Alex Tagliani didn't turn any laps today in the No. 77 FAZZT Race Team entry, which was by design. Tagliani also is recovering from bronchitis.

ALEX TAGLIANI: "I was in (Methodist Hospital) for about 48 hours (earlier this week) with a bad case of bronchitis. They took really good care of me. I'm not 100 percent yet – I'm still coughing – so obviously it was needed. It could have turned into a bad scenario, maybe pneumonia."
(About team's plans): "We're starting tomorrow. Our team decided when it's green on a track like here at Indy you don't want to go out there and confuse yourself. We know where we are, and we have a good car. We were strong at Kansas, where we qualified fifth. Today is just for preparation, giving time for the guys to get ready. Tomorrow we're going to do our install and check out the car. Over the next week, there's still plenty of time to practice. This is a track where you want to be relaxed and go out when you're ready, when you know the conditions are good for you. You don't just want to be out there all the time pounding laps."

Star Mazda Championship presented by Goodyear driver Conor Daly was in the paddock today. Daly, 18, from nearby Noblesville, Ind., is the son of six-time Indianapolis 500 entrant Derek Daly. Conor Daly graduated from high school last night.

The Star Mazda Championship is part of the Road to Indy program along with Firestone Indy Lights and the Cooper Tires Presents the USF2000 National Championship powered by Mazda.

CONOR DALY: "I've been waiting a long time (for graduation), and I'm excited to be able to focus solely on racing now, with one less distraction. I'm driving in the Star Mazda Championship as part of the Road to Indy. We race next weekend at Laguna Seca and then here on the 29th at the Night Before the 500 out at O'Reilly Raceway Park. It's our first oval race of the year. We tested there a couple of weeks ago and set the fastest lap ever turned around O'Reilly Raceway Park, so I'm pretty excited about that race because we've got a really good car. I definitely want to race here at the Speedway as soon as possible. I'm still young, though. I'm only 18, but hopefully at the end of this year I can put together a road course race in the Firestone Indy Lights series. Then hopefully do the Freedom 100 here next May. We'll see what happens."

Simona De Silvestro is one of five women and seven rookies attempting to qualify for the 2010 Indianapolis 500. She has competed in all five IZOD IndyCar Series races this season for HVM Racing.

De Silvestro, 21, is from Thun, Switzerland, a nation in which auto racing is banned.

SIMONA DE SILVESTRO: (About auto racing being banned in Switzerland): "Ah, yes, it is kind of bad that it is banned. We are a pretty small country, so I have France and Italy right around us, which is kind of the mecca of go-kart racing. I went to France with my dad when I was 6 and went go-karting there. We have a few good Swiss drivers, so we hope that maybe things will change and it won't be banned anymore, that's for sure." (When you finished third in 2006 at Indy in the Formula BMW support race to the United States Grand Prix, the Italian flag flew

behind you on the podium): "Yeah, that's the thing: When you are in Switzerland, they only give you the racing license when you turn 18. At that time, I think I was 17, so I have double nationality with the Italian one, so we are kind of playing around now with the Swiss." (Did you spend a lot of time in Italy?): "Yes, I did actually, pretty much all my racing came there. But I was born in Switzerland." (Here) Michael Schumacher was my racing hero. He is pretty unbelievable so I hope to be able to follow in his footsteps and try to do the same. He is really a great driver." (On doing well at Kansas and oval racing): "Kansas was my first ever oval, so it was a little weird. It took my first 50 laps. I was kind of searching my way, but in the middle I was running as fast as the leader, which is a pretty good point. So I am really looking forward to being in Indy so I can keep learning and keep pushing in on it, and so I think we can do some good things."

De Ferran Dragon Racing co-owner Gil de Ferran, who won the 2003 Indianapolis 500, talked about his team's prospects this month with driver Raphael Matos in the No. 2 HP de Ferran Dragon Racing entry and Davey Hamilton in the No. 21 HP de Ferran Dragon Racing entry.

GIL DE FERRAN: "It's great to be back here in Indy. We already have our heads down here trying to figure out what to do next; it's typical fashion." (On what the plan is for the team with the new qualifying format): "Well, I think there's still a lot of track time available for everyone to run. But the weather here could be questionable during the week, so we have to take the track time when it's available to us. We're trying to make the most of today, slowly evolve the car and work on the handling of the car to make the drivers comfortable." (On his comfort level now that he's been with the team a couple months): "We're still a very, very young operation. This team, before we joined forces, only had one full season. Certainly, this is my first full season involved (as an owner) in IndyCar racing. I think for our level of experience, the fact that we're in the top 10 in the IZOD IndyCar Series championship is a great accomplishment. We just have to keep our heads down and keep going forward here." (On the team's confidence and approach this year with Raphael Matos now in his second year and having veteran Davey Hamilton driving the team's second entry): "I think it will be very beneficial for us and both for Davey and Rafa to have each other to use as a reference. To be honest with you, I think during the regular season we're missing a little bit of that for Rafa with having another guy there with experience to compare notes with and to compare the data with. So I'm glad we're able to have Davey here at Indianapolis. He's already done a test with us that went very well. We're looking forward to having him around. Having two engineers exchanging information, two drivers exchanging information, it's more work to pull it all together. But I think the benefits outweigh the negatives, especially with the lack of testing (during the season). I don't believe we test enough. I know testing costs money. At the end of the day, if you want to introduce new drivers into the series and new teams like us, we're in desperate need of more miles. Having two cars running here will help."

John Andretti's father, Aldo Andretti, watched his son take to the Indianapolis Motor Speedway's famed 2.5-mile oval today as an Andretti Autosport driver. John Andretti finished ninth May 1 at Kansas Speedway driving for his cousin Michael's team, in association with NASCAR legend Richard Petty, in the Team Window World entry.

ALDO ANDRETTI: "I've been waiting for a long time for John to team up with Michael, and this year it was possible. Things are looking really good so far. This might be his best chance to do as well as he can out here. He's got a good, solid team behind him. He says the car feels good. I think he's quite lucky to have that situation going for him. I'm looking forward to (the race)."

Indianapolis 500 veteran and Firestone Indy Lights team owner Bryan Herta talked today about owning an entry in the Indianapolis 500 through his Bryan Herta Autosport team. Rookie Sebastian Saavedra is driving the No. 29 William Rast/Bryan Herta Autosport entry.

BRYAN HERTA: "It's definitely exciting and a new challenge for me and the whole team. The preparation has been hectic but very satisfying. We're looking forward to seeing what we can do. We had a plan when we started the team last year to start small, start in (Firestone) Indy Lights and grow the team progressively. This year we're running two full-season entries in the Firestone Indy Lights series, and this was the next step. Our plan was to field a car in the Indy 500, and we're just trying to grow our program and learn as much as we can this month." (On taking that next step with a rookie driver): "It's good because we've got a lot of experienced people within the team. We've tried to surround Sebastian with experience so that he's really the only rookie on the team. Everybody else involved with this program has been to the Indianapolis 500 many times. He's really the only new one here, and I think that's really important. As a rookie he can rely on the experience people we've put around him."

Race car driver Zach Veach can't drive on the road yet, but he wants to ensure that they are safe when he does start driving.

Veach, 15, who races for Andretti Autosport in the USF2000 National Championship as part of the Indy Racing League's "Road to Indy" program, has joined talk-show host Oprah Winfrey in her quest to make today's cars a "No Phone Zone." Veach will assist Winfrey in obtaining the signatures of the 33 drivers that qualify for this year's Indianapolis 500 for her anti-texting petition.

So far, Stockdale, Ohio, native Veach has pledges from six drivers, including three-time Indianapolis 500 winner Helio Castroneves and 2010 race winners Will Power and Ryan Hunter-Reay through their signatures on an Apple's iPad, which will be auctioned at www.charityBUZZ.com along with an IZOD IndyCar Series experience at an upcoming race to benefit FocusDriven, an advocacy group for victims of motor vehicle crashes involving drivers using cell phones and the official beneficiary in Winfrey's "No Phone Zone" campaign.

There was one catch, though: Veach isn't old enough to enter the garage area, so he was forced to try to get as many signatures as possible as drivers enter and exit Gasoline Alley.

ZACH VEACH (Andretti Autosport USF2000 driver): "I'm really excited to get the Indy 500 drivers on board with Oprah's campaign. I signed Oprah's pledge in Chicago on April 30 while attending the show and think it's a necessary program to make today's roads safer." (About getting signatures): "We're off to a really good start. We have the six signatures so far, and we'll try to get as many as we can today. And we're working on getting in there."

Indianapolis 500 veteran Townsend Bell was asked today by a local writer about his goals for the Month of May in the #99 Herbalife Ganassi/Schmidt Racing entry. Bell replied, "We're here hoping to rob the bank," referring to the rich purse posted each year by the Indianapolis Motor Speedway.

1992 Indianapolis 500 pole winner Roberto Guerrero visited the track today.

ROBERTO GUERRERO: "It's a lot of fun. I haven't been here for a long time, and it's like coming back home." (On working with young Colombian driver Sebastian Saavedra trying to qualify for the Indianapolis 500): "I'm really, really excited to be working with Sebastian. I think, obviously, he's a very young kid but very mature for his age. I really think I'm going to be able to help him with all the years of experience I have here. He's a great kid from a great family, and I think he's going to go places."

Rahal Letterman Racing co-owner Bobby Rahal and his son, Graham Rahal, announced today that Quick Trim will serve as the primary sponsor of the No. 30 entry driven by Graham Rahal this month in the Indianapolis 500.

The team won the 2004 Indianapolis 500 with Buddy Rice behind the wheel.

Quick Trim® is one of the nation's leading diet systems, with products designed to jump-start metabolism and burn calories 300 percent faster than the body does naturally. The products are marketed and promoted by Kim and Khloe Kardashian of "Keeping Up With The Kardashians" fame and are available at GNC, Walgreens, CVS, Rite Aid, Wal-Mart, Sam's Club, Duane Reade, Nexcom and Kinney Drug.

BOBBY RAHAL (1986 Indianapolis 500 winner): "This year's Indianapolis 500 is very important to me and to our entire organization, and having Quick Trim® come aboard for the month makes it even more special. A brand like Quick Trim® joining us for 'The Greatest Spectacle in Racing' is a major boost to our effort. I would also like to recognize the efforts of TopSpeed Management in helping us finalize this partnership."

KIM KARDASHIAN: "I am thrilled to be going racing with Quick Trim® and Rahal Letterman Racing at the Indianapolis 500! I have been burning calories with Quick Trim® and now it's time to burn up the track!" said Kardashian as she is preparing for the big race.

A full transcript of the press conference today with Bobby and Graham Rahal announcing this sponsorship is available in the Media Center racks.

INDIANAPOLIS 500 ROOKIE ORIENTATION PROGRAM:

Drivers required to participate in ROP: #5 Sato, #25 Beatriz, #29 Saavedra, #34 Romancini, #36 Baguette, #66 Howard, #78 De Silvestro.

Drivers participating in refresher test: #21 Hamilton, #23 Scheckter, #30 Rahal, #41 Foyt, #99 Bell.

2:05 p.m. – GREEN.

2:15 p.m. – YELLOW. Rain.

4:48 p.m. – GREEN. Rain delay lasted two hours, 33 minutes.

4:57 p.m. -- #78 De Silvestro completed Phase 1 of Rookie Orientation Program (10 laps of 200-205 mph).

4:59 p.m. -- #25 Beatriz completed Phase 1 of Rookie Orientation Program.

5:03 p.m. -- #5 Sato completed Phase 1 of Rookie Orientation Program.

5:07 p.m. -- #66 Howard completed Phase 1 of Rookie Orientation Program.

5:08 p.m. -- #25 Beatriz, #78 De Silvestro, #5 Sato completed Phase 2 of Rookie Orientation Program (205-210 mph). #29 Saavedra completed Phase 1 of Rookie Orientation Program. #23 Scheckter, #30 Rahal, #99 Bell have completed refresher test, which is comprised of last two phases of ROP (210-215 mph, 215-plus mph).

5:09 p.m. – YELLOW. Debris on backstretch.

5:15 p.m. – GREEN.

5:16 p.m. – YELLOW. Rain.

5:30 p.m. – CHECKERED. End of practice 30 minutes early due to rain.

FASTEST TIMES/SPEEDS OF VETERAN PRACTICE:

Pos.	Car	Name	Time	Speed
1.	23	Tomas Scheckter	40.6107	221.616
2.	30	Graham Rahal	40.9197	219.943
3.	99	Townsend Bell	40.9791	219.624
4.	66	Jay Howard*	41.8529	215.039
5.	25	Ana Beatriz*	42.0950	213.802

* -- Rookie

In 2009, 25 veterans and six rookies took the track on the first day both were on track together. Today, 27 veterans and seven rookies took the track.

Tony Kanaan turned a total of 36 laps in five different cars today for Andretti Autosport. That was the second-highest total of the day behind Alex Lloyd, who turned 39 in his primary car.

A total of 42 cars are currently at the Speedway and 36 have passed technical inspection. Thirty-four drivers have been on the track to date and turned 597 laps today and this month. Alex Lloyd turned 39 laps today and this month, most of any driver. There were seven cautions for a total of three hours, 10 minutes today.

MORE INDIANAPOLIS 500 VETERAN PRACTICE QUOTES:

ED CARPENTER (No. 20 Panther/Vision/Fuzzy's Vodka): "We didn't put a lot of emphasis on speed today because it was all about shaking down the car, getting a baseline set up without focusing on lap times, and getting comfortable with the car and team. The team part is already there because I have worked with David (Cripps) and Al (Bodey) and Nathan (O'Rourke) before, and the trust is already there, making it easier to communicate and go out there with a good sense of confidence. Today everything went according to the plan we had laid out for ourselves. We'll focus on the race car setup at the start of the week and move toward putting more speed into it for qualifying as the week progresses. It's just so nice to be back on track. This Indy 500 race will actually be my 100th IndyCar series race, and I am so very grateful for the opportunity thanks to the partnership we have with Panther this month and having Fuzzy Zoeller step in with his vodka sponsorship as the last piece of the puzzle."

SARAH FISHER (No. 67 Dollar General/Sarah Fisher Racing): "I was very happy to get some laps in today with the Dollar General car and create a solid baseline that we can continue to work from. We will be excited to work on qualifying, but right now it's all about mechanical grip instead of trimming out for the fastest speed."

MARIO MORAES (No. 32 KV Racing Technology): "It was an easy day for us. We just ran 10 laps for a shakedown on the No. 32 KV Racing Technology car. We didn't want to run much today. We had planned to get ready for Sunday. The car felt good."

E.J. VISO (No. 8 PDVSA-Jet Aviation-KVRT): "It felt very natural for me today after being away for a year. I was very comfortable with the car. We didn't run much today, but it is a good way to start the month. Now we can go step-by-step with our setup and improve throughout the week. After the Kansas race, I feel very confident about our car."

INDIANAPOLIS 500 ROOKIE ORIENTATION/REFRESHER QUOTES:

JAY HOWARD (No. 66 Service Central/Tire Kingdom): "It's a shame about the rain, but it was good to get some laps in. The car feels good, and I'm eager to put the pedal all the way down. I'd like to thank Service Central for giving me this opportunity to be here at the Indianapolis Motor Speedway. Here's to hoping for dry weather tomorrow!"

TAKUMA SATO (No. 5 Lotus-KV Racing Technology): "It was good to learn the track and get a feel for it and the car. The track here at Indianapolis has very different characteristics. Unfortunately, we had to stop rookie orientation due to the rain. That was a shame. But hopefully we can finish the rest of the rookie orientation on Sunday."

A.J. FOYT IV (No. 41 ABC Supply Co./A.J. Foyt Racing): "I'm disappointed that I didn't get to run today, but there's nothing you can do about Mother Nature. For the short time we were out there, we had a telemetry problem with a new antenna, so they replaced that so it should be sorted out. It's one of those things that tests well in the garage or the pit lane and doesn't show up until you're out running. But we'll be ready to go tomorrow and hopefully we can get some

running in. The good thing is that Vitor did get out in the other ABC Supply car and said it was solid so that gives me a lot of confidence because our cars are set up the same. That's the good thing about being part of a two-car team here."

TOWNSEND BELL (No. 99 Herbalife Ganassi/Schmidt Racing): "We just wanted to shake off the rust and get a feel for things again. And, mainly just see that the seat, helmet, belts, spotters and radio all work. It was an all-systems check. Frankly, we accomplished most of that in the two laps we ran before the first rain delay, and everything felt pretty good. It's awkward to try and not go fast, just running a set speed because we took the option of doing the refresher (test)." (About returning to the seat): "It was great. I was expecting it to feel like a much longer layoff, but it's amazing how all of a sudden it just feels all so normal. Obviously, Scott (Dixon) and Dario (Franchitti) ran well, so we know we have a good car. So, we just wanted to take our time and make sure all the "I"s are dotted and the "T"s are crossed." (About getting up to speed after the rain delay): "It felt good to get up to speed. It's a little strange running around here with the feeling that God is watching everything you do (during refresher test)."

GRAHAM RAHAL (No. 30 The Quick Trim/RLR Special): "This might be the most comfortable car I've ever had here. We weren't using as much track as we have at some other times here, and we were running pretty conservatively today. We just wanted to come in and get a baseline, get a good feel for where we are, but I feel very good about it just with what we did today."

ANA BEATRIZ (No. 25 Ipiranga/DRR): (On the excitement of stepping up from running Firestone Indy Lights to the IZOD IndyCar Series): "Unfortunately, I couldn't run as much as I would have liked today. I was thinking I could go through all phases of the rookie orientation program today and then tomorrow start working on speed. But is what it is: It's rain. I felt very comfortable in the car. It was easy to drive and get up to speed. I am very excited to debut here for the Indy 500." (Do you feel your experience driving here before in the Freedom 100 helped you today?): "Sure, the (driving) lines are the same in IndyCar. Turn 1 is still the most difficult one. Probably the most different thing is the racing. In (Firestone) Indy Lights, you can go two-wide, three-wide here. In IndyCar, that is not possible, so I have to remember this in the race. The way you drive the cars is very similar. Of course, you can feel the power of the Indycar. It's much more powerful. But the way you drive it is much the same." (On the possibility of having five women in the race): "On the track, we all feel like drivers. We're all the same. Off the track, it's interesting."

JAY HOWARD (No. 66 Service Central/Tire Kingdom): (On being back at Indy as a rookie given his experience at the track): "It does feel a little strange. I guess it feels a little different. From a joyous point of view, I've got some great sponsors on board, and there is no way someone is going to strip me of this chance. It felt good this afternoon. I kept telling them I wanted to go faster, but they said, 'Take it easy, we don't want to upset Brian (Barnhart) or anyone.' I'm excited for the month. I feel relaxed, and I feel good." (On being involved with Sarah Fisher Racing): "Having Sarah as a team owner is great. I don't need to tell you or anyone else what Sarah is about; she is a great person, and everyone loves her. I think that being able to relate to her, especially while she is driving, is an advantage to me. It's great because we go out in very similar cars. Even today, we talked about a bump in Turn 2 which hadn't been there before, but

it is now. We were talking about that before we even went out. It's just nice to have that relationship where we can really relate to each other. There's some team owners out there that can't do that. I think having Sarah as a team owner is a good thing." (On being motivated and driven by past troubles at Indy and in his career): "After my buddy Mr. Roth pulled me out of the car in '08, I was at PF Chang's, and I got a fortune cookie that said 'Good things come to those who are patient.' I thought, 'OK ...' I stuck the fortune to the top of my computer screen and every day that I would get pissed I could look at that and think, 'Keep digging, keep hammering away.' I just felt that I had come so far in my career and that I had never really had a sponsor except on a race-to-race basis that I had to work harder. Marty (Roth) had promised me so much and delivered almost zero. I realized that racing started to become more business than what it used to be. That's fine. You just need to realize what it is and work hard. I worked with Sarah, and we got this deal going. It's great. I've got the best sponsors I could imagine. I can't say enough good things about them. It has taught me a little, but I'm still the same person I was a couple years ago."

Indianapolis 500 veteran Davey Hamilton spoke today about his excitement about Indianapolis Star Opening Day. He is driving the No. 21 HP de Ferran Dragon Racing entry this month.

DAVEY HAMILTON: "It's Indy. Indy is everything. I moved here for this racetrack. I have lived for this race. I wouldn't have come back to IndyCar racing if it wasn't for this race. It's a cool place. Here I am – now the oldest driver. But first I have to get in. It's going to be good. I've logged a lot of laps driving the two-seater here. The other day I said, 'Man, I'm probably up to eight or 10 thousand rides in that thing, and they said, 'No, it's over 20,000 rides we've gave in that car.' So, I've got a lot of laps around here, and that's what enabled me to come back to racing and gave me the confidence that my feet would work again. Those guys are great partners, as well. They helped make this Indy program happen for me a couple of years ago, and we jointly worked with HP and we still do today. They're great guys. It's good to get laps in here. Obviously, I'm going to be speeding it up a bit more than I do the two-seater. I want to win this race. I know it's not going to be easy. I'm right across from Team Penske, and last time I checked, he had 15 rings. You have to be in the right program, and you have to have a lot of luck. Ganassi and a lot of other teams are very, very tough. For a guy like me to come in one time it's not going to be easy. But these guys are giving me a good opportunity." (On driving for de Ferran Dragon with the guidance of 2003 Indianapolis 500 winner Gil De Ferran): "It's a new team. I have a great teammate in (Raphael) Matos. This team has had some success in the past. I'm hoping we can continue that success. Gil De Ferran is great. He's such a good guy. He brings a lot to this team. He really does. Jay Penske and Steve Luczo created a very good team. Bringing Gil in - he's day to day. He's really into this program, and he's going to make it good. I'm excited about it. I'm lucky to be a part of it. We have a great deal. It really worked out well with Hewlett Packard and Kingdom Racing. It's all good."

SUNDAY'S SCHEDULE (all times local):

8 a.m.	Garages open
11 a.m. – 3 p.m.	Rookie Orientation Program/refresher tests
3-6 p.m.	Veteran practice

END DAY 1 NOTES

DAY 2 – SUNDAY, MAY 16, 2010

TODAY'S SCHEDULE (all times local):

8 a.m. Garages open
11 a.m.-3 p.m. Indianapolis 500 Rookie Orientation Program
3-6 p.m. Indianapolis 500 veteran practice

BAT Engineering's Bruce Ashmore was on pit lane Saturday as the Indianapolis 500 veterans took to the track for the first practice session. Ashmore, the former Lola chief designer and Reynard North America president, has partnered with former March chief designer/engineer Alan Mertens and longtime open-wheel racing engineer Tim Wardrop to compete among five entrants vying to design and manufacture a new IZOD IndyCar Series chassis scheduled to hit the racetrack for the 2012 season.

BRUCE ASHMORE: "Alan Mertens and I formed a company called BAT Engineering – for Bruce, Alan and Tim; Tim Wardrop is our ideas guy – to put in a bid for the 2012 IndyCar design. The car would be manufactured here in Indianapolis – every component of the car. There's seven composites shops here in Indy, and three of them have autoclaves large enough to make the chassis and underwing. I'm here this month convincing teams that we're the right group, that we're coming up with the right design. The car design we've come up with we think will fit every racetrack that the IZOD IndyCar Series goes to. It will be safe and strong and put on a good show here at Indianapolis."

Team Penske driver Ryan Briscoe talked Saturday about the condensed schedule and Team Penske's chances in the 2010 Indianapolis 500.

RYAN BRISCOE: (About schedule): "It's about the same amount of running time. I think we're about six or eight hours shorter than we've had in the past. Track time is about the same, but it's a bit busier and a little more intense. There is a little more strategy involved with getting qualifying and race setup all in one week. Now we squeeze it in to one week and almost do a reverse. We'll get ready for the race first and then later in the week we'll really focus on qualifying and get ready for Pole Day next Saturday. I really like the fact that all of the drivers are out here on Opening Day. It's exciting for the fans that the first cars to hit the track are guys like Helio, Franchitti, Dixon and others who have won the race before. I think it is more incentive for the fans to come out and see the pros." (On running well in last year's Indy 500): "Last year was really good for me, but I was a bit unlucky in the race and we fell back. We had to make an extra stop early in the race. So, it was a bit unlucky, but I feel really good. The team, obviously, is the class of the field here at Indianapolis. It's going to be tough. I'm sure Ganassi is

going to be strong, as well. We're going to be right there. Hopefully, we'll get it right on Race Day."

Justin Penix, winner of the 2010 Purdue Grand Prix kart race, was the honorary starter today. Penix, from Indianapolis, is a junior at Indiana University-Purdue University Indianapolis (IUPUI) majoring in mechanical engineering technology.

JUSTIN PENIX: "It's an amazing feeling. I never thought I'd be able to do this. It will be interesting to see what it's like when the cars go by at over 200 mph." (On winning the Purdue University Grand Prix with his team from IUPUI): "I'm fortunate enough to be the president of the Motorsports Club at IUPUI. The club is for students to get involved and to get more hands-on experience with racing. We fielded two cars in the Purdue Grand Prix, and it was a lot of fun for everyone to get involved and get their hands dirty. We've ran the race for over 10 years now. We won it in 2008 and this year." (On working with Sarah Fisher Racing and having a brother employed at the IRL): "I'm helping Sarah Fisher throughout this month and the summer, as well. I'll be on Jay Howard's car. I'll be doing whatever they need. Hopefully I'll get some engineering work because that's what I want to do after I graduate. I want to be involved with a race team. And it always helps to have a brother involved here at the track and to help you out along the way."

The Indy Racing League will provide a Video News Feed during each day of practice in preparation for qualifying for the 2010 Indianapolis 500 Mile Race.

The Video News Feed will include b-roll of on-track activity and sound from various drivers following the day's activity. Today's feed:

Sunday, May 16

Time: 8 p.m. ET

Coordinates: AMC 9 K 11 (CH A)

Bandwidth: 18 MHz

Symbol Rate: 13.235 MS

FEC: 3/4

Aspect Ratio: 16:9

Digital: 4:2:0

Downlink Frequency: 11911 MHz Horizontal

Position: 83 degrees West

Uplink trouble number: (317) 492-8657 or (317) 492-8750

Note: ALL Indy Racing League Video News Feeds are sent in 16:9 SD format. If this format is not useable, digital copies of all VNFs are posted shortly after uplink time in the multimedia section of indycar.com/media.

Seven drivers must complete the Rookie Orientation: #5 Takuma Sato (KV Racing Technology), #25 Ana Beatriz (Dreyer & Reinbold Racing), #29 Sebastian Saavedra (Bryan Herta Autosport), #34 Mario Romancini (Conquest Racing), #36 Bertrand Baguette (Conquest Racing), #66 Jay Howard (Sarah Fisher Racing), #78 Simona de Silvestro (HVM 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 today. 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

On Indianapolis Star Opening Day, #25 Beatriz, #78 De Silvestro and #5 Sato completed the first two phases of ROP. #29 Saavedra completed the first phase.

INDIANAPOLIS 500 ROOKIE ORIENTATION/REFRESHER PRACTICE:

At 10:55 a.m, the ambient temperature was 60 degrees with a relative humidity of 79 percent and winds from the east-southeast at 1 mph. Skies were cloudy. The track temperature was 67 degrees, according to Firestone engineers.

11 a.m. – GREEN. #25 Beatriz first on track.

11:03 a.m. – YELLOW. Rain.

11:35 a.m. – GREEN.

11:45 a.m. -- #25 Beatriz, #66 Howard have completed Phase 3 of the Rookie Orientation Program.

11:46 a.m. -- #78 De Silvestro has completed Phase 3 of the Rookie Orientation Program. #36 Baguette, #34 Romancini have completed Phase 1. #29 Saavedra has completed Phase 2.

11:47 a.m. – YELLOW. #29 Saavedra slow on backstretch, out of fuel in warm-up lane in Turn 3.

11:53 a.m. – GREEN.

12:02 p.m. -- #25 Beatriz, #66 Howard have completed all four phases of Rookie Orientation Program.

12:03 p.m. -- #34 Romancini, #36 Baguette have completed Phase 2 of the Rookie Orientation Program.

12:12 p.m. – Technical report: Broken fuel pump drive for #29 Saavedra.

12:19 p.m. -- #78 De Silvestro has completed all four phases of the Rookie Orientation Program.

12:20 p.m. -- #36 Baguette has completed Phase 3 of the Rookie Orientation Program.

12:30 p.m. -- #34 Romancini has completed Phase 3 of the Rookie Orientation Program.

12:37 p.m. -- #21 Hamilton, #41 Foyt have completed refresher test.

12:51 p.m. -- #34 Romancini has completed all four phases of Rookie Orientation Program.

1:09 p.m. -- #36 Baguette has completed Phase 4 of the Rookie Orientation Program.

1:12 p.m. -- #5 Sato has completed Phase 3 of the Rookie Orientation Program.

1:29 p.m. -- #5 Sato has completed all four phases of the Rookie Orientation Program.

1:48 p.m. -- #66 Howard fastest at 222.789.

2:10 p.m. – CHECKERED. End of Rookie Orientation Program/refresher tests. Drivers combined to turn 461 laps. All rookie drivers passed Rookie Orientation Program except #29 Saavedra, who completed two phases before mechanical problem. All veteran drivers taking refresher tests passed. #34 Romancini turned 88 laps, more than any other driver.

FASTEST TIMES/SPEEDS OF ROOKIE ORIENTATION PROGRAAM PRACTICE:

Pos.CarNameTimeSpeed

1.66Jay Howard*40.3970222.789

2.41A.J. Foyt IV40.6240221.544

3.78TSimona De Silvestro*40.6559221.370

4.21Davey Hamilton40.8495220.321

5.5Takuma Sato*40.8655220.235

* -- Rookie

Popular veteran Sarah Fisher will attempt to make her ninth Indianapolis 500 start this year, driving the No. 67 Dollar General/Sarah Fisher Racing entry. Her car has a unique story behind it.

SARAH FISHER: "I've nicknamed my car Old Faithful. It's an '03 car that I raced here in '08 and '09. She's a solid car; it's dependable and repeatable. We don't have a nickname for Jay Howard's car (No. 67) yet. He has one of two '09 Dallaras." (About her role as an owner-driver): "It's a different role for me to have another driver with us here on the plate. It really helped us, being able to race at Kansas before we came here. We have spent a lot of time getting our race cars ready for the oval. I'm glad I'm sitting here so I can see our car on the track on the large screen (behind the Pagoda). I'm definitely keeping a balance as a car owner and driver. I'm 100 percent involved in his car as an owner and as a driver in my car. This is a team effort."

Dreyer & Reinbold Racing co-owner Dennis Reinbold talked today about being one of the senior team owners in Gasoline Alley at the 2010 Indianapolis 500 and in the IZOD IndyCar Series. Dreyer & Reinbold started racing in the series in 2000. Indianapolis 500 veteran Robbie Buhl is the team's other owner.

The team's full-time drivers, Justin Wilson and Mike Conway, are joined by Indy-only drivers Tomas Scheckter and Ana Beatriz this month.

DENNIS REINBOLD: "A.J. (Foyt) has been around a lot longer than we have and so has Panther Racing. I think we're third on the list. You survive just based on being creative to provide enough funding to get by. For us for many years, it was a matter of survival. We've always wanted to position ourselves to get to the point where our focus is solely on winning. I'm not excited about second place, and we're inching closer to victory lane. We're there right now (because) we have the best driver lineup we've ever had. We've got some of the best people we've ever had. All through our organization, we've stepped it up at every level that we can control. It's not ideal to come here with four drivers, but each of our four are here for a very good reason because we want to develop them for drivers in our future and develop our team for growth. It's a conscious effort, and we're always excited to be here at Indy."

Longtime Indianapolis Motor Speedway Public Address announcer Tom Carnegie visited the track Saturday and today. Carnegie, 90, was the lead PA announcer at the track from 1946-2006.

TOM CARNEGIE: "It's great to be here. It is typically cold, half-raining, but I love it and I'll stay out here as long as they'll let me. I have sat through many cold, rainy days throughout the years, many, many, but that's just part of it. And when you have the chance to pause and sit in the rain, your mind goes back to days out here, and it is just a thrill to be here." (About his time at the track this weekend): "I have seen many old friends, many, many, and as long as I don't

have difficulty remembering who they are, I'm in pretty good shape, and so far I'm doing fairly well." (How often will you visit this month?): "I will pick good weather, but I would come out here every day if I can. And who knows? Maybe I will."

Two-time Indianapolis 500 winner Arie Luyendyk is helping driver Mike Conway with Dreyer & Reinbold Racing during the IZOD IndyCar Series season, including this month. Luyendyk also talked today about the new qualifying format and other Indianapolis 500 topics.

ARIE LUYENDYK: "This year I'm helping the Dreyer & Reinbold race team. I'll be working with their driver, Mike Conway. I'll be with them on all of the oval races this year. I'll be coaching him, giving him a bunch of pointers, and trying to help him get around the racetrack fast and safe. Most of the things we work on deal with car setup. Things like trying to guide them and keep the setup going in the right direction so that the driver doesn't get all messed up in his head." (On preparing for the Indianapolis 500): "A lot of the Indy 500 is a big mental game. You don't want to get the driver discouraged or make him lose confidence. You really want him to be confident with his race car and the setup. Once he feels comfortable, he can go really fast." (On the qualifying format): "I think it's a great format. I've always believed in shortening the month, which they have now done. Having 24 cars the first day and then having the shootout for the pole is really great for the fans. I hope they come out and watch and prove the new formula to be right. From a driver's perspective, I don't think it's great to be forced to have to go out so many times to actually get the pole. I like the old way better. You get it done in three tries, or you're out. But things are changing everywhere and in our sport. It will be an exciting shootout for the pole because you're chasing the track conditions all day long. When the track changes, you have to change your car to get that little extra speed out of it. So these guys that qualify in the top nine have their work cut out for them."

FAAZT Race Team General Manager talked today about the health of driver Alex Tagliani, who is suffering from bronchitis, and the status of the team's second entry, for driver Bruno Junqueira.

ROB EDWARDS: (On the health of Alex Tagliani): "Alex is doing better. Every day that goes by, he's getting better and better. We hadn't planned to run yesterday. We hope to get out there today to get the car shaken down. Then the rest of the week, we should be in good shape with Alex's program." (Can you provide an update on team's second entry with Bruno Junqueira?): "Not really at the moment. Bruno is racing in Brazil this weekend. The plan wasn't for him to be here until Monday or Tuesday, anyway. We had the car prepped. It made sense to get the car here. We're hoping we can run him, but we still don't know at the moment." (Could you guess on what percentage chance you have at running him?): "I'm not a gambling man. We'll see how it plays out."

Firestone Indy Lights driver Martin Plowman gave some lucky fans the thrill of turning laps around the Indianapolis Motor Speedway's famed 2.5-mile oval this morning. Plowman and fellow Firestone Indy Lights drivers Stefan Wilson, Charlie Kimball and James Hinchcliffe are members of the 2010 IZOD IndyCar Series Pace Car Team, which gives hot lap rides on race weekends.

MARTIN PLOWMAN: "I got the fortunate job to drive at the Speedway every single day this month, getting the chance to scare the bejeezus out of paying VIPs and sponsors." (About moving to Andretti Autosport this season): "Obviously, driving for Andretti Autosport, a two-time defending champion team, the pressure is on for me to make that three years in a row. But it's nice to know I've got a fantastic group of individuals around me. I don't have to worry about anything when I'm in the car. Everything from the small things like drink bottles in the cars to the big stuff; I just have to focus on my job and not worry about anything else. Our test here went very well. In the morning, we ran very well in traffic, and in the afternoon, we focused solely on qualifying speed and running by ourselves. That's why on the time sheet we're languishing down in 10th place, but we know that we didn't run fully in traffic. We're happy where we are and think we have a good chance at the win." (About returning to the Indianapolis Motor Speedway): "It feels great. I've been to this track maybe a thousand times, even though it's just my second year racing. But walking down pit lane in a fire suit toward my car – the grandstands surround you – it's just overwhelming. I get goose bumps. That's when the emotion starts to kick in, and I realize I'm going to drive at the most famous racetrack in the world."

Miss Indiana 2009 Nicole Pollard was at the track today with her boyfriend, Firestone Indy Lights driver Martin Plowman. Pollard, from Lafayette, Ind. was a 2009 500 Festival Princess. The couple met at the IZOD IndyCar Series race last summer at the Mid-Ohio Sports Car Course.

NICOLE POLLARD: "I was a 500 Festival Princess last year, and that really exposed me to the world of motorsports. I fell in love with it here, and the passion continued as I went on to other races. This year I'm helping Martin with some PR and marketing, just making sure he gets out and sees the fans. Motorsports PR is definitely something I've been interested in. With the love of motorsports and all of the media training I've gotten as Miss Indiana, it just seems like a natural progression to put them together. I'm also teaching full time at Northridge Middle School as the choir director, so it really keeps me on my toes."

The Sam Schmidt Paralysis Foundation conducted "A Day at the Races" today for guests with disabling injuries. Indianapolis 500 and Firestone Indy Lights team owner Sam Schmidt, Indianapolis 500 driver Townsend Bell and Firestone Indy Lights drivers Philip Major, J.K. Vernay and Pippa Mann had lunch and talked with the guests.

SAM SCHMIDT: "This is our Day at the Races program with support of UMP, Honda and Firestone and great folks like that. We have now been expanded to nine markets this year, and

frankly it is all about getting people out of the hospital. We work with a combination of groups. Here it is RHI (Rehabilitation Hospital of Indiana), PVA (Paralyzed Veterans of America) , Wounded Warriors, those types of organizations in each market, and we bring people out to the track to try to encourage them that no matter what their disability to keep pursuing their dream. We have Miss Wheelchair Indiana; it's all good stuff. It's about making it anything that makes it worthwhile to get up every morning, whether it is to find a job or get into athletic programs and just flat out pursue your passion. That's what we are trying to promote here. The bottom line is that if someone isn't on a vent (ventilator), they aren't any worse off than me, and they just need to figure out what they can do and get out and do it instead of sitting at home and doing nothing. It's soul-searching for everybody. This type of disability turns everyone's life upside-down. Not just the person in the chair, it's their family, their friends, it's everybody around them. To get over that, you need to find something that makes you want to get up in the morning. For me, it's racing. For some, it is being Olympic athletes, too. John Martinson, next to me, he loved to hunt before he was paralyzed and he started a hunting program for people with disabilities up in Wisconsin. He takes 20 to 25 people at a time out into the wilderness, and they shoot deer and all kinds of things. So that's what it's all about. It doesn't have to be racing. It doesn't have to be what I do. It's about what you can do. I have to applaud the Indianapolis Motor Speedway and all of the other tracks we go to for giving us the parking passes and tickets for days like today, because it is not only a good thing to do but also highlights the accessible nature of the track and facilities so people know they can come back with their families, and that is part of the component, as well."

JOEY MURELLO (Noblesville, Ind., 2010 Miss Wheelchair Indiana): "I have recently been crowned Miss Wheelchair Indiana, and in August I will be travelling to Grand Rapids, Mich., for the National pageant, hopefully to be crowned Miss Wheelchair National. The competition is public speaking and interview. The emphasis of the pageant is to help build a bridge between the disabled community and the able-bodied community and help people to understand that there really isn't difference between a wheelchair. So far, it has been a fun day for us."

JOHN MARTINSON: "My first event was at Chicagoland, and I was just overwhelmed by how nice everybody was, and I kept in touch with Sam Schmidt by e-mail. This event was about five and a half hours away from me, so I thought I would come down and say hi to everybody again. It's all about the people and the great organization that are doing research for spinal cord injuries. I am just really active in getting people out and doing outdoor activities. We have an organization in Wisconsin called Adaptive Sportsman, Inc. that is a non-profit organization. It helps people with disabilities get out and do outdoor activities – hunting, fishing, ATV riding, kayaking, and going to races. Basically, it is anything to motivate people to see somebody else doing it in their situation, and they feel capable to do it themselves. This event is excellent. It gets you to do something besides sitting at home looking at four walls, that's for sure. You get to meet a lot of great people, and that is what it is all about."

TOWNSEND BELL: "Sam has a great foundation, and I'm just happy to do everything I can to try and support everything he does. It is just nice to come out and see everybody. I try to do what I can to support the program."

Indianapolis 500 veteran E.J. Viso took a few moments today to talk about returning to the Indianapolis Motor Speedway to attempt to make his third start in "The Greatest Spectacle in Racing."

E.J. VISO: (Where is your unicycle?): "I did not bring the unicycle because it isn't the Month of May anymore. It is just the half-month, and I knew I was not going to have enough time to play around. Hopefully next year if they go back to the normal format, I will bring it. Last year we had plenty of days off, and this year we have very little, and I prefer to spend that time with the team." (About the old schedule format versus the new schedule format): "There are some points in the month where you really just want to race and that's it, but in another way, it is nice, the whole month of May, the history, the Indy 500, the full format. But either way, it is the Indy 500, and I'm glad to be here. It's the Indy 500." (Is the event easier since you're a veteran?): "Ahhh, I think you never say it is easier. At least the more you come to this place, you know and expect what is coming. Maybe in my rookie year (2008) I might have attacked too early in the month. Now that I am a little more experienced, I know it doesn't matter the first week as long as you prove have a comfortable car and you are working toward the race."

INDIANAPOLIS 500 PRACTICE:

At 2:15 p.m., the ambient temperature was 61 degrees with a relative humidity of 78 percent and winds from the northeast at 1 mph. Skies were cloudy. The track temperature was 70 degrees, according to Firestone engineers.

- Fastest lap, Saturday: #3T Castroneves, 226.603

2:15 p.m. – GREEN.

2:22 p.m. -- #77 Tagliani turns first lap of month.

2:32 p.m. -- #29 Saavedra rejoins track to attempt to complete Rookie Orientation Program.

2:46 p.m. -- #29 Saavedra has completed Phase 3 of the Rookie Orientation Program.

3 p.m. -- #9 Dixon fastest at 226.202.

3:01 p.m. -- #29 Saavedra back on track to attempt to finish Rookie Orientation Program.

3:08 p.m. -- #29 Saavedra has completed all four phases of the Rookie Orientation Program.

3:39 p.m. – YELLOW. Debris on front straightaway.

3:41 p.m. – GREEN.

3:45 p.m. – YELLOW. Rain.

3:58 p.m. – GREEN.

4:02 p.m. – YELLOW. Rain.

4:12 p.m. – GREEN.

4:13 p.m. – YELLOW. #37 Hunter-Reay does half-spin in acceleration lane next to Turn 1. No contact. Stopped facing backward in acceleration lane in Turn 1. Car towed to pits.

4:20 p.m. – GREEN.

4:25 p.m. – YELLOW. #4 Wheldon hits outside retaining wall at exit of Turn 4 with right side of car. Wheldon climbs from car without assistance from the Holmatro Safety Team. Wheldon did half-spin to the left after the apex of the corner, corrected and hit outside retaining wall with right side of car. Moderate damage to right side of car.

4:34 p.m. – GREEN.

4:39 p.m. – YELLOW. Debris between Turns 3 and 4.

4:42 p.m. – GREEN. #3 Castroneves is fastest at 227.046, fastest lap of the month.

Medical update from Dr. Geoffrey Billows, Indianapolis Motor Speedway Director of Medical Services: #4 Dan Wheldon was evaluated and released from the Clarian Emergency Medical Center. He will be re-evaluated for a bruised right foot.

DAN WHELDON: "I'm not 100 percent sure what happened. We'll have to go back and look at the data. It's obviously not the way you want to start the second day at Indianapolis. I think the team are very well prepared for this month, and everyone could see the National Guard Panther Racing car's pretty quick." (About his foot): "It's bruised. I whacked it on the side of the tub. It's one of those things. Sometimes you hit really hard and you don't get knocked up at all and sometimes you have those little hits, and I think when I went into the wall it banged my foot against the side of the tub. Just bruising. Nothing big." (Does this hurt with the condensed schedule?): "We have plenty of time. I think the team will bounce back real quickly. We have two great crews, and unfortunately, it's created a lot of work for them, but if anyone can rebound quickly, it's the National Guard boys."

INDIANAPOLIS 500 PRACTICE (cont.):

5:21 p.m. – YELLOW. Rain.

5:36 p.m. – CHECKERED. Practice ends 24 minutes early due to rain. #3 Helio Castroneves fastest at 227.046, fastest lap of the month.

FASTEST TIMES/SPEEDS OF AFTERNOON PRACTICE:

Pos.	Car	Name	Time	Speed
1.	3	Helio Castroneves	39.6395	227.046
2.	9	Scott Dixon	39.7875	226.202
3.	10	Dario Franchitti	39.8152	226.044
4.	12	Will Power	39.8937	225.600
5.	11	Tony Kanaan	39.9070	225.524

INDIANAPOLIS 500 PRACTICE QUOTES:

HELIO CASTRONEVES (No. 3 Team Penske): "Today was a good day for Team Penske. Despite the weather, with it raining off and on, we were still able to work on some areas to make the car better for the race. It's always good to be out there learning something. On the fast lap, I just put myself in a good position to get a good draft, and we wound up with a faster lap than yesterday."

VITOR MEIRA (No. 14 ABC Supply Co./A.J. Foyt Racing): "Today was the first day that we really started working on setup on the 500 program. It was very good. We tried different setups, learned about the setups that we have. They're both good, but one is better than the other. We are pleased with the day because we learned a lot. I think we'll be in good shape so it was a good first step."

DAVEY HAMILTON (No. 21 HP de Ferran Dragon Racing): "It was good to get some laps in. We chose to do the veteran refresher with the rookies. We shook the car down pretty good. Actually, it was pretty easy. But it's always Indy. The setup I had I figured I would have another mile an hour of speed in it. We are now doing a motor change. This motor we're putting in it now is good for all of the way through qualifying. If we could just add a little more steam and we hope we could find a few little things - if I could only have one more mile an hour. Who doesn't say that all of the time, right? We had to do a motor change because the motor we had in it was just for the refresher. And now that we do the motor change, we're on the same page as everybody else as far as mileage."

RYAN BRISCOE (No. 6 Team Penske): "We had a solid day in the No. 6 Team Penske car. We ran lots of laps, and we actually made some good adjustments on the set-up for our race car. We made progress in the direction we will be working toward tomorrow. Things are going well. We are working through our list and moving forward."

WILL POWER (No. 12 Verizon Team Penske): "We turned some quality laps today in the Verizon car, and a 225.600 (mph) average speed makes for a solid lap. We were able to turn 28 laps today despite losing some time with a radio issue that the guys had to fix. The weather could be much different next weekend, so we'll have to wait and see if what we learned today is helpful for qualifying. All the Team Penske cars seem to be quick, and we'll continue to fine-tune things so we're prepared when it comes time to qualify."

ALEX LLOYD (No. 19 Boy Scouts of America): "We're still in race trim. We started in a little neutral, maybe a little loose. We have dialed the car, so it's pretty good in the little bit of traffic we found. We're not going to trim out and go for speed to stick with our plan. Compared to the first day (Saturday), we found our car has changed a bit. The track conditions brought out some potential issues that we didn't see yesterday, which is good, because that gives us a chance to work on it. This track changes every day. There's always a subtle change that affects the balance of the car. I'm sure we'll go out Monday, and it will be different again. That's how it is. Hopefully by the end of the month you have run in enough different conditions that you can piece it all together for Race Day."

GRAHAM RAHAL (No. 30 The Quick Trim/RLR Special): “We got some more speed out of it today, but the biggest thing is that it is still early. There’s more in it, and we’re the conservative side among the teams out here. I think we all feel pretty good about where we are right now. Certainly, there’s more time and there are things that we haven’t done yet that should mean more speed, but we’re taking our time and getting where we need to be.”

A.J. FOYT IV (No. 41 ABC Supply Co./A.J. Foyt Racing): “I think our first day on the track went well. It’s great that A.J. (Foyt) and (engineer) Jeff Britton gave me a good solid car to start with straight off, and having Vitor helping out with the setups too after he gets done with practice is great, too. The ABC car’s really solid and actually pretty fast, so we’re happy with where we are right now. I think we can make small changes on it from here to try to find a little bit more speed and be pretty good.” (About being back in the car after being out for so long): “It took about five or six laps on my first hard run, but it was exciting and it was fun. I was excited to be able to get back out there and try to run fast. It’s just a thrill –everything speeds up really fast, and you just feel like you’re going super-fast once you’ve been out of the car for so long. But then as you go along throughout the day, it slows back down and feels back to normal.”

JOHN ANDRETTI (No. 43 Team Window World): “We really focused on running race setups today. We haven’t gone into qualifying runs yet. I think we’ve got a really good balance on the Window World Dallara. We got in some traffic, moved around and just tried a couple of different things to test downforce. The weather conditions right now are almost ideal – overcast and very little wind. A lot of people are advantage of the track time and we’re one of them. We look forward to the start tomorrow.”

JAY HOWARD (No. 66 Service Central/Sarah Fisher Racing): (About completing all four phases of rookie orientation): “It went very good, exactly how we planned. It’s always nice when that happens. Hats off to the guys, they did a great job, and the car was very comfortable for me. I was told to slow down. It’s a little frustrating especially when the car feels so much better when you’re going faster. But rules are the rules, and we need to abide by them. The (ROP) lets us go out there with as minimum cars as possible, get the feel of track and the car. Then for the rest of the month, it’s game on.”

SEBASTIAN SAAVEDRA (No. 29 William Rast/Bryan Herta Autosport): “I am very happy to complete all phases of Rookie Orientation. I felt very comfortable with the car and the speeds at every step. Once we completed the program, we started to focus on the car and began to take downforce off so I can learn what a real Indy car feels like around Indianapolis. It was a great day overall, and I am very happy. We had some problems in the morning (fuel pump), but the team did an incredible job to make the repairs in a short amount of time. I am looking forward to tomorrow. It was great. It was very exciting. It is something I was looking forward to for a long time. We were able to pass the rookie test and now for another phase of the Indy 500 – setting up the car. I’m just loving it, everything, not only being around, but what’s happening inside it. All the people, the fans, and I feel very comfortable with the car and with the team, I am able to see them working. It’s something I will always remember.”

TOWNSEND BELL (No. 99 Herbalife Ganassi/Schmidt Racing): "It's Indy. You know it's going to rain. You get used to it. We have lots of time. I will have more time on the track than I did last year. To me, it feels like we're still on schedule with where we are. I feel we're still on schedule. It will be nice when we are able to refine the package." (About running in practice): "We didn't get to run very much. We only did 20 laps today, and I think I only followed someone for three laps. But so far it feels the same (as last year). I feel like I am 99.9 percent comfortable being on the track. If I had to race tomorrow, I'd be ready."

HIDEKI MUTOH (No. 06 Panasonic Formula Dream): "We worked on the race setup mostly at the beginning of the day. I was very happy behind one car. I wasn't in huge traffic yet, but at least I was behind one or two cars and the car was quite good, so I'm happy. We came back to the garage and changed the car a little bit and went back out late in the day. We didn't trim all the way but trimmed a little bit for qualifying, and the time was quite decent. We still have more to trim but we now have a clear picture of what we should do tomorrow. We were only able to run six laps when we went back out because of the rain, but it gives us some direction for tomorrow. The lap time at the end was when I was running on my own without a draft, so I think the Formula Dream/Panasonic team is in good shape."

TONY KANAAN (No. 11 Team 7-Eleven): "Today was OK. It was a smooth day. We're still working toward getting a good balance for the Team 7-Eleven car, but it's still early. It's only Sunday, and we still have six days to go until the 'first' big day."

RYAN HUNTER-REAY (No. 37 Team IZOD): "We threw some things at the IZOD car today that really didn't get the results we were looking for, so we're going to make some big changes for tomorrow and see what that does for us. It's just another part of the process. The good thing is that we're getting all this stuff done somewhat early. The team is working really hard and they always give me great race cars, so we're stay after it."

DANICA PATRICK (No. 7 Team GoDaddy.com): "Today's practice was very productive overall. The GoDaddy car has been consistent during the first two days, so we have been able to try out a few different setups, which is good. Hopefully the rain doesn't become too much of an issue this week."

MARIO MORAES (No. 32 KV Racing Technology): "Our day was just fine. We are right where we want to be with our settings. We are just getting up to speed for the second day. Our team is working on a variety of things with each of the drivers. We'll continue to work on our program that was laid out for us before we came to the track this month."

E.J. VISO (No. 8 PDVSA-Jet Aviation-KV Racing Technology): "We had another smooth second day. Of course, the weather played with us a little today. We were able to go through all of the changes we wanted for the day. We are still very conservative on our downforce levels. It's too early to pull out all of the downforce off the car. Right now, the puzzle pieces are coming together for us."

PAUL TRACY (No. 15 GEICO – KV Racing Technology): "We took a methodical approach with our GEICO-KV Racing car. We ran race setup all today. Our KV Racing team wanted me to get close

with other cars for a feeling in race trim. This team is really working well together as Mario (Moraes) and E.J. (Viso) were working more on the qualifying setup. We got Takuma (Sato) through his rookie test, so he can get into the race mode now. We have cars spread across the grid for setups.”

MARIO ROMANCINI (No. 34 Conquest Racing): “I think the most important thing is we were able to get some good track time. I did almost 120 laps, which is what we were looking for. Today we were able to go through all of the phases they were asking us to do for the rookie test. It’s good because at the end of the session I was feeling good with the car, feeling comfortable. Now I am ready to start working on the setup, so tomorrow we start the week before qualifying and we’ll have plenty of time to work on the car. It was a good learning day, most of all. We are going to try and find more speed. You always need to trim out the car and be careful. We’ll go step by step. As we are getting more and more comfortable, we’ll start making bigger changes on the car.”

DARIO FRANCHITTI (No. 10 Target Chip Ganassi Racing): “We really haven’t been beyond the shakedown phase with the 10 car. We haven’t had many laps. We have less than 30 laps in the two cars on the track in two days. We will get serious about it tomorrow. The car feels pretty quick. We’re just going to keep working on balance and get that exact feeling that we need from the car for qualifying and the race. All these times you are seeing is the benefit of tows with two or three cars. You’ll begin to see true speed toward the middle of this week coming. For qualifying, that’s one side of things: We have to make sure the car is fast. For qualifying and the race, we have to make sure the Target car has a nice balance in it so we can trim it out and run well in traffic. We’ll work on both because of the compacted schedule now. We’re going to be busy; hope the weather cooperates.”

