

2012 INDIANAPOLIS 500
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NEWS ARTICLES



Team, Drivers Happy With Test Of New Car At IMS.

April 04, 2012 | By Tom Surber

Nine teams jump-started their preparation for the 96th Indianapolis 500 by testing the new IZOD IndyCar Series car Wednesday at the Indianapolis Motor Speedway.

Participating teams and the INDYCAR engine group gathered data regarding handling characteristics and performance levels from their Chevrolet and Honda-powered cars.

One car/driver combination from each team was invited to participate. Driving Chevrolet-powered 2.2-liter, twin-turbocharged V-6 engines in their Dallara chassis were Ed Carpenter (Ed Carpenter Racing), Tony Kanaan (KV Racing Technology), Marco Andretti (Andretti Autosport), JR Hildebrand (Panther Racing) and Helio Castroneves (Team Penske).

Driving Honda-powered cars were Scott Dixon (Target Chip Ganassi Racing), Takuma Sato (Rahal Letterman Lanigan Racing), Mike Conway (A.J. Foyt Racing) and Justin Wilson (Dale Coyne Racing).

The cars were run in the Speedway configuration, with the new rear-wheel guards that are taller, lighter and have a slightly different shape than the sets being used on the road/street circuits and the oval races at Texas Motor Speedway, Iowa Speedway and The Milwaukee Mile.

The new IZOD IndyCar Series car will make its competitive oval debut Sunday, May 27 at the 96th Indianapolis 500.

Quotes from selected participants during the midday media availability:

TONY KANAAN (No. 11 GEICO/Mouser Electronics KVRT w/ SH Dallara/Chevrolet)

Q: What was it like out there?

TK: It felt faster than the (previous) test that we did. I went out of the pits and went flat out right away, so I have to say that the aero kit is definitely a little bit better. I was struggling at the end of last year here, so obviously the engine manufacturers are trying to dial in much of the things that they want to try to do, and in one day I don't think we'll be able to do it all, but it felt good. I think some other drivers did a little bit more laps, but this is what this test is for. I don't think we're going to see many laps, but were going to see some quality drivers giving positive feedback so when we come back here in May we can have the right stuff.

Q: May is always a difficult month, but how much tougher will it be trying to dial in a whole new car?

TK: It will be hard. You can see how competitive it has been already, and once we get here, it'll be all new to everybody. It's a new aero kit and a new engine, and there's so many things that can happen that are unknown, and this place makes it hard just being this place. I don't know if I can describe how hard it's going to be because there's no easy time here at the Speedway, even with a 10-year-old car that you've run for 10 years in a row or with a new car. So it is going to be hard.

Q: What's the difference in body-part configuration here at the Speedway compared to on the road courses? Are there pieces you can change?

TK: Definitely. The front wing is not the two-element wing, and obviously you can see the rear wing. It's one main plane and it's very low, so I would say there a lot of things that are different. If you look at the cars, they look slick. They look a lot faster in the Speedway configuration. I have to say I like the new aero kit. It looks like the Batmobile and it's kind of aggressive, and I kind of like it.

Q: Does the car feel like it's more predictable now?

TK: It was more balanced than it was last year, and that's what it is. We worked on it, we talked about it, and I know some people criticized us at the beginning of the year and the end of last year. It's a new car that we've got to figure out. Dallara did a great job, along with Will Phillips (INDYCAR vice president of technology) and the people from INDYCAR, and it's helping. It's going in the right direction and making the car better. We're drivers and we're always going to complain, but it's definitely better than last year.

JR HILDEBRAND (No. 4 National Guard Panther Racing Dallara/Chevrolet)

Q: How was it?

JH: We feel all right about the stability and all of that kind of stuff with the car, and it's just a matter of seeing where the speed kind of ends up once we get going. We're just getting a good feel for kind of where everything's at and how everything feels, and how confident do you want to be right away. There's a lot of times you come to a place like this thinking like it's going to feel really good, we're going to go out and it's going to be flat and blah, blah, blah; and you've got to know it's going to be there before you actually do it, but we're feeling really good right now.

Q: Is the rear wing like the old wings that you can flatten out, or is it set in one area?

JH: The rear wing is just as flexible in terms of where you want to run it. It'll run anywhere from positive numbers to minus-10. So there's definitely a lot of room to play with there. It's just a little bit of an unknown for us right now because this is our first true oval test with the current package and all that kind of stuff of how effective all those things are really going to be. With the previous car, you'd take a degree of wing out of the thing and you could go a mile-an-hour faster right away as long as the rest of your settings were sort of on par. Whereas with this car, it's yet to be seen whether it's that sensitive, and we've just got to kind of figure that out.

Q: Even with John Barnes (Panther Racing team manager) and all the experience he has here, with the brand-new car, isn't he even starting at square one?

JH: Yeah. There's definitely experience that rolls over from various different cars and combinations in the past that the team draws from, but in the end I don't think any of us really know what the hot setup around this place is going to be with this car because things have been changing so quickly from an aerodynamic standpoint and all that kind of stuff. I guess having said that, I guess what ends up yielding good race cars is sort of an attitude and mentality that you have. This is a track that you have so much time to practice during the month of May that you can end up getting yourself spiraling out of control just doing tons of laps and getting confused. We're going to try to take the smart approach and see what we get.

HELIO CASTRONEVES (No. 3 AAA Insurance Team Penske Dallara/Chevrolet)

Q: What are you and your team trying to accomplish today?

HC: We want to build a good foundation here on the setup so that when we come back in the month of May that we start in a good way. Again, it's a new car and the first time that I'm actually ever driving on the oval with this car, and it feels pretty good. It feels different, no question about it, because you're so used to the other car. It's like anything else when it's new: You've got to develop. And right now that's what we're working together with the engine and the setup and everything else. Hopefully when we come back here, we'll have the whole ingredients ready so that we can have a good month of May.

Q: How many changes are you anticipating from last year to this year's new car?

HC: It's a completely different setup. The engine is different. The approach of the speed is different. So there's so many other things. Trust me, when we come back here, it'll be a different thing, as well, but at the end of the day we're all looking for the same goal, and I can't wait to be back.

Q: What did you guys find in testing that has caused you to come out of the box so quickly this year?

HC: I guess we did our homework. Being in the right place and positioning myself in the right areas of the racetrack. I guess all the three cars (Team Penske), not only my group but everybody is really sharing everything we can. And we're eager to be back on the top, and so far it's been working.

Q: What has made you so comfortable in the car up to this point of the season?

HC: I did some adjustments for my driving style. Maybe the car, for me, is suiting right now. Or the team was able to make me feel more comfortable. I guess that combination helps, big time. I did have to change a little bit of my style of driving, and I guess the game is being played in my favor in some of the races. I'll take it, and I'll take it, big time. But at the end of the day, it's a long championship, and we got to continue carrying this good momentum so we can take advantage of it.

Q: How much will your style have to change at the Indianapolis Motor Speedway?

HC: In the ovals, I believe it'll be a little bit different because this is a new car. But when you're driving inside the car, you probably have to be as smooth as a baby's butt because this place, you've got to respect, and so far right now we're a lot of respect, and hopefully this respect will pay back for us.

Q: What do you need to see out there to be comfortable when it comes to the race at IMS?

HC: Running in traffic is the biggest thing. Today we