ALEX TAGLIANI (No. 77 FAZZT Race Team): “I’m very, very proud of the boys. They did a fantastic job. I think the car is great. Our Kansas weekend was a good preview for where we’re going to be here at Indy. We qualified fifth there. Today our plan was to shake the car down and just evaluate it, and the car is fantastic. It’s just really, really good. We ran on our own with lots of downforce on the car and no tow from anybody, so we’re very excited about the speed that we’re doing right now. It’s a good beginning for the week, and now I’m just waiting to get back on track.”

BERTRAND BAGUETTE (No. 36 Conquest Racing RACB): “It was good. We went step by step up to speed. We started with a lot of downforce on the car, and then progressively we trimmed it out. Every time we did a change on the car we were going faster, so it’s quite good. It shows that we are going in the right direction. We have one week to work on it, and we’ll try to make it faster. For the moment, we are quite comfortable. But we still have a lot of downforce on the car, so it’s normal. Progressively we’ll try to get it more loose.”

MIKE CONWAY (No. 24 Dad’s Root Beer/DRR): “It was a shame we couldn’t get back out toward the end (rain showers) because we need to do some more laps. The car wasn’t comfortable at all. I never went flat on one lap. It’s a bit confusing because we didn’t really change much on

the car overnight. We just have to sit down and look at what we've got. Hopefully we can come out and be quick again. There was no real speed in the car today."

MARCO ANDRETTI (No. 26 Team Venom Energy): "We made some progress with the Venom car today, and I think we're heading in the right direction. Unfortunately, the rain cut practice a bit short, and we didn't get to a couple of changes that we're optimistic about. Hopefully the rain will hold off tomorrow, and we can keep working and find the speed we're looking for."

JUSTIN WILSON (No. 22 Team Z-Line Designs/DRR): "It was a good day. The car feels good. We made a couple of changes and freed it up a little bit. We're working our way through a grocery list of things we wanted to try on the car. We haven't really trimmed it much. We did one change to try and make it a little nicer, and that was positive. We're moving forward. We're sticking to our plan; we know what we want to achieve. Hopefully the weather will play out the next couple of days and we can get into some more speed-related things, start to trim the car out, get a little more aggressive. Right now it's all a case of getting that race car well, and we want the Z-Line Design car to be racy in a couple of week's time."

SCOTT DIXON (No. 9 Target Chip Ganassi Racing): (On the inconsistent weather and any difficulties with practice): "That's what you expect when you come to Indy in the month of May. I live in Indy, and any time I've been living here, you kind of expect the weather to be a little odd this time of year. Today was definitely no different than any other. For us, I think, for the first two days we wanted to maintain that we only ran one set of tires. We're trying to hold back on the tires a lot for later in the week when we really need to go for speed and can concentrate on qualifying without any sort of drawbacks with not being able to use the tires we want to use. We had a couple of runs yesterday in the backup car and a couple of runs today in the primary car just to make sure everything works. We made a few minor mechanical changes on the car. Today, I think everyone had pretty big tows to get to those speeds. The car feels pretty decent. Hopefully, we can go out tomorrow and run a full week. I think weather is going to be a challenge, so we'll see where it goes. The tough part for everybody this year is trying to manage qualifying runs and race runs within the five or six days that you have." (On the close call with Dan Wheldon's spinning car): "Yeah, that was pretty close. Luckily we just missed." (On the aerodynamic changes of the cars this year compared to last year): "It's hard to tell straight out of the box. So far, the car seems to pull up pretty well. It seems to be a little bit better. With the combination now, you have less drag and more downforce. Those two key elements and less dirty air could be a big thing as far as racing."

SIMONA DE SILVESTRO (No. 78 Team Stargate Worlds HVM): "It was my second time out on an oval, and being here at Indy is something pretty special. I went through ROP (Rookie Orientation Program), and it was pretty good. I'm sure tomorrow will be pretty different with all of the people around me, but I really enjoyed it. I think the track is really different. It makes a little more sense to me to think that the corners are like really fast road course corners as compared to Kansas, where there was a lot of banking. I'm sure it will be very busy when we go out to qualify." (On the pressure of competing with the other female drivers): "This year has been new to me to be racing against other women drivers. I've been racing the past five races with Danica and with Sarah in the last one. It's not really a focus for me to be beating them. I'm

here to do my job and I'm a driver. So, I'm not really comparing what they're doing to what I am doing. I don't really feel any pressure in that way." (On her impression of Indianapolis): "I've been here two days, and already it's been pretty crazy. It's pretty special to be here and to be competing with the other drivers. Two years ago, when I saw my first race, I never thought that I'd be racing here. I'm really excited about it. I'm just here to learn. It's kind of the first time we've really tested on an oval with the team. I can start understanding the car and how I feel in the car on an oval." (On the transition to ovals): "I really respect the ovals. I used to think, 'Oh, it looks easy,' because all the cars are going fast, and they don't really seem to move. But when you get in the car and go out on an oval for the first time, it's a real eye-opener. It's insane when you're behind people because you just have no clue what you are supposed to do out there. Like in Kansas, for the first 50 laps or so you're kind of wondering what to do, but then you kind of pick it up as you go. And the faster we go, the more difficult it's going to get. I have a lot of respect for people who have been doing it for a while, and to be a part of it now is something really cool." (On the difference between practice and Race Day): "A lot of people have been saying that it will be different. Even right now, everyone is saying that Turn 1 is the most difficult corner because of all the grandstands. I think that if you pick your points on the track, it will definitely help you. I know on Race Day it is going to be very different, and for the first few laps I will be thinking, 'Oh, this is weird.'"

TOMAS SCHECKTER (No. 23 Mona Vie/DRR): "Unfortunately, we had limited track time today because of the bad weather. Every time we tried to get something going with the car, it would rain again. The two days have been tough so far on trying to find out where we are at. We will continue to work at it again and see what we can find in the next couple of days."

ANA BEATRIZ (No. 25 Ipiranga/DRR): "We passed ROP today, and I'm very happy. I felt comfortable getting up to speed, and I could run in traffic, as well. It felt really good, and was a great experience. Now that we are done we will be able to run in the 220s. Because of the orientation test, you put pressure on yourself to get fast right away, so everything is a progress. You have to take 10 laps to get to the specific speed and be in that specific speed that they want you to do, so once you get in the 215s, it's more natural and was easier for me and I felt more comfortable. I look forward to getting back out on track tomorrow."

A total of 44 cars are currently at the Speedway and 36 have passed technical inspection and two are in the process. Thirty-six drivers have been on the track to date and turned 1,375 laps today and 1,972 laps this month. Mario Romancini turned 117 laps today, more than any other driver. There were 10 cautions for a total of one hour, 28 minutes today.

MONDAY'S SCHEDULE (all times local):

8 a.m.	Garages open
Noon-6 p.m.	Indianapolis 500 practice

END DAY 2 NOTES

DAY 3 – MONDAY, MAY 17, 2010

TODAY'S SCHEDULE (all times local):

8 a.m. Garages open

Noon-6 p.m. Indianapolis 500 practice

Rain has been falling steadily on the Speedway throughout this morning.

The Indy Racing League will provide a Video News Feed during each day of practice in preparation for qualifying for the 2010 Indianapolis 500 Mile Race.

The Video News Feed will include b-roll of on-track activity and sound from various drivers following the day's activity. Today's feed:

Monday, May 17

Time: 8 p.m. (ET)

Coordinates: AMC 9 K 11 (CH A)

Bandwidth: 18 MHz

Symbol Rate: 13.235 MS

FEC: 3/4

Aspect Ratio: 16:9

Digital: 4:2:0

Downlink Frequency: 11911 MHz Horizontal

Position: 83 degrees West

Uplink trouble number: (317) 492-8657 or (317) 492-8750

Veteran race strategist and team manager John Anderson will call the race for Andretti Autosport driver John Andretti in the #43 Team Window World car. Anderson has a history with his driver and significant success with the Andretti team as the race strategist for drivers Paul Tracy, 2005 Indy 500 winner Dan Wheldon, and 2007 winner and Indy Racing League Champion Dario Franchitti.

JOHN ANDERSON: "I brought John out here to the Speedway (in 1988). We worked together for his first Indy 500 race, and here we are back together many years, too many years, later. I'm enjoying it, and I really appreciate the chance to work with the team like this. (The past three races) I've been working with Tony Kanaan. I had spoken to John earlier – before he did the deal with Michael – about the possibility of doing something for the '500,' so we got back together.

Tony brought in Steve Horne, who owned Tasman Motorsports. Steve's working with Tony for this one, and I've shuffled over to John. I'm looking forward to Race Day.”

Indianapolis 500 veteran Roger Yasukawa is working in both the Media Center and Gasoline Alley this month in an interesting dual role. Yasukawa, from W. Hollywood, Calif., made five consecutive Indianapolis 500 starts between 2003-07, with a best finish of 10th in 2003 and 2004.

ROGER YASUKAWA: “I'm doing a little reporting for the Japanese media and also spotting for Takuma Sato. I'm also looking for a ride, which I think is a long shot. But you have to be here if something happens. I'm ready to go; I just did my medical today. If an opportunity comes up, I'm ready to drive. I just don't have a sponsor right now to whip out the big check. Besides, all the seats are filled right now. I think this year the series is very healthy, with a lot of competitive cars. Even if I had money, I don't know where I would be able to take it. With the new format, it's harder for the teams to justify whether it's worth it to bring another car out. We'll have to see how it goes.”

Two-time Indianapolis 500-winning chief mechanic Owen Snyder III is working this month with A.J. Foyt Racing. Snyder was chief mechanic for winners Al Unser Jr. in 1992 and Eddie Cheever Jr. in 1998.

OWEN SNYDER III: (About working with A.J. Foyt): “It's pretty special. I kind of always wanted to do this. The guy is so sharp. You just can't imagine the knowledge that he has gained over the years. He just knows. I always wanted to find out first-hand, and you never know about a guy until you work with them or for them, and it has been pretty good so far. Of course, Anthony (Foyt) is happy, and we have been fairly quick, so that makes it a lot better.” (Some people in your position might approach this with a little trepidation): “That's true! I have been around long enough and have heard all the stories and have seen a lot of them with A.J. and I know how he is, but when it is time to get serious and go to race, we have a real good group of guys working on Anthony's car. So we get serious, get the work done, and give the answers he wants, and it is going real good so far. I'm just having a real good month. Now it is just been a couple of days, so that could change. I just want to learn. Shoot, I'm almost 50 years old; There are a lot of things I have to learn, too.” (About A.J. Foyt IV coming back to drive at Indy): “I'll tell you, we found out yesterday that he is back for the right reasons. He isn't back just to get his name out there or because of his name. He genuinely wants to come and race here. We saw the serious side yesterday when the track went green. He is racer. This is an experienced team, and the good thing about A.J. is that he uses all that experience. He just remembers that a lot of things go full circle. Yeah, there are a lot of new developments out there, but a lot of it gets back to things that happened 10, 15, 20 years ago, and A.J. has been through it all.”

The "Rock the Race" exclusive party at Saks Fifth Avenue rocked Saturday night for 15-year-old Andretti Autosport USF2000 driver Zach Veach as he added two more pledges to talk-show host Oprah Winfrey's "No Phone Zone" petition, bringing his total to eight drivers who have signed the pledge that are vying for spots in this year's Indianapolis 500.

Veach added 2009 Indianapolis 500 Chase Rookie of the Year Alex Tagliani and 2009 IZOD IndyCar Series Rookie of the Year Raphael Matos to Winfrey's anti-texting petition on his way to obtaining all 33 drivers that qualify for this year's race by May 30. Tagliani and Matos join Helio Castroneves, Will Power, Ryan Hunter-Reay, Justin Wilson, Mario Romancini and John Andretti as drivers who have pledged to support an end to distractive driving.

ZACH VEACH: "It was great to get to the Indianapolis Motor Speedway this weekend and start educating everyone about Oprah's campaign. All the IZOD IndyCar drivers have been really nice and supportive of the initiative." (About getting the final signatures): "The pressure will be on the week of the Indy 500 to obtain the balance of the signatures while also preparing for the Night Before the 500 race at ORP."

Indianapolis 500 veteran and KV Racing Technology co-owner Jimmy Vasser talked Sunday about his team's preparation for the 2010 Indianapolis 500.

JIMMY VASSER: "I think we're pretty well prepared. We do have one rookie with Takuma Sato, but he sure picked it up like a veteran today. We're just getting started here. This place can be tough, or it can be the greatest of ease sometimes. We're very excited. We're stepping it up with four cars, and we have the personnel to do it right." (On having Paul Tracy and Barry Green on the team): "You know, it's kind of an interesting pair there with Barry and P.T. We have GEICO on board for the second year in a row, so there's good continuity there. We're just getting started, but certainly the ingredients are there to do very, very well." (On his overall feel for the team right now): "There have been no real surprises yet. I'm sure there will be. Everything seems to be going very smoothly. We're fairly happy with the cars right now. There's no reason to believe we can't run these things up front."

Hope and Trey Jackson will appear on ABC's "Dancing With The Stars" on Tuesday, May 18 in the College Dance Championships, representing Utah Valley University.

Hope and Trey were engaged on the seventh-floor balcony of the Pagoda at the Indianapolis Motor Speedway during Indianapolis 500 race week last May.

Practice today was canceled at 2:30 p.m. due to rain. The last Indianapolis 500 practice day to be completely rained out was Thursday, May 8, 2008.

Newman/Haas Racing driver Hideki Mutoh talked today about the popularity of the Indianapolis 500 in his native Japan.

HIDEKI MUTOH (No. 06 Formula Dream/Panasonic): "To win the Indy 500 would change my life, for sure. And not because I am Japanese and would be the first to win the race; your nationality doesn't matter. If you win the Indy 500, it is huge. I think I could retire after such a huge accomplishment. The first time I saw the Indy 500 was when Nigel Mansell was in the 1993 race. I watched Formula One as a child, and when he came to race Indy cars for Newman/Haas, I started watching Indy car racing. That was also the first Indy 500 I saw. The Indy 500 is one of the biggest races in the world, so it means a lot to compete in it. Last week, I was in Japan and there were over 100 media at Honda's press conference for the Twin Ring Motegi race, and they asked me about the Indy 500 and the Motegi race. The race (Indianapolis 500) is on live in Japan on Gaora network at 3 a.m., or something like that, and my family and friends are going to watch the race. They will finish watching the race around 7 a.m., and I think that is a good time to drink some milk!"

Butler Blue II, the live mascot of Butler University, visited the Speedway today as a guest of IZOD IndyCar Series Pace Car Team member James Hinchcliffe. After a quick visit with Butler graduate Ed Carpenter in the Panther Racing garage, he made his way to the Pagoda to meet the Pace Car team and ride shotgun in the 2010 Chevrolet Camaro Pace Car for a moment.

Since early April, the 6-year-old English bulldog has been one of the biggest celebrities in Indianapolis and been asked to make appearances all around Central Indiana.

Blue II's caretaker is Michael Kaltenmark, a member of the public relations team at Vision Racing.

MICHAEL KALTENMARK: "It all started at the Final Four, where he was in front of 70,000 people at Lucas Oil Stadium, which was very cool. Once we did that, everything fell into the place. It's great to be here at the Indianapolis Motor Speedway on a practice day. It ranks up there with being on national TV and being grand marshal of a parade. You name it, and Blue's done it. It's been a great year to be him."

A total of 42 cars are currently at the Speedway, and 36 have passed technical inspection. Thirty-six drivers have been on the track to date and have turned 1,972 laps this month. There was one caution for a total of two hours, 35 minutes today.

TUESDAY'S SCHEDULE (all times local):

8 a.m.	Garages open
Noon-6 p.m.	Indianapolis 500 practice

DAY 4 – TUESDAY, MAY 18, 2010

TODAY'S SCHEDULE (all times local):

8 a.m. Garages open

Noon-6 p.m. Indianapolis 500 practice

Track drying has been underway throughout this morning at the Speedway. Race Control estimates a start time of approximately 1 p.m. (ET).

The Indy Racing League will provide a Video News Feed during each day of practice in preparation for qualifying for the 2010 Indianapolis 500 Mile Race.

The Video News Feed will include b-roll of on-track activity and sound from various drivers following the day's activity. Today's feed:

Tuesday, May 18

Time: 8 p.m. (ET)

Coordinates: AMC 9 K 11 (CH A)

Bandwidth: 18 MHz

Symbol Rate: 13.235 MS

FEC: 3/4

Aspect Ratio: 16:9

Digital: 4:2:0

Downlink Frequency: 11911 MHz Horizontal

Position: 83 degrees West

Uplink trouble number: 317-492-8657 or 317-492-8750

Andersen Racing has signed Arie Luyendyk Jr. to be Carmen Jorda's teammate in the Firestone Freedom 100 Firestone Indy Lights race Friday, May 28 at the Indianapolis Motor Speedway.

Luyendyk, 28, is the son of two-time Indianapolis 500 winner Arie Luyendyk. He has 62 career Firestone Indy Lights starts, with one victory. He started the 2006 Indianapolis 500.

His best finish in the Firestone Freedom 100 is third in 2004.

ARIE LUYENDYK JR.: "I am thrilled to be back in a race car, especially at Indianapolis. I have known Dan and John Andersen of Andersen Racing since my days in USF2000. I have always had a great relationship with them over the years, and now I'll finally have an opportunity to drive

one of their cars. Indianapolis means more to me than I can express. I've come back to win, and I'm confident that Andersen Racing will give me a car that can make that a reality."

DAN ANDERSEN (Co-owner, Andersen Racing): "We are pleased to add Arie to our lineup at Andersen Racing. We've known him since he competed in USF2000, and we've watched his performances in recent years in Firestone Indy Lights with great interest. He clearly is a winner, and with the car we know we can give him at Indy, it's exciting to look forward to having some fun in the Firestone Freedom 100."

Indianapolis 500 veteran Paul Tracy will drive in the new series "Battle of the Supercars" on SPEED. Tracy and Formula Drift champion Tanner Foust will drive in some of the most exotic cars, including models from Ferrari, Lamborghini, Porsche and other manufacturers.

The show, hosted by Lee Reherman, is scheduled to start at 10 p.m. (ET) July 22.

The #06 car fielded by Newman/Haas Racing for Hideki Mutoh will be the 12th and final participant in the Indy 500 Pit Stop Challenge on Miller Lite Carb Day, Friday, May 28.

Thousands of iRacing.com members worldwide will race in the iRacing.com Indy 500 on Saturday, May 29, the day before "The Greatest Spectacle in Racing" at IMS.

Part of the iRacing.com World Tour, PC simulation racers will compete in 33-car fields for 200 laps in exact digital duplicates of the Indianapolis Motor Speedway oval Dallara IZOD IndyCar Series cars. Racers will be matched by skill level, experience and qualifying times.

The Indianapolis Motor Speedway and IZOD IndyCar Series formed an official partnership with iRacing in 2009.

IMS is one of more than 40 racetracks in the U.S. and around the world that are represented in the iRacing.com internet-based motorsport simulation service. The service is inexpensive and intended to let motorsport fans and racing games enthusiasts from all around the world practice and, if they wish, compete against friends and other fans in organized races. The tracks and cars in the service are modeled so accurately that a professional racing driver can use them to learn a track he or she has never seen before.

Survey-quality laser-scanning is used to capture data, so the finished track is accurate to within 2 millimeters. Every tiny bump or change in road camber is accurately represented in the virtual version of the track.

Scanning of the Indianapolis Motor Speedway and photographic documentation took nearly six eight-hour days, while another four months were spent by iRacing.com's production department converting the data into an exact replica of the legendary 101-year-old racetrack.

Indy 500 drivers who are iRacing.com members include Justin Wilson, Will Power, Ryan Briscoe, Vitor Meira, Ryan Hunter-Reay, Dan Wheldon, Tomas Scheckter, Danica Patrick, Mike Conway, Raphael Matos, A.J. Foyt IV, Takuma Sato and Simona de Silvestro.

KEVIN BOBBITT (Director of marketing, iRacing.com): "It's every racer's dream to compete in the Indy 500. There is just no other race like it. The World Tour lets every one of our more than 20,000 members compete in any or all of 15 of auto racing's signature events, but it's hard to think of another race that exceeds the historic significance or pure thrill of the Indy 500. iRacers won't have to just wonder what it's like to funnel into the first turn of the Indy 500 coping with the turbulence of 32 other cars in close proximity – they'll know first-hand. We have a special promotion that includes the Dallara-Honda Indy car and the Indianapolis Motor Speedway, along with the regular rookie package of cars and tracks, plus a three month membership. Anyone interested in getting in on the fun can check it out at <http://www.iracing.com/indy-500-2010/>."

Indianapolis 500 veteran Townsend Bell talked about his preparations for the 2010 Indianapolis 500. He is driving the No. 99 Herbalife Ganassi/Schmidt Racing entry.

TOWNSEND BELL: (On getting up to speed in his first start of the season): "It's great to be back. The car feels fantastic. The team has done a great job of getting us prepared, and we are excited to get some running done here." (On the new Pole Day format and the shorter month): "Well, obviously the month has been condensed and we've had quite a bit of rain so far, which has condensed it even more. I think that that has put an increased intensity on the on-track action as we get closer to qualifying weekend. Any time you can increase the intensity of what's on the track; I think it's going to be good for the fans." (On how an Indy-only program handles the shorter month): "You can't fast-track chemistry and all that goes with that, but luckily I've worked with our race engineer before, and we've had a lot of time to prepare. I think that for an Indy one-off, we're as well prepared as you can be." (On racing plans after Indy): "I don't have anything planned at this point."

A.J. Foyt Racing driver Vitor Meira will appear at a press conference at 10:30 a.m. (ET) Wednesday, May 19 on the fourth floor of the Media Center.

Medical report from Dr. Geoffrey Billows, Indianapolis Motor Speedway director of medical services: #4 Dan Wheldon has been cleared to drive today after being re-evaluated for a bruised right foot suffered in a crash Sunday, May 16.

Apex-Brasil, the Brazilian Trade and Investment Promotion Agency and the official Trade and Energy partner of the IZOD IndyCar Series, has added a spa featuring high-quality Brazilian beauty products to its hospitality facilities at the track.

A professional hair stylist and professional manicurist will be available to women in the IZOD IndyCar Series family.

Entry update: #98 and #98T entries of CURB/Agajanian/Team 3G have been withdrawn from the 2010 Indianapolis 500.

Tickets are still available for the 11th Racing To Recovery event organized by the Sam Schmidt Paralysis Foundation from 6:30-10:30 p.m. Wednesday night, May 19 at the Renaissance Indianapolis North Hotel in Carmel, Ind.

Race fans can rub elbows with a who's who of IZOD IndyCar Series personalities, including several drivers. Tickets may be purchased by contacting the Foundation office at (317) 236-9999. Reserved seats can be purchased for \$200, while open seating seats are \$125.

1963 Indianapolis 500 winner Parnelli Jones is the evening's honored guest, as he is being awarded the Sam Schmidt Paralysis Foundation's Legendary Driver Award. Several other current and past IZOD IndyCar Series drivers are expected to attend.

The event will feature cocktails, a dinner buffet and a live and silent auction with an impressive list of items. Two featured items include a replica Parnelli Jones helmet that he will sign at the Gala. In addition, one lucky bidder will leave with a Peyton Manning-autographed helmet.

There will be various auction items, from helmets to Indy car parts to photos, that have been signed by Townsend Bell, Ryan Briscoe, Helio Castroneves, Scott Dixon, Sarah Fisher, Dario Franchitti, Jay Howard, Jimmie Johnson, Kasey Kahne, Pippa Mann, Richard Petty, Alex Tagliani, Darrell Waltrip and Gustavo Yacaman.

More information can be found at www.samschmidt.org.

INDIANAPOLIS 500 PRACTICE:

At 1:05 p.m, the ambient temperature was 57 degrees with a relative humidity of 84 percent and winds from the west-northwest at 6 mph. Skies were cloudy. The track temperature was 60 degrees, according to Firestone engineers.

•Fastest lap of month: 227.046 mph, #3 Helio Castroneves, Sunday, May 16

1:06 p.m. – GREEN. #30 Rahal first on track.

1:43 p.m. – YELLOW. Debris.

1:47 p.m. – GREEN.

1:54 p.m. – Speed update: #32 Moraes 225.913, #9 Dixon 225.512, #77 Tagliani 225.394, #11 Kanaan 225.171; #10 Franchitti 224.962.

2:14 p.m. -- #9 Dixon fastest at 226.549.

2:19 p.m. -- #14 Meira slows with reported gearbox problem.

3:23 p.m. – YELLOW. #32 Moraes does half-spin in acceleration lane adjacent to Turn 1. Hits inside retaining wall twice with rear of car, inflicting light damage to rear wing on secondary contact. Moraes continues to pits.

3:29 p.m. – GREEN.

3:45 p.m. – Speed update: #9 Dixon 226.549, #32 Moraes 225.913, #26 M. Andretti 225.751.

4:13 p.m. – YELLOW. Track inspection.

4:21 p.m. – GREEN.

2002 Indianapolis 500 pole winner Bruno Junqueira spoke in the pits today about his prospects for driving the No. 33 FAZZT Race Team entry in this year's race.

BRUNO JUNQUEIRA: "It feels really good to be back at Indianapolis. I love this place. I'm ready, and we're just waiting to see what happens with our sponsor. Tag (Alex Tagliani) is going fast, the car is looking good, and the balance of the car is good. I just hope if we get out there that we can make the #33 car just as fast and put both cars in the show." (What are you racing this year?): "I've been racing Brazilian Trucks this year and just finished my third race this weekend. It's been really fun and a different challenge for me. There are a lot of racers I know in the series, like Cristiano DaMatta and Felipe Giaffone, and there are other good drivers and it's a really good series. I feel like I'm getting better every time I go out. It has been good to give me some racing experience before coming to Indianapolis since it has been a long time since I have raced. So I'm ready to go."

Indianapolis 500 veteran Oriol Servia was in Gasoline Alley today, looking around for prospects for a ride for this year's race. Servia finished 26th last year in a Rahal Letterman Racing entry.

ORIOLE SERVIA: (We are curious if you have anything going?): "I am curious, too! Actually, I been very, very close to something that would be really good. We were supposed to have an answer last week, then Friday, then Monday, then today, but I am still waiting. But you know how these things go. It is all about getting contracts signed and money being sent. I hope it happens. There

is no other place I would rather be racing you know than this race.” (Are you working with a particular team?): “Yes, but who knows what will happen in the end? I have to get the money first.” (Do you think your chances are good?): “I don't know, man. Last week I thought they were and I thought I would be driving today, so I don't know what to tell you. I think there is a good chance, and if it happens it will happen with a car that we can go for the win. But it's not there yet, and we will have to wait and see.”

INDIANAPOLIS 500 PRACTICE (cont.):

4:45 p.m. – YELLOW. Rain.

4:50 p.m. – GREEN.

4:53 p.m. – YELLOW. Rain.

5:08 p.m. – GREEN.

5:50 p.m. – YELLOW. #8 Viso did quarter-spin to left in Turn 1 and backed into SAFER Barrier at exit of Turn 1. Car slid down the short chute between Turns 1 and 2, doing 1¼ spins to the right, before stopping on the apron at the entrance of Turn 2. Heavy damage to rear of car. Holmatro Safety Team removed Viso from car and placed him on stretcher and into awaiting ambulance.

5:51 p.m. – CHECKERED. End of practice. #9 Dixon fastest at 226.549.

FASTEST TIMES/SPEEDS OF AFTERNOON PRACTICE:

Pos. CarNameTimeSpeed

1.	9	Scott Dixon	39.7265	226.549
2.	32	Mario Moraes	39.8384	225.913
3.	26	Marco Andretti	39.8669	225.751
4.	77	Alex Tagliani	39.9301	225.394
5.	4	Dan Wheldon	39.9329	225.378

Drivers representing five different teams posted the top five speeds of the day today: Target Chip Ganassi Racing (Scott Dixon), KV Racing Technology (Mario Moraes), Andretti Autosport (Marco Andretti), FAZZT Race Team (Alex Tagliani) and Panther Racing (Dan Wheldon).

Medical update from Dr. Geoffrey Billows, Indianapolis Motor Speedway director of medical services: #8 E.J. Viso is awake and alert and being transported via ground to Methodist Hospital

in Indianapolis after complaining of back pain. A further update will be provided when available.

A total of 44 cars are currently at the Speedway, and 44 have passed technical inspection. Thirty-six drivers have been on the track to date and turned 1,590 laps today and 3,562 laps this month. Alex Lloyd turned 81 laps today, more than any other driver. There were six cautions for a total of 42 minutes.

The IZOD IndyCar Series has enhanced its official website, www.indycar.com, through partnerships that will help tech-savvy race fans follow the series even better.

The IZOD IndyCar Series is using free fan tool nomee to integrate all social media streams so followers can keep up with their favorite IZOD IndyCar Series drivers through Facebook, Twitter, YouTube, Flickr and top racing blogs, along with the latest news from ESPN, VERSUS and Google.

IZOD IndyCar Series fans simply download the free nomee application from the IZOD IndyCar Series drivers' pages at www.indycar.com or go to www.nomee.com. The app instantly fills with all of the IZOD IndyCar Series' latest news and driver posts.

Fans who don't use nomee but who still use social networking sites such as Facebook, YouTube and Twitter can visit <http://www.indycar.com/followus/> to find direct links to the IZOD IndyCar Series' official accounts and gain access to the series' presence on YouTube, Facebook and Flickr.

Finally, fans can stay connected to with the IZOD IndyCar Series and download a specially-themed browser from browserNation.com.

The browser, which works like a typical Web browser, connects users to the exciting digital content such as videos, photos and the latest news from the track. Fans using the IZOD IndyCar Series browserNation browser are eligible for discounted items and great competition prizes.

INDIANAPOLIS 500 PRACTICE QUOTES:

RAPHAEL MATOS (No. 2 HP de Ferran Dragon Racing): "It was an interesting day. We faced a couple different conditions throughout the day. The track lost 1½ miles an hour at the end of the day because of the cold and heavy air. But we were able to run both cars very closely on setup and lap times, and we ran consistent. We are much closer to our race car setup than our qualifying setup. Now we will carry everything we learned today over to tomorrow and keep making progress."

HELIO CASTRONEVES (No. 3 Team Penske): "It was a good day of running for us. Unfortunately, the weather was a little colder than we would have liked, though it was good to have a dry day. We were able to do some full-tank running in traffic to work on our race setup. Overall, we are pretty happy with the Team Penske car, but we are continuing to work on our race setup."

RYAN BRISCOE (No. 6 Team Penske): "Today was pretty good. We were able to run lots of laps. We did some runs with Will, getting a feel for how the car behaves in traffic. We were really pleased that the rain stayed away. Today was a productive day for us; we are working through our check list. I am looking forward to getting back out there tomorrow."

WILL POWER (No. 12 Verizon Team Penske): "Today was a very productive day. We completed a lot of laps. We practiced our pit stops and worked on our race setup. It's great to have teammates to work with on track in the draft, as well as in the garage during debrief. Between the three of us, we're definitely narrowing in on what works. I'm looking forward to getting back on track tomorrow afternoon in the Verizon car and making even more progress on our setups. Hopefully there will be a bit of sun to help warm things up, as well."

VITOR MEIRA (No. 14 ABC Supply Co./A.J. Foyt Racing): "It was good. We worked on mainly race setup for the ABC car. My mindset was always race setup, maybe a light-downforce race setup, but it's good to see what the car does mechanically. We thought we weren't going to run very much because of weather, but we got in 50-plus laps. We ran in traffic a little. It was a good day. We learned a lot."

DAVEY HAMILTON (No. 21 HP de Ferran Dragon Racing): "It was definitely nice to get on track today. We finally got lucky with the weather. I've been able to get some laps in and have confidence in the car now. It's comfortable and feels good. We'll be ready to start trimming it out for qualifying tomorrow."

GRAHAM RAHAL (No. 30 The Quick Trim/RLR Special): "The car feels good. It's very consistent, and it feels really good in traffic, so far. We did our fast lap early in the day, and then we just went to work on trying some changes and tweaking little things to fine-tune the car. I think we showed up and the car was already pretty close to where we wanted to be so now we are just trying to perfect a few things. We have done a great job in taking our time, so far, and making sure we are doing things the right way. We are still being pretty conservative on the downforce and the aero settings, probably more than most teams out here. The Firestone Firehawks have held up great for us, which has allowed us to conserve tires for the week, as well. You can burn

through tires pretty quick here if you're spending a lot of time on track running in the draft. We have done a great job trying to stay ahead of that."

MARIO ROMANCINI (No. 34 Conquest Racing): "I am very happy with the way that we progressed throughout the day. We weren't worried about lap times, which is why I didn't run with traffic. Our goal was to turn as many laps as possible and work on the race setup. We were able to try some different things on the car that we wanted, and now we will come back tomorrow to see how it runs in traffic."

BERTRAND BAGUETTE (No. 36 Conquest Racing RACB): "Today was definitely better than yesterday. We were able to record quite a good lap time and were quick even when we ran alone, so we are obviously moving in the right direction. I am happy with the direction we are taking, and am looking forward to running again tomorrow."

A.J. FOYT IV (No. 41 ABC Supply Co./A.J. Foyt Racing): "It went well today. We went out this morning and picked up where we left off yesterday and ran a little bit quicker. Our fast time was in a draft, but we showed some good speed by ourselves, also. The ABC car's still solid, so we'll keep on making minor adjustments. We were kind of in between qualifying and race because we're not trimmed out for qualifying but not a lot of downforce for the race – kind of in the middle."

JAY HOWARD (No. 66 Service Central/Sarah Fisher Racing): "Overall, today was another good day for the SFR Service Central team. The rain held off, and we were able to get in a good amount of laps. We learn something new every time we go out there, and I'm confident that we're going to keep progressing."

SARAH FISHER (No. 67 Dollar General/Sarah Fisher Racing): "For having the least amount of laps of anyone on track today, the Dollar General car got through a couple of changes that needed to be done for race mode, and we're already finding that having a teammate is invaluable. It's all tire strategy from here."

TOWNSEND BELL (No. 99 Herbalife Ganassi/Schmidt Racing): "Today the conditions are so cold compared to what the forecast is for the rest of the week, we didn't really feel we could learn a whole lot that's going to be relevant for later. The car feels really solid, and we got a couple of key things checked off the list and learned a lot. We didn't get the chance to run in traffic at all. When we wanted to, nobody was around to do it. Everything is running smoothly, and we expect the weather to improve as the week goes on and the temperatures to rise. By the weekend, it looks to be pretty warm. Right now, you just want to make sure you're on the same page with the engineers. I've told them, 'I don't need to be out just driving to drive.' I'm feeling good in the car. So we only want to be out there if we're learning something."

HIDEKI MUTOH (No. 06 Panasonic Formula Dream): "It was the first time for us to run the primary car here at Indy, and I didn't feel any difference between the two. Both cars are the same, but we are working on race simulations today, and we worked mostly worked on qualifying simulation in the backup car. It's a different scenario, but we will see tomorrow how close they are in qualifying setup. We didn't do a qualifying simulation at all today; we worked

on race setup. At the beginning, I didn't struggle, but the car improved a lot after we came into the pits for some changes. It made a huge difference, especially in traffic. I wasn't in a lot of traffic – just two Penske cars – and I was able to be flat (on the pedal) all the way around and was catching them, so I'm happy with the car so far. The Formula Dream/Panasonic team is making progress each time we get on track."

ALEX TAGLIANI (No. 77 FAZZT Race Team): "After the first day of running, we felt very confident, and we evaluated the car and it was very good. Today we were able to put a good speed on the board, and we are very pleased with the performance of the car. We're going to keep our heads down and stay focused and continue to do what we are doing for the rest of the week. So far, it's been very positive. We just have to make sure we stay out of trouble and that we protect our baby. The car is running fast, and the boys are doing a great job. Our speeds and our potential are all attributed to the meticulous preparation of the B & W car that the guys have done and the hard work of the engineers. We're very pleased where we are, and I think we're going to have a good night's sleep after today's run. We want to make sure we have a fast car so we can try to make the Fast 9 for Saturday. So our plan for the rest of the week will depend on the track and the temperatures and how similar it will be to Saturday. If it's close, we'll take that advantage and go out and continue to prepare for Saturday's qualifying. If it's very different, then we will change the configuration of the car and go out in race mode and pound out some laps. But we'll still have Carb Day to run in race mode, so right now we need to keep our heads in qualifying mode when the track is right."

DAN WHELDON (No. 4 National Guard Panther Racing): "It actually helped the National Guard Panther Racing team that there wasn't any track activity yesterday because it gave the boys an extra day to really take their time and put the No. 4 car back together. They did a great job working on it the last couple days. They rolled it out at the start of the day, and I think my fourth lap we were quickest we've been all month and I was (third on the speed chart). We have a lot of momentum on the team, and I'm not at all surprised we were able to come out of the gate so quickly today."

TAKUMA SATO (No. 5 Lotus-KV Racing Technology): "It was good the weather finally improved and the Lotus – KV Racing Technology team were able to get out and go testing. We were able to try a number of different things, which was good for me as I got a better understanding of how the car reacts when things change. I was also able to experience driving in traffic, which felt like a completely new world to me. Overall I had a good day. We made steady progress, which is important, and I feel comfortable with the car."

PAUL TRACY (No. 15 GEICO – KV Racing Technology): "We had a pretty good day for the GEICO KVRT car. We stuck to our plan of working on race setup. We were able to evaluate some changes as we steadily get the car working better and better. It was getting a lot cooler in the afternoon, so decided not to go back out and burn up a set of tires. The weather is scheduled to be much warmer on Wednesday. We are going to continue our progress with the race setup on Wednesday. It is difficult to feel the changes in the car when it is cold. We will be able to make more adjustments with the hotter conditions. So we are sticking to our plan of making the best race car we can."

ED CARPENTER (No. 20 Panther/Vision/Fuzzy's Vodka): "We didn't quite get all the things done that we wanted to today. We found out we have a lot less tires available to us than we thought we were going to be allotted for the month, so we only used one set of tires today. We tested a couple of things, but I really would have liked to have run a lot more. I'm happy with the progress we are making. We started off with a really good car overall, and that helps since we have such a limited amount of running time. We'd be in a lot worse position if we had any problems to sort out, but we haven't. I feel good about where we are right now. I think today was a frustrating day because I finally realized that I really don't like this new two-week format. I prefer having a week to work on qualifying and a week to work on the race setup. That's what Indy is all about. Brian Barnhart always says there are two races at Indy, one for the pole and one for the race. It just feels weird this year. I think I've made up my mind that I am not a fan of this shortened format for May."

JOHN ANDRETTI (No. 43 Team Window World): "After a day off because of rain, it was good to be back on the racetrack. The low wind and cool temperatures provided for a lot of grip. We saw a lot of people running in traffic. We did the same thing. I feel like the Window World Dallara keeps improving. We have four teammates to talk to at the end of the day, which helps. It's easier to go backward than it is to go forward, so hopefully we keep going forward and we can learn some things moving ahead."

TONY KANAAN (No. 11 Team 7-Eleven): "I think everyone gets very anxious when you have a day off because of rain, so from that perspective, today was good. It was good to get back to work. But beyond that, I don't think anyone could really learn much today because of the weather. I do not expect that we will see conditions like this the rest of the month, really – at least not on Pole Day and not on Race Day. So we didn't really learn a lot that we can take with us. Hopefully, tomorrow will be more what we need."

RYAN HUNTER-REAY (No. 37 Team IZOD): "We're still searching for something with the IZOD car. We threw a lot at it today, and we got some things out of our head, but we're still not there yet. This is when it will pay big dividends to have four great teammates. We will draw on some of the things they've learned and add it to what we've learned. We're going to try a bunch of different things tomorrow and see where that takes us."

MARCO ANDRETTI (No. 26 Team Venom Energy): "Right now, we're working on getting as much mechanical grip as possible because we know that these days are cold, but they're grippy, as well. So, we know that it's not going to be this easy in the coming week or two. I'm just happy it was dry today and that we got some laps. I think it's the same for everybody. You just need to get it right." (On the tow drivers have been getting during practice): "Well, there's more cars out there, so it's easier to find one. When you're doing qualifying trims, it's almost like you have to find clear track to run in. I think that the top 10 were all in tows, but I think it's all about getting your car to go as quick as it can go on your own and it's got to last four laps, as well. The average and the dropoff are where it makes a lot of difference. It's not always about your ultimate lap. It's about the degradation of the tires." (On the new Pole Day format): "It's good. For me, in particular, I was one that really pushed the race setup. We've really got to accelerate our program a bit because it's condensed. I always just want to work on the race car and then

stick it in line for qualifying and see what happens. Obviously, there's points now, and we want to qualify twice. You never wanted to run twice before, but now there's points and the track is always cleaner at the front." (On being capable of winning); "Personally, I think I did my best job in 2008. We were able to outright lead that race and overtake Dixon and stuff like that. Unfortunately, there were some mistakes made, and that's what makes this race this race. We've lost this race as a family in every way possible. You know, at least we're competitive and we're able to keep being there at the end of the races. I've been on the podium every time I've finished here, and that's only 50 percent of the time. We just need to keep doing that and hopefully get a little Lady Luck on our side, and we'll put it in Victory Circle." (On having John Andretti with the team): "He definitely uses different terms in explaining the balances of the car. It does make us think a little bit outside of the box. You know, just in some of the ways that he interprets things, once we figure out what he's saying it's actually quite clever. So it's helping." (On making it to the Top Nine): "I think you're going to see guys going out and qualifying three or four times. As far as I know, once you make it into the top nine, Firestone is going to keep giving you tires so you'll have an unlimited amount. And you know, once you get in, then your time is going to stand and you can take a little more risks. I think those three rows are really going to be going for it. It will be interesting."

DANICA PATRICK (No. 7 Team GoDaddy.com): "Surprisingly, we had a good practice session even though we were not very high on the charts. We tried a few different race setups, and a few worked and a few didn't. And sometimes it is just as important to eliminate an idea as it is to agree with it. But the GoDaddy car is definitely headed in the right direction."

MARIO MORAES (No. 32 KV Racing Technology): "It's great to be back here at Indianapolis. I think it's a great environment, and the two weeks that I'm here are always amazing. These two days of testing have been really good. We've just been getting back up to speed. The car feels really good. So far we've just worked on race setup, and I think tomorrow we will start working out our qualifying setup. I've been looking at the weather for the week, and it looks like the qualifying weekend is going to be hotter, so we're waiting until we get closer to the weekend." (On the things that he learned last year and how he can apply them to this year): "Last year the race didn't end the way that we wanted. We had an accident on the first lap. I think there was some kind of problem with my spotter's radio. So I have the same mentality. I think we really need to be there in the last 30 laps of the race. We need to get to that last stint and then really start to race." (On the changes to the car after last year): "Well, for sure, I think we removed some of the aerodynamic downforce, and you can see that the speeds are really starting to come up." (On the new Pole Day format): "I think the new format is great. I'm pretty confident that we have a car to get into the top nine. I'm pretty confident we can get into the field on the first day. I'm not sure if we have a car for the pole, but if we do then we will be fighting for that."

WEDNESDAY'S SCHEDULE (all times local):

8 a.m. Garages open

Noon-6 p.m.

Indianapolis 500 practice

END DAY 4 NOTES

DAY 5 – WEDNESDAY, MAY 19, 2010

TODAY'S SCHEDULE (all times local):

8 a.m. Garages open

Noon-6 p.m. Indianapolis 500 practice

Medical report from Dr. Geoffrey Billows, Indianapolis Motor Speedway director of medical services: #8 E.J. Viso was released Tuesday night from Methodist Hospital in Indianapolis after X-rays were negative. Viso has not been cleared to drive and will be re-evaluated today at the Clarian Emergency Medical Center.

Viso crashed in Turn 1 at 5:50 p.m. (ET) Tuesday.

E.J. Viso will be available for interviews at 1:30 p.m. (ET) today at the KV Racing Technology garage, B-30 in Gasoline Alley.

2005 Indianapolis 500 winner Dan Wheldon will sign copies of his new book, "Lionheart," from 10:30-10:50 a.m. Sunday, May 23 at the Shop 13 Pagoda Plaza Retail Shop at IMS.

Team Penske driver Ryan Briscoe wanted to "do something special" for fans in conjunction with the re-launch of his website. So Briscoe and his wife, Nicole, formulated the plan of a contest via his Twitter account with the grand prize being an all-expense-paid VIP package for two to the Indianapolis 500.

Fans can tweet their prediction of his qualifying speed to the thousandth of a second along with his starting position during Pole Day on May 22 at the Indianapolis Motor Speedway through www.twitter.com/RyanBriscoe6 on Twitter.

The prize package includes travel and accommodations for five days and four nights, tickets to the race, tickets to Miller Lite Carb Day on Friday, May 28, garage and pit passes, and official gear of Ryan Briscoe Racing. Briscoe is funding the prize package.

Visit www.ryanbriscoe.com for complete rules and regulations. Deadline is 11:59 p.m. (ET) Friday, May 21.

RYAN BRISCOE: "I wanted to have a unique package that would be special to fans. We're kicking off the launching of the website with a bang. I want to continue this throughout the season with contests for maybe guess my laps led in a race and the position I finish in a race."

Medical report from Dr. Geoffrey Billows, Indianapolis Motor Speedway director of medical services: #8 E.J. Viso has been cleared to drive after evaluation in the Clarian Emergency Medical Center.

IZOD IndyCar Series driver Vitor Meira will rev up his athletic engine for a different type of race this year as he takes on the Foster Grant Ironman World Championship 70.3, Presented by Ford, on Nov.13 in Clearwater, Fla. Meira will join approximately 1,800 other top athletes, ranging in age from 18 to 80-plus.

The Foster Grant Ironman World Championship 70.3, in its fifth year, consists of a 1.2-mile swim, a 56-mile bike and a 13.1-mile run.

Meira's interest in the sport of triathlon began back in 2001 when he competed in his first race in his native Brazil. Since then, he has participated in more than a dozen races at varying distances, including the Ironman 70.3 Pucon event earlier this year. In addition to his triathlon resume, Meira has competed in multiple half-marathon events and the 500 Festival Mini-Marathon in Indianapolis.

VITOR MEIRA (No. 14 ABC Supply Co. A.J. Foyt Racing): "This was actually on my bucket list. It really was. I'm really honored to accept this invitation to participate in the World Championship 70.3; it's a very special honor. I've been in sports for a very long time, and the city I grew up in had two very famous athletes, and that's how I got the buzz. Not only was it part of what I do for racing, the running, biking, and all the preparation for the racing, but I also always liked it. So, I'm not kidding, this really was on my bucket list. I'm honestly thrilled." (On what the event means to him): "For me, you are there for yourself and not because you're going to beat one, two, or three other guys. You want to prove what you are capable of to yourself; like how far you can push yourself. That's why I'm doing it. I'm going for a time around 4.5 hours." (On how this affects racing): "I want to make this clear that this doesn't take away from the racing. This adds to the racing. It's a great hobby, and it's something that while I'm doing it, I can learn about myself and I can use that in the race." (On coming back after his injury last season): "It was one of those things that give you a lot of time to step back and do things slowly. Since I wasn't going to be in the race car, I didn't have to be in all the places that you normally have to be while driving. I had a lot of time at home training and trying to get healthy the right way. A lot of times you don't have the time to do it right, and I was able to take it step by step. When you get hurt, you want to come back even harder, and that's what I was trying to do." (On his rehabilitation): "After a month, I had to walk for an hour. Just walk. That's all. I could go to the gym, but I couldn't put any weight on my spine, so things that I was doing were pulling instead of pushing. The second part of it was swimming. Obviously, I couldn't swim freestyle like you normally would but I was spending a lot of time in the pool." (On finishing second at Indy and trying to win): "I want to see when I can win. Finishing second a couple times with a couple different teams and cars, if anything it proved that if everything works like it's supposed to, then I could do it. I think that with A.J. Foyt Racing and ABC, we're setting ourselves up for that

this year. I mean, I've got a little catching up to do, but this is the best position in the points that the team has been in a long time. We're going to keep working hard on our race setup so that we can get from second to first, which is the biggest step of all." (On his recovery and A.J. Foyt's recovery in 1990): "I was lucky enough to not have any hardware put into my back, which delays the process. I did fracture vertebrae, but they weren't out of alignment. It was easier (than Foyt's rehabilitation in 1990). That's what is great about having A.J with the team. He understands things not only in the mind of a team owner but also from a driver's perspective. That's great to have on our side." (On Foyt handling Meira's participation in triathlons): "He is OK with it as long as it doesn't take away from the racing. He knows that it adds to the racing, so he is all for it. He doesn't care if I jump off a tree or whatever, as long as it adds to performance." (On what he does well in triathlons); "Swimming is where I need to improve. I have a lot of time to gain in running, but as far as percentage-wise, I need to do better in swimming. I'm pretty good with the biking."

Maybe the smirks on the face of crew members were a giveaway, but 2007 Indianapolis 500 winner Dario Franchitti nevertheless was surprised when a bagpiper began playing in front of the Target Chip Ganassi Racing garage today at the Indianapolis Motor Speedway and his wife, Ashley Judd, presented him with a large cake to celebrate his 37th birthday.

The cake featured an icing image of Franchitti and his brother, Marino, in their youth.

DARIO FRANCHITTI: "I kind of thought there would be something with a cake, but I was expecting Tony (Kanaan) to be carrying it and I'd be wiping it off my face instead of cutting it. I have my guard up." (About hearing a bagpipe, which reminded him of his native Scotland): "I heard a piper, and I thought, 'Oh, what's happening here?' And, sure enough, he arrives in front of the garage. It was brilliant. It's funny to have a birthday during the month because you screw around a little bit, but then it's straight back to work. Tonight I'll have a couple of hours to relax with Ashley and then get back to the grind of the month."

1998 Indianapolis 500 winner Eddie Cheever Jr. talked about his role as an analyst during the ABC telecast of the 2010 Indianapolis 500.

EDDIE CHEEVER JR.: "I enjoy it. It is interesting. You have to be a lot more up on what everybody else is doing than if you are driving. When you're driving, you just look at the times and how the teams are running, but here you have to get all the stories and what's happening. Sitting and staring at a TV and having to say something instructive for 3½ hours is a big effort. (About this sub-par weather so far this week): "It is the same for everybody, so the only consolation you have is that if you are suffering, hopefully the other guy is suffering even more. I think the wind in the past was more of an issue because in the past because there were so many different car configurations and setups you could run, but they have been using these same cars for so long that they have a very fine window where they can get into or out of trouble very quickly just through changes in the car. But the wind can be hell when you start

taking rear wing out of the car, lifting it, and taking downforce out sometimes so you are right on the ragged edge. The difference between the drivers and teams that can set up the car to have very little drag in is what will make the big speeds." (About his racing in 2010): "I will be doing some long-distance racing again this year. I don't know if I ever want to do this (Indianapolis 500) again." (Would you consider it?): "Oh, yeah. I consider lots of things. I consider dating 18-year-olds, too, but I don't."

E.J. Viso talked about his crash May 18 in an impromptu press conference in the KV Racing Technology garage today.

E.J. VISO: "Well, it was pretty late in the day, and I think it was a lot of factors put together. The track was a lot cooler, and we were also running light on rubber and coming through Turn 1. I just lost the rear, and that's all I remember. I need to thank everybody at the IMS Medical Center. They gave me some big support, and they were very efficient through the whole situation." (On being cleared to drive and getting back on track): "I'm completely clear, and we're planning to be on track this evening. We're going to put some laps in the backup car, and hopefully everything will be good for qualifying this weekend." (On the state of the car): "We're focusing on the backup car. I think we're going to run the backup at least for this month. Everybody on the crew is trying to get the car ready in a couple of hours so that we can get back on track." (On back pain and how he's feeling now): "As soon as I hit the wall, I had huge back pain. They took me to the hospital, and they did all sorts of scans and x-rays, and luckily everything was in place. So here I am. Ready to go. I'm a little bit sore but, you know, it's part of the job." (On how the effects of the accident): "You think about what happened, and as soon as you know the reason, you learn from it. You just try to take (accident) out of your mind as soon as possible and be on track. It's a long month, and you don't want something like this to affect you or your team."

Indianapolis 500 veteran E.J. Viso has changed the paint schemes on his racing helmets before every IZOD IndyCar Series race in 2010. He spoke about the rotating helmets today.

E.J. VISO: "The helmet I'm wearing this month is a Herbalife helmet, and we've been going through the helmets that I've used so far this year. I have one different design per race, and I do them together with my cousin, Juanco. He is a pretty famous designer in Italy, and we come together and design a helmet, and each one has a different meaning. For example, the helmet for the first oval race of the year at Kansas is called Orbital Flow. It's a line that flows in an orbit, and it shows the way they flow. It was a good one to start the oval races with. I have two for Indy. One is for testing, and the other is for the actual race. I love my helmets and definitely, for me, they are very important. I keep them at home, in the office, and my father has some of them."

TomTom, the world's leading provider of location and navigation solutions, announced today that the voices of Target Chip Ganassi Racing and Earnhardt Ganassi Racing with Felix Sabates drivers are now available for users of TomTom devices. Users that have installed TomTom HOME can download for free their favorite drivers voices at www.tomtom.com/racevoices.

The voices include two-time and reigning IZOD IndyCar Series champion and 2007 Indianapolis 500 winner Dario Franchitti, two-time IZOD IndyCar Series champion and 2008 Indianapolis 500 winner Scott Dixon and 2000 Indianapolis 500 winner and current NASCAR Sprint Cup Series driver Juan Pablo Montoya.

TomTom portable navigation devices guide drivers with audible, turn-by-turn instructions and 3D maps. On the road, the race car drivers will help safely and efficiently guide TomTom users to their destinations. Each driver gives funny and witty instructions, putting the fun back into the daily commute.

In addition to the driver's voices, car icons and start-up images of the IZOD IndyCar Series cars and Ganassi stock car also are available exclusively at www.tomtom.com/racevoices.

It's a double celebration at the Indianapolis Motor Speedway, as the Boy Scouts of America is celebrating its 100th anniversary of serving the nation's youth and the Speedway is in the middle year of its Centennial Era.

The commemorative gold-and-white 100th anniversary No. 19 car is driven by 2007 Firestone Indy Lights champion Alex Lloyd, who is entered in his third Indy 500. In January, the Boy Scouts of America and Dale Coyne Racing announced the alliance focused on advancing youth leadership and education. Dale Coyne Racing is featuring the BSA logo on the car through the 17-race IZOD IndyCar Series season.

ALEX LLOYD: "In my wildest dream, I would never have imagined from when I was a scout in England 15 years ago that I would be driving the Boy Scouts of America IndyCar, let alone during their 100th anniversary. It is a true honor to represent the more than 100 million scouts that have been members of the BSA since its inception back in 1910."

ROBERT MAZZUCA (Chief scout executive, Boy Scouts of America): "To have two legendary organizations -- the Indianapolis Motor Speedway and the Boy Scouts of America -- celebrate our first 100 years with the No. 19 BSA car in the Indy 500 is a dream come true for our entire membership past, present and future."

The first Indy 500 Memorabilia Appraisal Expo will take place from 11 a.m.-6 p.m. Wednesday, May 26 in the Louis Meyer and Emerson Fittipaldi rooms on Legends Row at the Indianapolis Motor Speedway.

The show is presented by the National Indy 500 Collectors Club.

Jim Rathmann joined an elite club this month of drivers who were living to see the 50th anniversary of their Indianapolis 500 victory. Ray Harroun, Jules Goux, Rene Thomas, Peter DePaolo and Louis Meyer are the others.

To commemorate the event, the Indianapolis Motor Speedway commissioned a special trophy consisting of the Wing & Wheel logo in gold, along with one of the 3.2 million Culver Block bricks used in paving the Speedway surface in 1909.

Rathmann, who battled Rodger Ward and was part of a 500 Mile Race-record 29 lead changes before he took the checkered flag in 1960, is doing well and eagerly awaits watching the race May 30.

Three-time Indianapolis 500 winner Johnny Rutherford made the presentation to Rathmann, 81, in Melbourne, Fla.

JOHNNY RUTHERFORD: "He made up so many of my Indy 500 memories, before I was a driver. The first Indianapolis 500 I attended in person was the 1960 race. I still remember going to that race with fellow drivers Jim McElreath, Shady McQuarter and owner H. P. Looper. We had seats in the north grandstands of the infield on the backstretch. The duel between Jim and Rodger was one for the record books. Little did we know that some 50 years later it would still be an Indy 500 record."

JIM RATHMANN: "This is quite an honor, and the trophy is beautiful. I am as happy as anyone to celebrate my living to see the anniversary of my win 50 years ago. That was a great duel with Rodger. Ward was one of the toughest drivers out there and beating him meant a lot to me, and winning the Indy 500 changed my entire life. Winning the '500' was and still is the all-time highlight of my racing career. To win that day, in that race against Ward, means so much to me."

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

BOBBY UNSER: (On his rookie race and the rookie experience at Indy): "A rookie year for anybody at this place is always really humbling. It'll humble the biggest, the hardest and the best. It's Indianapolis. Look at the grandstands, look at the racetrack; it's the largest single-day sporting event in this Earth. So naturally, when you come here as a rookie, you've got a case of the jitters. I remember my first trip driving down Georgetown Road. I just couldn't believe anything was that big. It's so impressive. It's far beyond any imagination that I could have. It's just awesome and to be able to win it; you don't think you can do that. Out of all the guys that come here every year, only one guy is going to win it. Everybody tries to give the rookie their knowledge, their experience, their thoughts on how to handle themselves and what to do, how to not get into a wreck when the race first starts. But of course, they're still going to do it. In

fact, I crashed in the first few laps of my rookie race. But once you come back you're second year, you aren't a rookie anymore. You're an old-timer, but when you're a rookie, boy, you're really a rookie. So the rookie year is tough on any driver." (On his favorite Indy moments): "Obviously, a favorite would be my first win. I did 19 years here in a row that I made every race. There was one in the middle there that I just barely made it. Nonetheless, the big thing to me is that it is so important just to make the race. It gets easier as you get experience, but it never becomes super easy because you're still going to have to race these guys. No matter what." (On safety): "Back in our era, we had something like almost half of the drivers could get seriously injured or killed in a race car. And nowadays, I look and the safety improvements, and I think, 'Wow.' I mean, they have done such a good job. I just don't want to see the safety get in the way of any change or innovation. It won't and it shouldn't." (On current drivers in the IZOD IndyCar Series): "I could never pick out a top driver because there are so many good ones. They are all good. You look at the top teams in the series, and they're being challenged every so often by even the littlest guy. The drivers here are very good. You've got drivers that do well on road courses, and others that do well on the oval circuits. I'd like to add the championship dirt cars to the series. It would add more excitement. When people would see a driver that drives on road circuits, oval circuits and in dirt cars; they're going to say: 'Wow. That cat is a race car driver.'"

INDIANAPOLIS 500 PRACTICE:

At noon, the ambient temperature was 63 degrees with a relative humidity of 72 percent and winds from the north-northeast at 12 mph. Skies were cloudy. The track temperature was 76 degrees, according to Firestone engineers.

•Fastest lap of month: 227.046 mph, #3 Helio Castroneves, Sunday, May 16

Noon – GREEN. #30 Rahal first on track.

12:15 p.m. -- #06 Mutoh fastest at 225.926.

12:17 p.m. – Top four drivers – Mutoh, Franchitti, Power, Dixon – are separated by seven-100ths of a second.

12:18 p.m. – YELLOW. Debris.

12:21 p.m. – GREEN.

12:35 p.m. -- #9 Dixon fastest at 226.971.

12:39 p.m. -- #30 Rahal slowing on track.

12:50 p.m. – YELLOW. Fire reported on #11 Kanaan on the left front of the car.

12:53 p.m. – GREEN.

1:15 p.m. – YELLOW. #23 Scheckter slows on track, needs tow-in due to reported gearbox problem.

1:22 p.m. – GREEN.

1:30 p.m. -- #77 Tagliani up to second at 226.002.

2:30 p.m. – Top five: #9 Dixon 226.971, #77 Tagliani 226.002, #06 Mutoh 225.926, #10 Franchitti 225.850, #12 Power 225.703.

3:24 p.m. – YELLOW. Track inspection.

3:39 p.m. – GREEN.

5:30 p.m. -- #6 Briscoe second fastest at 226.633.

6 p.m. – CHECKERED. End of practice. #9 Scott Dixon fastest at 226.971 mph. Dixon was fastest Tuesday at 226.549.

FASTEST TIMES/SPEEDS OF PRACTICE:

Pos.	Car	Name	Time	Speed
1.	9	Scott Dixon	39.6526	226.971
2.	6	Ryan Briscoe	39.7118	226.633
3.	77	Alex Tagliani	39.8226	226.002
4.	06	Hideki Mutoh	39.8361	225.926
5.	10	Dario Franchitti	39.8494	225.850

Drivers representing four different teams posted the top five speeds of the day today: Target Chip Ganassi Racing (Scott Dixon, Dario Franchitti), Team Penske (Ryan Briscoe), FAZZT Race Team (Alex Tagliani) and Newman/Haas Racing (Hideki Mutoh).

The top 34 drivers today were separated by .9761 of a second. Eight drivers turned laps of 225mph or faster.

A total of 44 cars are currently at the Speedway, and 42 have passed technical inspection and two are in the process. Thirty-six drivers have been on the track to date and turned 2,282 laps today and 5,844 laps this month. Tony Kanaan turned 134 laps today, more than any other driver. There were four cautions for a total of 26 minutes.

INDIANAPOLIS 500 PRACTICE QUOTES:

HELIO CASTRONEVES (No. 3 Team Penske): "All three Team Penske cars continued working together today. We tried to simulate what we might face in the race. We're working hard to make sure all three cars have a chance to be on top in the race. The weather was still a little cold today, but hopefully it's a better day tomorrow so we can focus on qualifying."

A.J. FOYT IV (No. 41 ABC Supply Co./A.J. Foyt Racing): "We just ran a few laps today because it was still kind of cold. We know it's going to be warmer tomorrow and on qualifying day, so we didn't want to waste too many tires. We took it easy today and plan on doing a lot of running tomorrow. The ABC Supply car was still solid. We made a few adjustments and learned a little bit, but we just didn't run that much."

SCOTT DIXON (No. 9 Target Chip Ganassi Racing): "Today was similar to the last few days where we were running the car in race setup to find some mechanical grip and make it more predictable in traffic, and we were able to find some things, which were quite good. I know Dario did the same, and his car looked pretty good in traffic, too. In the last 15 minutes of the day, we tried to trim the cars out. Nothing too crazy, but just to see where we stand. And surprisingly, it seemed pretty comfortable, pretty nice to drive and consistent. It gives us a good benchmark to start tomorrow." (You've said you think pole could be a 227 or 228. Do you still think that?): "I don't know. It depends a lot of weather. The first day (of practice) the weather in terms of horsepower and drag was pretty good, and the forecast we have for Saturday seems to be pretty similar to that. The weather alone could be a mile an hour in terms of speed. We'll have to see how it plays out, but right now, if you can run 228, you'd be on the pole happily."

DARIO FRANCHITTI (No. 10 Target Chip Ganassi Racing): "Not a bad day overall for the team. We made some improvements on the Target car, especially in the race trim setups we ran. We will continue on tomorrow."

DAVEY HAMILTON (No. 21 HP de Ferran Dragon Racing): "Good day today. We worked on our full race setup, which was really good for me. Today was my first time in traffic in a year. This isn't easy. Being behind other cars is important. Today was good. I learned a lot."

RAPHAEL MATOS (No. 2 HP de Ferran Dragon Racing): "We had a very productive day. We were able to work a little on the qualifying setup early before we switched to race mode later in the day. It was good. We were able to run close to the other cars, and the balance of the car feels really good. This was the first day we were able to do a real run simulating the race pace. There's a long way to go and we have to keep making progress, but I'm very happy with our start."

VITOR MEIRA (No. 14 ABC Supply Co./A.J. Foyt Racing): "We stuck to the plan that we came up with last night, which was today was to just do race simulations. So we tried a little bit on the light side downforce, now a little on the heavy side ... not bad. We can improve in a couple areas, but definitely we are heading in the right direction. I was able to run with some people

but not everybody I would have liked to. But we got a feel for the car, so that was the most important thing. It was a productive day.”

MARCO ANDRETTI (No. 26 Team Venom Energy): “It was a very productive day for the Venom car as far as race trim is concerned. I think we’re only one or two changes away from where we need to be, and hopefully we know what those changes are. We were able to find a nice alley and have just been working to dial things in.”

HIDEKI MUTOH (No. 06 Panasonic Formula Dream): “At the beginning of the day, we worked on our race setup, and that was good. I was able to run behind four cars and my car was drafting well, and I could catch people and that is a strong point for Race day. After 5 p.m., we ran with our qualifying setup. We didn’t trim the car out all the way, but the lap times weren’t that bad. I think the Formula Dream/Panasonic team is fast both ways. It was a good day.”

TOWNSEND BELL (No. 99 Herbalife Ganassi/Schmidt Racing): “It was our first little baby step toward a qualifying run. It felt quite comfortable, and I’m encouraged with the speed of the car. We’ll just keep nudging it along here and see where we end up.” (About on working well with engineer Andy Brown): “I think it’s because we’re just two old men. It’s great to work with Andy. Everybody’s professional here. We all take a practical approach, a methodical approach. We don’t get too fired up about too many things, especially at this stage and even in the race. It’s the way you want to play it here, smooth and steady all the way through. You want to do your best with what you’re handed. It’s great to work with him. I mean, it’s been five years (since working together), but it all seems familiar again. I’ve really enjoyed (engineer) Brad’s (Goldberg) assistance, as well as (engineer) Tim Neff. We’re all starting to jell pretty well together. The mechanics are doing a nice job. It’s just nice to be around people who have been there before. We’re making good progress.”

RYAN BRISCOE (No. 6 Team Penske): “We had a good, solid day. We were able to get quite a lot of work done on race setup-related items. The three Team Penske cars were able to take advantage of being a three-car operation, and we worked together on track today helping one another find speed and comfort. It really was a good day for the No. 6 car and for the whole team.”

MARIO ROMANCINI (No. 34 Conquest Racing): “The team did a great job today, and we were able to learn a lot. We continued working on the race setup at the start of the session, switching to a qualifying setup at the end. Now we have a good idea of what we need to improve on both setups and will continue to work on that during the rest of the week.”

BERTRAND BAGUETTE (No. 36 Conquest Racing RACB): “It was another good day for us. We tried a few different things with our setups throughout the day, and were able to learn a lot. We were happy with what we saw in the afternoon as we worked on the qualifying trim. I ran some quick laps without any tow, which is positive for us as we move forward in the week.”

MARIO MORAES (No. 32 KV Racing Technology): “We continued the work on our setups. My engineer Iain (Watt) has been very good with me on working through the team’s program here at Indy. We have worked on race trim, and I ran with Dario (Franchitti) this afternoon to get an

idea of the conditions. It's still very cold weather right now. We believe the temperatures are going to get hotter. So we didn't run very much."

PAUL TRACY (No. 15 GEICO - KV Racing Technology): "We had planned to run quite a bit today, but the cool conditions were not what we were expecting. The overcast skies did not heat up the track for race conditions, so we decided to save our tires and get ready for Thursday. Actually, I was able to wax my '64 Lincoln Continental that I brought from Las Vegas. I hope to get in many laps Thursday with the GEICO car."

TAKUMA SATO (No. 5 Lotus - KV Racing Technology): "It was another productive day for the Lotus-KV Racing Technology team. It's a step-by-step process. The changes we made did make a positive change to the car, so we are moving in the right direction. Unfortunately, the weather didn't improve as much as we had hoped, but tomorrow it is looking much better, so I am looking forward to a busy day on track."

E.J. VISO (No. 8 PDVSA-Jet Aviation-KV Racing Technology): "I want to thank the Indianapolis Motor Speedway safety team and medical staff for the fantastic job they did getting me out of the car and providing the initial diagnosis and treatment. The safety and medical personnel at IMS and in the IZOD IndyCar Series are the best in the business. I also want to thank the staff and doctors at Methodist Hospital and Dr. (Terry) Trammell for providing me with such outstanding care. They were extremely thorough and kept me informed of everything that was happening, which made the whole process a lot easier. To everyone at KV Racing Technology, thank you for your support and concern, and to the drivers that stopped by – Davey Hamilton, Rafa Matos and Dan Wheldon – I want you to know that I very much appreciated you taking the time to come and see me."

JAY HOWARD (No. 66 Service Central/Sarah Fisher Racing): "It was a long day for Sarah Fisher Racing. The weather really didn't play in our favor, and it was hard to work with the car. I'm hoping that the weather will cooperate tomorrow, and we can get some more laps in. We're still looking for speed, but I'm confident that we'll get to where we need to be."

SARAH FISHER (No. 67 Dollar General/Sarah Fisher Racing): "We haven't made the gains that we need yet, but we have a better run plan set out for tomorrow. We're hopeful to get the Dollar General car up and running as soon as we hit the track."

TONY KANAAN (No. 11 Team 7-Eleven): "It was a good day, and we needed it. The 7-Eleven car did a lot of laps – more than anybody. But I don't think the number of laps matters; it's the quality of the runs. We felt good and kept improving. That is why we kept running. If you think about it, we have tomorrow and Friday to be in qualifying mode; then you have Saturday and Sunday, and that's it. Today had to be our day to work for the race, and as long as we are improving, I don't care how many laps we do."

RYAN HUNTER-REAY (No. 37 Team IZOD): "That was a frustrating day. We're all working so hard right now to find the answer, but we just haven't found it. This is the type of day that will drive you crazy at this place, no doubt about it."

DANICA PATRICK (No. 7 Team GoDaddy.com): “We improved the GoDaddy car again today, but everyone else was doing the same, so we still have some work to do. There is always going to be a trade-off between comfort and less downforce because that’s what it takes to be fast. We’re just working our way through that run-by-run.”

JOHN ANDRETTI (No. 43 Team Window World): “Today was a good day for the Window World Dallara. I really got to work with my teammates here. We really wanted to do race runs, so we reorganized and got plenty of miles in traffic. Tomorrow we’ll try some qualifying runs. We’ll see what the weather gives us. We’re looking forward to seeing what the car can do tomorrow.”

ALEX TAGLIANI (No. 77 FAZZT Race Team): “Yeah, so far so good. The team is doing a fantastic job. The car is pretty fast. Other than me being sick a little bit; everything is going OK. There’s not much I can say about the car other than that it’s comfortable out there. We tried a couple aero configurations. It’s good when I’m behind people and when I’m alone. We didn’t feel like there was a point to continue today to give ourselves an idea of what the car could do for qualifying because we know that the temperature is going to be quite different on Saturday. Tomorrow is going to be a bit warmer and little bit better of a representative of what we’ll see this weekend, so we’ll go out and give it a shot. So far, it’s been a very good month for us.” (On dealing with his bronchitis): “It’s OK. It’s getting better, but it’s just wearing me down. I have a sore throat today, and it’s just one of those things that when you have it and you aren’t racing, you’re at home getting comfortable and watching TV. But when you’re at the racetrack, especially with the weather we’ve been having, it’s not the best scenario. The fun part about racing is that when you’re in the car you pretty much don’t feel anything you have. I’ve been racing since I was a kid in go-karts, and I didn’t want to miss my race, and when you’re in the car you don’t really think about what you have. You just feel good, and so I had about 13 laps of feeling good today.” (On how the shortened month affects a new team like FAZZT Race Team): “The Indianapolis 500 is the type of place that you can confuse yourself. You could have way too much time and sometimes not enough time. In our case, we have such a good car right now that you could have a lot of days where you just have to manage your tires. You don’t want to just go out and pound out laps; you want to make sure you don’t burn through all your tires so that you can evaluate the car in qualifying trim with a good set of tires. I think the short month makes people think you don’t have enough time, but you can second-guess yourself here.” (On the Pole Day format): “I think we’re all going to learn together on Saturday. I think it’s going to be interesting because even though you’re allowed to have three attempts, there is no way that you’re going to get all three runs. There are too many cars, and on top of that, you don’t get to pick when you run. You just get draw. The guys who draw in the first 18 to 20 spots are probably going to get to do two runs, but who knows about the other guys? I like the new format because it’s a little like the road course format. I think that the pole shootout will be more interesting for the fans because there’s going to be less waiting around. I think that the higher incentives are going to get people to take more risks and try to pull big speeds. There will probably be even more mind games. You could be sitting in fifth, and then in the shootout everyone pulls a rabbit out of their hat, and all of a sudden you’re ninth. Ninth and fifth are not the same thing at all.”

WILL POWER (No. 12 Verizon Team Penske): (On the start to the season and the day's activities): "Fantastic start to the year. It was awesome to get the Verizon car two wins in the first four races. We're into the oval phase now, and we're actually at the most important race of the year. We've been working away. There's a little bit different strategy this year because of the certain allotment of tires. Usually you're able to put tires aside for the qualifying runs and then work on your race setup. I think we've got a good setup, and tomorrow we'll start working on our qualifying setup. I can see it's going to be a very tight qualifying with so many good cars and the similar speeds." (On the day's weather): "That was good. I think that the rain delays helped us on tires. You've got plenty of time to run and not enough tires, so rain delays are OK as long as it doesn't rain every day. It was good to get some solid running in today. You get some consistency. It's nice to work on race relations with teammates without having it interrupted by sprinkles." (On dealing with the points attached to the Pole Day format): "Qualifying is very important. In the past, it wouldn't have mattered if you started back a little bit from the front. For me, when you're trying to win a championship, you don't want to miss out on 15 points. That's pretty hefty for getting the pole. There's definitely a lot of emphasis on it. I think the whole strategy for Pole Day is to get somewhere close to the front before four o'clock and then go with what you've got for the shootout." (On the Fast Nine format pressure): "Last year, the team just wanted me to do one run, so I was never going to challenge for the pole. The year before was my first year, so this year feels like the first time I'm ever going to be able to challenge for the pole. So it's no different to me. It's just going to be kind of normal for me. I do feel anxiety though. I am a very intense person, so if I looked relaxed ... that's pretty amazing."

THURSDAY'S SCHEDULE (all times local):

8 a.m. Garages open

Noon-6 p.m. Indianapolis 500 practice

END DAY 5 NOTES

DAY 6 – THURSDAY, MAY 20, 2010

TODAY'S SCHEDULE (all times local):

8 a.m. Garages open

Noon-6 p.m. Indianapolis 500 practice

The Indy Racing League will provide a Video News Feed during each day of practice in preparation for qualifying for the 2010 Indianapolis 500 Mile Race.

The Video News Feed will include b-roll of on-track activity and sound from various drivers following the day's activity. Today's feed:

Thursday, May 20

Time: 8-8:15 p.m. (ET)

Coordinates: AMC 9 K 18 (Slot CD)

Bandwidth: 18 MHz

Symbol Rate: 13.235 MS

FEC: 3/4

Aspect Ratio: 16:9

Digital: 4:2:0

Downlink Frequency: 12069 MHz Vertical

Position: 83 degrees West

Uplink trouble number: (317) 492-8657 or (317) 492-8750

INDIANAPOLIS 500 PRACTICE:

At noon, the ambient temperature was 68 degrees with a relative humidity of 65 percent and winds from the southeast at 13 mph. Skies were partly cloudy. The track temperature was 76 degrees, according to Firestone engineers.

•Fastest lap of month: 227.046 mph, #3 Helio Castroneves, Sunday, May 16

Noon – GREEN.

12:30 p.m. – Top five: #11 Kanaan 226.775, #15 Tracy 226.322, #4 Wheldon 226.106, #21 Hamilton 225.431, #3 Castroneves 225.323.

1 p.m. -- #06 Mutoh up to third at 226.230.

PGA Tour legend Fuzzy Zoeller visited the Speedway on Thursday as a guest of Panther Racing. Zoeller's vodka brand, Fuzzy's Ultra Premium Vodka, is serving as a sponsor of the No. 20 Panther/Vision/Fuzzy's Vodka entry driven this month by veteran Ed Carpenter.

Zoeller, a native of New Albany, Ind., has won 10 PGA Tour events, including The Masters as a rookie in 1979 and the U.S. Open in 1984. He plays now on the Champions Tour.

FUZZY ZOELLER: (Have you been to the Speedway before?): "Yes, I was here last year, and I have been here for time trials. I'm blessed: I was born and raised in Indiana, so I have had the opportunity to come up here, and it is something to see. It's like the Kentucky Derby of thoroughbred racing; it's the Derby of sports cars." (About wearing a team headset and looking at car telemetry): "I didn't know what the hell I was looking at, but they were explaining it to me, you know what I mean. But at least I could hear, which was great. It's amazing the technology today that goes behind auto racing. I never knew all this stuff was going on. I thought these guys were just gas pumpers, tire changers. But the littlest twitch of a nut here or there can mean that much of a difference." (That's like golf?): "Well, it is. Eddie (Carpenter) was telling them he was fine through Turn 3, and Turn 2 he felt a push. I mean, that's major stuff. To me, if I got a push, oh, man, I would be excited. But for these guys, that's not good. They're trying to fine-tune it. That's what they are trying to do."

The Indiana Section of SAE International will announce the winner of the 44th annual Louis Schwitzer Award sponsored by BorgWarner at a press conference at 9:30 a.m. Friday in the Economaki Press Conference Room.

The Louis Schwitzer Award, presented by engineers to engineers, recognizes individuals with the courage and conviction to explore and develop new concepts in motorsports technology for use in the Indianapolis 500 Mile Race. The award has been presented annually since 1967 by the Indiana Section of SAE International in honor of early racing pioneer and past Indiana Section Chairman Louis Schwitzer.

Award sponsor BorgWarner provides a \$10,000 cash prize to the winner. SAE International also provides a \$1,000 scholarship to the engineering school of the winner's choice and doubles the scholarship amount if the winner was a past Formula SAE participant. In addition, the winner's name is added to the permanent trophy on display in the Indianapolis Motor Speedway Hall of Fame Museum.

The 33-driver starting field for the Indianapolis 500 will spend Monday, May 24, on the ESPN campus in Bristol, Conn., as the drivers will appear on multiple ESPN platforms and programs both domestic and international.

ESPN's production of the Indianapolis 500 airs on ABC on Sunday, May 30, beginning at noon (ET). The race is on ABC for the 46th consecutive year, one of five IZOD IndyCar Series events on ABC this season.

On American television, drivers will appear on ESPN "SportsCenter" as well as ESPN2's "First Take," "Mike and Mike in the Morning" (simulcast on ESPN Radio) and "SportsNation." ESPNEWS, ESPN Radio, ESPN.com, ESPN Mobile, SportsCenter.com, ESPN Deportes Radio and ESPNDeportes.com are other U.S. platforms that drivers will appear on, including "RPM Semanal" (in Spanish) on ESPNDeportes.com.

Drivers also will appear on various ESPN International platforms, including segments on "SportsCenter" Australia version, on "Limite," ESPN Brasil's autosports news and information program, and on ESPN360.com, ESPN's localized broadband platforms in Brazil, Chile and Mexico.

International drivers also will appear in their native languages on the ESPN networks in Australia, the UK, Africa, and Latin America and on regional networks ESPN Dos (Mexico) and ESPN Mas (Southern Cone South America).

ESPN International's networks and syndication of the Indianapolis 500 will reach more than 252 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, bringing the total to 213 countries and territories.

The Honda Indy Edmonton has entered into promotional relationships with Alex Tagliani and FAZZT Race Team and with Paul Tracy and KV Racing Technology to form "Team Oh Canada" for the Indianapolis 500.

The promotion includes prominent Honda Indy Edmonton logo placement on both cars for the 500 Mile Race. Tagliani's No. 77 FAZZT Race Team car also will display the logo for the IZOD IndyCar Series races in Texas, Watkins Glen, Toronto and Edmonton.

The Honda Indy Edmonton will carry out promotional opportunities with Team Oh Canada in other markets, including event promotions at the Indianapolis Motor Speedway.

KEN KNOWLES (President, Northlands, promoter of Honda Indy Edmonton): "Northlands and the Honda Indy Edmonton are absolutely delighted to partner with Canada's two best IZOD IndyCar Series drivers. Our promotional support for Alex and Paul provides us with an incredible opportunity to place our event, and the city of Edmonton, in the international spotlight while reaching a huge international audience."

Phillips-Van Heusen Corporation (NYSE: PVH) announced today that the Indianapolis 500, the flagship race of the IZOD IndyCar Series, will take center stage at Macy's this month via "In

Pursuit of Fast," a series of exhibits sponsored by its IZOD brand in partnership with Macy's and the Indianapolis Motor Speedway, to celebrate the 2010 Indianapolis 500.

The focus of the exhibits -- speed, stars and cars, and iconic design fashioned throughout a century of American racing -- will be showcased at Macy's stores in New York, Indianapolis and Chicago. Complementing the exhibit is a collection of limited-edition IZOD IndyCar Series apparel available exclusively at Macy's stores nationwide.

The second annual "In Pursuit of Fast" exhibit comes to life through original photo collections, graphic designs and priceless race cars and memorabilia from the Indianapolis Motor Speedway Hall of Fame Museum's collection. The exhibit tells the story of IZOD IndyCar Series racing and the Indianapolis 500. Each store will feature one of a kind priceless cars and custom-built installations showcasing the race's legendary past as it connects to the next generation of high-speed superstars -- along with the limited-edition collection of IZOD/INDY clothing inspired by the museum's archives.

Starting on May 20, Macy's Herald Square, New York's most iconic department store, will host "In Pursuit of Fast" on its floors and in its famous Broadway and 34th Street windows. The exhibited items will feature past Indy 500-winning cars, including the 1964 Sheraton-Thompson Watson/Offy, 1968 Rislone Eagle/Offy, 1972 Sunoco McLaren/Offy, and 1996 Bryant in the Broadway windows, as well as the 1979 Norton Spirit, 1961 Cooper Climax, 1953 Dean Van Lines Special, 1925 Miller Junior 8, and 1960 Kelso Auto Dynamics Special in the Main Aisle and Men's Shop.

At 1 p.m. May 25, just five days before the Indianapolis 500, Macy's and IZOD will welcome the top drivers of the 2010 Indianapolis 500 to Herald Square for interviews and an autograph session. The drivers, who will be dressed in their Race Day uniforms, hail from a multitude of countries -- including three-time Indianapolis 500 winner Helio Castroneves of Brazil, 2009 IZOD IndyCar Series champion Dario Franchitti of Scotland, current IZOD IndyCar Series points leader Will Power of Australia, two-time IZOD IndyCar Series champion Scott Dixon of New Zealand. From the United States, Danica Patrick, the first woman to win an IndyCar race and 2008 Rookie of the Year Ryan Hunter-Reay, who is sponsored by IZOD, will also appear. Additionally, 1969 Indianapolis 500 winner Mario Andretti will attend.

Macy's stores in Indianapolis and its flagship in Chicago will also feature the "In Pursuit of Fast" exhibit and several opportunities for fans to meet their favorite drivers -- both past and present, including legendary Indy 500 winners Al Unser Jr., Rick Mears, Johnny Rutherford and Arie Luyendyk, who have a total of 13 combined Indy 500 wins.

Macy's is also featuring the partnership among these three American icons -- Macy's, IZOD and the Indianapolis Motor Speedway -- on a micro-site, www.macys.com/IZOD.

With access to the Indianapolis Motor Speedway Hall of Fame Museum's rich archive of original art and design, the IZOD designers have created a track-inspired clothing line to mark this historic celebration and have partnered with Macy's as the exclusive retailer for the collection. The new "Winning Car Series" apparel collection, including vintage-style tees that celebrate the

first Indianapolis 500 winner, the 1911 Marmon Wasp, along with the 1939-40 Maserati and the 1948 Novi, is available only at select Macy's nationwide and on macys.com. Additional Indy-inspired graphic tees by IZOD will be available at all Macy's stores and on macys.com. The IZOD IndyCar Series apparel collection is available now with prices ranging from \$14.98 to \$65 for the graphic tees, vintage tees and golf polos.

Integrated Electrical Services (www.ies-co.com , NASDAQ: IESC) and Andretti Autosport announced today that IZOD IndyCar Series driver Ryan Hunter-Reay will appear at the WINDPOWER 2010 Conference and Exposition as part of the sponsorship agreement between the two companies. IES is an associate sponsor and the official electrical contractor sponsor for Andretti Autosport.

Hunter-Reay will appear at the IES Booth, #1605 at the Dallas Convention Center, from noon-2 p.m. (CT) Tuesday, May 25.

IES, headquartered in Houston, will showcase its work on renewable energy solutions at the show in Dallas.

An IZOD IndyCar Series Fan Forum featuring Texas Motor Speedway President Eddie Gossage will take place at 11:30 a.m. Saturday, May 29 at North Chalet 6B at IMS.

Gossage will seek fan opinion about the next chassis and engine platform for the IZOD IndyCar Series. He is a member of the ICONIC (Innovative, Competitive, Open-Wheel, New, Industry-Relevant, Cost-Effective) IZOD IndyCar Series Advisory Committee, which is tasked with reviewing, researching and recommending a future IZOD IndyCar Series chassis and engine platform to the Indy Racing League.

Only 250 seats are available for this event. Fans wishing to participate must RSVP to the Indy Racing League by e-mailing Neale Hood at nhood@indycar.com. Refreshments will be available at the forum.

Martha C. (Marti) Rompf, 67, a public relations professional in auto racing for more than 25 years, died May 15 at her home in Traverse City, Mich., after a long illness.

Born and raised in Lansing, Mich., Rompf served as director of public relations at Michigan International Speedway (1982-86) and Atlanta Motor Speedway (1986-92) before joining Dearborn, Mich.-based communications agency PCGCampbell in 1992. While with PCGCampbell, she represented Ford Motor Company's race teams in NASCAR, including the Wood Brothers, Bud Moore Engineering and Robert Yates Racing, and drivers that included Bill Elliott, Dale Jarrett, Ricky Rudd, Elliott Sadler, Lake Speed and Dick Trickle.

She also worked as Ford Motor Company's public relations manager in the NASCAR Craftsman Truck Series for several years, promoting future NASCAR Sprint Cup Series standouts Greg Biffle, Kurt Busch, Kevin Harvick and the late Kenny Irwin.

In 2006, Rompf joined Wood Brothers Racing, from which she retired at the end of the 2007 NASCAR season.

Prior to entering the public relations profession, Rompf worked as a journalist covering local news for both the Albion (Mich.) Evening Recorder and the Coldwater (Mich.) Daily Reporter during the 1970s.

A 1961 graduate of Lansing Eastern High School, she is survived by her daughter, Kathie; her sons, Michael and Mark; and four grandsons.

At her request, no services are planned. Memorials can be made to Munson Hospice MHRF at 210 Beaumont Place, Traverse City, MI 49684 or Victory Junction Gang 4500 Adams Way, Randleman, NC 27317.

INDIANAPOLIS 500 PRACTICE (cont.):

1:30 p.m. – 2002 Indianapolis 500 pole winner Bruno Junqueira on track, shaking down #29 car of Sebastian Saavedra.

2:05 p.m. – Top five: #11 Kanaan 226.775, #15 Tracy 226.322, #06 Mutoh 226.230, #26 M. Andretti 226.108, #4 Wheldon 226.106. #8 Viso back on track today for the first time since his crash Tuesday.

2:06 p.m. – YELLOW. Rain.

2:38 p.m. – GREEN.

3:29 p.m. – YELLOW. Rain. Top five: #11 Kanaan 226.775, #15 Tracy 226.322, #06 Mutoh 226.230, #26 M. Andretti 226.108, #4 Wheldon 226.106.

5:13 p.m. – CHECKERED. End of practice. #11 Tony Kanaan fastest at 226.775.

FASTEST TIMES/SPEEDS OF PRACTICE:

Pos.CarNameTimeSpeed

1.	11	Tony Kanaan	39.6870	226.775
2.	15	Paul Tracy	39.7663	226.322
3.	06	Hideki Mutoh	39.7826	226.230

4.	26	Marco Andretti	39.8039	226.108
5.	4	Dan Wheldon	39.8043	226.106

Drivers representing four different teams posted the top five speeds of the day today: Andretti Autosport (Tony Kanaan, Marco Andretti), Paul Tracy (KV Racing Technology), Newman/Haas Racing (Hideki Mutoh) and Panther Racing (Dan Wheldon).

A total of 44 cars are currently at the Speedway, and 44 have passed technical inspection. Thirty-seven drivers have been on the track to date and turned 1,445 laps today and 7,289 laps this month. Alex Lloyd turned 81 laps today, more than any other driver. There were two cautions for a total of two hours, 35 minutes.

No driver has been in the top five on the speed charts more than four of the five days of on-track activity so far this month. A rundown:

- Four days: #9 Dixon (May 15, 16, 18, 19)
- Three days: #10 Franchitti (May 15, 16, 19); #11/#43 Kanaan (May 15, 16, 20), #4 Wheldon (May 15, 18, 20)
- Two days: #3 Castroneves (May 15, 16); #77 Tagliani (May 18, 19), #26 M. Andretti (May 18, 20), #06 Mutoh (May 19, 20)

Townsend Bell sent a tweet this morning on his Twitter account, www.twitter.com/TownsendBell99, challenging fans to name the Indy Lights team for which he drove. He said he would carry on his helmet the Twitter account of the first person to answer correctly.

Twitter fan @WCPE answered correctly first (Dorricott Racing), and Bell carried @WCPE on his helmet in most of practice today.

Herbalife Ganassi/Schmidt Racing Team engineer Andy Brown talked today about how he and driver Townsend Bell are dealing with the numerous weather setbacks this week.

ANDY BROWN: "It does help having known Townsend from a few years ago in our time together at Panther (Racing). Also, I've been a race engineer now for 28 years, so in that time you learn it doesn't help to get flustered and raising your voice, as it just puts everyone on edge. Things just go downhill very rapidly from there. So I try to keep things calm and level.

Things are going to go wrong. They are bound to go wrong, but it's how you react when they do. If you keep things calm, you'll get through the bad times more quickly. It's been a pleasure to work with him (Townsend) again, and I'm really enjoying this month."

As much as Townsend Bell loves the Indianapolis 500 and the Indianapolis Motor Speedway, he is a little eager to get home to Santa Monica, Calif., where a new BMW S 1000 RR motorcycle is waiting for him. Bell, an avid motorcyclist, received the keys to his new motorcycle today at BMW Motorcycles of Indianapolis.

Bell also took delivery today of a new Schubert racing helmet. He walked the helmet through IZOD IndyCar Series tech himself, where it quickly passed, and wore it in an afternoon practice run. Rookie Bertrand Baguette is the only other driver wearing the German-made Schubert so far this Month of May at Indy.

Another client of Schubert is F1 World Champion Michael Schumacher. The Schubert company prides itself on the aerodynamics and aeroacoustics of its helmets.

Indianapolis 500 veteran PJ Jones was in Gasoline Alley today. Jones, son of 1963 Indianapolis 500 winner Parnelli Jones, started in "The Greatest Spectacle in Racing" in 2004 and 2006.

PJ JONES: (Are you looking for a ride?): "No, I really didn't work on it too much during the winter, and I think now with the format you really have to work on it out front and be ready to go in January, February or March. To try to put something together with the two weeks, or one-week deal now, I think it is pretty much virtually impossible. If you are a current guy, or a guy who is running consistently, you might be able to stir something up. But a guy for someone like me who doesn't race every weekend with these guys and in these kind of cars anymore, then it would take a proper program to do it. I wouldn't rule that out in the future, but with some of the other things I have going, I just didn't try to put it together." (Do you have your helmet?): "I know Bill Simpson real well."

INDIANAPOLIS 500 PRACTICE QUOTES:

SCOTT DIXON (No. 9 Target Chip Ganassi Racing): "We worked on race simulations for the majority of the day. It looked like weather would come upon us at any moment, but we logged a pretty decent amount of laps. The weather finally came into the area and cut everything short today."

DARIO FRANCHITTI (No. 10 Target Chip Ganassi Racing): "We continue to make progress with the No. 10 Target car. We didn't get a chance to work on qualifying stuff because of the weather. Hopefully we get that chance tomorrow."

DAVEY HAMILTON (No. 21 HP de Ferran Dragon Racing): “Today was another good day. We worked on qualifying only and are pretty confident with the speed and downforce level. We still have some trimming out to do, but that may not translate to more speed. Our goal is still to be in the top 24 on Saturday, but the top nine would be a nice bonus.”

HIDEKI MUTOH (No. 06 Panasonic Formula Dream): “We worked on qualifying setup all day. We wanted to run more, but two separate times we went to the pits it started sprinkling, so we came back to the garage. We had good speed for qualifying, but balance-wise I struggled. We need to work on a better setup for Pole Day. It was very windy, and sometimes the wind wasn’t very consistent. It was changing directions and sometimes stronger than others. It was very inconsistent, so it was hard to keep the same line, especially after we trimmed the car a little. It was tough to attack consistently for four laps. Weather-wise, it was the most difficult day for a qualifying simulation. It looks like qualifying day will be much calmer and warmer. It will be easier to push right away. The Formula Dream/Panasonic team has good speed, though.”

RAPHAEL MATOS (No. 2 HP de Ferran Dragon Racing): “Today was another productive day considering the conditions were difficult. We were able to go through the test plan and trim the car out to where we wanted it. We have a good idea of how much we can push. We wanted to take progressive steps but not be too aggressive because it was a windy day. There was a headwind in Turn 1 early in the day, and then it started shifting and then Turn 3 started to get difficult. We just had to be smart, and I had to be very precise with the information I was giving to the engineers so that we could make the proper changes.”

HELIO CASTRONEVES (No. 3 Team Penske): “Team Penske continued working on the car today. We tried to take advantage of the traffic out there and the warmer temperatures. We started working on our qualifying setup, and we were making some good progress before the rain came. I think we are going in the right direction. Hopefully tomorrow we’ll have a chance to continue and improve even more.”

RYAN BRISCOE (No. 6 Team Penske): “We actually continued doing some work on our race car today, and we transferred over to working on our qualifying setup. We were able to do some runs in the different track conditions. This place is so big that the wind direction and the weather changes the track from corner to corner. We were able to get a good read on a few different conditions today and increase our overall knowledge moving toward qualifying and the race.”

VITOR MEIRA (No. 14 ABC Supply Co./A.J. Foyt Racing): “All we did were qualifying simulations today, and for whatever reason, we weren’t as fast as we were expecting to be. For that matter, I don’t think we were as fast as we were some days before, so we’re going through everything. Today served us very well in getting the car to where we thought we needed to be downforce-wise, but the speed didn’t translate for the amount of downforce and drag we had, so we’re checking everything to find out why. We have to improve a little bit, there’s something not quite right.”

GRAHAM RAHAL (No. 30 The Quick Trim/RLR Special): “I can’t say enough about the guys on this Quick Trim/Rahal Letterman Racing team and their level of commitment to making this car

as good as it can be. We feel we have a pretty good car. We are running quick times when we are out there by ourselves, and we still haven't fully trimmed our car out in qualifying mode, so we feel there is more to be gained. I really don't think we are too far off with this car. I've had cars here that have been fast in the last couple of years, but never one that is as fast as this one that feels as good as this car does. I am very excited about our chances as qualifying and the race gets nearer."

A.J. FOYT IV (No. 41 ABC Supply Co./A.J. Foyt Racing): "We haven't really messed with the rear wing yet. We took a little bit of downforce off, starting to lean more toward a qualifying setup, and we did find some more speed. The car's still good and comfortable, so when we take more downforce off we'll find more speed and our balance should still be good. The rain hurt us because we pretty much baselined what we ended with yesterday, and we came back to make some changes and then it started raining, so we didn't get to see what our changes were going to do."

JOHN ANDRETTI (No. 43 Team Window World): "Fortunately, we did get some track time early. Today was all about qualifying. We took the Window World Dallara out and did some qualifying runs. We tried to stay outside of traffic as much as we could and tried to get clean runs, which we did. We still need to find a little bit more speed, so we're going to make some changes to the car. Fast Friday leading into qualifying day is going to be important, so hopefully we do get some track time tomorrow."

TOWNSEND BELL (No. 99 Herbalife Ganassi/Schmidt Racing): "It rained again today, but it didn't prevent us from getting lots of laps in before it came. We think we have a very good race setup on the car. Now, we're ready to go qualifying."

MARIO ROMANCINI (No. 34 Conquest Racing): "It was another productive day for us. We were able to work a bit more on the race setup, and are definitely improving the car. On the second part of the session, we tried to do some qualifying simulations, but the rain came before we could do too much. We still have a few more things that we would like to try on the car tomorrow, but will have to wait and see what the weather does. If we can't get the track time that we need, then we will have to do our best to try everything during the two our practice session before qualifications on Saturday."

BERTRAND BAGUETTE (No. 36 Conquest Racing RACB): "Today was a bit too short, unfortunately. We had a good first part of the day working on our race trim. We were able to try a lot of things on the car, and now have a better idea of what we want. Toward the end of the session, we went out to work on our qualifying trim, but we were only out for one lap when the rain started. The lap we were able to get in was quite quick, so we are confident in the direction that we are moving for this weekend."

WILL POWER (No. 12 Verizon Team Penske): "We finally got the chance to run in the sunshine today, at least for a little while. We made some changes to the Verizon car ahead of practice this morning, and we had some really good, steady laps out there preparing for qualifying this weekend. We obviously want to be in the fast nine cars Saturday so we have a chance at the

pole, and we focused quite a bit on that today. Hopefully tomorrow won't be a washout, but Team Penske will do everything we can to be prepared on Saturday, either way."

JAY HOWARD (No. 66 Service Central/Sarah Fisher Racing): "I am pretty happy about how today went for the Service Central car. We gained speed throughout practice and finished the day strong. During the rain delay, I decided to decorate my helmet by having fans sign it. I even had my No. 1 fan, Bailey Ebaugh from the Alley Cats, sign and leave a note on my helmet. I really hope the weather cooperates tomorrow so we can continue to improve the car, leading into qualifying."

SARAH FISHER (No. 67 Dollar General/Sarah Fisher Racing): "The 67 Dollar General car had a different strategy today with the weather looking ominous for tomorrow. We decided to split strategies with the 66 car to tackle more than one area. I'm pretty confident in the changes we made afternoon, but I just wish we had more track time today. I'm hoping the weather works in our favor for our last full day of practice tomorrow."

DANICA PATRICK (No. 7 Team GoDaddy.com): "It's disappointing that the rain came and cut the final hours of practice short. The GoDaddy car started the day off with a few challenges but was getting better as the day went on, so it's frustrating that we didn't get a chance to finish the day and see where we really stand. If we can get the grip we need to be able to trim the car out, then I think we'll be fast."

MARCO ANDRETTI (No. 26 Team Venom Energy): "It wasn't a bad day for the Venom team. We know how finicky this place can be, so you begin to build confidence when you can replicate a good setup from day to day. Hopefully tomorrow we can start off just as good as we were today – if that happens we know we'll be in good shape. I wasn't as concerned about speeds today because we know that the speed is going to come with taking off downforce, but in order to take downforce off you have to have the grip. So we're really working now on the feel of the car and getting ready for Saturday."

RYAN HUNTER-REAY (No. 37 Team IZOD): "We ran the IZOD car in qualifying trim today, same as our teammates, but unfortunately we still just can't seem to find the speed they have. The car's balance is good, so we'll just keep chipping away at things and try our best to be ready in time for Saturday. Hopefully the weather will hold off, so we can get some good track time in tomorrow."

ALEX TAGLIANI (No. 77 FAZZT Race Team): "It was just another super day. The car has just been fantastic. We did some running by ourselves today, and we saw that the car is quick. We definitely have a shot this weekend during qualifying, so we just have to baby this thing around and make sure we keep it all together. The B&W crew is just doing a great job and giving me an outstanding car. It is one of the fastest cars here, so far so everyone is very excited. We have one more day to wait until we put it on the track and try to make it all happen for qualifying." (About qualifying): "I think we will get out whenever we draw for Saturday because our car seems to be good anytime of the day, so whatever we draw, we go out and put a lap on the board and see what everyone else does."

BRUNO JUNQUEIRA (No. 29 William Rast/Bryan Herta Autosport): “I think today's practice was good, and I have to thank Bryan Herta and Sebastian (Saavedra) for giving me the opportunity to get in their No. 29 car today. It was a nice little test. After driving trucks in Brazil the last few months, the first few laps here felt like I was in a rocket ship. It took me only two laps to go flat all the way around above 220 mph, so I still know how to do it. I think I could improve the car a little bit for them and I ran a 222.278 mph by myself, so I think they will be able to qualify this car, and I hope I will have my car to qualify, as well.”

SEBASTIAN SAAVEDRA (No. 29 William Rast/Bryan Herta Autosport): “With the weather, we didn't get to do as much as we were expecting today but there were positive things. One was Bruno (Junqueira) actually getting into the car. Not having a teammate, we wanted someone who had experience and who knows his way around here to bring this knowledge not only to me but to the team, as well. What we learned is that we are going in the right direction. He felt that the setup of the car is what you want to have here and that we are in a good position to keep working for the speed as we have been doing.”

JUSTIN WILSON (No. 22 Team Z-Line Designs/DRR): “We mainly worked on the race setup today. It started out a little tricky, but we made some changes and suddenly it came back into line and felt really good, and was the most comfortable I've ever felt it. I sat right behind a couple of guys, and the car was good and that was nice. I feel confident about it now. When we went back out, we changed to the qualifying setup, and it rained. We didn't get to do any quick running today. We just sat in traffic to make sure that the car felt good. I think we made some improvements. I would have liked to get some more runs in the qualifying setup, but that's how it goes.”

ANA BEATRIZ (No. 25 Ipiranga/DRR): “We continued to progress today and kept trying new things, especially the ones that we tried yesterday. Some of the things that I liked really helped the car. I was able to get out there and do some fast laps by myself. At the end, I really felt comfortable and happy that I could run well out there by myself. I was hoping to get out there with some traffic, but we will see for tomorrow.”

TOMAS SCHECKTER (No. 23 Mona Vie/DRR): “We did two long race runs. We went out there with Justin and a couple of other cars. The second run was a little bit better. I wanted to get back out there and work on our qualifying car, but unfortunately it started to rain again. Hopefully tomorrow we will get a break in the weather. Overall, the car was good.”

MIKE CONWAY (No. 24 Dad's Root Beer/DRR): “Today was pretty good. The goal for the day was to try things for qualifying. Unfortunately, we didn't get through the things that we wanted to try. We have a good idea of where we are going to end up on Saturday, and I think we are looking OK. I think we have some good speed, and all of our cars seem very similar. Justin, Ana, Tomas and myself will have a pretty close call between all of us, and hopefully it will be enough to keep us in the top 24.”

TAKUMA SATO (No. 5 Lotus-KV Racing Technology): “It was another good day for the Lotus – KV Racing Technology team despite the weather turning unstable. We ran most of the day in traffic to evaluate race setup. I now feel more comfortable and have a greater understanding, which is

nice. I was able to do one run in qualifying setup, which was a great feeling to be going fast. I think it was a productive day, and I hope we can do some more runs in traffic and qualifying simulation before Saturday.”

E.J. VISO (No. 8 PDVSA-Jet Aviation-KV Racing Technology): “I want to thank the PDVSA – KV Racing Technology team for working so hard to get my backup car ready for today. After having such a big shunt a couple of days ago and having a day off to recover, I’m still not a 100 percent, but was able to put a few runs together. Unfortunately it wasn’t as many as we would have liked. We decided to have a very conservative downforce level, so I could get comfortable again, and every time we tried to trim, the rain would come. I am looking forward to qualifying. Every little detail is worth a lot, so hopefully tomorrow we can run more laps and improve the car for Saturday.”

MARIO MORAES (No. 32 KV Racing Technology): “I think today was a good day for the KV Racing Technology team. We made some progress running without traffic and focusing on our qualifying setup, but we still need to work on finding some more speed. We will see how the next couple of days go, but I think we have a good chance in qualifying.”

PAUL TRACY (No. 15 GEICO – KV Racing Technology): (On handling grudges between drivers): “I’ve had my grudges with people, and there’s certain people that I haven’t gotten along with, but I get along with everybody, for the most part. I guess the most famous grudge of mine would be with (Sebastien) Bourdais; we were like oil and water.” (About today): “I had a great day today. Tony (Kanaan) gave me a big tow today and gave me a quick lap. It feels good to be back in the paddock and part of something. It’s frustrating to sit out.” (On the Pole Day format): “I haven’t been out here as much and gotten used to the downforce levels being trimmed way off and doing the four-lap qualifying runs with the car being super trimmed out. So asking the driver to go and stick his neck out on the line once is hard enough because the car is free and sliding and dancing to get the speed. To do that multiple times and sticking your neck out, I can predict that someone is going to step over that line.”

TONY KANAAN (No. 11 Team 7-Eleven): “I think everybody knows how we pulled those speeds up. Everybody has been doing it all week. The car felt good, and although it was in the draft; you have to have a good car to get those kinds of speeds. We worked on qualifying today along with a lot of people. It’s going to be very interesting on Saturday if it rains tomorrow. It’s a very tight field. I’m happy, and we’re working in the right direction.” (On the pole): “Right now, I don’t see anybody else besides the three Penske and the two Ganassi guys to be on the pole, to be honest with you. Unless somebody finds something between now and Saturday; I think we’re going to see that they’re going to play between themselves.” (On strategy for the Pole Day format): “If I’m ninth and I think I have a shot to be sixth, which would mean moving up a row, then I’m going to do it. But if I’m moving up to seventh; what’s the point? I’m only moving from the outside to the inside. It’s tough to say. I mean, if you think can improve, then you’re going to go out again but if not, why take the risk?” (Opinion on the Pole Day format): “Qualifying-wise, I think it’s great. I think it adds to it. Qualifying is the most stressful day of the month for all of us, and you used to be stressed out the whole time and only a couple guys would be stressed out at the end of the day. You’re wondering, ‘Am I going to beat him or is he

going to beat me?' It happened to me three times with Helio. I beat him once, and he beat me twice at six o'clock. Now we'll have nine guys stressed out. It's going to make our days a lot longer because you'll have to go out again at 4:30." (On the mental side of Pole Day): "Mentally, it requires a lot more. I was playing out a couple scenarios and trying to figure out the new format. I pretty much said, "You used to go out and do the four laps while hanging on for your life, and you put it in the field sixth and think: 'That's it. I'm happy. I'm going to go home.' Now I have the risk to actually lose that spot and start ninth. The people that are going to suffer are the guys at the edge, which you're going to have plenty of because of the tight field, they're going to wonder, 'Can I do it again?'" (On handling grudges between drivers): "At the track, you're always going to have a problem with somebody. I think that the fast guys, we try to sort it out, but there's some people that are just stupid. I'm not going to waste my energy if I don't respect that person. I would get mad at PT (Paul Tracy) or Helio; we get mad at each other each weekend, and we fly home together, but some people do stupid stuff just to do it or prove a point. I don't hold anything against them, but normally it's the people that you don't race against every weekend. You have to understand that people have different pressures. You're always going to have somebody that doesn't like you and somebody that does. That's just the way it is."

FRIDAY'S SCHEDULE (all times local):

8	a.m.	Garages open
Noon-6	p.m.	Indianapolis 500 practice

END DAY 6 NOTES

DAY 7 – FRIDAY, MAY 21, 2010

TODAY'S SCHEDULE (all times local):

8 a.m. Garages open

Noon-6 p.m. Indianapolis 500 practice

The Indy Racing League will provide a Video News Feed during each day of practice in preparation for qualifying for the 2010 Indianapolis 500 Mile Race.

The Video News Feed will include b-roll of on-track activity and sound from various drivers following the day's activity. Today's feed:

Friday, May 21

Time: 8-8:15 p.m. (ET)

Coordinates: AMC 9 K 11 (CH A)

Bandwidth: 18 MHz

Symbol Rate: 13.235 MS

FEC: 3/4

Aspect Ratio: 16:9

Digital: 4:2:0

Downlink Frequency: 11911 MHz Horizontal

Position: 83 degrees West

Uplink trouble number: (317) 492-8657 or (317) 492-8750

Indianapolis 500 rookie Takuma Sato is using the iRacing.com motorsports simulation service this month to prepare for his first start in "The Greatest Spectacle in Racing."

Sato is driving the No. 5 Lotus-KV Racing Technology car this month and in the entire IZOD IndyCar Series season after racing in Formula One from 2002-08, including a third-place finish in the 2004 United States Grand Prix at Indianapolis.

Sato is helping Interush, Inc. introduce iRacing.com to Japanese driving game enthusiasts.

The Indianapolis Motor Speedway is one of more than 40 racetracks in the U.S. and around the world that are represented in the iRacing.com internet-based motorsport simulation service. The service is inexpensive and intended to let motorsport fans and racing games enthusiasts from all around the world practice and, if they wish, compete against friends and other fans in organized races.

The tracks and cars in the service are modeled so accurately that a professional racing driver can use them to learn a track he or she has never seen before. iRacing.com uses survey-quality laser-scanning to capture data, so the finished track is accurate to within two millimeters. Every tiny bump or change in road camber is accurately represented in the virtual version of the track.

Other Indianapolis 500 drivers who are iRacing.com members include Justin Wilson, Will Power, Ryan Briscoe, Ryan Hunter-Reay, Dan Wheldon, Tomas Scheckter, Danica Patrick, Mike Conway, Raphael Matos, A.J. Foyt IV and Sato's fellow IZOD IndyCar Series rookie, Simona de Silvestro.

TAKUMA SATO: "Many people think that the Indianapolis Motor Speedway is a simple track, just four 90-degree left-hand turns. But at speeds up to 230 mph, each turn is unique, with many subtle differences that make them completely different. Like many of the other IZOD IndyCar Series drivers, I use iRacing.com to get to know these tracks better before I get out on the actual track. I am very impressed with the realism of the iRacing.com online racing simulation. Plus it's a lot of fun at the same time!"

The qualifying draw for Pole Day will take place at 6:15 p.m. tonight on the Coca-Cola Stage in the Pagoda Plaza.

Mezzo Technologies engineers Charles Becnel, Patrick Luke and Christophe Marques and Tino Belli of Andretti Autosport received the 44th annual BorgWarner Louis Schwitzer Award today at the Indianapolis Motor Speedway for their development of the Mezzo MicroChannel Radiator.

Designed to fit in the same space and use the same connectors as existing radiators, the Mezzo MicroChannel Radiator significantly reduces coolant temperature with reliable, robust performance. Earlier this year, the IZOD IndyCar Series approved the technology for use by all teams.

Mezzo Technologies, based in Baton Rouge, La., also has developed cooling systems for military and other automotive use.

Increased cooling capacity results in better engine performance and greater horsepower. Unlike conventional radiators that rely on fin designs to transfer heat, the Mezzo MicroChannel Radiator uses nearly 5 miles of stainless steel micro tubes measuring less than 0.5 mm (1/50th of an inch) in diameter to reduce engine temperatures up to 8 degrees C (14 degrees F). A corrugated arrangement also increases heat transfer while keeping pressure losses low.

Developed by Mezzo Technologies in close cooperation with Andretti Autosport, the technology is now being evaluated by other race series, as well as the aviation industry.

Presented to engineers by engineers, the Louis Schwitzer Award rewards individuals with the courage and passion to explore and develop new concepts in racing technology. BorgWarner sponsors this prestigious \$10,000 award, which is presented by the Indiana Section of SAE International. The winners' names are added to the Schwitzer trophy on permanent display at the Indianapolis Motor Speedway Hall of Fame Museum.

Mezzo Technologies doesn't have a longtime background with racing technology, but it joins the prestigious company of past Schwitzer winners, including such legends as Andy Granatelli, Dan Gurney, Colin Chapman, Bruce McLaren, Smokey Yunick, A.J. Foyt, Parnelli Jones, John Barnard and others.

PATRICK LUKE (Mezzo Technologies): "We're a small company, and we're much like family. We're just tickled to win this award. For the Indy racing (project), Tino found us." (About award's significance): "He (Louis Schwitzer) was an amazing innovator and engineer. I don't think we know the company we're in, but I think everybody is Google-ing it back home. We're tickled."

Four-time Indianapolis 500 winner Rick Mears talked today about working as a spotter this month for Helio Castroneves, who is attempting to match the record of four Indy victories shared by Mears, A.J. Foyt and Al Unser.

RICK MEARS: "Helio doesn't need a whole lot of coaching or spotting. I'm a safety factor. In my mind, the driver should know what's going on around him at all times, anyway. I'm a backup in case the driver misses something. I'm going to be helping him whenever someone is getting a run on him on the outside or the inside, and those are the things I'll be telling him about. I try to stay out of his ear as much as I can and let him drive the car. I'll try to give the driver a head's up if something happens on the track up ahead so he has a quicker warning because of the closing rates and the speeds. I can also watch other cars and their lines and see if something is working better for them under the conditions on the track, and I may suggest it. I'll answer any questions Helio has and try to help him do well." (On working as a spotter for a three-car team): "I've spotted here before because it's one of the only places we need more than one spotter per car. This year, with the three cars, I will be spotting at all of the ovals. We need more spotters for the team, and that's a gap that I can fill."

The Indianapolis Star's website, indystar.com, was recently nominated for an EPPY Award by Editor & Publisher magazine in the Best Special Web Feature – News or Event category for its Indianapolis 500-Centennial Era coverage in 2009. Interviews with IMS Historian Donald Davidson were featured throughout the coverage. CNN.com, Newsweek and Boston.com are the other nominees.

Winners of the men's and women's divisions of the Little 500 bicycle race served as honorary starters today. Five members of the winning women's team, Teter Hall, and one member of the men's team, Cutters, waved the green flag.

The Cutters team is a multi-time winner of the race and were immortalized in the movie "Breaking Away," which won the 1979 Academy Award for Best Original Screenplay.

The Delta Wing chassis proposed for use in 2012 in the IZOD IndyCar Series is on display today in the Pagoda Plaza. Drawings of proposed 2012 chassis from Swift, Lola, BAT and Dallara also are on display in the Pagoda Plaza.

1979 Indianapolis 500 Chase Rookie of the Year Howdy Holmes visited the track today. Holmes, 62, is a six-time Indianapolis 500 starter, with a career-best finish of sixth in 1983. He started second in 1984.

HOWDY HOLMES: "Every time I come back, I am more in awe of the facility. Thinking back, it's hard to believe this thing (Indianapolis 500) really happened for me. It's like a homecoming. I really enjoy it. My best memory is when I walked out onto pit lane on race day morning in 1979, and there were hundreds of thousands of people out there. The opportunity for me to race came very late that month, and I didn't have much time to think about it. It was very easy to be overwhelmed by all the history, but I'll never forget that moment – that was the first time. The other five times I raced here, it was no more less, but that first time was different. For me, unlike most drivers, I sat in the stands since 1957, and that was my interest in racing, being a spectator. So to be on one side of the fence and then on the best side of the fence was very rewarding."

Indianapolis 500 veteran Tyce Carlson visited the track today. Carlson started the Indianapolis 500 in 1997 and 1999.

TYCE CARLSON: (Was the pressure greater in qualifying when you weren't on an elite team?): "Yes. The second you felt anything you came right in, you didn't run that second lap. So you talked to people, went back to the scales, made a change and got back out there." (What was your first qualifying experience like?): "Well, my first qualifying day was the first time I was ever in an Indy car. It was 1996, and Scott Brayton had passed. I had been looking for a ride all month after I passed my rookie orientation. Danny Ongais had moved to the Menards car, and PDM put me in their car at the last second. So I didn't have any time to think. I was like, 'All right, kid, go out there and run some laps, and let's go qualify.' So there was no time to think, so after it was done it was like, 'Wow, that just happened to me.' So the day before, I had no idea that I was going to get a ride. I woke up in the morning, I was doing yard work, and I heard what happened to Scotty (Brayton) and that the rides were changing. Big Kenny Allison, who is no longer with us, came by the house and said, 'Listen, we had been pounding the pavement all

month long, so we have to go on this last day of qualifying and see if we can find anything.' I went to PDM, and they said, 'Go get your suit,' but it was in locked in Kenny's car, so I had to break in, and the rest was history."

INDIANAPOLIS 500 PRACTICE:

At 11:45 a.m., the ambient temperature was 70 degrees with a relative humidity of 81 percent and winds from the south at 13 mph. Skies were cloudy. The track temperature was 75 degrees, according to Firestone engineers.

•Fastest lap of month: 227.046 mph, #3 Helio Castroneves, Sunday, May 16

Noon – GREEN. #30 Rahal first on track.

12:23 p.m. – #9 Dixon fastest at 225.828.

For the second day in a row, Townsend Bell challenged his Twitter fans with a question at www.twitter.com/TownsendBell99. Today, Bell asked his fans what his first IndyCar owner Pat Patrick mistakenly called him for the first six months of his contract.

Again, the first person to answer correctly would have their Twitter ID carried on Bell's helmet today in practice. Twitter fan @GETCH20 first answered correctly, and Townsend lettered @GETCH20 on his helmet for practice today. "Thompson" is what Pat Patrick called Townsend the first half of that season.

Herbalife CEO Michael Johnson was raised in Jackson, Mich., and was childhood friends with the children of U.E. Pat Patrick., a long-time IndyCar owner. Patrick was the winning car owner of the Indianapolis 500 in 1973 and 1982 with driver Gordon Johncock and co-owner in 1989 with Chip Ganassi for driver Emerson Fittipaldi. Years later, Townsend Bell became an IndyCar driver for Patrick but never competed at Indy with him.

Indianapolis 500 team owner Sam Schmidt talked today about his strategy for Fast Friday and qualifying for the No. 99 Herbalife Ganassi/Schmidt Racing car driven by Townsend Bell.

SAM SCHMIDT: "The second year really helps. Having done the deal with Ganassi last year, the only effective new variable is Townsend, and he picked up right where he left off last year. I'm really pleased with the progress today. And today is one of those days, more than anything, you don't want to screw up which you've built all week because there is no time to recover if you

make a mistake. The conditions are going to be dramatically different tomorrow, so parking the car (with two hours remaining in practice) is a wise decision. We're not going to be a shot for the pole, but were definitely going to be in the hunt for the top nine. It's going to be very interesting tomorrow to see the strategy play out with three attempts and all the other changes. I'm just, overall, really pleased with where we're at right now."

Midwestern rock band The Elms performed today on the Coca-Cola Stage. The band, celebrating 10 years of making music together, formed in Seymour, Ind.

OWEN THOMAS (Lead singer, The Elms): "We had one of our songs, called 'Back to Indiana,' that premiered on the broadcast of the 2009 race. It's a song about coming home, and the state has really embraced it. So there's a little bit of a soft spot we have for this place, the state and the race. We have a great time playing here. I've never been to the race because we're on the road all the time. It keeps us away. (The Indianapolis 500) is as American as any great American sporting institution. I need to come – hopefully next year."

INDIANAPOLIS 500 PRACTICE (cont.):

1:12 p.m. -- #15 Tracy white-walls in Turn 2, returns to pits.

1:34 p.m. -- #12 Power fastest at 226.429.

1:51 p.m. – YELLOW. Rain.

1:59 p.m. – GREEN.

2:51 p.m. -- #3 Castroneves third fastest at 226.147. Twelve cars at 225 mph or faster.

3:05 p.m. -- #3 Castroneves fastest at 226.558.

3:12 p.m. – YELLOW. Debris in Turn 1. Track inspection.

3:28 p.m. – GREEN.

3:40 p.m. – YELLOW. Rain.

3:51 p.m. – GREEN.

3:52 p.m. – YELLOW. Rain.

4:04 p.m. – GREEN.

4:10 p.m. – YELLOW. Rain.

4:25 p.m. – GREEN.

5:03 p.m. – YELLOW. Rain.

5:18 p.m. – GREEN.

5:54 p.m. – YELLOW. Rain.

5:57 p.m. – CHECKERED. #3 Helio Castroneves fastest at 226.558.

FASTEST TIMES/SPEEDS OF PRACTICE:

Pos.CarNameTimeSpeed

1.	3Helio Castroneves	39.7250	226.558
2.	12Will Power	39.7476	226.429
3.	77Alex Tagliani	39.7960	226.153
4.	9Scott Dixon	39.8533	225.828
5.	32Mario Moraes	39.8573	225.806

Drivers representing four different teams posted the top five speeds of the day today: Team Penske (Helio Castroneves, Will Power), Target Chip Ganassi Racing (Scott Dixon), FAZZT Race Team (Alex Tagliani) and KV Racing Technology (Mario Moraes).

All 36 drivers today were separated by .7745 of a second. Fifteen drivers turned laps of 225 mph or faster today.

No driver has been in the top five on the speed charts more than five of the six days of on-track activity so far this month. A rundown:

- Five days: #9 Dixon (May 15, 16, 18, 19, 21)

- Three days: #10 Franchitti (May 15, 16, 19); #11/#43 Kanaan (May 15, 16, 20), #4 Wheldon (May 15, 18, 20); #3 Castroneves (May 15, 16, 21); #77 Tagliani (May 18, 19, 22)

Helio Castroneves turned the fastest lap of the event, 227.046 mph, on Sunday, May 16.

Bruno Junqueira is still waiting for anticipated sponsorship dollars to come through to put his No. 33 FAZZT Race Team car on track this weekend.

BRUNO JUNQUEIRA (No. 33 FAZZT Race Team): "I'm just watching people going around today. It's a difficult situation. We hoped to have the funds today and maybe get the car ready for the weekend. Sitting and waiting is easy, but it's difficult to go fast in a short amount of time. I think I'm prepared to do that. I don't know if it will be tomorrow or if it will be Sunday, but whenever the car is ready, I think I can qualify."

INDIANAPOLIS 500 PRACTICE QUOTES:

VITOR MEIRA (No. 14 ABC Supply Co./A.J. Foyt Racing): "I think today was good. Yesterday we tried some things that didn't work, came back today and everything worked fine, so I think it was a good day. We were not as aggressive as some other teams that are out there now because tomorrow is going to be different weather-wise. We felt we should wait until tomorrow, so we'll know the conditions we are dealing with before we start changing those details for qualifying. I'm encouraged."

JUSTIN WILSON (No. 22 Team Z-Line Designs/DRR): "It was not bad. We had a slight tow, not a great one. We went a bit quicker than what we went the other day, and that was with a big more downforce. When we trimmed it out, we thought we could do a pretty good lap time, but it didn't come. We've been a little bit slower, a little bit slower. The Z-Line Designs car has been pretty quick, and we put a few more go-faster parts on it and it's not quite having it right now. We'll get it worked out, though."

GRAHAM RAHAL (No. 30 The Quick Trim/RLR Special): "I think we made a lot of progress today with the car. We've always been pretty happy with our pace, but we were struggling to maintain that speed throughout a full run. But we've made gains over the day, and now we're consistent to within two-tenths of a second through the run, and that's an encouraging sign. I think we're awfully competitive now, and we should have a pretty good shot to do well this weekend."

A.J. FOYT IV (No. 41 ABC Supply Co./A.J. Foyt Racing): "It's been an interesting day for us. We struggled a bit earlier in the day just trying to find a balance, and we made quite a few changes. We ended the day well, so that's what counts and that's important going into qualifying tomorrow. We have a pretty balanced car, and we can still trim out more tomorrow, so we'll just have to wait to see what we can do."

ALEX TAGLIANI (No. 77 FAZZT Race Team): "I feel like I'm sounding like a broken record, but it was another perfect day. It's been a dream week so far. The B & W boys have done such a great job. Last night I was in the garage by myself waiting for an interview and looking at the car, just going around and looking at every detail. I had to write my boys a note and tell them, 'Thank you so much for building this baby,' because just looking at the car makes me speechless. I know that here, in this particular place, where every tenth of a mile per hour counts and all the

little bits and pieces on the car are so important, so what we are doing here (being fast) is because of way the crew has built the car. So I wanted to show them my appreciation. We know we have a chance to be in the fast nine tomorrow, and if we have a clear run, we should be OK. Hopefully, that is what happens in qualifying tomorrow, and at the end of the day, we'll see how far we can push the car to be on the front row and maybe even the pole."

TOWNSEND BELL (No. 99 Herbalife Ganassi/Schmidt Racing): "We're comfortable but not as fast as we want to be. But the balance is good. The engineers and mechanics are doing a great job. We made some changes and improved the car; then we made a change that wasn't so good. Then we were able to fix it, which is important. It's always good to have the ability to fix things that don't feel right. I'm quite pleased with all of that, and tomorrow, maybe if we put an extra coat of wax on it, we can have a go." (Do you worry about your qualifying draw?): "I just show up tomorrow morning and just listen to what the engineers have to say. You can't control it anyway. It is what it is."

RAPHAEL MATOS (No. 2 HP de Ferran Dragon Racing): "It was another good day. Both cars are running well, and we learned a lot between the two cars. We were able to trim the car out to a place we wanted and ran quite a few laps on qualifying (simulation). I'm quite happy. We'll study the data from today so that we can make the right decisions for tomorrow."

MARIO ROMANCINI (No. 34 Conquest Racing): "We focused mainly on the qualifying trim today and learned some good things for this weekend. We probably could have been even more aggressive on the setup, but we will leave that for the morning. After this week, I think we have a good chance of qualifying, and we will do our best to be in the top 24 tomorrow."

BERTRAND BAGUETTE (No. 36 Conquest Racing RACB): "We were able to improve our speed once again today, which is positive for tomorrow. We worked solely on our qualifying trim and went quite quick, especially on one lap, but still need to find more consistency. We continue moving in the right direction daily, giving us a bit more confidence before qualifications this weekend."

JAY HOWARD (No. 66 Service Central/Sarah Fisher Racing): "The weather was actually good to us today. Don't know if that's a good thing or bad thing, but we will find out tomorrow. We made changes throughout the day to the car and feel good about our progress during this week of practice. Fingers crossed I can get the Service Central car in the show on the first day of qualifying."

SARAH FISHER (No. 67 Dollar General/Sarah Fisher Racing): "We're really working hard to get the Dollar General car to where we need it to be. I'm thankful that the weather held off today, and we weren't under a yellow too much because of rain. We really needed that extra time in the car to figure some things out. I'm hoping tomorrow goes well for not only myself, but also for my teammate."

RYAN HUNTER-REAY (No. 37 Team IZOD): "We've done most of what we can do right now to get the speed out of the car. We're really trimmed, and I'm pretty happy with the balance. The IZOD car is pretty neutral. We're just going to do the best we can tomorrow. Hopefully, it will

grease up a little bit tomorrow and get slick. I think that will fall into our favor because we might have a better balance than some out there. I would just love to qualify tomorrow and go race.”

TONY KANAAN (No. 11 Team 7-Eleven): “It was a good day for the 7-Eleven team, I think. I had a realistic speed in mind today for a goal, and I think we achieved that. Now we’ll just have to see how things go tomorrow. As a team, I think we did what we could. I’m obviously concentrating on tomorrow, but the real thing is a week from Sunday.”

JOHN ANDRETTI (No. 43 Team Window World): “We didn’t think we’d even get on track today. The weather seemed to hold off. We’re still struggling to find speed, to be honest. We’re working at it and taking downforce off the car. We’ve been working with teammates and following a lot of different things. Hopefully by tomorrow we’ll find our speed so when we go to qualify, we’ll put her in the show.”

MARCO ANDRETTI (No. 26 Team Venom Energy): “I think we made some progress today with the Venom car, but it can be hard to know for sure. Things here can change so fast from one run to the next – sometimes without even making any changes to the car. The field is really tight this year, and there are a number of cars posting quick speeds. We had pretty consistent times today and were able to stay inside the top nine, so let’s hope we can do the same tomorrow.”

RYAN BRISCOE (No. 6 Team Penske): “It was a big day for us. We tried different cars, changed engines and we found some good speed. The No. 6 Team Penske car is getting better every time I go on track. I feel really good with the car that I have going into tomorrow, and I am excited about having a fast car on Pole Day here at Indy.”

DARIO FRANCHITTI (No. 10 Target Chip Ganassi Racing): “Long day for the Target team. Speed is hiding from us at the moment.”

SCOTT DIXON (No. 9 Target Chip Ganassi Racing): “I seemed like we ran more laps today than we had in any previous day so far this month. We are just missing a bit on our qualifying setup. Hopefully we can get it sorted out tonight in our qualifying meeting and be ready to go do the job we need to do tomorrow. This morning a few people picked up some tows. We worked on the car as much as possible. We were struggling with balance and fuel. I wasn’t real comfortable with the car to trim out to the degree we need to. We did a lot of laps. We didn’t go through a whole lot of tires. All in all, we got the car a little bit better but still not where we need to be. We were going to have another crack at it right at the end, but the rain started to come.”

ALEX LLOYD (No. 19 Boy Scouts of America): “We finally got to trim out a little. The weather held us back the last couple of days. The speed’s pretty good. It’s certainly where we thought we would be. We certainly have more on the table with regards to downforce. We’re still a little on the conservative side. We’re feeling pretty happy. We finally got to show the speed we felt we had in the car. We’ll try to increase that. There’s definitely a little bit left.” (About Pole Day):

“There are a lot of quick cars. We would have to nail it perfectly to get in the top nine. A realistic goal for us would be the top 15; we’d be pretty happy. That’s a very achievable goal.”

HIDEKI MUTOH (No. 06 Panasonic Formula Dream): “Today we did a qualifying trim run all day. We did a 225 (mph lap) consistently. So I am very happy. I think we are in good shape to get in the top nine tomorrow.” (On the possibility of having nicer weather tomorrow and that changing the setup): “For sure, especially the out lap and the first lap is very difficult with cold conditions to get up to speed. So if the track gets warmer, I think it will be good for all the drivers. I think that will mean more speed. It’s going to be very interesting.” (Are you surprised how well you’ve done so far this year?): “Well, yes I am, definitely. Last year I struggled a lot. I’m looking more forward to the race day. I have a good car; I think a good strategy, as well.”

TOMAS SCHECKTER (No. 23 Mona Vie/DRR): “The session went all right for us. We just worked on qualifying stuff today. We are looking for a little bit more speed, but we think the car is coming to us, so hopefully we will peak at the right time, and that is tomorrow.”

MIKE CONWAY (No. 24 Dad’s Root Beer/DRR): “Today we ran a lot of race trim stuff and just got the car ready for the race, making sure that we have the car nice and comfortable. So far it looks pretty good and we got some good speed out of the car and we can run pretty close to the cars in front of us, and that’s the main thing. We have been keeping the car consistent, as well, a long run is important and we have been working hard on that. This afternoon we worked on more qualifying runs, too, and fingers crossed we will have some good speed in the car. We need to do the same thing for qualifying tomorrow. We will just put the car on track and make sure the speed is there again and then line up and do a good time, and hopefully we will be up there.”

ANA BEATRIZ (No. 25 Ipiranga/DRR): “Today the weather forecast was kind of wrong. It was supposed to rain all day, and I’m very happy that it wasn’t right because we were able to do some laps. In the first session, we worked on the race setup, and in the afternoon we worked on qualifying to see what it was like. It was another productive day, and I’m very happy about it. Tomorrow is another big day, and we are getting ready for it.”

MARIO MORAES (No. 32 KV Racing Technology): “Today was a good day for the KV Racing Technology team. We ran some qualifying setups, and the car felt pretty good. We still have some setups to try tomorrow, but I think we have a good car for qualifying, and I hope we can be in the top nine tomorrow.”

PAUL TRACY (No. 15 GEICO – KV Racing Technology): “We had an OK day. We trimmed out for the first time today, and we had the car a little too loose. The car was a little bit of a handful. We didn’t get as much running as we would like today. I had a bit of a moment when the car got oversteer, and I chased the car up the track. So I ended up brushing the wall. We checked over the car and had to go through the tech line again for Saturday’s qualifying runs. We didn’t get a chance to go back because the tech line was long. In the morning, we’ll go hard at it in qualifying trim.”

TAKUMA SATO (No. 5 Lotus-KV Racing Technology): “Today the Lotus – KV Racing Technology team concentrated on the qualifying setup. We didn’t do a lot of running, but we completed the program we wanted to do. The weather once again was cooler than expected, which is a reason why we finished earlier, but I feel comfortable with the car and am looking forward to my first Indy 500 qualifying tomorrow.”

E.J. VISO (No. 8 PDVSA-Jet Aviation-KV Racing Technology): “The PDVSA – KV Racing Technology team were playing catch-up today after a couple of days behind from my accident, but it’s a good feeling to know that things are getting back to normal. Today we started trimming the car. We still need to change a few things to reach the speeds we need, but I think we made some good progress with my ‘T’ (backup) car. Tomorrow we will be in a much better position to finish our work on our qualifying setup.”

WILL POWER (No. 12 Verizon Team Penske): “Today was another great day, the best it’s been all week. The Verizon car feels great out on track, whether I’m in the draft or out on my own. I think we’re prepared for Pole Day, and I know I’m anxious to get out there and give it a go. Helio got the fast lap again today, so I know all the Team Penske cars are capable of being on top tomorrow. I’m just hoping it’ll be the No. 12 Verizon car.”

DANICA PATRICK (No. 7 Team GoDaddy.com): “Today’s practice session was a great improvement from yesterday, for sure. The GoDaddy car is dialed in, but we still have some work to do before Pole Day. But I feel really confident on where we are at.”

SEBASTIAN SAAVEDRA (No. 29 William Rast/Bryan Herta Autosport): “It was quite a hard day for us. We were at a good point in our learning curve and setting up the car, but today was a bit different. We tried several new things from yesterday and lost quite a bit of momentum on the progress we were making speed-wise. As soon as we located the problem we were having, I started to feel comfortable again and to search for speed, but by then the day was over. However, I am very positive for tomorrow as we found our mistakes and we will be putting into practice what we know has worked for us.”

HELIO CASTRONEVES (No. 3 Team Penske): “Certainly with the conditions we had today, we put all of our focus on qualifying. You want to make sure you get a clean run in and try to simulate a qualifying run as closely as possible. We’re fast and we’re pushing to the limit and trying to make sure that we’re comfortable for tomorrow. Tomorrow will be a little different than past years because we may not have had as much practice time, but we’re happy and we’re right there.” (On the goals of the team): “Every team that comes here wants to be the fastest and get the triple crown of the pole, the pit stop competition and the race. We’ve been running well, but we’ve found that there’s a lot of other good cars out there that might surprise a lot of people. We’re going to continue working and try and squeeze a little bit more out of the car before we go into the real deal.” (On the difficulty of qualifying for the Indianapolis 500): “Oh, boy. Today’s fast lap was just the one time. I couldn’t get three more. It just shows that when you push to that area, it is very difficult. The conditions change all the time. Tomorrow will be different, and the new format is going to be very interesting.” (Comparing this year to last year): “Last year, after the trial, everything was a bonus. We didn’t change anything, and it was

a good result. This year, we have the same mentality, and we've got to keep pushing. I don't feel any of the pressure; I just feel that you've got to always go to limit, and you can't play around here." (On the drivers who have won four times): "I always saw them as the gods of racing. You always talk about them. For me, Rick Mears, A.J. Foyt, and Al Unser Sr. are the icons of motorsports. When people mention that I have the possibility of joining them, I just feel honored. I'm going to work four times as hard so that I can get close to them."

Indianapolis 500 veteran Oriol Servia talked today about his chances of landing a ride this weekend to attempt to qualify for the 2010 Indianapolis 500.

ORIOLE SERVIA: "At this point, it would be a miracle. I still have hope of money showing up. But it getting a little too late at this point."

A total of 45 cars are currently at the Speedway, and 45 have passed technical inspection. Thirty-seven drivers have been on the track to date and turned 1,308 laps today and 8,597 laps this month. Sebastian Saavedra turned 74 laps today, more than any other driver. There were seven cautions for a total of one hour, 36 minutes.

SATURDAY'S SCHEDULE (all times local):

6 a.m. Public gates open

8-10 a.m. Indianapolis 500 Practice

11 a.m.-6 p.m. Indianapolis 500 Qualifications (Positions 1-24; Fast Nine from 4:30-6 p.m.)

6 p.m. Track closes

END DAY 7 NOTES

DAY 8 – SATURDAY, MAY 22, 2010 – POLE DAY

TODAY'S SCHEDULE (all times local):

6 a.m. Garages open

8-10 a.m. Indianapolis 500 Practice

11 a.m.-6 p.m. Indianapolis 500 Qualifications (Positions 1-24; Fast Nine from
4:30-6 p.m.)

6 p.m. Track closes

The Indy Racing League will provide a Video News Feed during each day of practice in preparation for qualifying for the 2010 Indianapolis 500 Mile Race.

The Video News Feed will include b-roll of on-track activity and sound from various drivers following the day's activity. Today's feed:

Saturday, May 22

Time: 9-9:30 p.m. (ET)

Coordinates: AMC 9 K 18 (Slot CD)

Bandwidth: 18 MHz

Symbol Rate: 13.235 MS

FEC: 3/4

Aspect Ratio: 16:9

Digital: 4:2:0

Downlink Frequency: 12069 MHz Vertical

Position: 83 degrees West

Uplink trouble number: (317) 492-8657 or (317) 492-8750

The drivers will be split into two groups for practice from 8-9 a.m. this morning, with all cars on track from 9-10 a.m.

2010 INDIANAPOLIS 500 POLE DAY QUALIFYING PROCEDURE:

Positions available: 1-24

Format:

- 11 a.m.-4 p.m.: The top 24 spots in the 33-car field will be available through traditional four-lap attempts. Each car will have up to three attempts during this time. The times of the top nine drivers from this first segment of qualifying will be erased at 4 p.m., with all of those competitors guaranteed to start no worse than ninth in the Indianapolis 500.

- 4:30-6 p.m.: "The Fast Nine" then will be required to make at least one four-lap qualifying attempt, with optional attempts if time permits. Each driver's best run during the 90-minute session will set their position within the top nine spots on the starting grid. If inclement weather prevents the 90-minute shootout for the "Fast Nine," their times from the opening session will determine starting positions.

Front Row Bonus Money:

- Pole: \$175,000 (\$100,000 PEAK Performance Pole Award, \$75,000 Indianapolis Motor Speedway bonus)

- Second: \$75,000

- Third: \$50,000

2010 INDIANAPOLIS 500 QUALIFYING PROCEDURE Q&A:

Q: What happens if weather washes out the Fast Nine shootout before every driver gets a chance to make at least one attempt?

A: The position in the top nine starting spots for those nine drivers will be determined by their fastest runs during the 11 a.m.-4 p.m. segment.

Q: Can any drivers other than the Fast Nine make qualifying runs from 4:30-6 p.m. on Pole Day?

A: No.

Q: Must a driver in the Fast Nine withdraw their time from the mandatory attempt during the final segment if he or she chooses to make a second qualification attempt during that segment?

A: No.

Q: How will the qualifying draw for the Fast Nine segment be determined?

A: The driver with the fastest run during the 11 a.m.-4 p.m. segment will choose their position in the qualifying line at 4:10 p.m., followed by the second-fastest and so. The ninth-fastest driver will receive the final remaining slot in the line.

Q: Where does one of the Fast Nine drivers start if he or she can't complete a run in the completed shootout due to a crash or a mechanical problem?

A: All nine drivers who qualify for the Fast Nine shootout based on their best runs from 11 a.m.-4 p.m. are guaranteed a starting spot in the top nine. The shootout from 4:30-6 p.m. determines their position in the top nine. If they don't complete an attempt in the shootout, they will start ninth. If two drivers don't complete an attempt in the shootout due to a crash or mechanical, then they will start eighth and ninth, respectively, based on their best run from 11 a.m.-4 p.m.

Q: What happens if a driver crashes in the Fast Nine, and that car is destroyed? If that driver is forced to a backup car for the rest of the event, will he or she start ninth or 33rd?

A: All drivers who qualify are guaranteed a starting spot in the top nine on Race Day, even if they must change cars.

Q: What happens if Pole Day is rained out?

A: One day of qualifying would take place from noon-6 p.m. Sunday, May 23, with all 33 positions up for grabs. Each car would get the traditional three attempts that day. The pole shootout for the Fast Nine would not take place.

Q: What happens if Bump Day is rained out?

A: Qualifying would resume on the next available day for positions 25-33. There would be one attempt per car, which has been the procedure for a Bump Day rainout.

INDIANAPOLIS 500 PRACTICE:

At 8 a.m., the ambient temperature was 67 degrees with a relative humidity of 90 percent and winds from the west-southwest at 6 mph. Skies were overcast. The track temperature was 63 degrees, according to Firestone engineers.

•Fastest lap of month: 227.046 mph, #3 Helio Castroneves, Sunday, May 16

8 a.m. – GREEN. First group on track.

8:30 a.m. – First group speed update: #12 Power 227.646, #77 Tagliani 227.513, #3 Castroneves 225.956, #24 Conway 225.816, #30 Rahal 225.537. Power and Tagliani's laps are two fastest of the month.

8:30 a.m. – YELLOW. End of first group.

8:32 a.m. – GREEN. Second group on track.

8:52 a.m. – YELLOW. #5 Sato does quarter-spin to the left and backs into SAFER Barrier in Turn 2 with left rear corner of car. Slides backward and sideways down back straightaway before

stopping in middle of back straightaway. Heavy damage to rear of car. Sato climbs from car with assistance from Holmatro Safety Team.

Medical update from Dr. Geoffrey Billows, Indianapolis Motor Speedway director of medical services: #5 Takuma Sato is awake and alert and being transported via ground to Methodist Hospital in Indianapolis for X-rays and further evaluation due to tenderness in his back. A further update will be provided when available.

INDIANAPOLIS 500 PRACTICE (cont.):

9:20 a.m. – GREEN. Second group will receive approximately have approximately 10 minutes of practice remaining. Then all cars can access track for practice.

9:30 a.m. – Track open to all cars.

9:45 a.m. -- #6 Briscoe up to third overall at 226.829. #21 Hamilton fourth overall at 226.415.

9:56 a.m. -- #9 Dixon up to fourth at 226.570.

10 a.m. – CHECKERED. End of practice. #12 Will Power fastest at 227.646, fastest lap of the month.

FASTEST TIMES/SPEEDS OF PRACTICE:

Pos. Car Name Time Speed

1. 12 Will Power 39.5351 227.646
2. 77 Alex Tagliani 39.5582 227.513
3. 6 Ryan Briscoe 39.6774 226.829
4. 9 Scott Dixon 39.7228 226.570
5. 21 Davey Hamilton 39.7501 226.415

PEAK PERFORMANCE POLE AWARD QUALIFYING CHRONOLOGY:

At 11 a.m., the ambient temperature was 73 degrees with a relative humidity of 78 percent and winds from the west at 10 mph. Skies were cloudy. The track temperature was 75 degrees, according to Firestone engineers.

11:01 a.m. #41 A.J. FOYT IV/Hockley, Texas

ABC Supply Co./A.J. Foyt Racing - Dallara/Honda/Firestone

QA-1 1 - 40.1585 - 224.112 Q - 1

2 - 40.1713 - 224.041

3 - 40.2204 - 223.767

4 - 40.2148 - 223.798

T 2:40.7650 - 223.992

11:06 a.m. #15 PAUL TRACY/Scarborough, Ontario

GEICO - CURB Records-KVRT - Dallara/Honda/Firestone

Pulled in after first warm-up lap

#15 Tracy reported gearbox issue forced him to enter pits before taking green flag.

11:08 a.m. #25 ANA BEATRIZ/Sao Paulo, Brazil

Ipiranga/DRR - Dallara/Honda/Firestone

QA-1 1 - 40.1966 - 223.900 Q - 2

2 - 40.2151 - 223.797

3 - 40.2483 - 223.612

4 - 40.2114 - 223.817

T 2:40.8714 - 223.781

11:13 a.m. #12 WILL POWER/Toowoomba, Australia

Verizon Team Penske - Dallara/Honda/Firestone

QA-1 1 - 39.8224 - 226.003 Q - 3

2 - 39.8088 - 226.081

3 - 39.8176 - 226.031

4 - 39.8476 - 225.861

T 2:39.2964 - 225.994

#12 Power takes pole from #41 Foyt

11:17 a.m. #77 ALEX TAGLIANI/Lachenaie, Quebec

FAZZT Race Team - Dallara/Honda/Firestone

QA-1 1 – 39.7106 – 226.640 Q – 4

2 – 39.7542 – 226.391

3 – 39.7663 – 226.322

4 – 39.7852 – 226.215

T 2:39.0163 – 226.392

The sun emerged from the clouds during Tagliani's run. Qualifying started under overcast skies.

#77 Tagliani takes pole from #12 Power.

11:21 a.m. #26 MARCO ANDRETTI/Nazareth, Pa.

Team Venom Energy - Dallara/Honda/Firestone

QA-1 1 – 40.0754 – 224.577 Q – 5

2 – 40.0735 – 224.587

3 – 40.0624 – 224.650

4 – 40.0917 – 224.485

T 2:40.3030 – 224.575

11:26 a.m. #3 HELIO CASTRONEVES/ Sao Paulo, Brazil

Team Penske - Dallara/Honda/Firestone

QA-1 1 – 39.7241 – 226.563 Q – 6

2 – 39.7533 – 226.396

3 – 39.7686 – 226.309

4 – 39.7728 – 226.285

T 2:39.0188 – 226.388

#3 Castroneves' warm-up lap was 226.330 mph.

11:30 a.m. #9 SCOTT DIXON/Auckland, New Zealand

Target Chip Ganassi Racing - Dallara/Honda/Firestone

QA-1 1 – 39.8626 – 225.776 Q – 7

2 – 39.8537 – 225.826

3 – 39.8595 – 225.793

4 – 39.8609 – 225.785

T 2:39.4367 – 225.795

11:35 a.m. #30 GRAHAM RAHAL/New Albany, Ohio

The Quick Trim/RLR Special - Dallara/Honda/Firestone

QA-1 1 – 39.8745 – 225.708 Q – 8

2 – 39.8682 – 225.744

3 – 39.8880 – 225.632

4 – 39.9320 – 225.383

T 2:39.5627 – 225.617

11:39 a.m. #99 TOWNSEND BELL/San Luis Obispo, Calif.

Herbalife Ganassi/Schmidt Racing - Dallara/Honda/Firestone

QA-1 1 – 40.0795 – 224.554 Q – 9

2 – 40.1218 – 224.317

3 – 40.1238 – 224.306

4 – 40.1291 – 224.276

T 2:40.4542 – 224.363

11:43 a.m. #21 DAVEY HAMILTON/Nampa, Idaho

HP de Ferran Dragon Racing - Dallara/Honda/Firestone

QA-1 1 – 40.0082 – 224.954 Q – 10

2 – 40.0256 – 224.856

3 – 40.0503 – 224.717

4 – 40.0212 – 224.881

T 2:40.1053 – 224.852

11:48 a.m. #66 JAY HOWARD/Basildon, England

Service Central/Sarah Fisher Racing - Dallara/Honda/Firestone

QA-1 1 – 40.1033 – 224.420 Q – 11

2 – 40.1797 – 223.994

3 – 40.2331 – 223.696

4 – 40.2240 – 223.747

T 2:40.7401 – 223.964

11:52 a.m. #23 TOMAS SCHECKTER/Cape Town, South Africa

MonaVie/DRR - Dallara/Honda/Firestone

QA-1 1 – 40.4903 – 222.275 UA – 1

2 – Waved off

11:54 a.m. #24 MIKE CONWAY/Bromley, England

Dad's Root Beer/DRR - Dallara/Honda/Firestone

QA-1 1 – 40.0562 – 224.684 Q – 12

2 – 40.0649 – 224.636

3 – 40.0747 – 224.581

4 – 40.1011 – 224.433

T 2:40.2969 – 224.583

11:59 a.m. #37 RYAN HUNTER-REAY/Boca Raton, Fla.

Team IZOD - Dallara/Honda/Firestone

QA-1 1 – 40.2055 – 223.850 Q – 13

2 – 40.2251 – 223.741

3 – 40.2336 – 223.694

4 – 40.2430 – 223.641

T 2:40.9072 – 223.731

12:03 p.m. #34 MARIO ROMANCINI/Sao Paulo, Brazil

Conquest Racing - Dallara/Honda/Firestone

QA-1 1 – 40.3013 – 223.318 Q – 14

2 – 40.2843 – 223.412

3 – 40.2844 – 223.412

4 – 40.3184 – 223.223

T 2:41.1884 – 223.341

12:08 p.m. #06 HIDEKI MUTOH/Tokyo

Formula Dream/Panasonic - Dallara/Honda/Firestone

QA-1 1 – 39.9424 – 225.324 Q – 15

2 – 39.9424 – 225.324

3 – 39.9061 – 225.529

4 – 39.9089 – 225.514

T 2:39.6998 – 225.423

12:12 p.m. #18 MILKA DUNO/Caracas, Venezuela

CITGO - Dallara/Honda/Firestone

QA-1 1 – 40.2681 – 223.502 Q – 16

2 – 40.4384 – 222.561

3 – 40.5360 – 222.025

4 – 40.6221 – 221.554

T 2:41.8646 – 222.408

12:17 p.m. #10T DARIO FRANCHITTI/Edinburgh, Scotland

Target Chip Ganassi Racing - Dallara/Honda/Firestone

QA-1 1 – 39.7961 – 226.153 Q – 17

2 – 39.7662 – 226.323

3 – 39.8083 – 226.084

4 – 39.8119 – 226.063

T 2:39.1825 – 226.156

12:21 p.m. #4 DAN WHELDON/Emberton, England

National Guard Panther Racing - Dallara/Honda/Firestone

QA-1 1 – 39.9916 – 225.047 Q – 18

2 – 40.0593 – 224.667

3 – 40.1223 – 224.314

4 – 40.2089 – 223.831

T 2:40.3821 – 224.464

12:26 p.m. #20 ED CARPENTER/Indianapolis

Panther/Vision/Fuzzy's Vodka - Dallara/Honda/Firestone

QA-1 1 – 39.9386 – 225.346 Q – 19

2 – 39.9048 – 225.537

3 – 39.9211 – 225.445

4 – 40.1172 – 224.343

T 2:39.8817 – 225.166

12:30 p.m. #22 JUSTIN WILSON/Sheffield, England

Team Z-Line Designs/DRR - Dallara/Honda/Firestone

QA-1 1 – 40.0262 – 224.853 Q – 20

2 – 39.9948 – 225.029

3 – 39.9762 – 225.134

4 – 39.9675 – 225.183

T 2:39.9647 – 225.050

12:34 p.m. #7 DANICA PATRICK/Roscoe, Ill.

Team GoDaddy.com - Dallara/Honda/Firestone

QA-1 1 – 40.0226 – 224.873 Q – 21

2 – 40.0615 – 224.655

3 – 40.1929 – 223.920

4 – 40.2814 – 223.428

T 2:40.5584 – 224.217

12:38 p.m. #2 RAPHAEL MATOS/Belo Horizonte, Brazil

HP de Ferran Dragon Racing - Dallara/Honda/Firestone

QA-1 1 – 39.9402 – 225.337 Q – 22

2 – 40.0149 – 224.916

3 – 39.9917 – 225.047

4 – 40.0330 – 224.815

T 2:39.9798 – 225.028

12:43 p.m. #29 SEBASTIAN SAAVEDRA/Bogota, Columbia

William Rast/Bryan Herta Autosport - Dallara/Honda/Firestone

QA-1 1 – 40.4353 – 222.578 Q – 23

2 – 40.4546 – 222.472

3 – 40.4784 – 222.341

4 – 40.4647 – 222.416

T 2:41.8330 – 222.452

12:48 p.m. #32 MARIO MORAES/Sao Paulo, Brazil

KV Racing Technology - Dallara/Honda/Firestone

QA-1 1 – 40.0775 – 224.565 UA-1

2 – 40.1080 – 224.394

3 – 40.0982 – 224.449

4 – Crashed in Turn 2

#32 Moraes did quarter-spin to the left in Turn 2, backed into concrete retaining wall at exit of Turn 2. Dislodged rear wing, with moderate damage to rear of car. Moraes continued before stopping on grass adjacent to inside of back straightaway. Climbed from car without assistance.

1:02 p.m. #78 SIMONA DE SILVESTRO/Thun, Switzerland

Team Stargate Worlds HVM – Dallara/Honda/Firestone

QA-1 1 – 40.1090 – 224.389 Q – 24

2 – 40.1290 – 224.277

3 – 40.1652 – 224.075

4 – 40.1479 – 224.171

T 2:40.5511 – 224.228

1:06 p.m. #6 RYAN BRISCOE/Sydney, Australia

Team Penske - Dallara/Honda/Firestone

QA-1 1 – 39.9144 – 225.483 Q – 25

2 – 39.9478 – 225.294

3 – 39.9573 – 225.240

4 – 39.9214 – 225.443

T 2:39.7409 – 225.365

#6 Briscoe bumps #18 Duno from field.

1:10 p.m. #11 TONY KANAAN/Salvador, Brazil

Team 7-Eleven - Dallara/Honda/Firestone

QA-1 1 – Crashed in Turn 1 UA – 1

#11 Kanaan did half-spin to the left exiting Turn 1, slid through the short chute between Turns 1 and 2, did half-spin to the right and hit the SAFER Barrier in Turn 2 with right rear and then right side of car. Car continued through Turn 2 before stopping. Kanaan climbed from car without assistance from Holmatro Safety Team.

The original qualifying draw line is broken. Any car may present for an attempt.

1:24 p.m. #19 ALEX LLOYD/Manchester, England

Boy Scouts of America - Dallara/Honda/Firestone

QA-1 1 – 40.1421 – 224.204 UA-1

2 – 40.1181 – 224.338

3 – 40.6016 – 221.666

4 – Waved off

1:29 p.m. #8T E.J. VISO/Caracas, Venezuela

PDVSA-Jet Aviation-KVRT - Dallara/Honda/Firestone

QA-1 1 – Slowed on backstretch, drives to pit lane UA-1

MARIO MORAES (No. 32 KV Racing Technology): “That track went a little too hot. We made some changes on the car, but I don’t think it was enough. I hope we can get back soon. Today, maybe.”

1:33 p.m. #36 BERTRAND BAGUETTE/Verviers, Belgium

Conquest Racing RACB - Dallara/Honda/Firestone

QA-1 1 – 40.1788 – 223.999 Q – 26

2 – 40.1394 – 224.219

3 – 40.1350 – 224.243

4 – 40.1253 – 224.297

T 2:40.5785 – 224.189

#36 Baguette bumps #29 Saavedra.

1:37 p.m. #14 VITOR MEIRA/Brasilia, Brazil

ABC Supply Co./A.J. Foyt Racing - Dallara/Honda/Firestone

QA-1 1 – 40.2493 – 223.606 Q – 27

2 – 40.1320 – 224.260

3 – 40.1487 – 224.167

4 – 40.1607 – 224.100

T 2:40.6907 – 224.033

#14 Meira bumps #34 Romancini.

Medical update from Dr. Geoffrey Billows, Indianapolis Motor Speedway director of medical services: #32 Mario Moraes and #11 Tony Kanaan have been evaluated and released without injury from Clarian Emergency Medical Center. They are cleared to drive.

1:41 p.m. #15 PAUL TRACY/Scarborough, Ontario

GEICO – CURB Records-KVRT - Dallara/Honda/Firestone

QA-1 1 – 40.1790 – 223.998 Q – 28

2 – 40.1927 – 223.921

3 – 40.2044 – 223.856

4 – 40.2413 – 223.651

T 2:40.8174 – 223.856

#15 Tracy bumps #37 Ryan Hunter-Reay.

1:52 p.m. – GREEN. Track opens for practice.

2:27 p.m. – YELLOW. #3 Castroneves presents for qualification attempt, withdraws first attempt. He was second in the field after his first run.

PEAK PERFORMANCE POLE AWARD QUALIFYING CHRONOLOGY (cont.):

2:33 p.m. #3 HELIO CASTRONEVES/Sao Paulo, Brazil

Team Penske - Dallara/Honda/Firestone

QA-2 1 – 39.5920 – 227.319 Q – 29

2 – 39.6553 – 226.956

3 – 39.7213 – 226.579

4 – 39.7799 – 226.245

T 2:38.7485 – 226.774

#3 Castroneves bumps #37 Hunter-Reay.

2:37 p.m. #37 RYAN HUNTER-REAY/Boca Raton, Fla.

Team IZOD - Dallara/Honda/Firestone

QA-2 1 – 39.9924 – 225.043 Q – 30

2 – 40.0625 – 224.649

3 – 40.1090 – 224.389

4 – 40.1588 – 224.110

T 2:40.3227 – 224.547

#37 Hunter-Reay bumps #25 Beatriz.

2:47 p.m. #8T E.J. VISO/Caracas, Venezuela

PDVSA-Jet Aviation-KVRT - Dallara/Honda/Firestone

QA-2 1 – 40.1049 – 224.411 Q – 31

2 – 40.0513 – 224.712

3 – 40.0688 – 224.614

4 – 40.2174 – 223.784

T 2:40.4424 – 224.380

#8T Viso bumps #15 Tracy.

2:55 p.m. – GREEN. Track opens for practice.

3:17 p.m. – YELLOW. #43 J. Andretti presents for qualification attempt.

PEAK PERFORMANCE POLE AWARD QUALIFYING CHRONOLOGY (cont.):

3:24 p.m. #43 JOHN ANDRETTI/Indianapolis

Team Window World - Dallara/Honda/Firestone

QA-1 1 – 40.2403 – 223.656 UA-1

2 – 40.2610 – 223.541

3 – 40.2317 – 223.704

4 – Waved off

3:28 p.m. #99 TOWNSEND BELL/San Luis Obispo, Calif.

Herbalife Ganassi/Schmidt Racing - Dallara/Honda/Firestone

QA-2 1 – 39.9038 – 225.542 Q – 32

2 – 40.0504 – 224.717

3 – 39.9438 – 225.317

4 – 40.0333 – 224.813

T 2:39.9313 – 225.097

#99 Bell bumps #15 Tracy.

3:32 p.m. #19 ALEX LLOYD/Manchester, England

Boy Scouts of America - Dallara/Honda/Firestone

QA-2 1 – 40.3118 – 223.260 UA-2

2 – 40.2758 – 223.459

3 – 40.2762 – 223.457

4 – 40.3264 – 223.179

T 2:41.1902 – 223.399

3:36 p.m. #12 WILL POWER/Toowoomba, Australia

Verizon Team Penske - Dallara/Honda/Firestone

QA-2 1 – 39.7593 – 226.362 Q – 33

2 – 39.7529 – 226.399

3 – 39.7481 – 226.420

4 – 39.7411 – 226.466

T 2:39.0024 – 226.412

#12 Power bumps #15 Tracy.

3:40 p.m. #34 MARIO ROMANCINI/Sao Paulo, Brazil

Conquest Racing - Dallara/Honda/Firestone

QA-2 1 – 40.5968 – 221.692 UA - 1

2 – 41.1027 – 218.964

3 – Waved off

3:44 p.m. #25 ANA BEATRIZ/Sao Paulo, Brazil

Ipiranga/DRR - Dallara/Honda/Firestone

QA-2 1 – 40.0446 – 224.749 Q – 34

2 – 40.1248 – 224.300

3 – 40.1585 – 224.112

4 – 40.2123 – 223.812

T 2:40.5402 – 224.243

#25 Beatriz bumps #41 Foyt.

3:48 p.m. #15 PAUL TRACY/Scarborough, Ontario

GEICO – CURB Records-KVRT - Dallara/Honda/Firestone

QA-2 1 – 40.3055 – 223.295 UA-1

2 – 40.3268 – 223.177

3 – Waved off

3:50 p.m. #23 TOMAS SCHECKTER/Cape Town, South Africa

MonaVie/DRR - Dallara/Honda/Firestone

QA-2 1 – 40.0957 – 224.463 Q – 35

2 – 40.1381 – 224.226

3 – 40.1341 – 224.248

4 – 40.1591 – 224.109

T 2:40.5269 – 224.261

#23 Scheckter bumps #66 Howard.

3:55 p.m. #66 JAY HOWARD/Basildon, England

Service Central/Sarah Fisher Racing - Dallara/Honda/Firestone

QA-2 1 – 40.1878 – 223.949 UA-1

2 – Waved off

3:58 p.m. #32 MARIO MORAES/Sao Paulo, Brazil

KV Racing Technology - Dallara/Honda/Firestone

QA-2 1 – 40.0341 – 224.808 Q – 36

2 – 40.0514 – 224.711

3 – 39.9895 – 225.059

4 – 40.0044 – 224.975

T 2:40.0794 – 224.888

#32 Moraes bumps #14 Meira.

Cars left in qualifying line when segment ended: #36 Baguette, #7 Patrick, #06 Mutoh, #43 J. Andretti, #67 Fisher, #14 Meira, #41 Foyt, #19 Lloyd, #8T Viso, #29 Saavedra, #18 Duno, #78 De Silvestro.

First segment ends. Fast Nine participants (in order): #3 Castroneves, #12 Power, #77 Tagliani, #10T Franchitti, #9 Dixon, #30 Rahal, #06 Mutoh, #6 Briscoe, #20 Carpenter.

FAST NINE SHOOTOUT:

At 4:30 p.m., the ambient temperature was 83 degrees with a relative humidity of 54 percent and winds from the west at 6 mph. Skies were sunny. The track temperature was 111 degrees, according to Firestone engineers.

Helio Castroneves has first choice in the qualifying order for the mandatory first attempt in the Fast Nine.

4:30 p.m. #3 HELIO CASTRONEVES/ Sao Paulo, Brazil

Team Penske - Dallara/Honda/Firestone

QA-3 1 – 39.4805 – 227.961 Q – 37

2 – 39.4368 – 228.213

3 – 39.4413 – 228.187

4 – 39.5568 – 227.521

T 2:37.9154 – 227.970

4:34 p.m. #06 HIDEKI MUTOH/Tokyo

Formula Dream/Panasonic - Dallara/Honda/Firestone

QA-2 1 – 39.7255 – 226.555 Q – 38

2 – 39.8679 – 225.746

3 – 40.2231 – 223.752

4 – 41.2666 – 218.094

T 2:41.0831 – 223.537

4:38 p.m. #9 SCOTT DIXON/Auckland, New Zealand

Target Chip Ganassi Racing - Dallara/Honda/Firestone

QA-2 1 – 39.9516 – 225.273 Q – 39

2 – 39.9387 – 225.345

3 – 39.9142 – 225.484

4 – 39.9245 – 225.425

T 2:39.7290 – 225.382

4:42 p.m. #77 ALEX TAGLIANI/Lachenaie, Quebec

FAZZT Race Team - Dallara/Honda/Firestone

QA-2 1 – 39.7559 – 226.381 Q – 40

2 – 39.6902 – 226.756

3 – 39.8127 – 226.059

4 – 39.8516 – 225.838

T 2:39.1104 – 226.258

4:47 p.m. #12 WILL POWER/Toowoomba, Australia

Verizon Team Penske - Dallara/Honda/Firestone

QA-3 1 – 39.7739 – 226.279 Q – 41

2 – 39.7540 – 226.392

3 – 39.7305 – 226.526

4 – 39.7471 – 226.462

T 2:39.0001 – 226.415

4:52 p.m. #10T DARIO FRANCHITTI/Edinburgh, Scotland

Target Chip Ganassi Racing - Dallara/Honda/Firestone

QA-2 1 – 39.7172 – 226.602 Q – 42

2 – 39.7056 – 226.668

3 – 39.6978 – 226.713

4 – 39.6877 – 226.771

T 2:38.8083 – 226.688

4:56 p.m. #30 GRAHAM RAHAL/New Albany, Ohio

The Quick Trim/RLR Special - Dallara/Honda/Firestone

QA-2 1 – 39.8891 – 225.626 Q – 43

2 – 39.8882 – 225.631

3 – 39.9184 – 225.460

4 – 39.9362 – 225.359

T 2:39.6319 – 225.519

5 p.m. #6 RYAN BRISCOE/Sydney, Australia

Team Penske - Dallara/Honda/Firestone

QA-2 1 – 39.7138 – 226.621 Q – 44

2 – 39.6831 – 226.797

3 – 39.7317 – 226.519

4 – 39.7741 – 226.278

T 2:38.9027 – 226.554

5:05 p.m. #20 ED CARPENTER/Indianapolis

Panther/Vision/Fuzzy's Vodka - Dallara/Honda/Firestone

QA-2 1 – 40.1021 – 224.427 Q – 45

2 – 40.0715 – 224.599

3 – 40.0723 – 224.594

4 – 40.1055 – 224.408

T 2:40.3514 – 224.507

5:09 p.m. #06 HIDEKI MUTOH/Tokyo

Formula Dream/Panasonic - Dallara/Honda/Firestone

QA-3 1 – 40.0903 – 224.493 UA - 1

2 – 40.0887 – 224.502

3 – Waved off

5:13 p.m. #77 ALEX TAGLIANI/Lachenaie, Quebec

FAZZT Race Team - Dallara/Honda/Firestone

QA-3 1 – 39.7588 – 226.365 Q – 46

2 – 39.7127 – 226.628

3 – 39.7630 – 226.341

4 – 39.7833 – 226.226

T 2:39.0177 – 226.390

5:17 p.m. #10T DARIO FRANCHITTI/Edinburgh, Scotland

Target Chip Ganassi Racing - Dallara/Honda/Firestone

QA-3 1 – 39.6652 – 226.899 Q – 47

2 – 39.6428 – 227.027

3 – 39.6527 – 226.971

4 – 39.6363 – 227.065

T 2:38.5970 – 226.990

5:21 p.m. #12 WILL POWER/Toowoomba, Australia

Verizon Team Penske - Dallara/Honda/Firestone

QA-4 1 – 39.5810 – 227.382 Q – 48

2 – 39.5435 – 227.597

3 – 39.5343 – 227.650

4 – 39.5288 – 227.682

T 2:38.1876 – 227.578

5:26 p.m. #9 SCOTT DIXON/Auckland, New Zealand

Target Chip Ganassi Racing - Dallara/Honda/Firestone

QA-3 1 – 39.9511 – 225.275 Q – 49

2 – 39.8957 – 225.588

3 – 39.8474 – 225.862

4 – 39.8422 – 225.891

T 2:39.5364 – 225.575

5:33 p.m. #6 RYAN BRISCOE/Sydney, Australia

Team Penske - Dallara/Honda/Firestone

QA-3 1 – 39.8382 – 225.914 Q – 50

2 – 39.8439 – 225.882

3 – 39.8506 – 225.844

4 – 39.8798 – 225.678

T 2:39.4125 – 225.829

5:37 p.m. #12 WILL POWER/Toowoomba, Australia

Verizon Team Penske - Dallara/Honda/Firestone

QA-5 1 – 39.5894 – 227.334 Q – 51

2 – 39.5753 – 227.415

3 – 39.5542 – 227.536

4 – 39.5720 – 227.434

T 2:38.2909 – 227.429

5:42 p.m. #77 ALEX TAGLIANI/Lachenaie, Quebec

FAZZT Race Team - Dallara/Honda/Firestone

QA-4 1 – 39.7201 – 226.586 Q – 52

2 – 39.7604 – 226.356

3 – 39.8246 – 225.991

4 – 39.8143 – 226.049

T 2:39.1114 – 226.145

5:46 p.m. #06 HIDEKI MUTOH/Tokyo

Formula Dream/Panasonic - Dallara/Honda/Firestone

QA-4 1 – 39.9485 – 225.290 Q – 53

2 – 40.0599 – 224.664

3 – 40.7033 – 221.112

4 – 41.4776 – 216.985

T 2:42.1893 – 222.013

5:50 p.m. #3 HELIO CASTRONEVES/ Sao Paulo, Brazil

Team Penske - Dallara/Honda/Firestone

QA-4 1 – 39.5795 – 227.390 UA - 1

2 – 39.5543 – 227.535

3 – Waved off

5:54 p.m. #9 SCOTT DIXON/Auckland, New Zealand

Target Chip Ganassi Racing - Dallara/Honda/Firestone

QA-4 1 – 39.8011 – 226.124 Q – 54

2 – 39.7673 – 226.317

3 – 39.7757 – 226.269

4 – 39.7836 – 226.224

T 2:39.1277 – 226.233

5:58 p.m. #10 DARIO FRANCHITTI/Edinburgh, Scotland

Target Chip Ganassi Racing - Dallara/Honda/Firestone

QA-4 1 – 39.7308 – 226.525 UA - 1

2 – 39.7178 – 226.599

Quick quotes from front-row starters Helio Castroneves, Will Power and Dario Franchitti after Fast Nine qualifying:

HELIO CASTRONEVES: “Sitting in that car for an hour in half was not easy at all, especially with everyone getting closer and closer. I was like, ‘Are we going or not?’ because I can’t handle that much pressure. It’s great to have a 1-2 start for Team Penske. It’s a shame that Ryan (Briscoe) didn’t have his chance on the last one. It’s great to be part of this team. We work so well together. I’m on the pole, but all three of us benefit from it. I’m very proud of my team; they did a great job today.”

WILL POWER: “It’s great to see the Verizon car on the front row and the Penske cars 1-2. It’s pretty tough to beat Helio (Castroneves) at Indianapolis. He’s a quick guy. I’m happy with our starting position, and it’s good for the points. When I saw Helio’s time, I thought that’s crazy fast. But when I put the downforce level he had on a bit later, I was up there in the high 27s. I should have done that when it was warmer and the air was thinner, but that comes down to experience, and he has great experience here.”

DARIO FRANCHITTI: “It’s my fourth time starting third here and my third in a row. If you had told me that yesterday, I wouldn’t have believed you. It was a great job by Team Target because we weren’t quick yesterday. All week we’ve been OK with good balanced cars, but not fast cars. We made big improvements and big strides, and we were in there fighting for it. We’ve got good race cars and I gave it everything I had today. I’m pretty happy.”

PGA Tour legend Fuzzy Zoeller watched qualifying from the Panther Racing pits today. His Fuzzy’s Super Premium Vodka is a sponsor of the No. 20 Panther/Vision/Fuzzy’s Vodka driven by Ed Carpenter.

FUZZY ZOELLER: (On what it's like to feel pressure in golf compared to driving an Indy car): “Trust me, missing a putt for three or four hundred thousand (dollars) is nothing. Going 225 mph with your butt about to slip out from under you; that's something. I'm not sure how many Depends I would have to go through, whew. But God bless them. The respect I have for these guys, what they do is unbelievable. Hell, anybody can make a 3-footer, right?”

INDIANAPOLIS 500 POLE DAY QUALIFYING NOTES:

- This is Helio Castroneves’ fourth career Indianapolis 500 pole, tying him with Rex Mays and A.J. Foyt for second on the all-time Indianapolis 500 list. Rick Mears leads with six poles. Castroneves’ poles have come in 2003, 2007, 2009 and 2010.

- The last time a driver won two consecutive Indianapolis 500 poles was 1995-96, by Scott Brayton.
- This is the 16th time Penske Racing/Team Penske has won the Indianapolis 500 Pole. The years: 1977-79, 1981-82, 1986, 1988-91, 1994, 2003, 2006-07, 2009-10.
- Helio Castroneves' 2010 Indianapolis 500 pole marks the seventh time the defending Indianapolis 500 winner earned the pole. The other years this occurred: 1927, Frank Lockhart; 1965, A.J. Foyt; 1984, Tom Sneva; 1989, Rick Mears; 1990, Emerson Fittipaldi; 2003, Castroneves.
- Helio Castroneves joins Rick Mears as the only drivers to earn the pole as both the defending pole and race winner. Castroneves won from the pole in 2009. Mears won from the pole in 1988 and again won the pole in 1989.
- Penske Racing team owner Roger Penske has had at least one car start on the front row in 27 of his 37 years competing in the Indianapolis 500 as a car owner. All told, 39 Penske-entered cars have started on the front row.
- Penske Racing/Team Penske cars have won seven time from the Indianapolis 500 pole: 1979 (Rick Mears), 1981 (Bobby Unser), 1988 (Mears), 1991 (Mears), 1994 (Al Unser Jr.), 2006 (Sam Hornish Jr.), 2009 (Helio Castroneves).
- This will be Helio Castroneves' eight consecutive start in the top eight. He started his streak with a pole in 2003.
- Will Power qualified a career-best second. His previous best was ninth in 2009.
- Dario Franchitti qualified third for the fourth time in his seven Indianapolis 500 starts. This is the third consecutive year he will start third.
- Helio Castroneves earned a \$175,000 bonus for winning the Peak Performance Pole Award presented by AutoZone (\$100,000 PEAK Performance Pole Award, \$75,000 Indianapolis Motor Speedway bonus). Will Power earned a \$75,000 bonus for qualifying second, and Dario Franchitti earned a \$50,000 bonus for qualifying third.
- Ryan Briscoe qualified fourth. This will be his fourth consecutive start in the top seven.
- Alex Tagliani will start fifth in 2010 after starting 33rd and last in 2009.
- Scott Dixon qualified sixth, his fifth consecutive Indianapolis 500 start in the top six.
- Graham Rahal will start seventh, his second consecutive Indianapolis 500 start in the top seven.
- Ed Carpenter qualified a career-best eighth. His previous best at Indianapolis was 10th in 2008.
- Hideki Mutoh tied his career-best start of ninth, also set in 2008.

- Ana Beatriz is the top qualifier among Chase Rookie of the Year candidates, qualifying 21st. Other rookies to qualify today: Simona De Silvestro, 22nd; Bertrand Baguette, 24th.
- Ana Beatriz's qualifying speed of 224.243 was the second-fastest by a rookie woman driver in Indianapolis 500 history. Only Danica Patrick was faster, at 227.004 in 2005.
- Townsend Bell qualified 10th at 225.097 mph, his career best and fastest at Indianapolis.
- Simona De Silvestro became the first Swiss driver to qualify for the Indianapolis 500 since Clay Regazzoni in 1977.
- Danica Patrick qualified 23rd, her Indianapolis career low. Her previous lowest start was 10th, in 2006 and 2009.

1969 Indianapolis 500 winner Mario Andretti crowned Brooke Dorsett of Bedford, Ind., as the 2010 500 Festival Queen this morning at the annual Breakfast at the Brickyard, presented by ProLiance Energy held at the Indianapolis Motor Speedway.

Dorsett graduated earlier this month from the Indiana University School of Dentistry, where she majored in dental hygiene and public health. Dorsett, 22, is one of 33 young ladies selected for the 2010 500 Festival Princess Program, serving as ambassadors for the 500 Festival and Indianapolis 500. She is a 2006 graduate of Bedford North Lawrence High School and the daughter of Gary and Karen Dorsett.

As 500 Festival Queen, Dorsett received a \$2,500 educational scholarship from the 500 Festival and WTHR Channel 13. In addition, Dorsett will wear a jeweled crown provided by G. Thrapp Jewelers at 500 Festival events and the Indianapolis 500. She will participate in a variety of appearances throughout the week and participate in the Indianapolis 500 pre-race and Victory Circle celebrations. She will continue to represent the 500 Festival at various functions throughout the year.

De Ferran Dragon Racing President and co-owner Gil de Ferran commented on the pole won today by his former Team Penske teammate, Helio Castroneves. De Ferran won the 2003 Indianapolis 500.

GIL DE FERRAN: "I'm not surprised he's on the pole. I don't know how he found that time. From (2)26 to (2)28 is truly astounding. Helio is extremely good. He's a great driver who has a magical touch here. Plus Team Penske is one of the best racing teams in the world. When you marry the two, it's not a surprise at all. He's in a great position to fight for his fourth win."

A total of 45 cars are currently at the Speedway, and 45 have passed technical inspection. Thirty-seven drivers have been on the track to date. There were seven cautions for a total of one hour, 36 minutes.

SUNDAY'S SCHEDULE (all times local):

7 a.m. Garage Opens

8 a.m. Public Gates Open

9-10 a.m. Indianapolis 500 Practice

Noon-6 p.m. Indianapolis 500 Qualifications (positions 25-33)

6 p.m. Track Closes

END DAY 8 NOTES

Pole Day Qualifying Quotes (11 a.m.-4 p.m. Segment)

Saturday, May 22, 2010

The sights of Indy.WILL POWER (No. 12 Verizon Team Penske): “We were slow. It’s impossible to get a clear lap in the morning. You get tows and so on. I don’t know why, but we were a little bit slower (in qualifying). Today is the day that you need a good car. I haven’t seen the data to see what happened on that first lap, but I made a mistake. I accidentally hit the paddle while adjusting the roll bar on the first lap. I’ll see what that cost me. We’ll go back and look at it and make a few adjustments and maybe come out again. The first sector does count because that’s the pit selection. You want that pit out, so we’ll work closer on it. It didn’t feel as clean as my previous runs. I made a couple of mistakes in the cockpit.”

DAVEY HAMILTON (No. 21 HP de Ferran Dragon Racing): “It’s a fun month, but about 30 minutes ago I wasn’t having that much fun getting the car ready for qualifying. It’s the toughest thing we do. It’s tougher than any race. This will be my 10th time here, and it’s crazy. It’s not easy. We ran into a few problems this morning and didn’t get out for the early practice, and the guys did what is normally a two-hour change in about 40 minutes just to get me out to do some practice. We were hoping to get in the 225 range, and we’re 224.8. We’re close. I don’t know if it’s going to be worth it to go back out. I want to see where we are. We’re good, actually. The car was very balanced and probably almost too stuck.”

ANA BEATRIZ (No. 25 Ipiranga/DRR): “If I listen to some people about qualifying, I wouldn’t do it because it would be scary. I was nervous a little bit about it. In all, I was very comfortable, relaxed in the car. I knew the car could do it. This was the biggest race to qualify. I’m very happy for the team. I think we can keep 224 average, so let’s sit and wait and see what the guys can do. The practice, practice, practice and wait to qualify and wait for the race is all the same for everybody. It was a long week getting up to speed. I’m happy we finished qualifying at a pretty good speed.”

HELIO CASTRONEVES (No. 3 Team Penske): (On the waiting game on Pole Day): “It’s a long day, especially when you’re so close to the pole. We had Tagliani on our radar because we knew he was fast, and we tried to get all we could out of the car. Now we have to decide, ‘Do we go out and try to get the first pit or do we wait for the Fast Nine?’” (On importance of pit selection versus having the pole position): “We forget about the pay day that comes with the pole. The pay day is on Race Day and having the first pit certainly helps with that. I’ve already won without the first pit, so starting in the front of the mass and staying out of trouble is more important.” (On Alex Tagliani’s speed): “It just shows that every little bit counts. Tagliani is on a new team, doing well in the season, and now comes to the Indianapolis 500 and is just a hair better than Team Penske or Team Ganassi. Everybody in the race has a chance. That’s the beauty of racing against the best and having the level of competition get higher and higher.” (On having a fast warm-up lap and ending up in the second position): “I got a little excited. I thought I was lifting and it’s just one of those things where the car is pretty good, and you’re thinking, ‘Man, this is going to be fast.’ When I saw the times in the dash, I was like, ‘No, no, no...why?’ I tried to get into a good rhythm, and the car’s speed didn’t fall too much. I did have

to work quite a lot in the car. When they told me where I was, I thought, 'No, no, I shouldn't have done that first lap.' The front row is a great place to be, and now we have to decide what to do. I think we'll have a car that can certainly go in the Fast Nine."

MARCO ANDRETTI (No. 26 Team Venom Energy): "That was a pathetic first attempt, especially if you're trying to get into the top nine, but it's hard to wave off a mid-224 (mph lap). But it's always good to bank (a qualification attempt). We're definitely going out again later. I was really loose the whole run, really scrubbing the tires. There is lap time in grip right now. If we can pick up grip and slide less, I think we'll go quicker. It's supposed to get hotter this afternoon, but you can't blame your run on the weather. We're a mile and a half off right now."

JAY HOWARD (No. 66 Service Central/Sarah Fisher Racing): "I sat there in line and I saw the sun coming out, and I thought, 'Oh, no.' It had been overcast and cold all week. I had understeer, oversteer and sliding all over the place, hanging on for dear life. I had never experienced a car moving around like that. I was more anxious to get going. I just went out and did my thing. My heart rate was up a little bit, and not many things get my rate up. We had 15 minutes of sunshine on the track to feel that much different. I can just imagine how much it will deteriorate (speeds). This was a very special time. The experience you gain here is phenomenal. You learn to hang on, no matter, and keep your foot down. I would like to think we're in the show."

MILKA DUNO (No. 18 CITGO): "It was OK. I think we'll have to try again because we had some big, big understeer in the exit of the corners. It was a good lap at the beginning, but after that, the understeer was increasing and increasing. It was not good enough like we want. I enjoy Indianapolis so much. It's a magic place. It's a special event. It's just great to see everybody – all of the fans here with so much enthusiasm. It's just fantastic. It's big in Venezuela. Everybody knows the Indy 500. Everybody in the world follows this big race."

RYAN HUNTER-REAY (No. 37 Team IZOD) (After first attempt): "We don't really have a qualifying car right now. We have a race car, and that's what I'd rather have. We're good in traffic, and the Andretti team always puts together great race cars. I mean, in Kansas we were in the back and ended up comfortably in the top five. We'll go back and change some things and try to get some more speed out of it, but I'm just looking forward to getting through this." (On handling the new format): "It's been tough with the shortened week. When you lose a day or even half of a day to the weather, it puts you into race trim and qualifying trim back to back all the time. You have to cram everything into four or five days. I think this race is the best race in the world. It's the biggest race in the world, and it should be a month long, so maybe we'll go back there." (On the effect of the Pole Day weather): "It has a big effect. The track is a darker surface, so it heats up really quick and it gets a little greasy. We haven't been practicing in the sun, and we'll have to adjust for it. These teams are good enough to do it."

RAPHAEL MATOS (No. 2 HP de Ferran Dragon Racing): "We didn't make the top nine, but I thought it was a consistent, good run for the team. As we planned, it was a good run for the amount of wing we carried today. And the conditions were getting so difficult. I don't think it is worthwhile to try again. So it was a decent run. We'll take that. I don't think the track is going

to get any better. It's just getting greasier, and the temperature is rising really quickly. It was a consistent run, especially that first lap – it was pretty good. It's pretty difficult with light downforce. It's pretty risky to go out there and try again. We're pretty happy."

HIDEKI MUTOH (No. 06 Panasonic Formula Dream): "So far we are very happy. The team has done a fantastic job, and they are working very hard every day. We had some problems earlier in the week, but the team has made the car very good. But I think I need some more speed this afternoon, so I might go out again. This team has great knowledge at this racetrack. They qualified Graham Rahal fourth last year."

MARIO ROMANCINI (No. 34 Conquest Racing): "This has not been easy. For sure, we were expecting a lot more speed during this qualifying run. We didn't get the speed that we wanted. Now we'll try to look at some data and see where we can improve the car. For sure, we need to find some more speed if we want to make it into the race. I raced here last year with (Firestone) Indy Lights and had a pretty good race. This year things have been more difficult for us, but hopefully we'll find our way and improve the car."

A.J. FOYT IV (No. 41 ABC Supply Co./A.J. Foyt Racing): "I'm kind of up in the air right now. We thought we were going to be a little bit quicker. But obviously from practice to qualifying, things changed a little bit weather-wise. We just kind of got to wait around all day to see where we stack up and what we need to do. I think we just wait and see how things go and see what happens." (How has it felt to be in the car during the month?): "It's been good. Being out of the car for a year definitely sets you back a little bit. We've kind of eased our way into it, I would say. The car's been comfortable off the trailer, which helps a lot. And having a teammate like Vitor also helps out a lot."

DAN WHELDON (No. 4 National Guard Panther Racing): "That run was a little bit loose. The car obviously is very quick. We were quick this morning. I don't know if it was the temperature or the change that we made. It was incredibly loose, a little bit difficult, but like I said, the boys have done a great job with the National Guard car all month. I think we know the potential of the car." (On the weather change): "That's Indianapolis. You got to be on top of your game and cover all your bases. That's all part of it. It's a long way until race time, but all the work the team put in before this month started is great. We're confident in the car's speed. We're worried about the car in qualifying trim today. I think I have a good handle on it."

JUSTIN WILSON (No. 22 Team Z-Line Designs/DRR): "I'm pretty happy with it. Right now, we're in the ninth position. The Z-Line Designs car was really good. There's a big tailwind into Turn 2, so the car was pushing through there and I was constantly working with my tools to get the car free, but it made it loose in Turn 1. I don't want to do that again. If we get bumped out of the Fast Nine, I think we'll be happy with being the first 24 cars." (On driving for Dreyer and Reinbold Racing): "I'm really enjoying it. We've got a lot of experience with Larry Curry and Matt Curry. Hopefully we can get a good result for them here, and it's nice to pay it off with a quick lap. That's the quickest I've run on my own here, and it's a lot of fun with this team."

DANICA PATRICK (No. 7 Team GoDaddy.com): "I started out with the front end not being great from the start off Turn 2. I held on for the first two laps, which weren't even comfortable

themselves, and I was pushing off (Turn) 2, and the car was just so loose on the last two laps. We have so little grip in the car to not make it worse. Sometimes that adds to it. When the car pushes more, you turn into it more, and there are going to be times when it catches and then you also have to catch the rear. It's oversteering, and the understeer makes more oversteer. It's really complicated right now. Fundamentally, you have a car that's just not balanced correctly."

ALEX TAGLIANI (No. 77 FAZZT Race Team): "I've been lucky enough not to be sick in the last nine years at a racetrack. I'm sick, and it has not been fun, but we're on top of the boards so I can't complain. I have to credit the amazing group at the shop. The guys put together a good car. They put their passion, their love into it, and they're willing to stay an hour extra to make sure everything is fine-tuned. The chemistry is fantastic. Everybody feels like they're a part of the result. This track is all about the preparation and what the team can give you in the car. Hopefully with the speed we have right now, we're not going to be in the same position as last year. It's an experience. You come to Indy, and you have to go through all the ups and downs of the Indianapolis 500. So far it's just been a fantastic week. We're going to wait and relax and keep watching the TV because it makes you really stressed."

GRAHAM RAHAL (No. 30 The Quick Trim/RLR Special): "I think the guys performed extremely well. The quick trim car felt really good. We were a little bit loose in qualifying, so I don't think that we got the ultimate pace out of it. Right away on my warm up lap, I could feel it snapped on me twice. I knew that I had my hands full a little bit. But the rest of the run went fairly well. I was just trying to control it; the last lap lost a little bit of pace. It snapped at the exit of Turn 1. I had to have a quick breather. Overall, I thought it was a good run. Our pace has been there the entire time." (Are you surprised at how well you have done with the deal just being put together?): "I think for us it's great to see. I think we're all surprised. None of us expected to be, you know, a tenth of a mile per hour off of Scott Dixon. I think that shows, though, the potential of this team. They've been out of it for a couple of years now. Certainly have not developed the car as these others have. And, yet, we can show up and be right on par. There's a lot of pride to be involved in a team like this that can do that."

DARIO FRANCHITTI (No. 10T Target Chip Ganassi Racing): "This morning, particularly, I woke up thinking and hoping the car would be fast enough because we had been off all week. We made wholesale changes overnight, and the car was 1½-mile an hour faster this morning (practice). We were quite pleased with that. Every time you qualify, you think you know what you have for that first lap, but you never know. We made some small changes with the data and from Scott's run, as well. The big difference was that it got warmer. It certainly took some grip away from this morning. The first thing is to get in the top nine, and the second is to get as good pit selection as possible. The car (qualifying) felt like it was sliding more." (About the new qualifying format): "Since they changed the format five years ago, we've had to make multiple attempts. For the crowd, it will be great. Looking at the crowd today, the fans like the idea, too. We're in the top nine so far. I have a feeling Chip (Ganassi) will roll the dice, and we'll see the No. 10 Target car out there today."

MIKE CONWAY (No. 24 Dad's Root Beer/DRR): "It's great to do that run and get it out of the way. It should be quick enough to hold us in that top 24, hopefully the top 15 to 20. We'll see."

The day is getting hotter, so it kind of works in our advantage. Maybe the track will be slower. I'm pretty happy with the laps we've done. I think where we are is a good position. We're ahead of some great cars. I think we can stay there. If we have to run again today we know some small things we could change. But, the car is good at the moment so I'm pretty happy with what we have."

SCOTT DIXON (No. 9 Target Chip Ganassi Racing): "For me, it was very conservative. The car had pretty good grip, definitely some understeer. So it was quite an easy attempt. The car wasn't on edge, but it was obviously sliding, too. We ran almost four identical laps. We'll definitely be running later today to try and find a little more speed and move up a little. We would be pushing it for the pole. We have more, I think, but how much more, I have no idea. We're in the hunt, so we'll see what we can pull out of it. We're not in it (pole) for the money. We're here for the results. Definitely to go for the points and pit position; pit position will mean a lot on Race Day. The pole is not the end-all to the race. You've had cars win from row four or five. For us, we're here to finish first (on Race Day)."

SEBASTIAN SAAVEDRA (No. 29 William Rast/Bryan Herta Autosport): "I'm enjoying every minute of it. Being a rookie isn't that bad at all. It (qualifying) is very nerve-wracking when you are just waiting to go out. Once you go, it's like there's just another practice lap. You just forget anything that is going on. I'm here working as hard as I can. This is the first time we actually go out in these kinds of conditions. It (track conditions) upsets the car quite a lot. Now we know what it is doing to the car, we know what to do. With this track temperature and everything, there are lots of choices to do."

RYAN BRISCOE (No. 6 Team Penske): "I think you'll see me back out. Hopefully, it will be after 4:30. That's the goal at the moment. But I think it's exciting. There are so many cars, it is quite a long time from the guy who picks at the beginning of the draw to the guy who picks at the end. The conditions have changed. None of us have driven in this heat all week long. Since last Saturday, it's been overcast everyday and quite a bit cooler. For me going out to qualify on that run, it was the hottest it has been. Conditions were a bit different, and it was a bit of a challenge. I thought the balance was pretty close, but you saw cars either side of me having some spins and some issues. It's definitely getting a bit more difficult. But I think we can find a bit more speed."

SIMONA DE SILVESTRO (No. 78 Team Stargate Worlds HVM): "I'm relieved that finally we got one qualifying run out. We did pretty well, I think. We had a little bit of understeer during the run, so maybe we can improve that if we want to go out again, especially with the sun being out right now. But I'm pretty happy for my first qualifying at the '500.' It's something really special. It's crazy. Moraes had a crash before me, so we sat there for a while. You get pretty nervous because you think, 'Oh, these four laps are really going to count to make the show.' I never thought in my dreams I would be a part of this. Being here right now is really special to me, and I'm really excited about it."

ED CARPENTER (No. 20 Panther/Vision/Fuzzy's Vodka): "It was a tough one. It's really slick today with the track temps being way higher than they've been all week. So it was a challenge."

There were a couple moments in the third and fourth lap where it could have ended badly. My experience here, and I think some of our old experience at the dirt tracks, paid off today. I've never gotten away with sliding around this track like I just did a few minutes ago. We're just going to have to wait and see what other people can do, because the conditions aren't good, and it's really tough out there right now." (On the importance of returning to Indy this year despite not currently being a part of the IZOD IndyCar Series full time): "Obviously, it was a little disappointing to not be running the series full time. But it would have been devastating to not be in the Indy 500. If I can only do one race, this is the one I want to do."

HELIO CASTRONEVES (No. 3 Team Penske) (After second run to capture fastest run of first segment): At one point, I was thinking to myself, 'Are we incredibly stupid or are we incredibly smart?' It turned out to be a good one. I'll have to say it was not easy at all. When you're at this place going to the limit, it's very, very hard. We should already be done, but we still have to go back out there and do it one more time. My team said I had to do it and I had to go. After we practiced, we thought that we had a good enough car to go for it. It's one of those things. Since we practiced, we know how the car is for the top nine. We know what we need to do. Hopefully we can do it again, another one like that. I love this place. And I think the team believes in me. When you have that combination, it goes perfect. But it was not easy, man. Right now, I want this thing to be over. But you gotta' do what you gotta' do. We know what we're capable of. We've got to go for it one more time, but we're ready. We're done. Now are chance is to go for the real deal and work it out. You always try to find a little bit. Hopefully, we'll keep the consistency of the laps. Certainly, we were right there."

E.J. VISO (No. 8T PDVSA-Jet Aviation-KV Racing Technology): "It feels great to put it into the show. It's been a very eventful weekend for myself and the team after my hard crash. I'm still a little bit sore, but nothing is going to stop me from being in this event. The car is pretty trimmed. I almost lost it twice during my run, so I think we need to do a little more mechanical work and get it to stick to the ground a little more." (On the track conditions): "The wind is changing a lot out there. It's getting a bit gusty, and it's changing directions. So, it's something you have to adjust to lap after lap. The track is also pretty warm, and it is a little greasy."

VITOR MEIRA (No. 14 ABC Supply Co./A.J. Foyt Racing): "Right now, I feel for the rookies a little bit because it's a tough situation out there. Not every qualifying is like that. It's been a tough day. Today is completely different. We've had wind everywhere, every day, but today. We've had very good temperatures and cold temperatures, but not today. After Kansas, we thought we got everything pretty good and fast here for Indianapolis. We unloaded real fast. Real fast first day, second day. But from then on, it's not that we got worse. It's just been tough to get the speed. We've got to really look into every lap we have right now; dissect everything. It's not where we're supposed to be. We should be around ninth or whatever. So we got some work to do."

BERTRAND BAGUETTE (No. 36 Conquest Racing RACB): "It was not so good. I was thinking we could go a lot quicker, but the track is so slick. This morning, we were doing 225, and now we are having difficulty with 224. The car was pushing a lot more, and I think we just went out at the wrong time. I'd like to do it again because I don't feel comfortable with my position right

now. The goal is to be in the top 24, and we're in the 19th position, so it is very close. I'm in a dangerous position." (On Race Day): "I don't know. I know all of those grandstands will be full, and it will be great, for sure. It will be very special. I've never driven in front of 400,000 people before. There's a first time for everything, though." (On qualifying as a rookie): "It was quite stressful because I just saw the cars ahead of me put it into the wall. It was definitely not the best situation. We had good speed, but we need to go faster than this to stay in the top 24."

WILL POWER (No. 12 Verizon Team Penske) (after second run): "It was a good run. I had a bit of a gearbox problem on my first run this morning. This was a clean run. We didn't have ultimate speed at the beginning, but it was real consistent, so I just hung on for a couple more laps. It's not going to get much quicker. We will have good grid position. A big difference, the wind and heat mad it (second run) a lot more slippery. It passed through the air, but it was harder to drive.

TOMAS SCHECKTER (No. 23 Mona Vie/DRR): "Yeah, I mean, if you can imagine I did a 222 before. This whole month my car had no speed. I've been the most trimmed out of all the cars and just could not get any speed out of it. I still don't know what they've done. He came on the radio, he goes: 'I did something. I didn't tell you before I went out. But I'm glad it worked. I knew you could handle it.' So I'm curious to go see what they've done. It was just a good job by everybody. I know I was loose a couple times there. I mean, I was just so light with the steering wheel, collecting it once or twice in three and four. I'm happy all of the Dreyer & Reinbold cars are qualified. I'm happy and thankful Mona Vie has come on board to get me into my ninth Indy 500." (But that's one of the advantages of having a veteran driver, I would think, is the crew says, 'We tried something and we can trust you on the fly to react to that.'): "Well, they usually tell you before they do it."

ANA BEATRIZ (No. 25 Ipiranga/DRR) (After second run): "I'm much happier to be the fastest rookie today than anything. With this being a last-minute deal with the Dreyer & Reinbold team, it's something fantastic. I wouldn't imagine being the fast female, but what really catches me here is being the fastest rookie. I didn't really have much time to practice at all, but it paid off." (On her first Indianapolis 500): "I'm so thrilled. It was hard this afternoon with all the changes we were making, but everything went well. I didn't stop at the wall, and I finished the run. And being the fastest rookie, I'm thrilled to be in the field for the Indy 500. This is a dream come true. I've been racing since I was 8. Since I saw Emerson Fittipaldi winning the Indianapolis 500, I wanted to do the same thing. Here I am trying to get my dream. We're going to focus on racing now. Tomorrow is probably the only day we'll have to trim the car for the race, so we'll use the time to do a better job."

TOWNSEND BELL (No. 99 Herbalife Ganassi/Schmidt Racing): "I hate to drive like that here -- drive it like I stole it. I was dirt-tracking in (Turn) 1 pretty good. I was afraid I wasn't going to make it. These guys gave me a great car, and I have to credit the support we got from Chip Ganassi. We put a totally different setup on the car (after the first attempt) and scrambled to get out and test it. It was completely different, and I was afraid I wouldn't be able to put four laps together. Sam (car owner Sam Schmidt) asked me before I went out whether I was going to OK, and I told him, 'I think so.' It's just a good example of you take big, big steps here at Indy on

the setup, but what you sacrifice is the ability to fine-tune it. All of yesterday, we were fine-tuning the package, fine-tuning the package and even this morning, fine-tuning the package. But it was clear the package wasn't fast. So, we had to throw that package out the window and open a new package. Then, we didn't have the time to fine-tune it. So we were rushing. Andy (Brown) made a great call to take a quick stab at tightening things up, and we were able to get that done enough to feel like we could get in line and give it a shot. But to be perfectly frank, I wasn't that comfortable that we could even hang on for four laps. The first two practice runs with that setup were awful. We were sliding all over the place. It was a bit of blind faith, for sure. On the qualifying run itself, going into Turn 1 on three of the four laps, the back end was stepping out, and I was having to drive it pretty hard. It's not the way you really want to do it. But it was a huge relief to jump back up 10 positions and start up front."

MARIO MORAES (No. 32 KV Racing Technology) (after second run): "The crew did a great job putting the car together. Going through practice was pretty tough for me. The car was pretty good the whole week. We made a few changes and lost some downforce on the car. We didn't make the right changes. We didn't have to use the T car. I was thinking to go to the top nine in the morning but after (accident), I just wanted to go on the track again today so we could qualify. We qualify pretty good. We changed to the same downforce we had this morning. We wanted to change again but there was no time. We got what we got." Note: The KV Racing Technology crew replaced the rear-end parts except the gearbox in 40 minutes. The team spent 10 minutes on the setup pad, five minutes in tech and then five minutes to push the car to the pit lane.

TONY KANAAN (No. 11 Team 7-Eleven): "It was a hard day. I had to try to make something happen, and I will not give up trying to be fast. Tomorrow is another day, and we'll be ready to get everything we can. I'd love to be in the show right now, but we're not, so we can't worry about that."

PAUL TRACY (No. 15 GEICO – CURB Records – KVRT): "I really don't know what to say. Somehow we lost our way today. We were quick the other day, but, for some reason, the GEICO car doesn't have the speed in qualifying trim. It is frustrating for the whole GEICO – KV Racing team. We will be ready to go on Sunday."

DANICA PATRICK (No. 7 Team GoDaddy.com) (Public Address interview after run): "No, I think it was absolutely awful. I wasn't flat the last two laps, and I was scared to death flat the first two. And it didn't get better. You know, the problem is, is that the car can be fast. You trim it out and it accelerates, so there's no issue there. It's just that the balance and the car itself is so bad, we can't even trim it out to go faster. By the sounds of the trim numbers, I think we're pretty excessive anyway, but ... I don't know. I'm very, very disappointed. I've never been bad here before. I've never been outside the top 10 on a finish or qualifying, so, um, it's not my fault. This car is not good."

TRANSCRIPT OF DANICA PATRICK'S POST-QUALIFYING PRESS CONFERENCE:

DANICA PATRICK: I have a feeling this is going to be an interesting press conference.

PAT SULLIVAN: Well, Danica, you're back at a place where you've had great success at Indianapolis, from the very beginning, so it's a track that's suited you well. I'm assuming that you wanted a little more time in that run.

DP: Well, we've been loose all month even with downforce on the car. You can just feel that it's not ever there. It's just constantly lifting and feeling light all the time, and so then you trim it out and that gets worse and then you gotta keep just enough front grip out of it that it doesn't overstep it. So then you understeer and then you add (inaudible) and that makes it again worse, so the car is just totally skating across the track and there's no grip. My car that my mechanics took tons of time to make sure fit perfectly, was fast and slick and no drag. It's there. It's just that the setup's not there, and I feel bad for them because it's a good car. There's just not a good setup on the car. I don't like to see Tony spin and hit the wall, but he did just spin. I mean, Marco is loose and Ryan and John are a little slower. They don't feel like they have the speed, but they're still feeling some of the same things. We're just generally struggling. If I had the answer, we'd do it.

Q: If somebody had said earlier in the week that of the fast nine, none would be Andretti Autosport cars, you would have probably argued with them and said that's not going to happen. There'll be a couple of us in there. But, as of right now, that's pretty much how the board looks.

DP: Pretty much any other year we've been here, we've been all in the first day when there was only 11 that made it. Last year, Mike drove five of us in the top 11. I mean, for the most part, we all are vying for a front row, at least. Someone is and I was disappointed that I didn't get to go back out because I thought I had a shot at the front row. Maybe not pole, and I was seventh last year. This is disappointing. None of us are OK with this. We all are generally saying the same things and I do know that whatever it takes, the team will do. We just need to be uniform in what we want.

Q: And it will be a new experience for you starting in the middle of the pack. That seems to be the most intense spot of the starting lineup to start this race.

DP: Well, I have been in the back of the field at some points during this race, the first race in particular where I went toward the front, well, I started up front. Then I stalled it. Went to the back. Came back through. Was up to sort of eighth-ish or something. Had a bad restart. Got clipped. Had to start from the back again and made my way up. It's a lot of buffeting; it's a lot of moving around. A lot of thinking, 'Is this thing broken right now? Because it doesn't feel right.' But at least I have that experience if for some reason we decide that we're just not going to go out again. The GoDaddy car deserves to be higher up than this. It's better than this. It's just not set up right.

Q: Danica, you just don't sound very confident in the security of your racecar.

DP: Shoot! I say one confident thing out there that it's not me, and everybody boos me. I'm blown away. These people, I mean. I don't know, maybe they all booed me before. I would think that some of them have probably cheered for me before, and I'm not a different driver

than I was five years ago. I don't know if those people were here five years ago, but I got loose in (Turn) 1 and caught it and kept my foot down. So I can drive a loose car but this is beyond. Obviously.

Q: With the car the way that it is, you seem like you're going to be happy if you can just get in the top 24 and focus on race set up. Is that where you're at?

DP: I was shaking for minutes after I got out of the car. I know a lot of people are saying they're loose but, I'm sure they are for sure, but this is such an uncomfortable imbalance. It's just uncomfortable. I'm OK with being loose, but I gotta feel all four corners and I don't feel like I know where all four corners are all the time. Like I pointed out about getting loose in (Turn) 1 a few years back, I can do that. I know it's probably more difficult than ever because we are seeing a warm day on the only day we've had warm so far. The track every year gets a little bit smoother and a little bit less grip. We are going a little faster this year. I mean, the pole was 223 last year, and now you're seeing 226-something, which is something happening in my dreams right now. I don't really know what else to say. I wish I was more confident. I wish I was. I believe that on Race Day anything is possible and it takes some control, some patience. As Al (Unser) Jr. told me, use the first half to get to the last half. I mean, they're simple words but they make sense. I think I can, I know I can do that. The car might not be perfect, but you can still salvage a decent day. If we can just make it a little bit better, I think that we'll be OK in the race. It's just really, really hard to drive right now.

Q: I think I read where Tony (Kanaan) said 'I think they gave my backup car to John.' Just looking at what happens, how in the team do you move backup cars around if they can't repair it in time or whatever?

DP: What was weird, and we're trying to on the team when you have as big of a team as this you know, you see Ganassi cars bouncing from their T car back and forth trying to see which one is faster. So, Tony jumped into all of our cars. I mean, Tony can wheel. This was a loose car. He took my car, not even his own car, jumped in it with my pedal settings and everything, go out onto the track and he was flat out into (Turn) 1 on his first lap. He can drive. So what was your question? So Tony drove all five cars, and the weird thing was that John's car almost seemed the quickest. He was like 224 his first run with a little tow, but he was pretty fast. All the cars seem to be generally about the same speed, so I don't know what's going on. I don't know why his car's not fast. I know the team is trying to do something about it, and that's just it. The team will do everything that they can. We just need to know what it is that we want. That is a hard question to answer because if we knew exactly what we wanted, we just would have done it. Unfortunately, it's a lot of guessing, and it's so late in the game. We've got one more day left and, God forbid, I have to go back out because I don't make it, you know, we're done. We're out of days because it's been weather and it's a shorter month. I don't prefer this schedule. I think it's a little complicated, and I think it's hard to be race and qualifying ready when you're mixing the two. I don't always think they're the same cars, and it's made it another level of challenge.

END POLE DAY QUALIFYING QUOTES

DAY 9 – SUNDAY, MAY 23, 2010 – ARMED FORCES DAY/BUMP DAY

TODAY'S SCHEDULE (all times local):

7 a.m. Garage Opens

8 a.m. Public Gates Open

9-10 a.m. Indianapolis 500 Practice

Noon-6 p.m. Indianapolis 500 Qualifications (positions 25-33)

6 p.m. Track Closes

The Indy Racing League will provide a Video News Feed during each day of practice in preparation for qualifying for the 2010 Indianapolis 500 Mile Race.

The Video News Feed will include b-roll of on-track activity and sound from various drivers following the day's activity. Today's feed:

Time: 8-8:30 p.m. (ET)

Coordinates: AMC 9, K 18 (Slot CD)

Bandwidth: 18 MHz

Symbol Rate: 13.235 MS

FEC: 3/4

Aspect Ratio: 16:9

Digital: 4:2:0

Downlink Frequency: 12069 MHz Vertical

Position: 83 degrees West

Uplink trouble number: (317) 492-8657 or (317) 492-8750

INDIANAPOLIS 500 BUMP DAY QUALIFYING PROCEDURE:

Positions available: 25-33

Format: The final nine spots in the field will be earned through traditional four-lap qualifying from noon-6 p.m. Bumping will begin once 33 cars have qualified. The 33 fastest cars will start the 2010 Indianapolis 500.

Medical update from Dr. Geoffrey Billows, Indianapolis Motor Speedway director of medical services: #5 Takuma Sato was released Saturday from Methodist Hospital in Indianapolis. He was re-evaluated in the Clarian Emergency Medical Center this morning and released without injury. He is cleared to drive.

Panther Racing will play host at 11 a.m. today to a live video uplink with the Indiana National Guard's Task Force Cyclone and Task Force 38 stationed in Afghanistan and Iraq, respectively. The uplink will take place in the Panther Racing hospitality area.

Task Force Cyclone Commander, Brig. Gen. Lonnie Culver, and Task Force 38 Commander, Col. David Wood, will outline the unit's mission while Panther driver Dan Wheldon and owner John Barnes will be present to speak with the troops during the live interaction, along with several local politicians and dignitaries.

Media are invited to join us in the hospitality for the live presentation.

2002 Indianapolis 500 pole winner Bruno Junqueira will attempt to qualify today in the #33 Bowers and Wilkins/CanTorque entry fielded by the FAZZT Race Team. B&W and CanTorque stepped in to help field the entry, according to a team release.

The practice session from 9-10 a.m. today is open to all cars, qualified and non-qualified.

To preview the 2010 Indianapolis 500, several top drivers will visit New York City on Tuesday, May 25 for a photo and interview opportunity at Herald Square.

The drivers, in race day uniform, will arrive in a parade of Indianapolis 500-decaled Honda vehicles and line up for photos outside Macy's flagship store at Herald Square. Following the photo opportunity, all drivers will be available for interviews during a media luncheon at Gotham Hall.

Bill York, a media center official at the Indianapolis Motor Speedway for 46 years, waved the green flag as the honorary starter of practice this morning. York celebrates his 77th birthday today.

BILL YORK: "It was a great experience and certainly something I've looked forward to doing for a long, long time. I'm 77 years old today. That's good for anybody. I thank everybody for this opportunity and their birthday wishes and letting me out here today. I got to take a couple of laps in the Pace Car. It doesn't get any better than this. I started working at the Speedway in

1964, the same year as (IMS archivist) Bob Clidinst. (IMS Media Center official) Kaye Totten was around here working somewhere, too. My first time out here was in 1957 with the Purdue band, carrying a flag. In 1958, I was here with Stark and Wetzel for the Rookie of the Year program. It's a great experience."

INDIANAPOLIS 500 PRACTICE:

At 9 a.m., the ambient temperature was 70 degrees with a relative humidity of 84 percent and calm winds. Skies were sunny. The track temperature was 72 degrees, according to Firestone engineers.

•Fastest lap of month: 228.213 mph, #3 Helio Castroneves, Saturday, May 22, qualifications

9 a.m. – GREEN.

9:21 a.m. – YELLOW. #11T Kanaan does quarter-spin to the left exiting Turn 1 and hits the outside concrete wall with the left rear of the car. Kanaan then did a full spin in the short chute between Turns 1 and 2 and made secondary contact with the SAFER Barrier in Turn 2 with the right rear of the car. The car continued to slide before stopping in Turn 2. Kanaan climbed from the car without assistance from the Holmatro Safety Team. Heavy damage to the rear of the car, moderate damage to left and right sides of car.

9:34 a.m. – GREEN.

9:35 a.m. -- #33 Junqueira on track for first time this month.

9:40 a.m. -- #15 Tracy fastest at 225.258.

9:53 a.m. -- #66 Howard fastest at 225.956.

9:54 a.m. – Crew of #33 Junqueira reports a gearbox problem.

10 a.m. – CHECKERED. #66 Howard fastest at 225.956.

FASTEST TIMES/SPEEDS OF PRACTICE:

Pos. Car Name Time Speed

1. 66 Jay Howard 39.8307 225.956

2. 15 Paul Tracy 39.9541 225.258

3. 78 Simona De Silvestro 39.9710 225.163

4. 14 Vitor Meira 40.0525 224.705

5. 34 Mario Romancini 40.0686 224.615

Medical update from Dr. Geoffrey Billows, Indianapolis Motor Speedway director of medical services: #11T Tony Kanaan was evaluated in the Clarian Emergency Medical Center this morning and released without injury. He is cleared to drive.

Andretti Autosport is working to repair the #11T car in which Tony Kanaan crashed this morning so Kanaan can make a qualifications attempt this afternoon. Crew members from the Andretti Autosport cars of Kanaan, Danica Patrick, Marco Andretti and Ryan Hunter-Reay are feverishly working on the car in Gasoline Alley, using parts from the #37 chassis that Ryan Hunter-Reay qualified 17th Saturday.

The team anticipates the repaired car to be ready to turn laps between 1-2 p.m.

Entry update: Jaques Lazier has replaced A.J. Foyt IV as driver of the No. 41 ABC Supply Co./A.J. Foyt Racing entry after practice this morning. Foyt turned a fast lap of 221.823 this morning.

A.J. FOYT RACING TEAM STATEMENT: "Jaques Lazier will replace A.J. Foyt IV in the No. 41 ABC Supply car and is being fitted in the car. Foyt was uncomfortable in the car, and it was decided to let Lazier try to qualify the car. If Lazier makes the race, he will race the car."

New enlistees were inducted into the Armed Forces in a ceremony this morning in front of the Pagoda as part of Armed Forces Day activities. The new enlistees were sworn in by Sen. Richard Lugar of Indiana.

Troops from the Indiana National Guard were at the Speedway today on Armed Forces Day, interacting with fans viewing helicopters on display.

SGT. ADAM FOSTER (Greenfield, Ind.): "It's really cool to see the excitement in the fans' faces. I remember when I was little coming out and seeing stuff like this. I thought it was really exciting. So I enjoy talking to the kids and adults and just showing them what we do on a day-to-day basis." (I assume the No. 4 National Guard car is your favorite?): "Yeah, that would be the general consensus."

SGT. MATTHEW CROSSLEY (Indianapolis): "It's a pretty cool deal. We get to share some of our experiences and get the younger crowd involved. It's been awesome for them, just to answer their questions and buckle them in the seatbelts. That's one of the coolest things we get to do."

BUMP DAY QUALIFYING CHRONOLOGY:

At noon, the ambient temperature was 85 degrees with a relative humidity of 67 percent and winds from the south at 8 mph. Skies were sunny. The track temperature was 105 degrees, according to Firestone engineers.

12:05 p.m. #43 JOHN ANDRETTI/Indianapolis

Team Window World - Dallara/Honda/Firestone

QA-1(QE-2) 1 – 40.0602 – 224.662 Q – 55

2 – 40.0830 – 224.534

3 – 40.0877 – 224.508

4 – 40.1129 – 224.367

T 2:40.3438 – 224.518

12:10 p.m. #67 SARAH FISHER/Commercial Point, Ohio

Dollar General/Sarah Fisher Racing - Dallara/Honda/Firestone

QA-1 1 – 40.0472 – 224.735 Q – 56

2 – 40.0879 – 224.507

3 – 40.1169 – 224.344

4 – 40.1513 – 224.152

T 2:40.4033 – 224.434

12:14 p.m. #14 VITOR MEIRA/Brasilia, Brazil

ABC Supply Co./A.J. Foyt Racing - Dallara/Honda/Firestone

QA-1(QE-2) 1 – 40.0600 – 224.663 Q – 57

2 – 40.1002 – 224.438

3 – 40.1250 – 224.299

4 – 40.1515 – 224.151

T 2:40.4367 – 224.388

12:19 p.m. #19 ALEX LLOYD/Manchester, England

Boy Scouts of America - Dallara/Honda/Firestone

QA-1(QE-3) 1 – 39.9974 – 225.015 Q – 58

2 – 40.0062 – 224.965

3 – 40.0444 – 224.751

4 – 40.1063 – 224.404

T 2:40.1543 – 224.783

12:23 p.m. #29 SEBASTIAN SAAVEDRA/Bogota, Columbia

William Rast/Bryan Herta Autosport - Dallara/Honda/Firestone

QA-1(QE-2) 1 – 40.2540 – 223.580 Q – 59

2 – 40.2225 – 223.755

3 – 40.2383 – 223.668

4 – 40.2628 – 223.531

T 2:40.9776 – 223.634

12:27 p.m. #18 MILKA DUNO/Caracas, Venezuela

CITGO - Dallara/Honda/Firestone

QA-1(QE-2) 1 – 40.5440 – 221.981 UA-1

2 – 41.0756 – 219.108

3 – 42.8960 – 209.810

4 – Waved off

12:32 p.m. #5 TAKUMA SATO/Tokyo

Lotus-KV Racing Technology - Dallara/Honda/Firestone

QA-1 1 – 40.6397 – 221.458 Q – 60

2 – 40.6158 – 221.589

3 – 40.6019 – 221.665

4 – 40.5817 – 221.775

T 2:42.4391 – 221.622

12:36 p.m. #33 BRUNO JUNQUEIRA/Belo Horizonte, Brazil

FAZZT Race Team - Dallara/Honda/Firestone

QA-1 1 – 39.8913 – 225.613 Q – 61

2 – 39.8832 – 225.659

3 – 39.8786 – 225.685

4 – 39.8774 – 225.692

T 2:39.5305 – 225.662

12:41 p.m. #15 PAUL TRACY/Scarborough, Ontario

GEICO – CURB Records-KVRT - Dallara/Honda/Firestone

QA-1(QE-3) 1 – 40.1329 – 224.255 Q – 62

2 – 40.1767 – 224.010

3 – 40.2266 – 223.733

4 – 40.2559 – 223.570

T 2:40.7921 – 223.892

12:45 p.m. #34 MARIO ROMANCINI/Sao Paulo, Brazil

Conquest Racing - Dallara/Honda/Firestone

QA-1(QE-3) 1 – 40.3286 – 223.167 Q – 63

2 – 40.1917 – 223.927

3 – 40.1567 – 224.122

4 – 40.1775 – 224.006

T 2:40.8545 – 223.805

12:49 p.m. #66 JAY HOWARD/Basildon, England

Service Central/Sarah Fisher Racing - Dallara/Honda/Firestone

QA-1(QE-3) 1 – 40.1254 – 224.297 Q – 64

2 – 40.1852 – 223.963

3 – 40.2531 – 223.585

4 – 40.2771 – 223.452

T 2:40.8408 – 223.824

#66 Howard bumps #5 Sato.

1:10 p.m. – GREEN. Track opens for practice.

1:40 p.m. -- #11T Kanaan on track for one lap in car rebuilt after crash at 9:21 a.m. this morning in practice.

2:41 p.m. -- #15 Tracy white-walls SAFER Barrier in Turn 2, drives to pits.

3:42 p.m. -- #11 Kanaan returns to garage after turning 17 laps in #11T, with fastest lap of 223.333.

1983 Indianapolis 500 winner Tom Sneva visited the Speedway today.

TOM SNEVA: "It's always good to come back in the Month of May. We've been coming back for the race, actually, every year since I retired in '92." (On the differences in the qualifying format now than when he raced): "Well, this qualifying format they used yesterday for Pole Day was very interesting. It's great for the spectators, probably not so great for the drivers. You know, qualifying is one of the toughest things a driver will do here at Indy. For those to have to go out two, three, four different times or so, that was a tough day for the drivers. But this is sports entertainment, and you've got to change things. I think it's for the better. You've got to make it more entertaining because there's too many other forms of sports entertainment out there. I think it's great that the Speedway's done this, and I think it will be good for them in the long run."

1996 Indianapolis 500 winner Buddy Lazier visited the track today. His younger brother, Jaques Lazier, landed a ride with A.J. Foyt Racing this afternoon.

BUDDY LAZIER: "I'm happy for Jaques, and I will always support my family. He was going to be in a third car for Foyt, so it was a natural for him to get that car. I had a few things working, and it's just really tough with the economy. I'm still really happy for my brother, and I hope he does a good job."

Brooke Dorsett, the 2010 500 Festival Queen, is no stranger to racetracks. Dorsett, from Bedford, Ind., attended a sprint car race earlier this spring at Bloomington (Ind.) Speedway. While there, Dorsett presented race winner Jeff Bland Jr. with his trophy for winning the sprint car feature.

Dorsett grew up going to short tracks around southern Indiana and has friends and family involved in sprint car racing.

Indianapolis 500 veteran Jaques Lazier talked about landing a ride today in the No. 41 A.J. Foyt Racing entry, and Lazier and former heavyweight world champion Evander Holyfield talked about their commercial relationship for this race.

JACQUES LAZIER: "When I woke up this morning, I was just planning on coming here and massaging some sponsors that I've been working on. We were up in the suite when we got the call to come on down and hop in the car. So I'm down here getting ready to jump in the car, try to get it up to speed and get it qualified." (On putting the deal together with sponsorship from Evander Holyfield): "Well, we've been working for about two months now, just trying to put the deal together with Foyt. We just came up a day late and a dollar short. Evander Holyfield is one of our sponsors. He has a water company called Holyfield Choice Alka-Pure, which is an alkaline-based water that is very good for athletes. It's great for bringing the body up to the right pH balance. Evander will be out on pit road. We're working with him and trying to sell a ton of bottles of water. We're ready to rock and roll."

EVANDER HOLYFIELD: "We're teaming up with A.J. (Foyt) and his crew just trying to support the 41 car. I'm working with Alka-Pure, and we're trying to do something positive. Jaques is a seasoned veteran, and A.J. is giving him a great opportunity. He can get out there and be quick. Hopefully, with the experience he has, he could possibly win this thing. It wasn't difficult to get behind him. It all came together, and hopefully it will end up pretty good."

The USO is at the Indianapolis Motor Speedway today to offer a free service, Messages from Home. Fans can visit the A.J. Foyt Suite (Suite 12) on Legends Row to record video messages to send to friends and family who are on active duty in the United States military.

MARILYN BROWN (USO, from Avon, Ind.): "Even if you are in uniform today and you have a friend that is back there and you are here on leave, come on over and send them a message. We would be more than happy to do that video for you. We actually mail them for the person who is being taped. There is no cost for this service. We have done this for a few years here. We're getting more information out there about what we're doing. We also have people located in the Rolls Royce Suite."

Crews for the Andretti Autosport teams of drivers Marco Andretti, Ryan Hunter-Reay, Tony Kanaan and Danica Patrick worked this morning to rebuild the #11T backup car of Kanaan, who crashed in practice at 9:21 a.m. today.

The rebuilt car was in the technical inspection line by 1 p.m.

Body parts came from five different cars: Kanaan's 11 and 11T; Andretti's 26T and Hunter-Reay's 37 and 37T. Mechanical components are a combination of what was salvageable from the 11T and the 37, which Hunter-Reay qualified 17th yesterday.

BUMP DAY QUALIFYING CHRONOLOGY (cont.):

3:52 p.m. -- #41 Lazier third at 225.197.

4:04 p.m. #41 JAUQUES LAZIER/Vail, Colo.

ABC Supply Co./A.J. Foyt Racing - Dallara/Honda/Firestone

QA-1 1 – 40.3847 – 222.857 UA-1

2 – 40.4141 – 222.695

3 – 40.6329 – 221.495

4:11 p.m. – GREEN. Track opens to practice.

4:50 p.m. – YELLOW. #29 Saavedra does half-spin to the left in Turn 1 and hit SAFER Barrier with rear of car. Car slid through short chute between Turns 1 and 2 and stopped in Turn 2. Saavedra climbs from car with assistance from Holmatro Safety Team.

5 p.m. – The ambient temperature was 92 degrees with a relative humidity of 59 percent and winds from the south-southeast at 9 mph. Skies were sunny. The track temperature was 118 degrees, according to Firestone engineers.

5:04 p.m. – GREEN. Track opens to practice.

5:19 p.m. – YELLOW. #11 Kanaan presents for qualification attempt.

BUMP DAY QUALIFYING CHRONOLOGY (cont.):

5:23 p.m. #11T TONY KANAAN/Salvador, Brazil

Team 7-Eleven - Dallara/Honda/Firestone

QA-1(QE-2) 1 – 40.1102 – 224.382 Q – 65

2 – 40.1356 – 224.240

3 – 40.1657 – 224.072

4 – 40.2513 – 223.595

T 2:40.6628 – 224.072

#11T Kanaan bumps #29 Saavedra. Track temperature was 119 degrees when Kanaan started his qualifying attempt, according to Firestone engineers.

5:28 p.m. **#41 JAQUES LAZIER/Vail, Colo.**

ABC Supply Co./A.J. Foyt Racing - Dallara/Honda/Firestone

QA-2 1 – 40.2324 – 223.700 UA – 2

2 – 40.2461 – 223.624

3 – 40.3522 – 223.036

4 – 40.3442 – 223.080

T 2:41.1749 – 223.360

#34 Romancini withdraws speed, which was on the bubble, to make another attempt.

5:33 p.m. **#34 MARIO ROMANCINI/Sao Paulo, Brazil**

Conquest Racing - Dallara/Honda/Firestone

QA-2(QE-4) 1 – 40.0796 – 224.553 Q – 66

2 – 40.0255 – 224.857

3 – 40.0710 – 224.601

4 – 40.0796 – 224.553

T 2:40.2557 – 224.641

#34 Romancini bumps #29 Saavedra.

5:37 p.m. **#18 MILKA DUNO/Caracas, Venezuela**

CITGO - Dallara/Honda/Firestone

QA-2(QE-3) 1 – 40.3599 – 222.994 UA – 2

2 – 41.4826 – 216.958

3 – Waved off

5:41 p.m. **#5 TAKUMA SATO/Tokyo**

Lotus-KV Racing Technology - Dallara/Honda/Firestone

QA-2 1 – 40.1117 – 224.373 Q – 67

2 – 40.1792 – 223.996

3 – 40.1415 – 224.207

4 – 40.1541 – 224.137

T 2:40.5865 – 224.178

#5 Sato bumps #66 Howard.

5:45 p.m. #66 JAY HOWARD/Basildon, England

Service Central/Sarah Fisher Racing - Dallara/Honda/Firestone

QA-2(QE-4) 1 – 40.1929 – 223.920 UA – 1

2 – 40.1993 – 223.884

3 – 40.2581 – 223.557

4 – 40.3442 – 223.080

T 2:40.9945 – 223.610

#15 Tracy withdraws speed, which was on bubble, to make another attempt. #66 Howard back on bubble.

5:50 p.m. #15 PAUL TRACY/Scarborough, Ontario

GEICO – CURB Records-KVRT - Dallara/Honda/Firestone

QA-2(QE-4) 1 – 40.2318 – 223.704 UA – 1

2 – 40.3460 – 223.070

3 – Waved off

5:53 p.m. #41 JAQUES LAZIER/Vail, Colo.

ABC Supply Co./A.J. Foyt Racing - Dallara/Honda/Firestone

Pulled off after warm-up lap.

5:55 p.m. #18 MILKA DUNO/Caracas, Venezuela

CITGO - Dallara/Honda/Firestone

QA-3(QE-4) 1 – 41.0156 – 219.429 UA – 3

2 – Waved off

#11T Kanaan pulls out of head of qualifying line.

#66 Howard withdraws speed, which was on bubble, to make another attempt. #29 Saavedra back on bubble.

5:58 p.m. #66 JAY HOWARD/Basildon, England

Service Central/Sarah Fisher Racing - Dallara/Honda/Firestone

QA-3(QE-5) 1 – 40.2123 – 223.812 UA-2

2 – 40.3100 – 223.270

3 – 40.3927 – 222.813

4 – 40.4329 – 222.591

T 2:41.3479 – 223.120

The gun to end qualifying was fired just as Howard took the green flag to start his qualifying attempt.

Medical update from Dr. Geoffrey Billows, Indianapolis Motor Speedway director of medical services: #29 Sebastian Saavedra is awake and alert and was transported to Methodist Hospital in Indianapolis via ground after complaining of back pain. He is not cleared to drive. He will be re-evaluated after undergoing tests.

SEBASTIAN SAAVEDRA: "It's unfortunate. We were doing a great job bringing the car together, and the guys have been working so hard. It's going to be tough. We're going to have to wait and see for one hour, but we still have lots of faith. We tried a different platform to find some mechanical grip. It was a bit edgy in the qualifying session, so we wanted to search for rear grip. I went out there, and it didn't feel right, so I came back in. We tried to work more on the rear, but that didn't work. We went into Turn 1, and the rear started to come around. I thought I would be able to catch it, but it wasn't possible."

INDIANAPOLIS 500 ARMED FORCES DAY/BUMP DAY QUICK QUOTES:

PAUL TRACY (No. 15 GEICO – CURB Records –KVRT): "I've just got to thank the KV team. The car was quick all week when it was cold. It was quick this morning when it was cold. As soon as the track temperature came up, we couldn't get a handle on it. I was just sitting in the car. When

we needed the car to run in the heat, it just wouldn't run. I was hanging on. When you're sliding like that, you're just scrubbing speed off. It cuts deep. All the preparation to get ready for this. It's a hard blow. It's going to be a long drive home in the motor home."

SARAH FISHER (Team owner, #66 Howard): "I honestly can't believe this is happening. There's an issue there. It's not for lack of trying. It's going to be pretty detrimental for the rest of the year." (About decision to withdraw Howard run and retry): "I think it was the best decision we had to make with everything Paul (Tracy) was doing. It's detrimental to our sponsors and our budget. I don't know what we're going to do now. We're going to have to come up with a plan for the season."

TAKUMA SATO (No.5 Lotus-KV Racing Technology): "It has been amazing, especially after such a difficult day yesterday. The team did an outstanding job, putting everything back into one piece. When I got back in the car this morning, everything felt comfortable. At lunch time it was difficult because of the warmer temperatures, and we really didn't get up to speeds we had earlier. The last half an hour was chaos to be honest but we made it. The team did a great job, and I'm really proud of them.

Today is the 40th birthday of Indianapolis 500 veteran Bryan Herta, who owns the No. 29 car driven by rookie Sebastian Saavedra, who ended qualifying on the bubble.

Four drivers did not qualify for the 2010 Indianapolis 500: #15 Paul Tracy, #18 Milka Duno, #41 Jaques Lazier, #66 Jay Howard.

2010 INDIANAPOLIS 500 FIELD NOTES:

- The field average is 224.974 mph, the fastest since 2002. The field average in 2002 was 228.648, the fastest field in Indianapolis 500 Mile Race history.
- This is the closest matched field by time in Indianapolis 500 history. 3.0622 seconds separate fastest qualifier Helio Castroneves and slowest qualifier Sebastian Saavedra. The previous record was 3.0967 seconds set in 2009.
- This is the eighth-closest matched field by speed in Indianapolis 500 history. 4.336 mph separate fastest qualifier Helio Castroneves and slowest qualifier Sebastian Saavedra. The record is 3.130 mph, set in 1953.
- There are a record four women in the starting field: Ana Beatriz, Simona De Silvestro, Sarah Fisher and Danica Patrick. The previous record was three, from 2007-09 with Fisher, Patrick and Milka Duno.

- There are four Indianapolis 500 winners in the starting field: Helio Castroneves (2001, 2002, 2009), Dan Wheldon (2005), Dario Franchitti (2007) and Scott Dixon (2008). Between them they have seven 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 are six Chase Rookie of the Year candidates in the field. This year's rookies are #5 Takuma Sato, #25 Ana Beatriz, #29 Sebastian Saavedra, #34 Mario Romancini, #36 Bertrand Baguette and #78 Simona De Silvestro. #66 Jay Howard was the only Chase Rookie of the Year candidate to fail to qualify. There were four Chase Rookie of the Year candidates in the 2009 starting lineup.
- In addition to the 6 Chase Rookie of the Year candidates in the race, there is one driver – Bruno Junqueira – who did not start in last year's race.
- John Andretti is the most experienced driver in the field, with 10 previous Indianapolis 500 starts. The record is 35, set in consecutive years from 1958-92 by A.J. Foyt.
- Dan Wheldon has led 234 career laps in the Indianapolis 500, more than any other driver in this year's field. Other drivers in the field who have led more than 200 laps are Helio Castroneves (228), Scott Dixon (220) and Tony Kanaan (214).
- Fifteen different drivers in this year's field have led a total of 1,282 laps in previous Indianapolis 500 Mile races.
- 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 125 years of combined experience in last year's field.
- The oldest driver in the starting field is Davey Hamilton, 47. The youngest qualifier is Sebastian Saavedra, 19.
- There are nine Firestone Indy Lights veterans in the field: Marco Andretti, Ana Beatriz, Ed Carpenter, Alex Lloyd, Hideki Mutoh, Raphael Matos, Graham Rahal, Mario Romancini and Sebastian Saavedra.
- Tony Kanaan is starting 32nd. His previous worst starting position in eight previous starts was sixth, in 2008 and 2009.
- Rookie Takuma Sato will be the fifth driver to race in the Indianapolis 500 and United States Grand Prix at Indianapolis Formula One race, joining Jacques Villeneuve, Juan Pablo Montoya, Tomas Enge and Justin Wilson. Sato competed in the USGP in 2004, 2004, 2006 and 2007, with a best finish of third in 2004.
- Mario Romancini is the fastest rookie qualifier for the Indianapolis 500, with a four-lap average of 224.641 mph.

Quick quote from Indianapolis 500 veteran Bryan Herta, who owns the car of #29 Sebastian Saavedra, who ended qualifying on the bubble and in the Indianapolis 500 starting field.

BRYAN HERTA: "It's the most amazing turn of events. I don't think there's ever been drama in Bump Day qualifying like this, at least when I've been involved. My partner, Steve Newey, and I put so much on the line with this little team to try to come out here and qualify with a rookie driver and a bunch of guys that are just amazing mechanics. You don't know what this meant to our team because we put everything on the line to make this race."

Drivers in qualifying line when qualifying ended (in order): #15 Tracy, #41 Lazier, #36 Baguette, #18 Duno, #23 Scheckter, #66 Howard.

There is no track activity scheduled for Monday, May 24 through Wednesday, May 26. The next track activity is Firestone Freedom 100 practice and qualifying Thursday, May 27.

500 Festival Community Day is Wednesday, May 26, featuring a variety of family-friendly activities from 9 a.m.-6 p.m., including an autograph session with the starting field for the 2010 Indianapolis 500.

Admission is \$7, with children 6 and under free.

Medical update from Dr. Geoffrey Billows, Indianapolis Motor Speedway director of medical services: An MRI of the back of #29 Sebastian Saavedra was negative. He is cleared to drive.

SEBASTIAN SAAVEDRA (after being cleared to drive this evening): "I had a sharp pain my upper back, but the MRI came back clean. I'll have a big bruise, but it's all good." (About making race): "It's wonderful for me and my country (Colombia). I'm still trying to process it. I want to thank Bryan Herta Autosport and William Rast for believing in me and making my dream come true."

Bump Day Qualifying Quotes

Sunday, May 23, 2010

SEBASTIAN SAAVEDRA (No. 29 William Rast/Bryan Herta Autosport): "It's been a crazy month for us. Non-stop. No sleep. I'm just a bit disappointed with the outcome we've had up until now. This morning proved the way we need to go, and we'll continue working. We're not happy with our time." (What is it like in the cockpit during qualifying runs at Indianapolis?): "You'll never get used to that feeling, saving your life. It's a long 16 corners that you have to do. I felt good that the 29 crew has done the impossible to put that car together. I am very thankful for them. I'm just trying to do my best. It's a strange feeling knowing that you can lose it anytime. But you cannot pull the pedal out. It's very interesting. It could be fun - but it's nerve racking. There is no reset button like there is in a videogame. We have an amazing crew with three drivers. There's Bryan Herta, Roberto Guerrero and Bruno Junqueira. They have all come with a great amount of information for me to understand the car better. But in the end, it's the driver himself that needs to find a way through. From their years of experience, you have to put that into practice. They've been an amazing help, and I am very thankful for them."

SARAH FISHER (No. 67 Dollar General/Sarah Fisher Racing): "I hope it (track) gets hotter. It was great that we were second in line. It has been a really long week and quiet. I think Helio (Castroneves) motivated me yesterday when he said he saw Jesus out there, so I had to go meet Him, too. Helio's right. What he means by that, having a car trimmed out on an edge. The last 24 hours have been long. We were in the garage until 10 o'clock when the Yellow Shirts kicked us out. Having Jay Howard in a second car program has been a huge help. Honestly, our cars are pretty similar; we have about the same setup, the same level of downforce. He has a brand-new car, and I have Old Faithful. They are two reliable cars. We're happy we could finally get to the 224s. I think it will stick. I'll do it again if I have to, either crash it or put it in the show, one or the other. You have to have the cars on edge here to qualify for Indy. We weren't fast enough yesterday; it wasn't the time for us. A high 224 will be OK. There's quite a few left to qualify. There's a little room left to trim out, if I need to. We didn't go all the way this morning; we were trying for a consistent car. There's a point where these cars reach slide versus drag, and we're right there. Dollar General has done such a good job of promoting us and that's a great partnership. I wasn't going to let them down. With Jay (Howard) having a solid car, it just takes figuring it out a little bit. The guys worked extremely hard yesterday, and I'm just glad for all of them."

BRUNO JUNQUEIRA (No. 33 FAZZT Race Team): "It was very good. First I have to thank B&W and the FAZZT team. They stepped up last minute when I didn't get the money. B&W said, 'No, you are part of the team, and we want to help your car, as well.' So they made it possible. This money was short notice. I knew it was going to be difficult. We lost some 20 minutes to get the car ready, then Tony (Kanaan) crashed. So I went to the track with like 25 minutes to go. I did the installation lap, two laps slow. Then I did a run of two laps. And the car was already good, 224s (mph). Then we did a change but didn't get out. The gearbox blew. Then we didn't run. I maybe recall, I think, running six laps (total). But actually, there were two laps of actual speed. Last year I did maybe 12 or 14 laps. I think next year I am going to go directly to the car for

qualifying. I break my record for fewest laps to put a car in the field. I have to thank the team. They gave me a good car. I think it says a lot about my experience. I have always enjoyed and felt very comfortable in Indianapolis. I know my way to go really fast here. But they gave me a fast car, as well. I think we're going to have a competitive car for the race. We're not going to have much practice time, maybe (Miller Lite) Carb Day. But Tags (Alex Tagliani) is going to go for the race setup today, and I hope he can give me a good race setup. The cars are fast, and I'm happy. I'm so happy."

JAY HOWARD (No. 66 Service Central/Sarah Fisher Racing): "I don't know what's going on. Every practice we go out and run 225 and don't touch it. Then we roll it out to qualify, and we're not very good. Frustrating is the nicest way I can put it. We'll go back and talk about it. It's a mystery what we will get the next time."

VITOR MEIRA (No. 14 ABC Supply Co./A.J. Foyt Racing): "On how he felt today compared to yesterday): "I felt fine. It's harder to get speed. But during the race what's going to matter is balance and how much grip you have. So we'll see here. We'll hang on here until the end of the day. I thought I would never say that. But we'll see. I just want to get done with qualifying and let's go race."

JOHN ANDRETTI (No. 43 Team Window World): (About going out early): "Not that five minutes makes a difference, but mentally it does. You're not waiting for anybody; you're not hearing their times. You're just going out and laying laps. I'm really proud of what the whole Window World team did at Andretti Autosport. They've just done a great job. Every time I go out, the car is exactly what they say it's going to be, and the changes usually do exactly what they say they're going to do. I have a huge amount of confidence in them. Last year, Ryan Hunter-Reay and I were the last two guys in the field, and now it looks like we're both solidly in, so that's all that matters." (On his qualifying time): "We've got a lot of people behind us. That doesn't mean they can't go out and run quicker than us. But the day is going to get tougher, certainly, with the heat, and the track is going to get more slick. Do I ever not worry? At Indianapolis, I worry about everything after last year." (On being back with race strategist John Anderson): "Ando is a blessing. Everybody loves him. My rookie year would not have been what it was without him. We fought a lot of engine failures, and those guys worked around the clock. Ando made me grow up. That was a long time ago, it was 1987, and we're both older and wiser. Ando has called two winning 500s, so I can't ask for anybody better. He's a friend and a great statistician, so with those two things together, we hope for a great race day."

ALEX LLOYD (No. 19 Boy Scouts of America): "If we had been able to do that speed a little quicker, it would have been top 15. But the heat came up, track temp came up, and we just lost the balance (Saturday) completely, and we just couldn't get a four-lap run of any substance. Today we were happy that we got a decent run in. The car was pretty loose, and I was hanging on out there. I was ready for the checkered flag to fall. The times were pretty good, and I think it's good enough to get in, but you never know until 6 o'clock. I'm pretty happy with what we've done, and the Boy Scout guys have done a great job. We've rebounded from a pretty tough day." (About the heat): "From when we practiced (Saturday), the track temperature went up 14 degrees when we qualified. What that does is give you a lot of understeer in the car. We had

been pretty happy with our balance, but we went out yesterday and I just had to back out of the throttle. I couldn't keep it flat, and it cost us a couple miles an hour, and that's all it takes. With the new schedule, we just didn't have time to get it right. We worked on it and got it a lot better. You saw a lot of good guys get it right and a lot of good cars, Tony Kanaan included, get it wrong. I think we balanced out well. It's easier this year and I certainly felt easier until the past 24 hours. It was tough then because we had a car that was a bit of a handful. We worked on it, and the Boy Scout guys did an amazing job of changing it completely and making it so that we could run the speeds that we have done today."

JAUQUES LAZIER (No. 41 ABC Supply Co./A.J. Foyt Racing): "As competitive as this field is, we had an uphill battle. We kept getting real close. We just got right to the edge. We'd throw on a new set of tires, go out there and the car was just perfect; free, easy to drive. But somehow we'd lose a little bit of speed, and we couldn't quite get there. We were (2)23.5, but then we'd go back out on an older set of tires and we'd run a (2)24.1 with no one on the front straightaway with me. So we went out that last time and said, 'Let's try an old set of tires.' I went in to Turn 3, and I did everything but crash. I was on a full-lock (steering) just sliding up toward the wall. So I came in, and we tried to throw on a new set of tires and get out there. But, you know, this is Indy. I feel really bad for the guys who worked hard today. We just missed it by a little bit."

MARIO ROMANCINI (No. 34 Conquest Racing): "We took a big risk I think. But we saw some guys that were out with good speeds on practice, so if we decided to not take the attempt, we weren't sure if we would have enough time to get another attempt. It's a risk, but we knew we decided to go out and try it. We are all a team, so we we're always making the decisions together. The team owner and my engineer, they decided, 'Let's go, and I said: 'Yeah, I'm up to it. So let's go out and do it.' It's a lot of pressure. It was a very tough day. But I'm very happy we were able to have a good qualifying run, and we'll have next Friday, Carb Day, to work on the race setup. Then we'll see what we get for the race. The most important thing is we are in the race."

JAY HOWARD (No. 66 Service Central/Sarah Fisher Racing) (after qualifying ended): "I didn't think this would happen. Obviously, when you sat there in that position, the car didn't feel good on that second-to-last run. I was confident with a small change we could easily go out and do the same time again. I wasn't willing to let (Paul) Tracy take that away from me. I had my own destiny. I felt pretty good about the car; it felt better (last run). We added a little bit of front wing to take away some of the understeer, and that definitely gave it a little more front grip. I don't know ... it was just weird. We had always been fast on our first lap and it (speed) dropped off, but I didn't expect that much of a drop (last run). It was a joint decision to go back out. In those situations, what do you do? I wanted to put on a good show for the fans. As Danica would say, 'It's not my fault.' Obviously, I feel sorry for myself and the team and for Service Central. They are top sponsors, and I was hoping, at least, we could put them in the show. I've got the best sponsors in the world. I was hoping to get the job done, and that wasn't the case. You can't really prepare yourself for that situation."

DAY 10 – THURSDAY, MAY 27, 2010

TODAY'S SCHEDULE (all times local):

7 a.m. Garage Opens

9-9:45 a.m. Firestone Indy Lights Practice

11:45 a.m.-12:30 p.m. Firestone Indy Lights Practice

3-4 p.m. Firestone Indy Lights Qualifications

6 p.m. Track Closes

The Indy Racing League will provide a Video News Feed during each day of practice in preparation for qualifying for the 2010 Indianapolis 500 Mile Race.

The Video News Feed will include b-roll of on-track activity and sound from various drivers following the day's activity. Today's feed:

Time: 8-8:30 p.m. (ET)

Coordinates: AMC 9, K 18 (Slot CD)

Bandwidth: 18 MHz

Symbol Rate: 13.235 MS

FEC: 3/4

Aspect Ratio: 16:9

Digital: 4:2:0

Downlink Frequency: 12069 MHz Vertical

Position: 83 degrees West

Uplink trouble number: (317) 492-8657 or (317) 492-8750

One of the longest-running relationships between a sporting event and a network will continue on Sunday, May 30, when the Indianapolis 500 airs on ABC for the 46th consecutive year. ESPN on ABC's live, high-definition telecast from Indianapolis Motor Speedway is presented by GoDaddy.com and begins with a one-hour pre-race show at noon (ET) and the green flag at 1 p.m.

Brent Musberger hosts the telecast, while Marty Reid will call the race with analysis by former IZOD IndyCar Series star Scott Goodyear and 1998 Indianapolis 500 winner Eddie Cheever. Reporting from the pits will be Rick DeBruhl, Jamie Little, Jerry Punch and Vince Welch.

ESPN will use 59 cameras to televise the race 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.

ESPN International's networks and syndication of the Indy 500 will reach more than 252 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, bringing the total to 213 countries and territories.

Sebastian Saavedra will become the third driver to perform the "double" of racing in the Firestone Freedom 100 and Indianapolis 500. Saavedra will start 32nd in the Indianapolis 500 in the No. 29 William Rast/Bryan Herta Autosport car and will drive the No. 29 William Rast/Bryan Herta Autosport car in the Firestone Freedom 100.

Jeff Simmons and Marty Roth were the first to perform the "double," in 2004. Roth also completed the feat in 2005, with Simmons repeating the feat in 2008.

IZOD will be the primary sponsor of the No. 5 car driven by Arie Luyendyk Jr. and fielded by Andersen Racing for the Firestone Freedom 100.

Luyendyk and team co-owner Dan Andersen made the announcement Wednesday afternoon at a press conference at the Speedway.

Luyendyk, 28, also announced that Mo'sGold Advantage car wax will be an associate sponsor of the effort. Luyendyk is the son of two-time Indianapolis 500 winner Arie Luyendyk. He is a three-time starter in the Firestone Freedom 100, with a best finish of third in 2004.

ARIE LUYENDYK JR.: "IZOD has been a great supporter of the IndyCar Series, and now they continue into Firestone Indy Lights. The Firestone Freedom 100 should be a fantastic race to watch." (On his previous involvement with IZOD: "I drive the Indy Racing Experience two-seater, and IZOD is a sponsor on one of those cars. I've done a lot of appearances with IZOD, and I got to know them really well. It's a good relationship, and hopefully it will grow into the future and into bigger and better things." (On returning to the Indianapolis Motor Speedway): "This is the race that everyone wants to win; especially with Indy Lights, because it gets so much attention from the Indy car owners. My experience in Indy Lights has been great and

after not driving last season, I really wanted to get back in the car. I was very impressed with Andersen Racing's run here last year with Mario Romancini, and I thought, 'Man, if I'm going to drive in Indy Lights next year, then I need to be in one of their cars.'" (On the Road to Indy ladder program): "I grew up racing in the United States without a clear path to Indy car. When I was finished driving in USF2000; I went to Europe for a little while and then came back and got into Indy Lights. So it's great now to have a clearly defined path to the IndyCar Series. I think that now, if you're an aspiring driver in the United States or even Europe, it makes it a lot easier to come here and prove yourself. It's all one series and it's not spread out so you end up with the best drivers competing together to get to the next level."

MIKE KELLY (Executive vice president of marketing, Phillips-Van Heusen): "We are proud to support Arie Luyendyk Jr. and Andersen Racing's Firestone Indy Lights team. This is a unique opportunity to align the IZOD brand with a talented young gun who comes from one of the most famous racing families in history."

BRIAN MARKS (President, TopSpeed Management, which represents Luyendyk): "Arie is an easy fit into the IZOD lifestyle. He is tied into the fashion scene with his own clothing line called Anti-Celeb, which will also be represented on the car. This is an exceptional week for the IZOD IndyCar Series, and with IZOD extending its brand presence into the Firestone Freedom 100, it's a great addition to the weekend."

Dillon Welch, son of ABC IZOD IndyCar Series pit reporter Vince Welch, won the USAC Regional Midget Series feature Wednesday night during "John Andretti Night" at the Indianapolis Speedrome. Welch led the last 45 laps of the 50-lap feature.

FIRESTONE FREEDOM 100 PRACTICE:

At 8:45 a.m., the ambient temperature was 76 degrees with a relative humidity of 69 percent and north-northeast winds at 6 mph. Skies were sunny. The track temperature was 84 degrees, according to Firestone engineers.

9 a.m. – GREEN. #22 Campos, #2 Hinchcliffe nearly collide on pit lane heading to track. #77 Cunningham first on track.

9:03 a.m. – Daniel Herrington is shaking down #40 car to be driven by Dan Clarke.

9:20 a.m. – Arie Luyendyk Jr. is shaking down #4 car to be driven by Carmen Jorda.

9:21 a.m. -- #17 Simmons fastest at 190.674.

9:45 a.m. – CHECKERED. #17 Jeff Simmons fastest at 190.674. #5 Luyendyk did not turn laps in his car in this session but turned laps in #4 car of Jorda, who did not turn any laps in this session.

FASTEST TIMES/SPEEDS OF FIRST PRACTICE:

Pos. Car Name Time Speed

1. 17 Jeff Simmons 47.2010 190.674
2. 10 Gustavo Yacaman 47.2581 190.444
3. 26 Charlie Kimball 47.3409 190.110
4. 40 Dan Clarke 47.4976 189.483
5. 11 Pippa Mann 47.5428 189.303

FIRESTONE FREEDOM 100 SECOND PRACTICE:

At 11:45 a.m., the ambient temperature was 89 degrees with a relative humidity of 58 percent and north-northwest winds at 5 mph. Skies were sunny. The track temperature was 114 degrees, according to Firestone engineers.

- Fastest lap, first practice: #17 Jeff Simmons, 190.674

11:45 a.m. – GREEN.

12:07 p.m. -- #27 Plowman fastest at 187.973.

12:14 p.m. – YELLOW. #18 Barbosa out of fuel. Needs tow-in.

12:20 p.m. – GREEN.

12:30 p.m. – CHECKERED. #27 Martin Plowman fastest at 187.973.

FASTEST TIMES/SPEEDS OF FIRST PRACTICE:

Pos. Car Name Time Speed

1. 27 Martin Plowman 47.8793 187.973
2. 10 Gustavo Yacaman 47.9701 187.616
3. 26 Charlie Kimball 48.0370 187.356

4. 40 Dan Clarke 48.0426 187.334

5. 11 Pippa Mann 48.0608 187.263

Firestone Freedom 100 entry update: Arie Luyendyk Jr. is driving the No. 4 Andersen Racing entry. The car name is Andersen Racing IZOD. The #5 entry of Andersen Racing was withdrawn.

Sam Schmidt Motorsports has won four of the last six Firestone Freedom 100 races with drivers Thiago Medeiros (2004), Jaime Camara (2005), Alex Lloyd (2007) and Wade Cunningham (2009).

Cunningham is driving for the team again this year in the No. 77 Lucas Oil/BSS/Sam Schmidt Motorsports entry. He also won in 2006 for Brian Stewart Racing.

Firestone Indy Lights points leader J.K. Vernay will make his first career oval start in the Firestone Freedom 100, driving the No. 7 Lucas Oil/CJ/Sam Schmidt Motorsports entry.

Indianapolis Motor Speedway Historian Donald Davidson and Indianapolis 500 chief mechanics Jim Travers and Frank Coon will be inducted into the 2010 Auto Racing Hall of Fame tonight at the Indianapolis Marriott Downtown.

An esteemed panel of nearly 150 electors, comprised of Hall of Fame members, leading auto racing participants, motorsports journalists and officials, votes annually for Hall of Fame inductees.

Andretti Autosport announced today it has signed one of the top prepaid wireless service providers, Boost Mobile, to a sponsorship agreement in support of the team's IZOD IndyCar Series program and drivers Danica Patrick and Adam Carroll.

Boost Mobile, which offers monthly unlimited plans with no long-term contracts, will be featured as a major associated sponsor of Patrick's No. 7 GoDaddy.com car for the rest of the 2010 season and as the primary sponsor on Carroll's car when he makes his IZOD IndyCar Series debut July 4 at Watkins Glen.

Andretti Autosport also signed an associate sponsorship agreement with Virgin Mobile USA for Ryan Hunter-Reay's No. 37 Team IZOD car during the Indianapolis 500. Both prepaid wireless brands are part of Sprint NEXTEL and comprise a majority of the company's 11 million prepaid subscribers.

Boost Mobile was a co-primary sponsor for Patrick in 2009.

Carroll, from Northern Ireland, is a former Formula One test driver who won the A1 GP championship in 2009.

BOB STOHRER (Vice president of marketing, Boost Mobile/Virgin Mobile): “Danica Patrick helped to drive Boost Mobile’s success in 2009, and we’re thrilled to be working with her in 2010. Together we’ll launch our new Motorola i1, a device that sets a new technology standard in prepaid. As prepaid continues to move into the mainstream, extending our IZOD IndyCar presence through two additional partnerships – Adam Carroll with Boost Mobile and Ryan Hunter-Reay with Virgin Mobile – will help us make an even stronger statement in the marketplace.”

ADAM CARROLL: “My first race will be Watkins Glen on the Fourth of July. I have a test there coming up. Boost Mobile will be my lead sponsor, and it’s a great way to start my career in America. It couldn’t be any better. I’ve waited a long time, and I’m eventually here, so it’s all happening. It’s really, really good. I’m excited. They make me feel at home. I felt comfortable right away. I think that is one of the things that really helped this deal come together. This team is ultimate professionals and really good people. Coming from Europe – it is completely cutthroat there. It doesn’t matter really how much talent you’ve got. It’s all to do with money. To come here is like a breath of fresh air. I’m working with some good people. Finally, I am on the road, like Ryan (Hunter-Reay), and I hope I have a good career.”

Andretti Autosport owner Michael Andretti spoke today about the addition of Boost Mobile and Virgin Mobile as team sponsors, the announcement of Adam Carroll’s debut with the team July 4 at the IZOD IndyCar Series race at Watkins Glen and the team’s prospects for the Indianapolis 500 on Sunday.

MICHAEL ANDRETTI: “It’s so great to have a sponsor like this. That’s what this series needs. We’re excited to have Adam on board. We’ve been watching him for some time and think he is a real talent. Even more important, he’s a great guy. And when you have a team the size of ours, you have to have the right personalities, and I think Adam is going to be perfect for that. He fits right in with our family. I can’t wait to get him in the race car.” (Will sponsorship help to get Ryan Hunter-Reay into more races in the No. 37?): “We’re working on it, but right now (the contract) is just through Texas. But there is a lot of action going on with the 37 car. (General manager) John Lopes and the boys are working hard, and hopefully we will get this thing done. We are really trying hard, and we have a lot of good things happening.” (After qualifying problems, how do you feel about Race Day setups?): “I think we’re pretty happy. Indianapolis is always this way. Normally our team is pretty much forgotten until Race Day. We normally don’t focus on qualifying, and this year unfortunately, a little bit worse. It sounds like we have some pretty good race cars, and this race is won with a good race car, not necessarily a fast race car but a good-handling race car. It comes down to a lot of things. Catching yellows at the right time and all that stuff. I think any one of our five guys has a shot at winning this race.”

2005 Indianapolis 500 Chase Rookie of the Year Danica Patrick and 2008 Indianapolis 500 Chase Rookie of the Year Ryan Hunter-Reay talked today about their strategy with Andretti Autosport for Miller Lite Carb Day and Race Day for the Indianapolis 500.

Patrick will start 23rd in the No. 7 Team GoDaddy.com car. Hunter-Reay will start 17th in the No. 37 Team IZOD car.

DANICA PATRICK: "I think the race car is OK. It's still going to need some work. Normally we don't roll into Carb Day with a test plan of things that I need to do to make it better. At least we're thinking and have some ideas. I don't think we will be the fastest car or the most perfectly handling car, but I think it will be close. As opposed to doing just four laps as fast as you can (qualifying), in the race you have strategy and pit stops and all those other things that make a difference. Those are some strengths of the team. If luck is on our side and, if we can dial the car in just a little more on Friday, I think that we could have a good race."

RYAN HUNTER-REAY: "This seems a lot like Kansas. After qualifying and going into the race, on paper it doesn't look very good. When you get into a racing situation, qualifying doesn't matter. Tony and I went up front pretty quick and stayed up there all day. We do have a lot to do on Carb Day, which is never ideal. You kind of want to go out there, shake it down and make sure everything is good and put it away. We have a lot to do. I think the weather conditions will resemble what we're going to have Race Day. Like Danica said, we have a great team behind us, which will make for some good stops and strategy and everything else. On track and in the pits, we can beat a lot of teams out here. It'll be a good day."

iRacing.com, the computer racing simulation, conducted a media event this morning with Indianapolis 500 starters Justin Wilson, Mike Conway and Tomas Scheckter. The three drivers competed in a 10-lap online race with drivers from around the world in a virtual Dallara chassis on a precise, laser-scanned virtual version of the Indianapolis Motor Speedway.

Wilson was the only finisher among the Indy 500 drivers, as Conway and Scheckter were eliminated in a crash. All three drivers are iRacing members and active racers on the service.

Thousands of iRacing members worldwide will race 200 laps around IMS Saturday afternoon in a virtual Indianapolis 500.

JUSTIN WILSON: "It was good fun. I thought I was doing well, and I was just watching the replay and realized my teammates took out the rest of the field. I've raced with a lot of those guys (iRacing.com) over the past couple of years. The detail is what iRacing is focused on. You go down into Turn 1 to start the race when the grandstands are full; it's a completely different side picture. You feel like you don't know where you're going. It's that same effect we get here. (Going into Turn 3) You go up over that little rise and go down into that bowl as we call it. It's all exactly the same. I hope this is a good omen, I hope we can go out and win the pit stop competition Friday (Carb Day) and get a 'triple' on Sunday."

TOMAS SCHECKTER: "Where's the medical center? It (iRacing) is really competitive. It's cool to go back after an incident like this and go back and look at angles and discuss who was wrong or right. Tony George Jr. got me into it a couple of years ago, and I realized it's the most accurate racing simulation game you can have. It is a game because it's a lot of fun and simulation because it is very realistic. I got a chance and came down when they mapped out the track and they measure everything, every crack in the track, every single angle and degree. They make it very realistic."

MIKE CONWAY: "It is accurate about the circuit, and it is realistic. Even the downforce changes as you get behind other cars. It's good fun. They get the layout and circuit right, but the visual aspects – the grandstands, the trees – you don't normally look at when you're driving, but they are in your vision. The laps (simulation) I made around here are spot on."

Bill Huneke, longtime auto racing writer for the Trenton (N.J.) Times, will be featured with his family on ABC's "Good Morning America" this Friday morning with co-anchor Robin Roberts from the Indianapolis Motor Speedway.

Roberts will highlight the Huneke's family's longtime passion for auto racing and the Indianapolis 500. Huneke's parents first took him to Trenton Speedway in 1961, which kindled his love of the sport. The family watched the "500" in movie theaters in the 1960s and first attended the race in 1982. Huneke has covered the race as a writer since the early 80s.

Roberts is driving the 2010 Chevy Camaro SS Pace Car to lead the starting field to the green flag on Sunday.

Race fans visiting the Indianapolis Motor Speedway this week can help American troops keep in touch with their loved ones by bringing to the track a cell phone that's no longer in use.

Cell Phones for Soldiers raises money through the collection of gently used mobile phones and will have drop-off boxes at the Team Chevy Display in the Museum Lot at the track. In addition to helping troops call home, the first 100 fans donating gently used phones will receive a hat, courtesy of the GM Military Discount program. Cell Phones for Soldiers has provided over the last six years more than 1 million pre-paid calling cards and 60 million minutes of calling time to soldiers overseas.

Cell Phones for Soldiers, a non-profit organization started in 2004 by 12- and 13-year-old siblings Robbie and Brittany Bergquist with just \$21 of their own money, raises funds through the collection of gently used mobile phones, which are then refurbished or recycled. Each year, more than 130 million cell phones are decommissioned in the United States alone.

Fans not attending the race this weekend can visit www.cellphonesforsoldiers.com for more information on how to donate at one of the more than 3,000 collection points nationwide or to download a pre-paid, pre-addressed mailing label.

Once collected, the phones are processed by ReCellular, the world's largest recycler of used mobile devices, and the phones are either refurbished and sold, or recycled under strict EPA guidelines. Cell Phones for Soldiers then utilizes the money from reselling the devices to purchase pre-paid calling cards to benefit the more than 200,000 troops stationed at military bases around the world.

Race fans visiting Indianapolis Motor Speedway this week have the opportunity to experience the Team Chevy Display, featuring show cars and racing artifacts, have a souvenir Winner's Circle "green-screen" photo taken, and test drive 2010 Chevrolet vehicles.

The Team Chevy Display will be open from 8 a.m.-5 p.m. on Friday and Saturday, and 7 a.m.-1 p.m. on Sunday in the Museum Lot at IMS. Admission is free.

Chevrolet Camaro Indianapolis 500 Pace Cars from 2010, 2009, 1993, 1982, 1969 and 1967 will be featured, along with the 2010 Military Tribute Camaro, courtesy of the GM Military Discount, created by world-renowned artist Mickey Harris to honor the men and women of America's armed forces. The Army, Navy, Air Force, Marines and Coast Guard all are represented with their own section of the car.

At the Corvette Racing Winner's Circle Photo Trailer, fans can have a digital photo taken with virtual images of championship-winning Corvette Racing drivers Johnny O'Connell, Jan Magnussen and Antonio Garcia or Oliver Gavin, Olivier Beretta and Emmanuel Collard. Also on display will be the No. 3 GT2 Compuware Corvette show car, a Corvette ZR1 interactive cutaway chassis, a replica 2010 C6.R race engine, a number of championship trophies – including the 2009 24 Hours of Le Mans – and a pictorial history of Corvette Racing.

Fans also can test drive several 2010 Chevrolet models at the Team Chevy Test Drive, open from 8 a.m.-4:30 p.m. on Friday, and 8 a.m.-5 p.m. on Saturday.

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: Wade Cunningham, 1 minute, 34.6485 seconds, 190.177 mph (May 2009). Fastest Firestone Indy Lights lap today: #17 Jeff Simmons, 47.2010 seconds, 190.674 mph.

At 3 p.m., the ambient temperature was 92 degrees with a relative humidity of 45 percent and winds from the north at 13 mph. Skies were sunny. The track temperature was 126 degrees, according to Firestone engineers.

FIRESTONE INDY LIGHTS QUALIFYING CHRONOLOGY:

Time of Day Car Driver Lap 1 Time Lap 2 Time Cumulative Time Average Speed Rank

3:04 p.m. 32 Brandon Wagner

#32 Wagner ran out of fuel in Turn 1 on first lap. Team rushed to the qualifying line and didn't fuel the car.

3:12 p.m. 28 Stefan Wilson 48.9188 48.8619 1:37.7807 184.085 1

3:15 p.m. 18 Rodrigo Barbosa 48.9542 49.1047 1:38.0589 183.563 2

3:18 p.m. 29 Sebastian Saavedra 48.4638 48.6843 1:37.1481 185.284 1

3:20 p.m. 10 Gustavo Yacaman 48.4208 48.5142 1:36.9350 185.691 1

3:23 p.m. 49 Philip Major 48.3319 48.4606 1:36.7925 185.965 1

3:26 p.m. 4 Arie Luyendyk Jr. 49.0617 49.0421 1:38.1038 183.479 6

3:29 p.m. 40 Dan Clarke 48.4095 48.5609 1:36.9704 185.624 3

3:32 p.m. 27 Martin Plowman 47.9910 48.1584 1:36.1494 187.209 1

3:35 p.m. 26 Charlie Kimball 47.9485 48.1157 1:36.0642 187.375 1

3:38 p.m. 11 Pippa Mann 47.8008 47.9497 1:35.7505 187.989 1

3:41 p.m. 7 J.K. Vernay 48.1958 48.3420 1:36.5378 186.455 4

3:44 p.m. 77 Wade Cunningham 47.8801 47.9960 1:35.8761 187.742 2

3:47 p.m. 22 Adrian Campos Jr. 48.4153 48.6557 1:37.0710 185.431 9

3:50 p.m. 17 Jeff Simmons 47.9644 48.2058 1:36.1702 187.168 5

3:52 p.m. 2 James Hinchcliffe 48.4054 48.4958 1:36.9012 185.756 8

FIRESTONE INDY LIGHTS FIELD NOTES:

- Pippa Mann became the first woman to win a pole position for a race in the 101-year history of the Indianapolis Motor Speedway. She qualified eighth for this event last year.
- This is Pippa Mann's first career Firestone Indy Lights pole. Her previous best start was third in October 2009 at Homestead-Miami Speedway.
- This is the second time a woman has won a pole for a Firestone Indy Lights race. Sarah McCune won the pole for the race in 2005 at Chicagoland Speedway.

- The pole winner has won the Firestone Freedom 100 every year except for 2007, when Alex Lloyd won from the No. 2 starting position.
- Wade Cunningham qualified second, his fourth front-row start for this event in six appearances. He won the pole in 2006 and 2009 and qualified second in 2005.
- Pippa Mann and Wade Cunningham drive for Sam Schmidt Motorsports. This is the only the second time that teammates have swept the front row for the Firestone Freedom 100. Sam Schmidt Motorsports teammates Jaime Camara and Travis Gregg qualified first and second, respectively, in 2005.
- Sam Schmidt Motorsports has placed at least one driver in the front row of the Firestone Freedom 100 every year since 2004. The inaugural race was 2003.
- Pippa Mann's previous best starting position this season was 12th at Long Beach and Barber Motorsports Park.
- Points leader J.K. Vernay is starting sixth, the first time this season off the front row. He won the pole at Barber Motorsports Park and started second at St. Petersburg and Long Beach.

FIRESTONE FREEDOM 100 QUALIFYING QUOTES:

PIPPA MANN (No. 11 Sam Schmidt Motorsports, pole): "These guys just gave me an awesome car. They gave me just a fantastic car. I just went out there and did my best to pedal it. We made a lot of changes. We had a great time in the morning, adjusting the front wing on the race car and running in traffic and not running in speed. This afternoon when it got hot, we went to work on speed. We found some things that really helped. We found some things that made my life more difficult but made the car quicker. For this afternoon, we decided to rein it in a little bit so it would come home all in one piece. Whatever they reined in, they did it perfectly. It was just awesome out there. I didn't expect the car to be that fast in clean air. I knew I had a fantastic car in traffic, but I was quicker than I thought I would be in clean air. I'm really, really excited. The balance was even better (qualifying) than it was in traffic. We'll go back to that car (setup) we had this morning as the race car, but with a couple of tweaks we found that we really like – those might stay. I have a car that I can drive inside, I have a car I can drive outside, I have a car that likes the dirty air, I have a car that likes to be out front."

BRANDON WAGNER (No. 32 Davey Hamilton Racing, 16th): "We had to make a quick motor change before qualifying and the guys were thrashing as best they could, but we just ran out of fuel. Coming to the green, it just went out of fuel. The car was underpresured when we took the green coming out of (Turn) 4. Coming to the green, it went out of fuel, so it went out pretty early. But, I mean, the car felt great for the one corner. I went flat in (Turn) 3, and after that, my dash was saying fuel pressure, and I knew right away that I was out of fuel. It's very frustrating. We had a very fast race car here today. Now we have to go out for the Hard Charger Award tomorrow, but we'll move on. It's just frustrating. The guys worked hard, and to have something small like this happen, it's frustrating for everybody."

SEBASTIAN SAAVEDRA (No. 29 William Rast/Bryan Herta Autosport, 12th): "For sure, it's the hottest we've been around even from the Indy cars. So it's something that will upset the combination of the setup. I think maybe we made a wrong choice because of the conditions. But the important thing here is the race. In the Indy Lights, it is not as important in the qualifying as the Indy car. We'll just be very positive and try to do our best in the race." (What are the challenges of driving in both the Firestone Freedom 100 and the Indianapolis 500?): "Lots of challenges. It's two completely different cars – speeds, feels. But we're up to the challenge. The William Rast/Bryan Herta Autosport racing team are doing an incredible job, and we're just trying to put everything together and do good in both races. That's our goal." (How are you after the Indianapolis 500 practice crash?): "We went to Methodist (Hospital) at the end. As soon as we knew that we were in the show, it was the best medicine. I had no pain at all after that. It's something that made us very happy after that. Watching the face of my crew chief and all of my mechanics made me feel a lot better. It gives us a very positive energy to approach this race." (How did you feel in the car today?): "I felt perfect. I was just a little bit stiff yesterday, and today it is a lot better, so we are looking forward to the race."

RODRIGO BARBOSA (No. 18 PDM Racing, 14th): "Qualifying was pretty good. Obviously, for the race we want to be better. I feel more confident because I am working with a nice team this year. I'm looking forward to a good season. It was a smooth run. We set up the car to qualify, so now I have to focus for the race."

MARTIN PLOWMAN (No. 27 Automatic Fire Sprinklers,/KEP Printing, fourth): "Qualifying only is one part of it. We have a really long race ahead of us. We have 40 laps ahead of us now. It's important that I've been here before. It helps to avoid the mistakes. I think I'm the better for it this year."

STEFAN WILSON (No. 28 Bryan Herta Autosport, 13th): "I would have liked to have gone a little bit quicker, but we have been focusing very hard on race setup. That qualifying setup wasn't quite there. We've been working toward the race, and hopefully that will pay off tomorrow. I'm not too disappointed. There is a lot of build-up to this (qualifying). It's a bit nerve-wracking, but I had a good time. We have a good race car. This is my first try at this (oval and Indianapolis). This is a baptism of fire. I'm really looking forward to having some good fun out there in the traffic."

J.K. VERNAY (No.7 Lucas Oil/CJ/Sam Schmidt Motorsports, sixth): "It was great to race here. Qualifying wasn't so bad. I think we had a good result. Qualifying is not that important. I just wanted to be in the top six or seven. We will see in the race. We have a lot to learn because this is a new thing for me. A good pace for the race is what we need. I'm happy and focusing on the race now."

WADE CUNNINGHAM (No. 77 Lucas Oil/BSS/Sam Schmidt Motorsports, second): "We're struggling a little bit with car pace at the Open Test and this morning, but that's why that is practice and this is qualifying. You never know what people are doing. You can try to sort through the data and what people are doing. That's why we have qualifying to really figure it out. It's good that we're up here. It makes it a lot easier to set the car up. I don't have to

compromise with the setup. It's a great place to start, and obviously Pippa did a great job to get the pole."

GUSTAVO YACAMAN (No. 10 Cape Motorsport with Wayne Taylor Racing, ninth): "It was an OK run; it could have been a bit better. The car was loose going into that first turn, so I had to dial it in. Pretty windy, really warm. The track is really greasy. The ambient temperature is really hot, so that means less downforce and less grip. That makes it a very hard race car to drive. The speeds are not too high, so we'll see what happens in the race. The car is really good in traffic."

ARIE LUYENDYK JR. (No. 4 Andersen Racing IZOD, 15th): "It's not really one thing, but we're missing a lot of outright speed. The car feels pretty good. It feels really stable. I think we'll have something to work with in the race. It's just missing that qualifying pace. Hopefully, we can work on it tonight and move up through the field. This car is synonymous with starting in the back and finishing up front. Hopefully, we can keep that trend going. It's not too inspiring, but I'm pretty confident that my experience will get me to the front. I had my sights set on the Indy 500, but when that fell through, I still wanted to be a part of the weekend and wanted to be a part of this event. What better race to do that than the Indy Lights Freedom 100? I've finished on the podium here before, and I wanted to come back and prove I can win here. Andersen Racing has been such a strong team on the ovals. I figured that would be the best fit. So we made the deal, and hopefully the car works out a little bit better. I'm confident in the guys to turn it around. We have all night to think about it."

CHARLIE KIMBALL (No. 26 Levemir FlexPen, third): "Both practice sessions this morning we worked on the race pace in the No. 26 Levemir FlexPen car, and it was good. We have got to be happy with that result. It's not up front. It's not on pole, but we have got to hold on. I'm quicker than my teammate, and we've got a really good race car. From there we can go and have a shot at it tomorrow."

DAN CLARKE (No. 40 Wasteco Deans Knight Special, 10th): "It's my first time ever qualifying at the Speedway. We're not sure where we are yet because the track is really hot. A lot of guys ran really slow considering how they ran this morning. This morning we were P4. It would have been nice to have been a little more on edge. That session (qualifying) felt really, really grippy. The guys have done a great job improving the car since the first time on this track two weeks ago when we were 14th. We've been making good progress. The Walker guys are great guys. Ever since we started this deal at Barber, we have been making progress at every step of the way."

JEFF SIMMONS (No. 17 Team E, fifth): "We had an issue in qualifying. We had a fuel pump problem in the morning practice and didn't have enough time to change it. We were able to qualify a little better than I thought we would. The team has given me a tremendous car, and I think I have a good shot to win the race." (About returning to Firestone Indy Lights): "The feel of the car came back right away, but then it was just a matter of taking a little time and trying to feel out what it's like in traffic and turbulence and changing conditions. That's where it will get you. The feel of the car is a little like riding a bike. I was just looking to get back into a car and

have some fun. I have been given a good opportunity, and hopefully we're going to be able to help deliver a win."

JAMES HINCHCLIFFE (No. 2 TMR –Xtreme Coil Drilling, eighth): "The car actually felt fine balance-wise. But obviously it's not the speed we wanted. It's pretty disappointing for us to be outside of Row 4. It's definitely not a good place to be starting here for this race. But at the same time it's a long race. There's a bunch of rookies starting in front of us, and it's their first oval race. We'll see how they manage those first corners and the first couple of laps. Hopefully, it will be up to us to make some moves and get up with the likes of Wade (Cunningham) and Charlie (Kimball) and Martin (Plowman) and the other returning guys. That's all we can do now, is try to focus on the race car, because obviously we didn't have the one lap speed we needed. Tough break today, but we'll try and bounce back tomorrow."

ADRIAN CAMPOS JR. (No. 22 TMR-Xtreme Coil Drilling): "This is the first time I was alone on the track, the first time on an oval, everything was very, very strange. I like oval racing, and everything will improve in the race. I was pretty excited. I just want to have fun in the race. I don't want to take any risks. We have to get faster speeds in race, and we will do it. This track has a lot of history. It is a pleasure to drive here."

FIRESTONE FREEDOM 100 FRONT ROW MEDIA AVAILABILITY QUOTES:

PIPPA MANN (No. 11 Sam Schmidt Motorsports, pole): (About being first female pole winner at Indianapolis Motor Speedway): "I don't know if it's sunk in yet. If I'm still P1 at the end of tomorrow, I don't know what I'll do. All I can do is give a huge thank you to all of my guys and everybody on the Sam Schmidt Motorsports Team. I'm at a loss for words. This is fantastic." (About starting on pole): "It's the first time I've ever started on pole in a (Firestone) Indy Lights race, so that's going to be really interesting to find out what that is like. We had a good racecar this morning and hopefully, it will carry over until tomorrow. Let's see how many laps we can lead and hopefully we can lead the one that matters at the end."

WADE CUNNINGHAM (No. 77 Lucas Oil/BSS/Sam Schmidt Motorsports, second): "We didn't expect to be on the front row. I came to the Open Test (on May 14) having not driven since Miami last October. By ourselves, none of our team cars were that quick over a single lap. Handling was another story, but when you are going for outright speed for qualifying, it's difficult to extract that last little bit out. We didn't think we had it. I know the guys put in a lot of work the last couple of weeks, not just on my car, but on all of them, but I was still worried after practice because we couldn't pull up on cars as quickly as I would liked, and we didn't have the advantage that I remembered having last year. But now that qualifying is over and two of our cars posted big speeds, it was obviously nothing to worry about, and we got our knickers in a twist over nothing. It's great to be on front row. I'm disappointed to miss out on pole by a tenth, but that's the way it goes."

Indianapolis 500 veteran and KV Racing Technology co-owner Jimmy Vasser and Indianapolis 500 Chase Rookie of the Year candidate Takuma Sato drove a special ceremonial lap today in two Lotus race cars.

Vasser drove the Lotus 38 that Bobby Johns raced to a seventh-place finish in the 1965 Indianapolis 500, and Sato drove the No. 5 Lotus-KV Racing Technology car in which he will start 31st in the Indianapolis 500 on Sunday.

Sato will wear a special-edition helmet in the race featuring the Lotus logo and photos of his car and the No. 82 Lotus that Jim Clark drove to victory in the 1965 Indianapolis 500. The helmet will be auctioned for charity.

This year marks the return of Lotus to the Indianapolis 500 for the first time since 1969, when Art Pollard qualified 12th.

JIMMY VASSER: "The sound was fantastic. Wow, I'm not so sure I would have been a race car driver if this was the thing you had to drive back in the day. The whole car is a gas tank, right? Unbelievable, what a beautiful car." (You are a car aficionado?): "Absolutely! I wanted to get a little more (speed), but then I thought, 'This car is worth a whole lot more than that one (Sato's car).'"

TAKUMA SATO: "Never could I imagine this. It was quite emotional to drive side by side with an original Lotus Indy car and a current Indy car. It was a lot of fun. Just look at this beautiful car (Johns car), and driving with Jimmy alongside was also a fantastic feeling." (With your background in Formula One and being at Indianapolis, the name Lotus has to mean a lot to you): "Funny enough, the first time I ever saw any race car was 1987 when I was 10 at Suzuka, and driving a Lotus car was Ayrton Senna. So that really hit me today. So dreaming of the Lotus, and I know everything about it being iconic."

Mike Kelly, executive vice president for Philips-Van Heusen, and Terry Angstadt, president, commercial division, Indy Racing League, met with the media today to make a presentation about the growth of the IZOD IndyCar Series since PVH's IZOD brand became the title sponsor.

MIKE KELLY: "We have fallen in love with the sport and with our partnership here. We've been on a fast-learn curve for about two years now. We did a poll about a year ago in which 57 percent of those polled said the IndyCar Series was probably best positioned for growth in competitive autosports. We saw nothing but upside. Wonderful story lines and a lot of underdeveloped potential for growth. We couldn't have been luckier as a brand IZOD to step in at this time. I would love it to be earlier and faster, but the things that are coming down the road by the way of innovation, really being part of a brand to bringing solutions to the automotive industry, it is a very exciting place to be. For some of this marketing to take hold and then come in on the other side with big automotive solutions and automotive announcements, you couldn't have a better one-two punch."

TERRY ANGSTADT: "It has absolutely exceeded expectations. The structure of the deal calls for certain levels of financial commitment in terms of activation. IZOD is absolutely exceeding expectations on all fronts. They're just solid marketers, stretching us in every way, and, I think, reaching a lot of new consumers. One of the things that we owe them and that we report on a regular basis is media exposure. We get a report card after every event, and that has absolutely exceeded their expectations." (About the series in upcoming years): "As our league priorities really roll out for us, it really is about sponsorship development, how that leads into building our brand, how we set our events and where we take our schedule where we have the opportunity to interact with our fans and our consumer base. And then we have been paying a lot of attention toward our equipment package for the future. So that's clearly where our priorities have been from our league perspective, to touch more deeply on the IZOD relationship. As you probably all remember, this started at Watkins Glen in 2008, and needless to say it has been fast ever since. Not to overuse that term, it's one of our brand attributes, and I believe it is one of the elements that really had the PVH IZOD guys lock on to our sport. That is our differentiator. I think that was kind of the start. You will see that their strategy, and working closely with them is about identifying those consumer bases, going out and reaching out to them and bringing them to our sport. I think in the very early stages, it is working unbelievably well. That is something that does take time. And I think as you saw, it is a six-year deal with a two-year option. I have never seen in the sport's business, or they are rare anyway, to see commitments for that tenure. Again, I think that speaks to the quality of their organization, the analysis and due diligence they did prior to making that commitment. But we're really looking at this as a long-term build, and that's exactly what the IZOD IndyCar Series needed. You will appreciate the marketing machine that this company is. I think you know their structure, but it's a consolidated back end that takes world-class brands to market – from Calvin Klein, to Tommy Hilfiger to IZOD to Geoffrey Beene, to Eagle, to Van Heusen. It is a marketing machine. I have never seen any organization do it better, and we could not be more proud to have them as our long-term partner."

The Indianapolis Motor Speedway team of Debbie Belskus, May Sherron, Jude Beaty and Mary Chapman won the 15th Annual Charity Women's Golf Tournament benefiting the USAC Benevolent Foundation on Tuesday at Eagle Creek Golf Course in Indianapolis.

Belskus, the wife of IMSC President and Chief Executive Officer Jeff Belskus, was the honorary chairperson of the event.

Sunoco, a leader in supplying quality products to consumers and industry for 120 years, announced today that it has entered into a multi-year partnership to be the official fuel retailer and convenience store of the Indy Racing League's IZOD IndyCar Series and Firestone Indy Lights.

Sunoco manufactures refined products – gasoline, diesel, jet fuel, residual fuels and commodity petrochemicals – at four company-owned and -operated refineries in the United States for outlets that include more than 4,700 gasoline stations.

In conjunction with the opening of its ethanol manufacturing facility in Fulton, N.Y., Sunoco will supply 100 percent fuel-grade ethanol to the IZOD IndyCar Series beginning in 2011 in partnership with UNICA (the Brazilian Sugarcane industry Association).

The partnership with Sunoco and UNICA will promote ethanol as an alternative fuel of the future in the United States. Currently, ethanol is blended in Sunoco gasoline at its retail outlets along with E85 pumps at selected locations.

UNICA, one of the more than 70 sectors associated with Apex-Brasil – the Brazil’s official trade agency -- is the largest organization in Brazil representing sugar, ethanol and bioelectricity producers. UNICA members account for more than 50 percent of all ethanol produced in Brazil and 60 percent of overall sugar production. Brazil is the largest exporter of ethanol in the world.

Both Sunoco and the IZOD IndyCar Series stress green approaches to their businesses. The IZOD IndyCar Series is the only major racing series to utilize a renewable and environmentally-friendly fuel to power its engines and adheres to strict procedures in the recycling of racing fuels at events.

Sunoco has long been an industry leader as a responsible steward of the environment by operating in a manner that protects the biosphere and natural resources, conserves energy and adheres to regulatory standards in waste elimination through source reduction, treatment techniques and recycle/reuse.

ROBERT W. OWENS (Senior vice president of marketing, Sunoco): “Indy car racing is an exciting sport with passionate fans that value innovation, technology improvements, and a green approach to renewable fuels. We are thrilled to have the chance to supply the fuel used in one of the greatest events in motorsports – the 2011 Indianapolis 500. There is no better showcase of ethanol’s performance.”

RANDY BERNARD (Chief executive officer, Indy Racing League): “We are pleased to announce this partnership with Sunoco, a company with a great deal of passion for motorsports,” said Randy Bernard, chief executive officer, Indy Racing League. We feel our key brand attributes of innovation, technology and greening align well with Sunoco and will provide a great retail platform to jointly promote the sport. We’re looking forward to working with Sunoco on creating in-store and at-pump activation initiatives to raise awareness of the IZOD IndyCar Series.”

JOEL VELASCO (Chief representative, UNICA, North America): “We look forward to working with Sunoco to promote the use of ethanol in the U.S. This is a great opportunity to partner at their retail locations on the IZOD IndyCar Series circuit to get the word out to consumers about the many benefits of ethanol fuel.”

FRIDAY'S SCHEDULE (all times local):

8 a.m. Garage opens

11 a.m.-noon Indianapolis 500 Practice

12:30 p.m. Start of Firestone Freedom 100, Firestone Indy Lights Race (40 laps)

1:35-3 p.m. IZOD Indy 500 Pit Stop Challenge, Pit Lane in front of Media Center

3:30 p.m. Miller Lite Carb Day Concert with ZZ Top, Miller Lite Stage

6 p.m. Track Closes

END DAY 10 NOTES

DAY 11 – FRIDAY, MAY 28, 2010 – MILLER LITE CARB DAY

TODAY'S SCHEDULE (all times local):

8 a.m. Garage Opens

11 a.m.-noon Indianapolis 500 Practice

12:30 p.m. Start of Firestone Freedom 100, Firestone Indy Lights Race (40 laps)

1:35-3 p.m. IZOD Indy 500 Pit Stop Challenge, Pit Lane in front of Media Center

3:30 p.m. Miller Lite Carb Day Concert with ZZ Top, Miller Lite Stage

6 p.m. Track Closes

The Indy Racing League will provide a Video News Feed during each day of practice in preparation for qualifying for the 2010 Indianapolis 500 Mile Race.

The Video News Feed will include b-roll of on-track activity and sound from various drivers following the day's activity. Today's feed:

Time: 8-8:15 p.m. (ET)

Coordinates: AMC 9, K 11 (CH A)

Bandwidth: 18 MHz

Symbol Rate: 13.235 MS

FEC: 3/4

Aspect Ratio: 16:9

Digital: 4:2:0

Downlink Frequency: 11911 MHz Horizontal

Position: 83 degrees West

Uplink trouble number: (317) 492-8657 or (317) 492-8750

Pippa Mann made Indianapolis Motor Speedway history Thursday by becoming the first woman to win the pole position for a race in the 101-year history of the facility, capturing the Sunoco Pole Award for the Firestone Freedom 100.

Entry update: Tony Kanaan has switched from the #11T that he qualified 32nd on Sunday to his #11 car for the Indianapolis 500. He will start 33rd, moving Sebastian Saavedra to the No. 32 starting position.

Drivers and teams from the Star Mazda Championship presented by Goodyear and Cooper Tires presents the USF2000 National Championship visited IMS this week as part of the inaugural Road to Indy Summit. The Road to Indy is the development ladder system of the Indy Racing League.

The Road to Indy Summit, a three-day, first-of-its-kind instructional meeting for drivers who someday hope to reach the IZOD IndyCar Series, brings together drivers from the three ladder series under the Road to Indy umbrella – the USF2000 National Championship, Star Mazda Championship, and Firestone Indy Lights.

The purpose of the summit is to teach young drivers the ins and outs of the open-wheel racing business, with everything from pace car rides around the Speedway with four-time Indianapolis 500 winner Rick Mears and two-time Indy winner Al Unser Jr. to fitness tips from PitFit's Jim Leo to training in public relations and marketing. Quotes from selected drivers attending the summit:

JAVIER BARRALES (USF2000 driver, Fuerza Chile Motorsports): "This is my first time at the Indianapolis Motor Speedway. The track is amazing. It is so big." (About Road to Indy Summit): "The Road to Indy Summit is great. I think the Museum was the best so far, but I also liked doing the laps with Rick Mears and his tips. The access they gave us at the Summit has been amazing. There is nothing like this program anywhere else in the world!"

JOSH FIELDING (USF2000 driver, Cape Motorport with Wayne Taylor Racing): "I think the best part of the Road to Indy Summit so far is to be able to see things behind the scenes and to be able to talk to the drivers. I got to see what was happening on pit lane. I've never even been to a big track like this before, so it was all new to me. I got to talk to Ryan Briscoe and Will Power. They went over some maneuvers on ovals with me and gave me some information that might help me at O'Reilly Raceway Park. I thought the autograph session was cool, too, because it gave me a look at what can be in the future for me. It helped me feel more comfortable here. This whole Summit has been a great help with my people-building skills."

SAGE KARAM (USF2000 driver, Andretti Autosport): "The tour of the track with Rick Mears was really cool. We did a slow lap and looked at all the details. He gave me some pointers. He said to always be really smooth with my hands. Hopefully, I can take his advice and win the Indy 500 someday." (About the Road to Indy program): "It's great for the USF2000 series to be on the Road to Indy program. Just to give kids an opportunity to see the tracks we hope to race on someday ahead of time is definitely an attention-grabber."

PATRICK MCKENNA (USF2000 driver, Cape Motorport with Wayne Taylor Racing): "Getting to be interviewed on the Coke Stage yesterday was amazing, and so was getting to do a lap with

Rick Mears today. The spotters' seminar was pretty good, too. I liked being about to be part of the autograph session, too. I've enjoyed the whole thing. Just to be here is fantastic. I've never been involved in anything that's given me such exposure, and I've met a lot of good people. You don't get a chance to do this in any other series anywhere else; it's fabulous."

MARTIN SCUNCIO (USF2000 driver, Fuerza Chile Motorsports): "I think the best thing about the Road to Indy program is that there are clear steps now. First, you do USF2000, then you do Star Mazda, then you do Firestone Indy Lights, then you can become an IZOD IndyCar driver. With the Road to Indy program, if you work hard on it, the contacts will come. The team owners will look at you if you're part of the Road to Indy program." (What was the best part of the Summit): "Going to the Museum today was fantastic. I got to see Juan Manuel Fangio's car. He's my idol."

ZACH VEACH (USF2000 driver, Andretti Autosport): "One of the coolest things we did today was the track ride with Rick Mears. He described a few tips for us to remember. He said it's important to be smooth, and he told us how to do corrections. I feel very fortunate to be part of the USF2000 series and the Road to Indy program. We're really being groomed to be an IZOD IndyCar Series driver. The Road to Indy program is one of a kind, and it's really helping us out."

MIKAEL GRENIER (Star Mazda driver, Andersen Racing): "The Museum was quite impressive. In some of those old race cars, the seats looked like a sofa! And I couldn't believe the cloth helmets. The tour of the track was cool. Rick Mears showed us some stuff that you could really see at the slow speed we were going. Everything he said really made sense. The oval here is much bigger than I thought it was from just seeing it on TV. When you compare what we're doing at ORP to what they're doing here, it's crazy!"

TRISTAN VAUTIER (Star Mazda driver, Andersen Racing): "I met some interesting people that I wouldn't have met otherwise without the Road to Indy Summit. I met [team owners] Sam Schmidt and Eric Bachelart; the new head of the Indy Racing League, Randy Bernard, and Rick Mears showed us the track. I saw for myself how huge it is. It's good to meet as many people as you can here. Then when you see them again, you'll talk a bit more, and before you know it you will know them and they'll know you. It's an important side of the job. It's really important to be quick too, but all of this is very helpful."

Jerry Coons Jr. won the 40th First Financial Bank "Tony Hulman Classic" presented by Budweiser and 500 Express USAC National Sprint Car Series feature Thursday night at the Terre Haute Action Track. Coons took the lead from Levi Jones with three laps remaining in the 30-lap feature.

Honda has been a fixture in North American open-wheel racing since 1994 and has played an active role in the development of the IZOD IndyCar Series -- as both a manufacturers' championship competitor and sole engine supplier -- since joining the series in 2003.

The company scored its first Indianapolis 500 victory in 2004 with Buddy Rice, manufacturers' championships in 2004 and 2005 and became engine supplier to the entire series in 2006. Honda has supplied racing engines to the entire 33-car Indianapolis 500 starting field every year since 2006, and for a record four consecutive years, there has not been a single engine failure in the '500.'

The 2010 Indianapolis 500 will mark Honda's 100th race win as a manufacturer and engine supplier in IZOD IndyCar Series competition.

NFL Hall of Fame quarterback Dan Fouts and two-time Indianapolis 500 winner Al Unser Jr. were in the media center today. Fouts is a guest of series sponsor IZOD this weekend.

DAN FOUTS: "Just to be here and see the size and magnitude, and feel the enthusiasm and excitement as it builds for the race on Sunday, it's very unique. I've been to a lot of big sporting events, Super Bowls and whatever. But this is totally different just because of the size and the number of people. I've always watched the Indy 500. As a kid it was part of 'Wide World of Sports,' and you tuned it in because it was going to be something special. It's fascinating, the teamwork involved with the racing teams. I kind of like that part of it." (On the correlation between teamwork in football and racing): "Being a quarterback, I can appreciate the guy behind the wheel. The teamwork involved, it is similar to playing ball. You've got your hierarchy, and you've got the guys doing all the grunt work. You've got to pull together to make it happen, and usually the better team wins." (What are you looking forward to the most?): "I think I get to take a lap today. You know, I've flown with the Blue Angels twice, and this is like on the bucket list. This will be a first-time, only-time deal, and I can't wait."

AL UNSER JR.: "It's just like Fouts said. Rick Galles, my car owner the first time I won the Indianapolis 500, modeled the team after a football team with the driver being the quarterback and the pit crew being the linemen, and so on. It was all modeled after how a football team operates. I never played football or anything, but I did 'quarterback' my team and talk to them and so on. When things were down, it was we or the team who had to bring things backup again. I can't think IZOD and Phillips-Van Heusen for bringing the Legends of Football here. The push that they (IZOD) are making is going to take the Indy Racing League to its next level."

Fans can choose among legendary drivers of the sport to name the trophies awarded to the oval and road champions of the IZOD IndyCar Series.

Media selected the top-five nominees from each discipline and through June 3, IZOD IndyCar Series fans can vote for their preferred legend at www.indycar.com.

The oval trophy honoree will be announced during the IZOD IndyCar Series event weekend June 4-5 at Texas Motor Speedway while the road trophy honoree will be revealed July 2-4 at Watkins Glen International.

Oval nominees: Mario Andretti, A.J. Foyt, Ted Horn, Rick Mears, Bill Vukovich.

Road nominees: Mario Andretti, Mark Donohue, Dan Gurney, Al Unser Jr., Alex Zanardi.

The Honda overtake assist system will be used in the Indianapolis 500 for the first time this year.

The system, which was introduced last August at Kentucky Speedway, provides a 200 revolutions per minute and extra power (5-20 horsepower) boost for a prescribed time limit on all racetracks via a button on the steering wheel designed to complete a pass or defend one.

For the 500 Mile Race, Honda Performance Development has set the duration at 18 seconds for each of the 15 activations. There's a 10-second reset time between activations.

The Art Institute of Indianapolis joined the FAZZT Race Team in their goal to reach out to younger IZOD IndyCar Series fans, as students at Ai Indy were asked to design a logo, website and autograph card for children.

Ai Indy graphic design students Alex Noonan and Angie Fields created a logo for FAZZT Kidz and a hero card that was distributed Wednesday during American Family Insurance 500 Festival Community Day at IMS. The website, once completed, will include puzzles and games for young children to play and photos and videos by FAZZT driver Alex Tagliani. The site is being created by Ai Indy Web Design & Interactive Media students Jason Luzader, Chris Johnson, Jake Kawaguchi and Matt Turpin.

ALEX TAGLIANI: "This is a great project The Art Institute of Indianapolis and their students have undertaken for me and the FAZZT Race Team. It's nice to be able to have something that appeals to the kids and hopefully gets them interested in racing and learning about motorsport, as they are our future as fans."

INDIANAPOLIS 500 FINAL PRACTICE:

At 10:45 a.m., the ambient temperature was 81 degrees with a relative humidity of 61 percent and north-northeast winds at 7 mph. Skies were sunny. The track temperature was 96 degrees, according to Firestone engineers.

11 a.m. – GREEN. Butler University men's basketball head coach Brad Stevens waved the green flag to start practice.

11:10 a.m. -- #3 Castroneves fastest at 224.753. All 33 starters have turned at least one lap.

11:15 a.m. -- #10 Franchitti fastest at 225.574.

11:30 a.m. – Top five: #10 Franchitti, 225.574; #9 Dixon 225.159; #12 Power 224.993; #33 Junqueira 224.898; #3 Castroneves 224.753.

11:33 a.m. – Gearbox problem reported for #06 Mutoh.

Noon – CHECKERED. #10 Dario Franchitti fastest at 225.574.

FASTEST TIMES/SPEEDS OF FINAL PRACTICE:

Pos. Car Name Time Speed

1. 10 Dario Franchitti 39.8983 225.574

2. 9 Scott Dixon 39.9718 225.159

3. 12 Will Power 40.0012 224.993

4. 33 Bruno Junqueira 40.0182 224.898

5. 3 Helio Castroneves 40.0439 224.753

Butler University men's basketball coach Brad Stevens was the honorary starter today. Stevens coached the Bulldogs to the NCAA Division I championship game, where they lost to Duke at Lucas Oil Stadium in Indianapolis.

BRAD STEVENS: "I was supposed to wave the green flag a couple of years ago, but it was raining. This is the first time in (my) last five tries coming to the track that it wasn't raining. I'm excited that I get a chance to be here on a nice day. It's a beautiful day, and it's one of my favorite weekends."

(What was it like to wave the green flag?): "When they came out of the pits, it was one thing, but when they came down the straightaway it was another. It was really neat to see those cars. I've been here for a few races and will be here on Sunday, but it's also one of the few things that I get to listen to on the radio rather than now watch on TV. When I was growing up, I listened to it on the radio, and it was just a great event, something you look forward to every spring." (His pick to win the race): "Well, I probably should stay away from picks. I don't want to put any pressure on him, but I'm friends with Ed Carpenter, so I'll be paying close attention to the Butler graduate."

FIRESTONE FREEDOM 100 RACE SPECIFICS:

- Today's race is 40 laps or 60 minutes, whichever comes first.
- The field will take the green flag on the second time by the flag stand.
- The pac speed will be approximately 90 mph. There is no passing before the start-finish line at the initial start.
- The restart cone is in the north short chute between Turns 3 and 4. Passing can occur as soon as the green flies on any restart.
- Pits are always open. Car pitting under yellow will be moved to the end of the field.

FIRESTONE FREEDOM 100 RACE RUNNING:

At 12:30 p.m., the ambient temperature was 86 degrees with a relative humidity of 60 percent and variable winds at 4 mph. Skies were sunny. The track temperature was 111 degrees, according to Firestone engineers.

12:30 p.m. – Al Speyer, Firestone Racing executive director, gave the command to start engines.

Lap 1: GREEN. #77 Cunningham leads into Turn 1. #49 Major brushes infield grass on backstretch. #77 Cunningham leads #26 Kimball by .5391 of a second. Pole sitter #11 Mann fifth, 1.2388 seconds.

#7 Vernay stalled in pit lane with mechanical problem.

Lap 3: YELLOW. #17 Simmons, #11 Mann crash in Turn 1. Simmons did a half-spin to the left in Turn 1 while attempting low pass of #27 Plowman, collecting #11 Mann, who was trailing behind. Both cars hit SAFER Barrier in Turn 1, Simmons with left side of car, Mann with right side. Simmons and Mann climbed from their cars with assistance from the Holmatro Safety Team. Heavy damage to both cars.

Lap 7: #7 Vernay back on pit road after repairs in garage. #22 Campos to pits to change right-front tire.

Lap 8: Restart order: #77 Cunningham, #26 Kimball, #27 Plowman, #40 Clarke, #49 Major. Restart order waved off due to excessive movement by field before green flag.

Lap 9: GREEN.

Lap 10: #26 Kimball passes #77 Cunningham for lead with outside pass in Turn 1. #2 Hinchcliffe passes #40 Clarke for fourth with outside move in Turn 3. #26 Kimball leads #77 Cunningham by .3654 of a second.

Lap 11: #77 Cunningham repasses #26 Kimball for lead, leads by .5810 of a second at start-finish line.

Lap 13: #77 Cunningham leads #26 Kimball by .1770 of a second.

Lap 14: #2 Hinchcliffe passes #27 Plowman for third with outside move in Turn 1. #77 Cunningham leads #26 Kimball by .1415 of a second.

Lap 15: #77 Cunningham leads #26 Kimball by .2318 of a second.

Lap 16: #77 Cunningham leads #26 Kimball by .1782 of a second. #2 Hinchcliffe third, .2633 of a second behind leader.

Lap 17: #77 Cunningham, #26 Kimball side by side for lead in Turn 3; Cunningham holds lead. #77 Cunningham leads #26 Kimball by .1871 of a second at line.

Lap 18: #2 Hinchcliffe passes #26 Kimball for second on the backstretch with outside move. #77 Cunningham leads #2 Hinchcliffe by .1488 of a second.

Lap 19: #26 Kimball passes #2 Hinchcliffe for second in Turn 2.

Lap 20: #77 Cunningham leads #2 Hinchcliffe by .6396 of a second. Top 10: #77 Cunningham, #2 Hinchcliffe, #26 Kimball, #40 Clarke, #27 Plowman, #49 Major, #29 Saavedra, #32 Wagner, #10 Yacaman, #28 Wilson.

Lap 22: #77 Cunningham leads #2 Hinchcliffe by .4170 of a second.

Medical update from Dr. Geoffrey Billows, Indianapolis Motor Speedway director of medical services: #11 Pippa Mann and #17 Jeff Simmons have been evaluated and released without injury from the Clarian Emergency Medical Center. They both are cleared to drive.

Lap 23: #77 Cunningham leads #2 Hinchcliffe by .3706 of a second. #40 Clarke up to third.

Lap 24: #77 Cunningham leads #2 Hinchcliffe by .2551 of a second.

Lap 25: Lapped car of #7 Vernay between leader #77 Cunningham and second place #2 Hinchcliffe. #4 Luyendyk out of race with mechanical problem.

Lap 27: #77 Cunningham leads #2 Hinchcliffe by .5356 of a second. #7 Vernay still running between them, six laps down.

Lap 28: #77 Cunningham leads #2 Hinchcliffe by .5033 of a second.

Lap 29: #77 Cunningham leads #2 Hinchcliffe by .5594 of a second. #26 Kimball passes #2 Hinchcliffe for second.

Lap 30: #77 Cunningham leads #26 Kimball by .2517 of a second.

Lap 31: #77 Cunningham leads #26 Kimball by .1667 of a second.

Lap 33: #26 Kimball passes #77 Cunningham for lead with low move in Turn 1. #26 Kimball leads #77 Cunningham by .2572 of a second. #2 Hinchcliffe, #40 Clarke, #27 Plowman three-wide for third place entering Turn 1.

Lap 34: #77 Cunningham edges past #26 Kimball on front straightaway with outside move exiting Turn 4, leads by .0377 of a second at the line.

Lap 35: #77 Cunningham slides in front of #26 Kimball in Turn 3 to keep lead after they went side by side for nearly three turns. #77 Cunningham leads by .5267 of a second at the line.

Lap 36: #77 Cunningham leads #26 Kimball by .3888 of a second.

Lap 37: #77 Cunningham leads #26 Kimball by .2925 of a second.

Lap 38: #77 Cunningham leads #26 Kimball by .4865 of a second.

Lap 39: #77 Cunningham leads #26 Kimball by .2645 of a second.

Lap 40: CHECKERED.#27 Wade Cunningham wins the Firestone Freedom 100 by .4388 of a second over #26 Charlie Kimball. #2 James Hinchcliffe third.

FIRESTONE FREEDOM 100 TOP TWO QUICK QUOTES:

WADE CUNNINGHAM (No. 77 Lucas Oil/BSS/Sam Schmidt Motorsports, winner): "The whole time I thought Charlie (Kimball) was driving a smart race and hanging back. I thought he was going to have something the last 10 laps. But really, his car wasn't good in the draft." (Could you have passed him if he passed you on the final few laps?): "Absolutely. You saw how easy it was for me to pass Charlie. We had the gearing right."

CHARLIE KIMBALL (No. 26 Levemir FlexPen, second): "The setup wasn't exactly where we wanted it to be. I ran out of tools about midway through the race. When Vernay came through and ran in front of us, it kind of chewed up the front tires. That didn't help. His (Wade Cunningham) experience around here won the race, for sure."

FIRESTONE FREEDOM 100 POST-RACE NOTES:

- Wade Cunningham earned his record third Firestone Freedom 100 victory. He also won in 2006 and 2009. He is the only driver to win this race more than once.
- Sam Schmidt Motorsports earned its fifth victory in the Firestone Freedom 100, more than any other team. It also won in 2004 (Thiago Medeiros), 2005 (Jaime Camara), 2007 (Alex Lloyd) and 2009 (Cunningham).
- Wade Cunningham earned his second consecutive Firestone Freedom 100 victory with Sam Schmidt Motorsports. He won the race in 2006 with Brian Stewart Racing.

- Wade Cunningham earned a victory in his first Firestone Indy Lights start of the season. This was his seventh career Firestone Indy Lights victory. His last win came last August at Kentucky Speedway.
- Charlie Kimball finished second for the third consecutive race this season. This was his career-best finish at this race, as his previous best was 13th in 2009.
- James Hinchcliffe earned his second podium finish of the season by placing third. He won in April at Long Beach.
- Dan Clarke finished a season-best fourth. His previous best was seventh in April at Barber Motorsports Park.
- Martin Plowman finished fifth, his best in this event. His previous best was 22nd in 2009.
- Philip Major finished a season-best fifth. His previous best was seventh in April at Long Beach.
- Jean-Karl Vernay finished 13th, his first finish off the podium this season. He won at St. Petersburg and Barber Motorsports Park and finished third at Long Beach.

FIRESTONE FREEDOM 100 POST-RACE QUOTES:

DAN CLARKE (No. 40 Wasteco Deans Knight Special, fourth): “Wow. That was my first ever Freedom 100 and my first-ever Speedway race. That was awesome. I really enjoyed that. We’re new to this car. This is our third race together, so we’re still finding our feet, but that race car was good. I could really keep the foot down in the corners. It is just a bit unfortunate at the end that (James) Hinchcliffe blocked me. We already had the rules stated to us this morning that you don’t change your line when someone is right behind you, and Hinch just drove all the way down inside into (Turn) 1. It stopped me getting past him. So we’re hoping that justice can have its day, and we’re going to get third place for that. I think we deserve that. Other than that, I’m relieved to finish, because that’s one hairy race.”

JAMES HINCHCLIFFE (No. 2 TMR –Xtreme Coil Drilling, third): “Bittersweet day, really. Starting eighth, it was great to get the car up on the podium. The car was a rocket ship all day. We managed to get all the way to the leader’s gearbox, but ultimately, it was a lap car that came into play and assisted in me losing the draft and second place. That’s bittersweet. Getting up to third is a good result, and huge thanks to the boys. But at the same time, I think we could have been running with the two lead cars and challenging for the win.”

ARIE LUYENDYK JR. (No. 4 Andersen Racing IZOD, 14th): “The fuel pressure light came on. I don’t know what’s going on. The car never had speed. All weekend the car’s been slow. I don’t know what more to do. I don’t know if something let go in the motor. But the motor just shut off. Maybe that’s the problem we’ve been having all along. It’s just kind of a waste. The car’s great. Flat is all you can go. And if the guys are walking away from you, there’s nothing you can do. Driving my butt off to finish last is not my ideal situation for a good comeback.”

BRANDON WAGNER (No. 32 Davey Hamilton Racing, eighth): "The day was what we had expected. Unfortunately, we had a little problem. We had to change engines right before qualifying (Friday), so we were hoping the engine was fine, and it proved to be good right from the start. I was able to make a couple of moves right away and run down a big line in front of us. The car was really good in traffic. At the end, the tires were going away and the car was getting a little free down in (Turns) 1 and 2 on the exit. You have to expect that the way the heat was today and the tires the way they were. Overall, we were hoping to get a top five, but we'll take a top 10."

ADRIAN CAMPOS JR. (No. 22 TMR-Xtreme Coil Drilling, 10th): "We could have finished closer to the front, but we had a problem with the right front tire. We kept burning it out and then coming in to the pits to change it. Later in the race, the car was very, very good, and I could do whatever I wanted when I was trying to overtake other drivers. It was my first oval race, and I didn't want to take risks. I just wanted to finish the race. I enjoyed it. We had a top-five car, and this is a top team."

JEFF SIMMONS (No. 17 Team E, 15th): "Well, I'm very disappointed for all of us at Team E and our sponsor Zymol. We had a really good car, and I feel terrible that we couldn't bring the car home. We've been fighting a fuel pressure problem since yesterday, and it turns out that we didn't get it completely solved today. Even with that, though, we were still a contender. We kept getting pushed down low and, for some reason or another, the car snapped around and got real loose. We're not sure if it was mechanical or not, and we haven't been able to go through the data yet. Unfortunately, we collected Pippa Mann, and we're disappointed about that, as well as losing our car. It's just very disappointing."

MARTIN PLOWMAN (No. 27 Automatic Fire Sprinklers/KEP Printing,): "It was a bit of a boring race for me, really. I had a great start. I went from the outside of Row 2, got second place ahead of the pole sitter. Then my teammate got a good run on me on the outside between (Turn) 1 and 2. I kind of let him go because we're working together as teammates and wanted to get to the front of the pack. After the yellow period, the car just developed a really severe push. I tried to dial it out as far as I could inside the car. I was really battling a push the rest of the race. That really hindered me. I had to keep getting out of the throttle to avoid hitting the wall. Today's a really hot day. I think the conditions got us out by surprise."

STEFAN WILSON (No. 28 Bryan Herta Autosport, seventh): "After yesterday, I was a little bit worried about what we had in store for the race. Our work during the week paid off for a good race setup. In the race, the car was handling really good. I kept making a lot of adjustments in the cockpit, and it really paid off. I'm really pleased with seventh place. We got some good solid points for the championship. Not bad for my first Indy race."

PHILIP MAJOR (No.49 Sam Schmidt Motorsports, sixth): "I had a fantastic first run here. I'm just really thrilled to be here. It's pretty much just a learning experience for me. It's my first time on an oval. I think at the beginning I was pretty confident in my car. But then at the end when it starts falling off, I just have a bit to learn as far as how to drive the car and adjust it to where it's a good balance." (On the difficulty adjusting to oval racing): "About halfway through the race,

my tires started going off and I had a really big moment coming out of (Turn) 3, which is pretty scary. But I just made some adjustments in the car. What people don't see is you're constantly making small adjustments with your hands as the car is walking up the track. If you see the driver crossing the hands, it's usually going to end up pretty poorly."

SEBASTIAN SAAVEDRA (No. 29 William Rast/Bryan Herta Autosport, ninth): "The race didn't go our way. We didn't have the car to go in traffic, and that's a shame. Five laps into the race, we were having lots of trouble. That's racing. We'll continue working, continue making the car better. So the next time we come here we will know. We brought the car (home) in one piece. Now let's go for the Indianapolis 500."

PIPPA MANN (No. 11 Sam Schmidt Motorsports): "I've got some pretty bruised feet, and I'm going to have a very sore neck tomorrow. I'm pretty angry, but I'm OK." (About crash): "So the blue car (Simmons) pulls out on the inside, gets pinched down really, really hard on the white line by the car on the outside (Plowman), gives him no room. He spins, slides up the track, whacks me because I'm the car behind. That's what I see on the replay. It was an accident that didn't need to happen, but it's actually not the No. 17 car's (Simmons) fault, in my opinion. He got pushed down really, really hard. I saw it unfolding, but there was nothing I could do about it."

J.K. VERNAY (No.7 Lucas Oil/CJ/Sam Schmidt Motorsports): "I didn't do a great race because I had a problem with the car, and we lost everything (power). I had no power after Turn 1 at the green flag. I don't know what the problem was. We can be happy because I know I can be really fast on the oval, and that's good for the rest of the year. The car was good. I really wanted to win, but it's motorsports. Sometimes you have mechanical problems, sometimes you crash and sometimes you win. The team did a good job. I'm happy for Wade (Cunningham) that he won. (Running between leader and second place) I wasn't trying to overtake Wade (Cunningham), wasn't trying to be quicker, because I was five laps down. I just wanted to really conserve his first place and help him. That's why I was behind him. After my engineer told me that, I had to go down, let them race. That's why I lifted. We had a little problem with the radio, but it turned out not to be a big deal."

Don Lambert, chief mechanic for Bryan Herta Autosport, was named as the winner of the Clint Brawner Mechanical Excellence Award for the 2010 Indianapolis 500.

Lambert earned a \$5,000 check and a plaque. The award is presented annually by the Clint Brawner Foundation and supported by Firestone Racing and recognizes an Indianapolis 500 chief mechanic who exemplifies the mechanical and scientific creativity, ingenuity, perseverance, dedication, enthusiasm and expertise of legendary Indianapolis 500 chief mechanic Brawner.

Lambert, an Indianapolis native, was recognized for playing his part in the fledgling Bryan Herta Autosport team that helped rookie driver Sebastian Saavedra earn a spot in the race. Saavedra

crashed heavily late on Bump Day but still qualified when Paul Tracy and Jay Howard withdrew qualified runs and failed to improve on them.

DON LAMBERT: "It's just hard for me to express how I feel, because this means a lot. I guess I was pretty emotional when they told me because of everything else that went on the previous two days, Saturday and Sunday, and then crashing and looking at the car and thinking, 'Oh, man!' I mean, it broke everything – gearbox, bell-housing, underwings, sidepods, engine cover – and then looking at the work, trying to get the thing put back together, I was just taken back that I actually won that award. I had seen guys in the past that had won that award, including my teammate, Butch Winkle, and I was thinking, 'Man, that would be pretty cool,' and I didn't think I would ever win it!"

NHRA Full Throttle Drag Racing Series Top Fuel star Brandon Bernstein is visiting the track today.

BRANDON BERNSTEIN: "I'm just enjoying the atmosphere today. It's nice to come here. I'm back living in the Indy area now. It's good to be back and have a roundy-round course. I just came out to experience some good racing while we've got some time off before starting a brutal nine-week racing schedule."

Indianapolis 500 veteran and Rolex Sports Car Series driver Scott Pruett spent some time in the pits on Friday with the Target Chip Ganassi Racing team. Pruett is a Grand-Am championship winner for the Ganassi organization.

SCOTT PRUETT: "It's great being back here seeing Dario and Scott running as good as they are. The Target cars are looking good. It's nice to come here. There's nothing like Indy. Being here in Indy cars, being here in NASCAR, being here in Rolex when we did that test (at IMS), there's nothing like being at Indy and going fast. I think it would be awesome if we (the Rolex Sports Car Series) could get the opportunity to come here and do something different that we haven't done before." (Is it hard to watch the cars running when your last time here for the Indy 500 was a near victory?): "You know, it's just one of those things. It was a long time ago. We'd love to be here with the Rolex Series and love being here with the Ganassi organization."

IZOD INDY 500 PIT STOP CHALLENGE NOTES:

- Team Penske won the IZOD Indy 500 Pit Stop Challenge for the 12th time, extending its record. Galles Racing is second, with six victories.
- Team Penske has won the IZOD Indy 500 Pit Stop Challenge the last five years (2005, Sam Hornish Jr.; 2006, Helio Castroneves; 2007, Castroneves; 2009, Castroneves; 2010, Castroneves). The event was canceled by rain in 2008.

- Helio Castroneves was the winning driver in the IZOD Indy 500 Pit Stop Challenge for the fifth time, a record. He shared the record with Danny Sullivan entering this year. Castroneves has been the winning driver in 2002, 2006, 2007, 2009 and 2010.

- Helio Castroneves will attempt to complete the Indianapolis 500 “sweep” of winning the pole, IZOD Indy 500 Pit Stop Challenge and the Indianapolis 500 in the same year for the second consecutive year, an unprecedented feat.

- Helio Castroneves won the IZOD Indy 500 Pit Stop Challenge and the race in 2002 and 2009.

- This is the first IZOD Pit Stop Challenge victory for Team Penske chief mechanic Sean Hanrahan. Castroneves earned his first four victories in this event with Rick Rinaman as chief mechanic. Rinaman moved to an in-house role this season at the team, overseeing all three Penske teams and engineering.

- Team Penske’s winning time of 8.001 seconds was the second-quickest final-round time in the history of the IZOD Indy 500 Pit Stop Challenge, which started in 1977. Team Penske and Castroneves won in the final round last year with a stop of 7.962 seconds.

- This is the fifth time Newman/Haas Racing has finished runner-up in this event. The team also placed second in 1988 (Mario Andretti), 1989 (Mario Andretti), 1993 (Mario Andretti) and 1995 (Michael Andretti). The team won in 1987 (Mario Andretti).

Paul Tracy will compete for KV Racing Technology in the Honda Indy Edmonton IZOD IndyCar Series event July 23-25 at Edmonton, Alberta, it was announced today.

Tracy is a native of the Toronto area.

INDIANAPOLIS 500 FINAL PRACTICE QUOTES:

TOWNSEND BELL (No. 99 Herbalife Ganassi/Schmidt Racing, 14th): “It felt great. I think we’re going to be very competitive on Race Day. I saw a lot of cars look pretty solid. I’m not sure if people ran as many laps as we did. We ran a long tire run all the way to the end, and we were still handling well and fast at the end, so we’re pleased about that. We’re going to tweak on a few things that I think we can improve. We are ready for Race Day. And congratulations to Sam (Schmidt) and his team for winning the Firestone Indy Lights race. I feel like the car is pretty close handling to where it what I had last year, so I think I know what to expect on Race Day. It’s a long race, but we’re planning to be strong.” (About his plans for the next 48 hours): “It’s fun, really. All the friends and family are coming in to town. More sponsors are getting here each day, and I enjoy that part of it. That’s the backbone of what we do and why we’re out there. It’s just a lot of fun to watch more and more people get into Indianapolis.”

ALEX TAGLIANI (No. 77 Bowers & Wilkins/Honda Edmonton Indy, 10th): "I'm very happy. The car seems good. We wanted to be consistent, and I think we are. We wanted to be good in the turbulence, and I think we are. The team has done a really good job all month long. I think we're competitive enough to give them a run for their money, but we have to dodge all the bullets in the 500 Mile Race. If we can be there in the last 30 miles, we'll fight as hard as we can. I'm excited about it, but on a 500-mile race you can never take it for granted. We're going to try to execute perfectly. We have to get through the first 470 miles, and then at the end we're going to let it rip."

RAPHAEL MATOS (No. 2 HP de Ferran Dragon Racing, ninth): "This was a very good Carburetion Day. It was important to run behind traffic and decide the downforce level we'll use in the race. The conditions were a little better than what we'll face Sunday. I feel good about the car. We're ready to go."

SCOTT DIXON (No. 9 Target Chip Ganassi Racing, second): "It was how big a tow we got. The speeds are pretty good up in the 223s. It's hot, but the car felt good. The heat typically helps us, a little bit more than some of the others. Hopefully that comes true on Sunday. The speeds really don't mean much (on Miller Lite Carb Day). It's all about trying to make sure you can get back in traffic and pass cars. Hopefully we've done enough homework and prepared the cars well. We're only here for one reason, and that's to win."

HIDEKI MUTOH (No. 06 Panasonic Formula Dream, 26th): "I couldn't run the whole session because I had a gearbox problem, so I am concerned about this. I don't want to have the problem on Race Day, but at least we had today to shake down the car. I just wanted to run behind a lot of traffic, but I was only able to run behind one or two cars at a time before we had the problem. The car feels really good behind one or two cars, but we're not totally sure how it will be behind a big group of cars. The car was very good in cooler conditions. But last Sunday, I think we lost some balance in the hot, hot conditions, but now I think it came back. If we can have a trouble-free race, I think we will run well."

MARIO ROMANCINI (No. 34 Conquest Racing, 22nd): "Overall, it was a good day for us. We had a chance to work on the race setup a bit. We still have some things to improve on the car before Sunday, but today we were in the midfield, which shows that we can be competitive during the race."

BERTRAND BAGUETTE (No. 36 Conquest Racing RACB, 23rd): "Today was an important one for us because it is the last practice session before the race. I was able to run just behind the other cars, and everything felt stable and comfortable. It was a good session, which gives me a lot of confidence, and now I think we are ready for the big race."

BRUNO JUNQUEIRA (No. 33 Bowers & Wilkins/TorcUp, fourth): "Forty-three laps, I think I'm getting the groove of it now. It was good to be back in the car and be able to practice and do long runs. I think we improved the car a little bit for race setup. I started out today with a little too much understeer, but we made it better and I'm quite happy. I have to thank (race strategist) Derrick Walker for coming in to help and the FAZZT Race Team for their help, as well. I think we're going to have a good race car, and it's just going to be very difficult to pass,

especially from where I'm starting. We need to be very patient, but that is OK because we have a fast car.”

VITOR MEIRA (No. 14 ABC Supply Co./A.J. Foyt Racing, 16th): “Practice went very smoothly. It feels so good to go out there with a plan and execute it. We came back to the garage, made decisions over what we did out there, so it was good. The ABC Supply car was good. Sometimes the car was too solid, so we might have had a little too much downforce to begin with. Then we tried some things and the downforce went away, so we have the two sides of the spectrum. Now it’s just the Indy 500. Look at the sky, look at the weather and make the right decision. But we did everything we had to do, and I feel very good about the car.”

TAKUMA SATO (No. 5 Lotus-KV Racing Technology, 15th): “The conditions today were the most difficult I have experienced here at Indy. We tried various setups in a limited time frame. We concentrated on our qualifying setup until today, so this was my first opportunity to work on our race sim. I feel we need to improve the car some more, but we have a strong engineering staff, and I am very optimistic that we will have a good car for the race. It will be exciting to race in my first Indianapolis 500.”

MARIO MORAES (No. 32 GEICO-Curb Records-KV Racing Technology, eighth): “We had a few problems with the GEICO-Curb Records - KVRT car today. It’s unfortunate because this was our last practice before the race, but I know the speed is there. I am looking forward to race. We are estimating about nine pit stops, and I just need to be there for the last 30 laps to fight for the good finish.”

E.J. VISO (No. 8 PDVSA-Jet Aviation-KV Racing Technology, sixth): “I want to thank the PDVSA - KV Racing Technology team. The last few weeks have been really tough. Now we have a fast and comfortable race setup. This is basically because all the hard work of my mechanics and engineers. After having a big crash last week, this is a great way to recover, and hopefully we will have a great race on Sunday.”

Angie’s List will serve as the title sponsor of the No. 36 Conquest Racing car driven by Chase Rookie of the Year candidate Bertrand Baguette, a native of Belgium, on Sunday in the Indianapolis 500.

This is the third consecutive year that Angie’s List has sponsored a driver in the “500,” as it backed Oriol Servia in 2008 and Sarah Fisher in 2009.

Angie’s List is the nation's premier provider of consumer reviews on local service providers ranging from plumbers and contractors to doctors, dentists, and auto repair and service.

BERTRAND BAGUETTE: “I haven’t been living in Indianapolis for very long, but I have immersed myself into the American culture very quickly. And to have an Indianapolis-based company sponsor me, means a lot to me. This is my new home, and I’m becoming a Hoosier all the way around.”

Helio Castroneves and Team Penske earned \$50,000 for winning the IZOD Indy 500 Pit Stop Challenge today. Hideki Mutoh and Newman/Haas Racing earned \$15,000 for finishing runner-up.

Officials from the three series that comprise the Road to Indy program – Firestone Indy Lights, the Star Mazda Championship presented by Goodyear and Cooper Tires presents the USF2000 National Championship –discussed the inaugural Road to Indy Summit today at IMS. The Road to Indy is the development ladder system of the Indy Racing League.

The Road to Indy Summit, a three-day, first-of-its-kind instructional meeting for drivers who someday hope to reach the IZOD IndyCar Series, brings together drivers from the three ladder series.

GARY RODRIGUES (Owner/CEO, Star Mazda Championship presented by Goodyear): “There’s a temptation for me to say, ‘Welcome to my dream,’ because we’ve been working for 20 years to get to where we are now and that is to be recognized as a part of the ladder to a career in Indy car. The Road to Indy Summit has been a success that’s beyond my imagination. To let our young drivers have exposure to people like Rick Mears, Randy Bernard, Tony George Jr. and Roger Bailey is just a dream come true. It’s a privilege for our drivers. These kids are like sponges, and they’re absorbing all the information they can. They are as serious as a heart attack when it comes to learning about the job to be done in the car as well as out of the car. It’s a major step forward.”

DAN ANDERSEN (Founder and co-owner, Cooper Tires presents the USF2000 National Championship): “The Road to Indy ladder is a long time coming. There needs to be a clear path to the big series, and there is now. There are a lot of good things that have happened already, and this summit is one of them. It’s fantastic. These drivers have never seen anything like this, and all I’m getting from them is positive feedback. F2000 is delighted to be a part of it.”

TONY GEORGE JR. (Manager, business development, Firestone Indy Lights): “It’s gone really well. I can’t believe that it was only six months ago that we announced this idea. Yesterday, we had a Museum tour with Donald Davidson, a track tour and spotter lecture with Rick Mears, and we had the new media presentation this morning. I think we’ve set the stage, and we’ve set a standard for what we’re trying to do. Hopefully, in the next year and the years to come, we’ll be able to improve on it.”

ROGER BAILEY (Executive director, Firestone Indy Lights): “It’s extremely important. We’ve put together something that is of benefit to anyone right down into karting. I don’t think we can do enough of this sort of thing. The programs that we’ve had at this summit have been fantastic. It’s the first of many summits, and everyone in the sport is going to benefit from it. This is going to be something that is not only vital to the Road to Indy but also to the success of open-wheel racing. It’s going to benefit the world of racing.”

Indianapolis 500 veteran Paul Tracy met with the media today. Tracy failed to qualify for the 2010 Indianapolis 500 in the No. 15 GEICO-Curb Records-KV Racing Technology entry.

PAUL TRACY: (On his recent announcement in Toronto): "After leaving here on Sunday with our tail between our legs and waking up in Toronto and still not feeling very good with how the weekend went, we were there to make an announcement about racing in Canada. We announced a sponsorship there (for the Toronto Grand Prix) with Honda Canada and the Blue Jays baseball team. The primary sponsor on that car is a charity, Make-A-Wish Foundation, which supports kids who are sick with various forms of illnesses that are life-threatening. Jimmy (Vasser) and I both got up in the morning and had breakfast. We were both still crying in our cereal bowl about how Sunday went. When we got to the venue where the car was, there were a half-dozen kids there. Your heart just sank. You think you've got troubles, and you've got kids there that are sick. It kind of put things in perspective that life's not so bad for me because I didn't qualify for the Indy 500. So we're supporting a great cause for the Toronto races." (What are your plans for Race Day?): "I'll just be staying here with the sponsors trying to keep our relationships going. We work with the team. Obviously, there's really not much I can do after that, other than just trying to keep ourselves in the loop here." (Will you be spotting or anything specific like that on Race Day?): "No, that's a big responsibility. They have guys that do that full time."

All carbon emissions connected with the opening race of the 2010 IZOD IndyCar Series season – the São Paulo Indy 300, held on a street course in Brazil's largest city on March 14, will be compensated by more than 23,000 trees planted at the largest sugarcane processing mill in the world, it was announced in a press conference today. The trees were planted based on a study by an independent consultancy, which quantified emissions produced by the São Paulo race and estimated the number of trees needed to offset those emissions.

The study, produced by the São Paulo-based Totum Institute, was commissioned by the Brazilian Sugarcane Industry Association (UNICA) with support from the Indy Racing League. The tree planting was completed May 18 by the world's largest sugarcane processing mill, São Martinho, located in the town of Pradópolis in the Brazilian state of São Paulo.

In all, 23,580 native Atlantic Rainforest seedlings were planted on 14.2 hectares of land around the São Martinho mill, to offset an estimated 1,137.85 tons of CO₂ and equivalents emitted by the race in São Paulo. The assessment report called for only 8,128 trees to be planted, but the mill decided to expand the planted area. The mill and the São Paulo state Environmental Secretariat have pledged to monitor the area for at least five years and replant seedlings whenever necessary.

JOEL VELASCO (Chief representative for North America, UNICA): "UNICA was able to bring together all the necessary players to ensure credibility and transparency every step of the way,

from the assessment report produced by an experienced and recognized institution, to direct supervision of the tree planting by two state government offices.”

TERRY ANGSTADT (President, Commercial Division, Indy Racing League): “It was a huge investment and huge effort to compensate for the carbon footprint around the São Paulo event. I think it was a great effort from our good partners at UNICA, and we are working hard to possibly neutralize more events, which would be fantastic.”

SATURDAY’S SCHEDULE (all times local):

8 a.m. Public gates open

10:30-11 a.m. Public Drivers’ Meeting, Pit Lane in front of Tower Terrace

Noon IPL 500 Festival Parade, Downtown Indianapolis

6 p.m. Track Closes

END DAY 11 NOTES

DAY 12 – SUNDAY, MAY 30, 2010 – RACE DAY

Good morning.

Jeff Belskus, president and chief executive officer of the Indianapolis Motor Speedway Corporation, Randy Bernard, chief executive officer of the Indy Racing League, 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 2010 Indianapolis 500 Mile Race.

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

12:02 p.m. Interview with Butler University Men's Basketball Team, Victory Podium

12:09 p.m. Military Recognition Lap and March

12:33 p.m. Driver Introductions

12:47 p.m. "America the Beautiful" by Major Lisa Kopczynski, Indiana National Guard, Victory Podium

12:49 p.m. Speech from Rear Admiral John W. Miller, U.S. Navy, Commander, Naval Strike and Air Warfare Center, Victory Podium

12:51 p.m. "God Bless America" performed by Florence Henderson, Victory Podium

12:54 p.m. National Anthem performed by Jewel

12:56 p.m. Flyover by four U.S. Navy F/A-18 Hornet aircraft, Naval Strike and Air Warfare Center (NSAWC), Fallon, Nev.

12:56 p.m. "Drivers to Your Cars" Announcement

12:57 p.m. Invocation given by Rev. Msgr. Joseph F. Schaedel, Vicar General/Moderator of the Curia, Archdiocese 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 SS, Pace Car Driver Robin Roberts

1:12 p.m. Green flag, start of 2010 Indianapolis 500 Mile Race

6 p.m. Track Closes

Longtime Indianapolis Motor Speedway Media Center Manager Bill York received the Bob Russo Founders Award for dedication to auto racing Saturday at the annual American Auto Racing Writers & Broadcasters Association breakfast at IMS.

York began working in the Speedway press room in 1958, filling many roles through 2008. He also was instrumental in creating the Stark & Wetzel Indianapolis 500 Rookie of the Year Award.

Tanner Swanson won the NOS Energy Drink 65th "Night Before the 500" USAC Mopar National Midget Championship race Saturday night at O'Reilly Raceway Park at Indianapolis. He led the last 19 laps of the 50-lap feature.

Patrick McKenna of Ireland won the Cooper Tires presents the USF2000 National Championship race Saturday night at O'Reilly Raceway Park at Indianapolis.

The series is part of the Road to Indy ladder program of the Indy Racing League.

Conor Daly, from Noblesville, Ind., won the Star Mazda Championship presented by Goodyear race Saturday night at O'Reilly Raceway Park at Indianapolis. Daly is the son of six-time Indianapolis 500 starter Derek Daly.

The series is part of the Road to Indy ladder program of the Indy Racing League.

The Indy Racing League will provide a Video News Feed during each day of practice in preparation for qualifying for the 2010 Indianapolis 500 Mile Race.

The Video News Feed will include b-roll of on-track activity and sound from various drivers following the day's activity. Today's feed:

Time: 8-8:30 p.m. (ET)

Coordinates: AMC 9, K 18 (Slot CD)

Bandwidth: 18 MHz

Symbol Rate: 13.235 MS

FEC: 3/4

Aspect Ratio: 16:9

Digital: 4:2:0

Downlink Frequency: 12069 MHz Vertical

Position: 83 degrees West

Uplink trouble number: (317) 492-8657 or (317) 492-8750

The team members of Sam Schmidt Motorsports are on a 'Mission for Nutrition,' as all of the team's employees have lost weight during a three-month weight-loss contest utilizing Herbalife products.

Team manager Chris Griffis was the big winner, losing approximately 30 pounds. Herbalife provided him a prize of an all-expense-paid trip to Los Angeles, including accommodations at the L.A. Live Ritz-Carlton Hotel, Disneyland tickets, a visit to The Magic Castle and box seats for a concert at the Staples Center.

The Schmidt team fields the No. 99 Herbalife Ganassi/Schmidt Racing car driven by Townsend Bell.

The 2011 Indianapolis 500 Mile Race is scheduled for Sunday, May 29, 2011. Ticket information can be found at www.imstix.com. Ticket information also can be obtained by calling the Speedway's ticket office, (317) 492-6700 or (800) 822-INDY.

Indianapolis 500 Mile Race ticket customers can register to win a 2010 Chevrolet Camaro SS Pace Car Replica by reordering or applying for tickets online at www.imstix.com between May 31 and Monday, June 14.

The grand prize Camaro SS Pace Car Replica of the Indianapolis 500 Pace Car Sweepstakes is the personal ride of Indianapolis Motor Speedway Chairman Mari Hulman George this May. Indianapolis 500 drivers such as Graham Rahal, John Andretti, Sarah Fisher, Vitor Meira and Ed Carpenter also have taken the muscle car for a spin this month.

One of the stars of the Indianapolis 500 also will deliver the car to the winner.

Four legendary cars of the Indianapolis 500 were on display for photographers this morning on the Yard of Bricks. The cars represent the first machines that each of the four-time winners of the Indianapolis 500 – A.J. Foyt, Al Unser and Rick Mears – drove to Victory Lane at the Speedway for the first time, and the very first car to win the Indianapolis 500.

- The No. 32 Marmon “Wasp,” driven to victory by Ray Harroun in the inaugural Indianapolis 500, in 1911.
- No. 1 Bowes Seal Fast Offy driven to victory by Foyt in the 1961 Indianapolis 500.
- No. 2 Johnny Lightning 500 driven to victory by Unser in the 1970 Indianapolis 500.
- No. 9 The Gould Charge driven to victory by Mears in the 1979 Indianapolis 500.

Helio Castroneves is attempting to become the fourth four-time winner of the “500” today.

The six candidates for Chase Indianapolis 500 Rookie of the Year honors participated in a public question-and-answer session Saturday on the Coca-Cola Stage.

ANA BEATRIZ (No. 25 Ipiranga/DRR): “I want to thank Chase for putting this award together for the rookies to compete for. I’m very happy to be here because it was my dream to race in the Indy 500 one day. We put this deal with Dreyer and Reinbold Racing together at the last minute, so what we did in qualifying was very special. I’m very glad to have qualified on the first day. That was a very memorable day because of the stress that I was under. I was in and then I was out of the race and on my last attempt I was able to make it into the field. I’m very happy to be here.”

SIMONA DE SILVESTRO (No. 78 Team Stargate Worlds/HVM): “I think the whole month has been pretty special. This place is just amazing. Qualifying is something that is pretty hard to do, and we saw a lot of people not make the race, which proves that this field is really competitive. Just to be a part of the Indy 500 is something that every driver dreams of, and it’s unbelievable to be here. I can’t wait for the race.”

BERTRAND BAGUETTE (No. 36 Conquest Racing RACB): “We did a pretty good job with Conquest Racing. We had a great week, and I was very proud to make the field on the first day. We’re going to have a quick car during the race, and I’m really looking forward to competing with these guys.”

MARIO ROMANCINI (No. 34 Conquest Racing): “We had a very difficult day of qualifying. We had a mechanical problem on the first day and had to wait until Bump Day to get into the show. My team owner told me there was going to be a lot of pressure and tension, and that’s exactly what happened. I was very happy with the solid effort that we put together near the end. We made a big decision to take a risk and go out after our time was near the bubble. I’m glad it paid

off and now I'm just very excited for the race. I can't wait to see the grandstands packed with fans."

TAKUMA SATO (No. 5 Lotus-KV Racing Technology): "My most memorable moment so far this month has to be the impact of 250 Gs that I experienced in my crash. Being back at Indianapolis, after running in the wrong direction at 190 mph in an F1 car here, and now running in the correct direction at 224 mph is incredible. It's beautiful. It really is."

SEBASTIAN SAAVEDRA (No. 29 William Rast/Bryan Herta Autosport): "The crash that I had is something that I will never forget. Being in the Indianapolis 500 is something truly remarkable. When I found out that I made the big show, that was all that mattered to me. I'm looking forward to the race. It's going to be the biggest race of my life, and I'm going to enjoy every lap of it."

2010 Indianapolis 500 honorary starter Jack Nicholson wore a Los Angeles Lakers cap when he arrived today at the Speedway. Academy Award-winning actor Nicholson is a longtime Lakers' fan seen courtside at many Lakers' games. The Lakers defeated the Phoenix Suns, 111-103, on Saturday night to win the Western Conference finals and advance to the NBA Finals against the Boston Celtics.

Of the 33 cars starting this year's Indianapolis 500, 14 have car numbers that have never won the race. Car numbers 10, 11, 19, 21, 22, 29, 33, 37, 43, 67, 77, 78, 99 and 06 have never been on a winning car in the Indianapolis 500. Car number 3 leads with the most wins at 11.

Brian Barnhart, an Indianapolis native, is the president of the competition and racing operations division of the Indy Racing League, sanctioning body for the IZOD IndyCar Series. He is the chief official of the 2010 Indianapolis 500 Mile Race.

Paul Blevin, from Anaheim, Calif., is the chief starter of the 2010 Indianapolis 500.

"Good Morning America" co-anchor Robin Roberts is driving the 2010 Chevrolet Camaro SS Pace Car to lead the field to the start of the 2010 Indianapolis 500. Three-time Indianapolis 500 winner Johnny Rutherford, from Fort Worth, Texas, is driving the Pace Car during caution periods in the race.

Indianapolis 500 legend Michael Andretti will drive award-winning actor and producer in a custom-built, two-seat Indy car billed as the "IZOD Fastest Seat in Sports" during the pace laps today.

Andretti and Wahlberg will be ahead of the 2010 Chevrolet Camaro SS Pace Car driven by Robin Roberts on the first two parade laps. With one parade lap to go, Andretti and Wahlberg will accelerate to approach the rear of the field and then enter the pits as the starting field takes the green flag.

1969 Indianapolis 500 winner Mario Andretti will coach his son and Wahlberg by radio from the IZOD Performance Pit.

The Honda overtake assist system will be used in the Indianapolis 500 for the first time this year.

The system, which was introduced last August at Kentucky Speedway, provides a 200 revolutions per minute and extra power (5-20 horsepower) boost for a prescribed time limit on all racetracks via a button on the steering wheel designed to complete a pass or defend one.

For the 500 Mile Race, Honda Performance Development has set the duration at 18 seconds for each of the 15 activations. There's a 10-second reset time between activations.

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 pit speed zone starts at a cone approximately 300 feet inside pit lane.
- The green flag to start the race will be shown on the third time past the flag stand. The pace speed on the parade laps will be approximately 110 mph.
- 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 zone. 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 90 degrees with a relative humidity of 53 percent and variable winds at 4 mph. Skies were sunny. The track temperature was 126 degrees, according to Firestone engineers.

At 1:06 p.m., Mari Hulman George gave the command, "Ladies and gentlemen, start your engines." All cars started and rolling.

2010 INDIANAPOLIS 500 RACE RUNNING:

Lap 1: GREEN, then YELLOW. Honorary starter Jack Nicholson waves the green flag to start the race. #3 Castroneves leads into Turn 1. #21 Hamilton does half-spin to left exiting Turn 2, hits inside wall at start of backstraight with left side of car. Hamilton climbs from car with assistance from Holmatro Safety Team. #10 Franchitti leads at start/finish line.

#11 Kanaan up to 25th after one lap after starting 33rd.

- #10 Dario Franchitti led the opening lap of the race from the third starting position. This is the first time Franchitti has led the opening lap of the Indianapolis 500. The last driver prior to 2010 to lead the opening lap from the third position was Robby Gordon in 2001.

- Davey Hamilton finished 33rd, his worst result in 10 Indianapolis 500 starts. His previous worst was 23rd in 2001.

MARK WAHLBERG (after riding in two-seater for "IZOD Fastest Seat in Sports with): "That was fast. We got it going. It was awesome. There was so much speed."

Lap 3: #5 Sato, #29 Saavedra to pits. Fuel only for #29 Saavedra, #5 Sato.

Lap 4: Restart order – #10 Franchitti, #3 Castroneves, #12 Power, #77 Tagliani, #6 Briscoe, #9 Dixon, #20 Carpenter, #30 Rahal, #06 Mutoh, #99 Bell.

Lap 5: GREEN. #10 Franchitti leads into Turn 1. Four-wide down back straightaway.

Lap 6: #10 Franchitti leads #3 Castroneves by .3794 of a second.

#23 Scheckter started 20th, running eighth.

Lap 8: YELLOW. #33 Junqueira in Turn 2. #33 Junqueira did quarter-spin the left in Turn 2 and hit SAFER Barrier with rear of car. Car then spun again and made secondary contact with outside retaining wall on back straightaway. Car slid across track and stopped on inside of front straightaway. Junqueira climbed from car without assistance from Holmatro Safety Team.

- This is the third time Bruno Junqueira has finished 30th or worse at Indy in six starts, but he has two finishes in the top 10.

Lap 10 pit report: Four tires and fuel: #34 Romancini, 9 seconds; #67 Fisher, 13 seconds; 5 Sato, 11 seconds; 19 Lloyd:10 seconds; 30 Rahal, 9 seconds, also made front wing and tire pressure adjustments; #32 Moraes, 26 seconds. Fuel probe stuck in the car. Fuel only: #7 Patrick.

Lap 12: GREEN. Jack Nicholson waves flag for restart.

Lap 13: #10 Franchitti leads #12 Power by .8635 of a second. #8 Viso in grass on back straightaway to pass #43 J. Andretti.

Lap 14: #10 Franchitti leads #12 Power by .5747 of a second.

Lap 15: #10 Franchitti leads #12 Power by .2161 of a second.

Lap 16: #10 Franchitti leads #12 Power by .3594 of a second. #11 Kanaan up to 16th after starting 33rd. #32 Moraes white-walls, to pits. Bent right rear wishbone.

Lap 20: Top 10 – #10 Franchitti, #12 Power, #3 Castroneves, #77 Tagliani, #2 Matos, #9 Dixon, #6 Briscoe, #20 Carpenter, #99 Bell, #23 Scheckter.

Medical update from Dr. Geoffrey Billows, Indianapolis Motor Speedway director of medical services: Davey Hamilton and Bruno Junqueira have been evaluated and released without injury from the Clarian Emergency Medical Center.

Lap 26: #30 Rahal, who started seventh, has dropped to 25th.

Lap 28 pit report: Four tires and fuel: #8 Viso

ROBIN ROBERTS (2010 Indianapolis 500 pace car driver, after leading the field to the green flag): 'Oh, man! That was one of the most incredible things I have ever done or will ever do. 120 mph coming in, it doesn't get much better than this. I hope I set the bar pretty high for all the other people going to drive. With my military background, it comes a little easier. But J.R. (Johnny Rutherford) and everyone at the track puts safety first. Speaking of which, 'What just happened?' (Lap 1 caution). Well, it wasn't me.'

Lap 30 pit report: Four tires and fuel: #06 Mutoh, 10 seconds, also made front wing adjustment.

Lap 31: #12 Power passes #10 Franchitti for lead. Honorary starter Jack Nicholson leaves flag stand after enjoying first 32 laps of race.

- #10 Dario Franchitti led the first 30 laps. This is the most consecutive laps led starting with the opening lap of the race since 2002 when Bruno Junqueira led the first 32 laps. In 2002, Junqueira started from the pole position and finished 31st.

- When #12 Will Power took the lead on Lap 31, it marked the first time that the three-year starter had led the Indianapolis 500. Power is the 15th different driver to have led an Indianapolis 500 event for car owner Roger Penske.

Lap 35 pit report: Four tires and fuel: #43 J. Andretti, 11 seconds, also made front wing adjustment; #37 Hunter-Reay, 10 seconds; 25 Beatriz, 38 seconds, stalled on exit; #23 Scheckter, 10 seconds; #24 Conway, 13 seconds also made front wing adjustment.

Lap 36: #10 Franchitti passes #12 Power for lead.

Lap 36 pit report: Four tires and fuel: #67 Fisher, 12 seconds, #26 M. Andretti, 12 seconds, #11 Kanaan, 10 seconds also made tire pressure change; #78 de Silvestro, 11 seconds, #2 Matos, 16 seconds, #99 Bell, 11 seconds, also made front wing adjustment; #20 Carpenter, 11seconds, #3 Castroneves, 14 seconds, also made front wing. #10 Franchitti returns to lead.

Lap 37 pit report: Four tires and fuel: #14 Meira, 25 seconds, #4 Wheldon 12 seconds, also made front wing adjustment; #6 Briscoe, 10 seconds, also made front wing adjustment and slow on right rear; #9 Dixon, 10 seconds, also made front wing adjustments; #12 Power, 9 seconds, left with fuel hose still installed; #10 Franchitti, 9 seconds.

Lap 38: #6 Briscoe inherits lead due to pit stops.

Lap 38 pit report: Four tires and fuel: #29 Saavedra, 11 seconds.

Lap 39: #12 Power black-flagged for leaving pits with fuel nozzle attached to car.

Lap 39: YELLOW. Debris on front stretch. Mirror from #36 Baguette. #10 Franchitti leads.

Lap 40 pit report: Four tires and fuel: #8 Viso, 13 seconds; #67 Fisher, 8 seconds, also made front wing adjustment; #7 Patrick, 9 seconds; #19 Lloyd, nine seconds; #36 Baguette, 2 minutes, 35 seconds, replaced mirror on right side.

Lap 41 pit report: Four tires and fuel: #30 Rahal, 9 seconds, also made front wing adjustments; #06 Mutoh, 11 seconds, also made tire pressure change; #12 Power, 25 seconds, repairs and fuel; Fuel only: #25 Beatriz.

Lap 42: #12 Power to pits.

Lap 43: GREEN. Restart order: #10 Franchitti, #3 Castroneves, #77 Tagliani, #2 Matos, #6 Briscoe.

Lap 44: #12 Power to pits to serve drive-through penalty for exiting pits with fuel nozzle attached.

Lap 45: #10 Franchitti leads #3 Castroneves by .8025 of a second.

Lap 46: #12 Power running 25th.

Lap 47: #10 Franchitti leads #3 Castroneves by .7174 of a second

Lap 47 pit report: #06 Mutoh, 2 minutes, 5 seconds, repairs.

Lap 50 : Running order – #10 Franchitti, #3 Castroneves, #2 Matos, #6 Briscoe, #20 Carpenter, #9 Dixon, #99 Bell, #77 Tagliani, #23 Scheckter, #37 Hunter-Reay.

Lap 53: #43 J. Andretti black-flagged for blocking #4 Wheldon on front straightaway.

Lap 55: #43 J. Andretti to pits to serve drive-through penalty.

Lap 57: #10 Franchitti leads #3 Castroneves by 2.7168 seconds.

Lap 58: #36 Baguette back on track after team replaced mirror, 17 laps down.

Lap 62: #10 Franchitti leads #3 Castroneves by 4.1706 seconds. #12 Matos third. #11 Kanaan 12th after starting 33rd.

Lap 65: YELLOW. #43 J. Andretti hits SAFER Barrier in Turn 2 with right side of car. Car slides along outside retaining wall down entire back straightaway before stopping in Turn 3. Andretti climbs from car with assistance from Holmatro Safety Team. Heavy damage to right side of car.

Lap 67: All cars to pits except for #36 Baguette, #06 Mutoh, #14 Meira.

Lap 67 pit report: Four tires and fuel: #30 Rahal, 11 seconds, also made front wing adjustment; #20 Carpenter, also made front wing adjustment; #6 Briscoe, 9 seconds; #77 Tagliani, 12 seconds, also made front wing adjustment; #9 Dixon, left pits without left-front wheels; #10 Franchitti, 12 seconds; #12 Power, 14 seconds; #3 Castroneves, 13 seconds, also made front-wing adjustments; #99 Bell, 13 seconds; #2 Matos, left pits without left-rear wheel, 56 seconds; #8 Viso, 10 seconds, also made front wing adjustment; #5 Sato, 10 seconds; #67 Fisher, 10 seconds, also made rear wing adjustment; #34 Romancini, 10 seconds; #19 Lloyd, 10 seconds; #7 Patrick, 9 seconds; #23 Scheckter, 11 seconds; #25 Beatriz, 12 seconds; #29 Saavedra, 12 seconds; #11 Kanaan 11 seconds, #78 de Silvestro, 12 seconds; #4 Wheldon, 10 seconds; #37 Hunter-Reay, 11 seconds; #26 M. Andretti, 11 seconds.

Lap 70: #9 Dixon, #2 Matos return to pits. Front-wing adjustment for #9 Dixon.

Restart order – #10 Franchitti, #3 Castroneves, #6 Briscoe, #11 Kanaan, #20 Carpenter, #37 Hunter-Reay, #23 Scheckter, #30 Rahal, #99 Bell, #4 Wheldon. #11 Kanaan

Lap 71: GREEN.

Lap 72: #10 Franchitti leads into Turn 1.

Lap 72 pit report: Four tires and fuel: #14 Meira, 10 seconds.

Lap 73: YELLOW. #2 Matos does quarter-spin to left, backs into SAFER Barrier in Turn 1. Car slides through short chute and stopped in Turn 2. Matos climbs from car with assistance from Holmatro Safety Team. Heavy damage to rear of car.

Lap 77: Temperature update – Ambient 94, track 130, according to Firestone engineers.

Lap 77 pit report: Repairs: #06 Mutoh, 38 seconds; Four tires and fuel: #36 Baguette, 13 seconds. Fuel only: #8 Viso, 5 seconds; #14 Meira, 10 seconds.

Restart order -- #10 Franchitti, #3 Castroneves, #6 Briscoe, #20 Carpenter, #11 Kanaan, #23 Scheckter, #37 Hunter-Reay, #30 Rahal, #99 Bell, #4 Wheldon.

Lap 79: GREEN.

Lap 80: #10 Franchitti leads into Turn 1 on restart. #30 Rahal black-flagged for blocking #4 Wheldon on back straight, moving Wheldon into grass. #10 Franchitti leads #3 Castroneves by .1860 of a second.

Lap 82: #30 Rahal in pits to serve drive-through penalty for black flag.

Lap 83: #10 Franchitti leads #3 Castroneves by .4340 of a second. #6 Briscoe third.

Lap 85: #10 Franchitti leads #3 Castroneves by .6374 of a second.

Lap 87: #12 Power running eighth.

Lap 92: #10 Franchitti leads #3 Castroneves by .7405 of a second.

Lap 93: #10 Franchitti leads #3 Castroneves by .6663 of a second.

Lap 95: #06 Mutoh climbs from car after making seventh pit stop of race.

Lap 96: #30 Rahal battling with leader #10 Franchitti, trying to stay on lead lap.

Lap 97: #10 Franchitti leads #3 Castroneves by .7395 of a second.

Lap 100 (halfway): Top 10 – #10 Franchitti, #3 Castroneves, #6 Briscoe, #20 Carpenter, #11 Kanaan, #23 Scheckter, #37 Hunter-Reay, #12 Power, #99 Bell, #4 Wheldon.

Lap 102: #10 Franchitti leads #3 Castroneves by .9284 of a second.

Lap 104 pit report: Four tires and fuel: #34 Romancini, 10 seconds.

Lap 105 pit report: Four tires and fuel: #30 Rahal, 11 seconds; #23 Scheckter, 26 seconds.

Lap 106: YELLOW. #14 Meira hits SAFER Barrier at exit of Turn 2 with right side of car, continues. Bent right front suspension, heads to pits. #30 Rahal, #23 Scheckter enter pits for service just before yellow, front right.

Lap 107: #20 Carpenter to pits for fuel only. Must return to pits for four tires and fuel due to entering closed pit.

Lap 109: All cars to pits except #6 Briscoe, #23 Scheckter. #23 Scheckter inherits lead.

•This is the first time Tomas Scheckter has led the Indianapolis 500 since 2003, when he led 63 laps and finished fourth. He led 85 laps as a rookie in 2002 before crashing out of the lead on Lap 173.

Lap 109 pit report: Four tires and fuel: #20 Carpenter, 11 seconds; #6 Briscoe, 9 seconds; #9 Dixon, 9 seconds; #99 Bell, 10 seconds; #10 Franchitti, 11 seconds; #12 Power, 11 seconds; #3 Castroneves, 12 seconds; #77 Tagliani, 11 seconds; #8 Viso, 12 seconds; #36 Baguette, 12 seconds; #5 Sato, 12 seconds; #67 Fisher, 11 seconds: #25 Beatriz, 23 seconds; #11 Kanaan, 11 seconds; #78 de Silvestro, 39 seconds; #26 M. Andretti, 11 seconds; #19 Lloyd, 10 seconds; #7 Patrick, 11 seconds, #4 Wheldon, 11 seconds; #37 Hunter-Reay, 11 seconds.

Lap 111: #5 Sato black flagged for hitting equipment during pit stop. Must stop in pits for 15 seconds.

Restart order: #23 Scheckter, #10 Franchitti, #3, 11, 6.

Lap 112: GREEN. #67 Fisher white-walls Turn 4 on restart. #5 Sato to pits to serve 15-second stop-and-hold penalty.

Lap 114: #10 Franchitti passes #23 Scheckter for lead in Turn 1. #11 Kanaan passes #23 Scheckter for second in Turn 3. #10 Franchitti leads #11 Kanaan by .9064 of a second.

Lap 115: Crew for #12 Power reports overtake assist button not working.

Lap 116: #10 Franchitti leads #11 Kanaan by 1.6627 seconds. Franchitti has led 103 of the first 116 laps, will earn two bonus points for leading the most laps in the 2010 Indianapolis 500.

Lap 117: The top 21 cars are on the lead lap.

Lap 118: #10 Franchitti leads #11 Kanaan by 2.5152 seconds.

Lap 119: #23 Scheckter third, 3.7856 seconds behind leader #10 Franchitti.

Lap 120: Top 10 – #10 Franchitti, #11 Kanaan, #23 Scheckter, #3 Castroneves, #6 Briscoe, 26, 37, 12, 99, 4.

Lap 122: Temperature update – Ambient 96, track 131, according to Firestone engineers.

Lap 128: #10 Franchitti leads by 6.7964 seconds over #11 Kanaan. #26 M. Andretti up to fourth.

Lap 129: #67 Fisher out of car, crew reports possible broken toe link.

Lap 130: KV Racing Technology reports from Gasoline Alley that #32 Moraes is out of race.

Lap 134: #10 Franchitti leads #11 Kanaan by 6.2456 seconds.

Medical update from Dr. Geoffrey Billows, Indianapolis Motor Speedway director of medical services: #43 John Andretti and #2 Raphael Matos were evaluated and released without injury from Clarian Emergency Medical Center.

Lap 140 pit report: Four tires and fuel: #30 Rahal, 11 seconds; #9 Dixon, 10 seconds.

Lap 141 pit report: Four tires, fuel, front wing adjustment: #22 Wilson, 11 seconds.

Lap 142 pit report: Four tires and fuel: #11 Kanaan, 11 seconds,

Lap 143: #11 Kanaan to pits. #26 M. Andretti takes second. #10 Franchitti to pits. #26 M. Andretti takes lead.

Lap 143 pit report: Four tires and fuel: #10 Franchitti, 10 seconds, #25 Beatriz, 13 seconds; #4 Wheldon, 10 seconds; #37 Hunter-Reay, 12 seconds.

Lap 144: #26 M. Andretti to pits. #6 Briscoe takes lead.

Lap 144 pit report: Four tires and fuel: #99 Bell, 11 seconds, #26 Andretti, 10 seconds; #7 Patrick, 10 seconds; #19 Lloyd, 8 seconds; #77 Tagliani, 15 seconds; #3 Castroneves, 15 seconds.

Lap 145 pit report: Four tires and fuel: #20 Carpenter, 14 seconds.

Lap 146 pit report: Four tires and fuel: #6 Briscoe, 10 seconds; #12 Power, 11 seconds.

Lap 147: #6 Briscoe to pits. #10 Franchitti takes lead. #8 Viso to garage, out of race.

Lap 148: YELLOW. #6 Briscoe hits SAFER Barrier in Turn 4 with right side of car, slides down front straightaway before stopping on inside of entrance of Turn 1. Briscoe climbs from car with assistance from Holmatro Safety Team. Heavy damage to right side of car.

Lap 150: Top 10 – #10 Franchitti, #26 M. Andretti, #11 Kanaan, #23 Scheckter, #99 Bell, #37 Hunter-Reay, #4 Wheldon, #9 Dixon, #12 Power, #24 Conway.

Lap 151 pit report: Four tires and fuel: #22 Wilson, 10 seconds; #3 Castroneves, 8 seconds.

Lap 154 pit report: Four tires and fuel: #30 Rahal, 8 seconds

Lap 155 pit report: Four tires and fuel: #3 Castroneves, 7 seconds.

Restart order: #10 Franchitti, #26 M. Andretti, #11 Kanaan, #23 Scheckter, #99 Bell.

Lap 156: GREEN.

Lap 157: #10 Franchitti leads into Turn 1 on restart. #11 Kanaan passes #26 M. Andretti for second on restart. #10 Franchitti leads #11 Kanaan by 1.4448 of a second.

Lap 159: #99 Bell black-flagged for blocking #37 Hunter-Reay on front straightaway. Hunter-Reay still made pass for sixth place.

Lap 160: #10 Franchitti leads #11 Kanaan by 2.3386 seconds.

Lap 161: YELLOW. #29 Saavedra does half-spin to left in Turn 1, hits SAFER Barrier with left rear of car. Car slides into Turn 2 before stopping at bottom of track. Heavy damage to rear of car. Saavedra climbs from car with assistance from Holmatro Safety Team.

Lap 163: All running cars to pits except to #24 Conway, #22 Wilson, #3 Castroneves, #30 Rahal. #24 Conway leads. First lap led in two-year IZOD IndyCar Series career. Dreyer & Reinbold Racing teammate #22 Wilson second.

Lap 163 pit report: Four tires and fuel: #99 Bell, 7 seconds; #20 Carpenter, 9 seconds; #9 Dixon, 8 seconds; #12 Power, 8 seconds; Fuel only: #77 Tagliani 9 seconds; #10 Franchitti, 8 seconds; #4 Wheldon, 8 seconds; #7 Patrick, 8 seconds; #34 Romancini, 12 seconds; #5 Sato 12 seconds, #37 Hunter-Reay, 8 seconds, #26 Andretti 8 seconds; #23 Scheckter, 12 seconds, #11 Kanaan, 11 seconds.

Lap 166: GREEN. Restart order: #24 Conway, #22 Wilson, #3 Castroneves, #30 Rahal, #10 Franchitti.

Lap 168: #24 Conway leads #22 Wilson by .2660 of a second.

Lap 171: #24 Conway leads #22 Wilson by .4902 of a second.

Lap 172: #24 Conway leads #22 Wilson by .5241 of a second. #3 Castroneves third, .8680 of a second behind leader.

Lap 173: #10 Franchitti running fifth, behind #24 Conway, #22 Wilson, #3 Castroneves, #30 Rahal. Those cars all did not stop under last caution. #26 M. Andretti sixth, jumping #11 Kanaan at last pit stop.

Lap 175: #24 Conway leads #22 Wilson by .6118 of a second.

Lap 176: Thirty-seven laps since last pit stop by leader #24 Conway.

Lap 177: #24 Conway leads #22 Wilson by .6022 of a second.

Lap 178: #24 Conway to pits, four tires, fuel, front wing adjustment, 8.3 seconds. #22 Wilson takes lead.

Lap 179: #22 Wilson leads #3 Castroneves by .5342 of a second.

Lap 180: Top 10 – #22 Wilson, #3 Castroneves, #30 Rahal, #10 Franchitti, #11 Kanaan, #26 M. Andretti, #4 Wheldon, #23 Scheckter, #9 Dixon, #37 Hunter-Reay.

Lap 185: #22 Wilson leads #3 Castroneves by .4724 of a second.

Lap 187: #22 Wilson leads #3 Castroneves by .5863 of a second. #10 Franchitti fourth, 7.1386 seconds behind leader.

Lap 189: #22 Wilson, #30 Rahal, #20 Carpenter to pits. #3 Castroneves takes lead. #10 Franchitti second, #11 Kanaan third.

Lap 191: #3 Castroneves leads #10 Franchitti by 5.7195 seconds. #4 Wheldon passes #26 M. Andretti for fourth.

Lap 192: #3 Castroneves to pits. #10 Franchitti takes lead by 1.2041 seconds over #11 Kanaan.

Lap 194: #10 Franchitti leads #11 Kanaan by 1.1502 seconds.

Lap 195: #10 Franchitti leads #11 Kanaan by .3858 of a second as Franchitti navigates lapped traffic.

Lap 196: #11 Kanaan to pits, fuel only. #4 Wheldon to second.

Lap 197: #10 Franchitti leads #4 Wheldon by 3.7302 seconds.

Lap 198: #10 Franchitti leads #4 Wheldon by 2.9793 seconds.

Lap 199: #10 Franchitti leads #4 Wheldon by 3.6216 seconds.

Lap 200: YELLOW, then CHECKERED. #37 Hunter-Reay, #24 Conway involved in accident. #24 Conway runs over left rear of #37 Hunter-Reay in short chute between Turns 3 and 4. Hunter-Reay hits outside retaining wall. Conway takes flight into catch fence, returns to track. #25 Beatriz also involved.

#10 Dario Franchitti wins the 2010 Indianapolis 500 under caution. It is his second victory, as he also won in 2007 with Andretti Green Racing, now Andretti Autosport.

#4 Dan Wheldon second. #26 Marco Andretti third. #34 Mario Romancini 13th, top-finishing Chase Rookie of the Year candidate.

Top 10 at finish: #10 Franchitti, #4 Wheldon, #26 M. Andretti, #19 Lloyd, #9 Dixon, #7 Patrick, #22 Wilson, #12 Power, #3 Castroneves, #77 Tagliani.

POST-RACE VICTORY LANE QUICK QUOTES:

CHIP GANASSI (Owner, Target Chip Ganassi Racing): (About significance of being first owner to win Daytona 500 and Indianapolis 500 in the same year): "I'll think about that later. I want to congratulate Dario. I want to thank everybody who put together this team. It was a little dicey there at the end, on fuel at the end. He saved fuel when he had to."

DARIO FRANCHITTI (Winner, 2010 Indianapolis 500): "I was just thinking. This tastes just as good second time. Up until 10 laps to go, I was pretty relaxed. Then all hell broke loose with fuel savings and all. I just needed to know what the other guys were doing. If they were saving more than me, they were doing something special here. This means so much. To come back after going away for a year, win a championship and win the Indy 500. Thank you. Thank you to everyone on Team Target."

Medical update from Dr. Michael Olinger, Indy Racing League director of medical services: #25 Ana Beatriz was evaluated and released without injury from the Clarian Emergency Medical Center. #37 Ryan Hunter-Reay was evaluated and released with a thumb injury suffered during a pit stop in the race. #24 Mike Conway was transported via air to Methodist Hospital in Indianapolis with orthopedic injuries to his left leg. He was awake and alert.

Two male spectators were treated for minor injuries at Clarian Emergency Medical Center and released after being struck by debris during the crash between Mike Conway and Ryan Hunter-Reay on the final lap of the race. The spectators were seated in the North Vista, East Section 47, Rows A and G.

One spectator received stitches for a cut in the forehead. Another spectator suffered a head laceration that required no stitches.

INDIANAPOLIS 500 POST-RACE NOTES:

- Dario Franchitti became the 17th driver with at least two Indianapolis 500 victories.
- Dario Franchitti became the first driver from Scotland to win the Indianapolis 500 more than once. Jim Clark won in 1965.
- Chip Ganassi became the first team owner to win the Indianapolis 500 and Daytona 500 in the same year. Dario Franchitti won the Indianapolis 500 today; Ganassi driver Jamie McMurray won the Daytona 500 in February. Roger Penske is the only other owner to win the Indianapolis 500 and Daytona 500, winning 15 times at Indianapolis and in 2008 at Daytona with Ryan Newman driving.
- Panther Racing has finished runner-up in the Indianapolis 500 for three consecutive years, with Vitor Meira in 2008 and Dan Wheldon in 2009 and 2010.
- Dario Franchitti earned his first Indianapolis 500 victory in 2007 with Andretti Green Racing, now Andretti Autosport. He won today for Target Chip Ganassi Racing. The last driver to earn his second Indy 500 victory with a different team than his first was Arie Luyendyk. He won in 1990 for Shierson Racing and earned his second victory in 1997 for Treadway Racing.
- Dario Franchitti was the top lap leader of the race with 155 laps led. This is the third consecutive year that a Target Chip Ganassi Racing car has led the most race laps. Scott Dixon led 115 laps when he won from the pole position in 2008, and Dixon also was the top lap leader in 2009 when he finished sixth after leading 73 laps.
- The 155 laps led by race winner Dario Franchitti is the ninth-highest total for an Indianapolis 500 winner. It is the most laps led by an Indianapolis 500 driver since Juan Pablo Montoya led 167 laps en route to victory in 2000.

- Dario Franchitti climbed to 21st place on the all-time Indianapolis 500 lap leader list, with 255 laps, after leading 155 laps today. He entered the race 59th on the all-time lap leader list.
- The 2010 Indianapolis 500 race marked the fourth victory for a car owned or co-owned by Chip Ganassi. He was the sole owner of the winning entries in 2000 (Juan Pablo Montoya), 2008 (Scott Dixon) and Dario Franchitti (2010). Ganassi was co-owner with U.E. “Pat” Patrick in 1989 (Emerson Fittipaldi). The only car owners with more Indianapolis 500 victories are Roger Penske (15) and Lou Moore (five).
- This was the first time car number 10 won the Indianapolis 500.
- Dario Franchitti started from the third position. This is the 11th time that the winning car has started from that position. Dario Franchitti’s other win, in 2007, also came from the third starting position.
- Alex Lloyd and Tony Kanaan each advanced 22 positions, the most of any finisher. Lloyd finished fourth after starting 26th. Kanaan finished 11th after starting 33rd.
- The highest finisher for car owner Roger Penske’s three entries was eighth place (Will Power). His other two drivers finished ninth (Helio Castroneves) and 24th (Ryan Briscoe). The last time Team Penske’s best finisher at Indianapolis was lower was in 2005, when Castroneves finished ninth.
- There were three first time Indianapolis 500 lap leaders in today’s race: Will Power, Mike Conway, and Justin Wilson.
- Danica Patrick and Sarah Fisher overtook Lyn St. James for most laps completed in an Indianapolis 500 career by a female driver. Patrick completed 200 laps in the 2010 event, which raised her Indianapolis 500 career total to 1,137 laps completed. Fisher completed 125 laps in the 2010 race to raise her Indianapolis 500 career total to 1,057 laps completed. St. James completed 947 laps in her seven-year career in the Indianapolis 500.
- Danica Patrick finished sixth in the 2010 Indianapolis 500. This is Patrick’s fifth top-10 finish in six career Indianapolis 500 starts.

Rahal Letterman Racing co-owners Bobby Rahal and David Letterman talked about the performance of the team’s driver, Graham Rahal, who finished 12th.

BOBBY RAHAL: “I thought Graham did a hell of a job today. A bogus penalty really hurt us. I don’t think Graham did anything that others drivers weren’t doing, but we got a penalty. To lead Dario like he did for so long really showed how strong the car could be. I think he really got everything he could out of the car.”

DAVID LETTERMAN: “What a day for the kid. You can’t ask for anything else. I’ve never seen our team have a better drive here. Even the year we won the race (2004, with Buddy Rice), I

thought the kid drove a better race today. Graham made a heroic effort, and I am really, really proud to be a part of this team.”

2010 Indianapolis 500 Post-Race Quotes

Sunday, May 30, 2010

DAVEY HAMILTON (No. 21 HP de Ferran Dragon Racing): "Tomas Scheckter thinks he can lead the first lap, you know. He's an idiot. And he does it all the time. He just came out of nowhere, and we have no spotters in Turn 2. We were just coming up the racetrack and there he was, and I just went to avoid him and we got caught up." (What will you say to him?): "Well, I'll just tell him what I think. What do you say to him? He knows better. It's very disappointing when you don't even get to race."

BRUNO JUNQUEIRA (No. 33 Bowers & Wilkins/TorcUP): "I'm very disappointed. I was being very conservative, and I think I came a little bit too high. I don't know. I just lost the car. It's very disappointing because me, Vitor (Meira) and Tony (Kanaan) were going (through) the field pretty fast. And the a few guys were going slower. I thought we were going to get a little gap, and I just lost the car."

VITOR MEIRA (No. 14 ABC Supply Co./A.J. Foyt Racing): "The car was good. I was always passing cars. I went to the inside of Simona, and she saw me and minded me and she even got into the marbles on the outside a little bit because she knew I was coming to pass her. She didn't do anything wrong. She got loose, she lifted, I went to the inside where there were a lot of marbles and as soon as I went to turn in at Turn 2, I had no grip and slid up to the wall and pancaked the right side. I should have known better. It was a shame for the ABC guys; everybody was here. I really appreciated everybody being here. It was not the ending we were hoping for."

SARAH FISHER (No. 67 Dollar General/Sarah Fisher Racing): "We got shoved up high in Turn 4. When you get shoved up high, there's no place to go here. There's no room. I white-walled the tires of the Dollar General car, and our day is done. We think it's a broken suspension, and we're going to check on it. We were having really good restarts. The boys were flawless, which is key here, and the Dollar General car was on the ball gear-wise, but there's just no room. It's disappointing, but it's racing. I'm ready to put this month in the past and move on to Texas next weekend."

HIDEKI MUTOH (No. 06 Panasonic Formula Dream): "I'm very, very disappointed because I know the guys have been working very hard over the winter and for the whole month. We had a very good car before, but today it wasn't the same. I couldn't find the right balance or get up to speed. I don't think the problem was entirely the heat; there was something else, as well, but I think the heat made it worse. We tried to fix it but couldn't find the exact problem. I felt a problem immediately, but I didn't think it was big enough to retire from the race. Lap by lap, the handling was getting worse and worse, and I was losing grip. Unfortunately, I couldn't hold it. It was a very free, very light car. The team worked hard to improve it, but nothing made a difference. I couldn't maintain a high speed, and I didn't want to damage the car or hurt someone's race. Unfortunately this is just part of the Indy 500."

JOHN ANDRETTI (No. 43 Team Window World): "We had a good car so it's unfortunate that we're out of the race. I want to thank Andretti Autosport for giving me a great opportunity and

of course Window World for making it all happen. The King (Richard Petty) is here and the King will probably be gone by the time I get up there. A disappointing day but overall I think it started out good. We were moving up, making up spots and then another driver gets in the side of us and helps ruin our day.

BERTRAND BAGUETTE (No. 36 Conquest Racing RACB): "The car was quick, and I was comfortable with the car all day. I could pass a lot of guys, and I could stay in traffic confidently without any problem. Unfortunately, we lost a mirror during the race and had to replace it, which cost us something like 25 laps. It was really a shame because we had a car capable of doing something great. It's just a real shame."

DANICA PATRICK (No. 7 Team GoDaddy.com): "I'm very happy with the result, and the reasons we got it were that our pit stops rocked and we had a perfect strategy. We did struggle a little in the early goings. We almost went a lap down. But we were able to get the GoDaddy.com car into the position it should have been in. I focused on making sure I lifted and got a tow from other cars to save fuel as the laps were winding down. I'm really glad that yellow came out at the end because we were cutting it real close on fuel. That's the roll of the dice, and the team did a perfect job."

SCOTT DIXON (No. 9 Target Chip Ganassi Racing): "For me, it was not much of an exciting race. I was kind of sitting in the back of the pack when we had the pit stop problem. We just never really regained. I slowly picked off cars as I went along. If it was a 600- or 700-mile race, we would have been looking decent. It was a huge day for the team. It was a fantastic job by Dario. He got lucky on the yellow, but you've got to give the guy a lot of credit: He led a lot of laps and definitely worked on it."

WILL POWER (No. 12 Verizon Team Penske): "First of all, the Verizon car was very quick today. We could have hung with Dario (Franchitti) no problem, I think. You just can't make mistakes at Indy and win, and we just made too many mistakes today. I hope Mike Conway is all right, because I just hate to see an accident like that any time. We still have a championship to compete for, so we'll move on from here and keep pushing for that. As a team, we made too many mistakes today. We had our first stop go wrong. I went long, and then we had a wheel problem in another. You can't win this race when you keep dropping to the back. We had a bloody fast car. The Verizon car was chopping through the field. It was one of those days. I really hope Mike Conway is OK. I hate to see that happen on the last lap of the race. It was a nasty crash. It was right in front of me. I really hope that he's OK. We had a fast car. I think we could have hung with Dario no problem. It's the lesson of this place. You can't make mistakes. You have to nail everything on a day like today, and that's how you win this thing. I was exhausted. Honestly, even halfway, I was like, 'Man, this race is tough.' I couldn't wait to get out. I was drained. I was just glad to get out of the car at the end there."

HELIO CASTRONEVES (No. 3 Team Penske): "It was a very hot day. Congrats to Dario. What an awesome car he had. Ganassi did an incredible job to put him up there. It was the car to beat today. We tried. Unfortunately, silly mistakes put us in the back. I'm very disappointed. I'm

more disappointed with the mistake. Certainly, I am very upset for my guys. They did an incredible job the whole month long. They should walk out of here with their heads high.”

TOWNSEND BELL (No. 99 Herbalife Ganassi/Schmidt Racing): “The car was great. I mean, the guys did an awesome job. We just kept notching it up, getting to fifth with 50 to go. You know, we got called for blocking, and I never had a warning. I still left room for guys to go low. I let a guy by on the backstretch, and then I got black flagged for that. I guess I’m confused. It’s a heartbreak. I thought I was well within the protocol of the racetrack today. But you know, we gave it our all doing everything we could today. On the last stop, we tried to take just fuel and it got us a few positions. But then we were just a sitting duck. The vibration got so bad in the car. I’m not sure what happened with our tires. The vibration was so bad, I couldn’t see. I was about to crash. My vision was getting blurrier and blurrier. I thought the car was going to snap in half, it was vibrating so badly. At that point, we were hosed, so we just brought it in and put new skins on it. Of course, it felt magic then. We were passing a bunch of cars, and then there was that horrible accident. I understand that is Mike Conway. I hope he is OK. It’s just a terrible way to end the race. I hope he is all right.”

GRAHAM RAHAL (No. 30 The Quick Trim/RLR Special): “Really, it was disappointing for us. You know, they penalized me for blocking. Danica put me in the grass on the back straightaway. So they penalized me after all that kind of stuff. You go forwards. You go backwards. We struggled a little bit on the initial start. We moved all the way back. We got back in it. That was our day. The car ran great, especially there at the end. That 30 laps we were in front of Dario, the car absolutely flew. At the end, the car was pretty good. For sure, we were as quick as Helio. It just didn’t work out. The strategy was good today. We just had to recover from too many mistakes. The QuickTrim boys worked really hard. It was great to come here and have the support that we’ve had. I promise that if we come back together in the future the performance will be even better.”

RYAN BRISCOE (No. 6 Team Penske): “We were having a good run in the Team Penske car, so it was definitely a disappointing result. It was really slick out there, and we just added some downforce to the car. But we were on cold tires and just got up into the marbles, and it was the point of no return, so we hit the wall. I feel really bad for my guys. The car had been so good all month, and everyone worked really hard. We’ll keep working away at it and go for the win next week in Texas.”

ED CARPENTER (No. 20 Panther/Vision/Fuzzy’s Vodka): “Definitely, 17th isn’t what we should have had. It’s one of those days. That’s how it goes sometimes. We were looking good early the first half of the race. I’m not really sure what is going on or happening, but for whatever reason, our stints were shorter than everyone else. It looked like we were getting full fill on the fuel tank. But when the one yellow came out, I was getting ready to pit. I couldn’t make it until the pits opened. We lost all of our track position. We battled back some spots, then ran out of fuel with two laps to go and lost back some more we gained. It’s just unfortunate because it’s one of those days where when someone looks at the record books, it’s going to look like I had a bad run. But at the end of the day, my teammate was second, which is awesome. We could have had two in the top three easily.” (Was it easier to pass in the race this year than last year?): “I

don't really think so in the race. You could pass for a few laps after restarts. But everyone kind of struggled. I know when I was running up front, Dario followed Graham for about 15 laps. That says it all right there when the leader can't pass someone he's driving up to lap. I don't know what the answer is. I don't think it's the cars, I'll just say that."

E.J. VISO (No. 8 PDVSA-Jet Aviation-KV Racing Technology): "Well, pretty much from the beginning of the race, it was a handful to drive that car. It was very, very unstable, especially in traffic. I brushed the wall a couple of times. It was Lap 139 when I got more of a hit than a brush. We just basically decided to call the race and just go on the safer side. Definitely anything we did from (Miller Lite) Carb Day to today regarding changes to the car was not a good idea. This is racing. This is the way it goes. We're here to work together. Hopefully in Texas it's going to be a good performance."

ALEX LLOYD (No. 19 Boy Scouts of America): "The boys did a great job in the pits. We said beforehand we know that we've got a good car. We know that where we qualified wasn't where we deserved to be based on speed. So we figured we'll keep digging, we'll keep working, we'll be patient and the race will come to us, and it did. Everybody did a perfect job. Nobody made any mistakes, and the Boy Scouts guys are here in third place. That's amazing. We knew it was possible, but this is maybe even better than we could have dreamed of. We're very happy."

TONY KANAAN (No. 11 Team 7-Eleven): "I hope I made it exciting out there. I promised them a good start, and I think I did that. I have been in many positions for this race, and I don't think the fastest car wins all the time. I think we had a shot for a win. This whole team for the work they did today deserved a top-three today. I had to come in and get fuel and go out and go as fast as I could. The strategies could have worked both ways. We took a gamble. When it comes to a fuel strategy race, I'm not a big fan of it. It could have gone the other way. We could have gotten the lead and won the race, and we could brag about it for the rest of my life. I support my guys all the way. Let's learn from it. I think this team is more together than ever."

MARIO ROMANCINI (No. 34 Conquest Racing): "When I took the checkered flag, I was in front of Simona. Then the crash happened, and she went by me. But it's OK because we worked it all out. I'm very, very happy, I knew this race gives me good memories and good emotions. I want to thank my guys and my crew my engineer, my team owner, sponsors, all of them. I'm just very, very happy to finish as the fastest rookie."

ANA BEATRIZ (No. 25 Ipiranga/DRR): "It was a great run. I was relaxed, and I was glad I finished the race. The car had different attitudes over the run. It was kind of stable sometimes. I'm sure we finished the race in a good position. We missed a lot of time in the pits, and then we had that accident (caution) at the end. It was a pretty steady run. At the end, was kind of fun, because I was staying with Dixon and Power, and we were staying pace. There are a lot of small things I learned, like setup of the car, what to do mechanically to get the car better, faster. It was a great month, and I gained a lot of experience."

ALEX TAGLIANI (No. 77 Bowers & Wilkins/Honda Edmonton Indy): “The one restart where Saavedra was in the way – I’m very disappointed. It’s about courtesy. Brian Barnhart mentioned it many times. You know, give some room out there. The guys are racing, and it is so difficult to pass. When you’re trying to make some room and you’re trying to stay in front, when you’re running aggressively, with the downforce there is no chance if you fall back. We saw it with Dario last year. We’ve seen it with us this year. The car was fast enough to run up front, and unfortunately we couldn’t keep it there. I’m very disappointed about that particular incident but very happy with the car and the team all month long. For our first effort as a group, I take my hat off to this group and I am very proud of the team.”

TOMAS SCHECKTER (No. 23 Mona Vie/DRR): “It was a good run. We couldn’t close it off. We had to play fuel mileage at the end, which is not exactly what we wanted to do. Sometimes it happens that way. Our radios weren’t working. I started running out of fuel on that last lap. It’s better to be 15th than last.”

JUSTIN WILSON (No. 22 Team Z-Line Designs/DRR): “The car was great, but we knew we were 10 laps short on fuel. The key was to push as hard as we could and try and stretch the field out, so when we did our stop we would come out in a good position. Everybody else was saving fuel and trying to make it to the end, so I think without that yellow maybe we would have passed another three or four cars.” (On how it felt to lead at Indy): “It felt really good. It’s nice to have a taste of that. I want more. The guys on the Z-Line Designs car did a great job. I’m really happy for that. We’re just thinking about the next one now.”

MARCO ANDRETTI (No. 26 Team Venom Energy): “I guess people decided to drive by me before the checkered. It’s as simple as that. We’ve been (on the podium) here before, but the top five is in the money. I’d be frustrated if they scored me for sixth. I wouldn’t rest for that one. They clearly passed me under yellow.” (Will you protest?): “Darn right. It’s a lot of money.”

RYAN HUNTER-REAY (No. 37 Team IZOD): “I’m fine. It became a fuel race toward the end, and I had no idea how much I had left in the tank. And it came down into Turn 3, and it just died. The car died, and that’s when Mike latched over me. I have to have surgery on Tuesday on my thumb. It’s a bummer, long day. That’s probably one of the toughest races I’ve ever had.” (Did you see the replay?): “Yeah, I did, I can’t believe it didn’t hit my head. That’s one of the down sides of these cars having the driver’s heads exposed. That car should have come down on my head; I don’t know how it didn’t. When I looked at the replay, I guess it came down on the camera, right on top, and at 230 mph that’s as close as it gets. I hope Mike is all right. It was such a good day for the IZOD car. We were having a great run.”

TAKUMA SATO (No. 5 Lotus-KV Racing Technology): “This was definitely some experience for me today. We moved up to close to the top 10 in the middle of the race. Then we had a problem on a pit stop, and we received a penalty. Due to that penalty, we got behind a lap and we could not make it up. The race was very long, and there were a lot difficult situations. I do feel good about finishing the entire race, and I learned a lot. The Indy 500 is just a spectacular event. The Lotus – KV Racing Technology team worked very hard all month, and we had a great experience racing here.”

MARIO MORAES (No. 32 GEICO-CURB Records-KV Racing Technology): “Unfortunately, we had the same problem in the race that we had on Carb Day. It is a shame for me and our KV Racing Technology team. We worked so hard this month. We had a great car up until Carb Day, and then something happened with the car. Our team tried to fix it in the garage, but it was best to park the car than have the problem continue. We will plan to run better at Texas.”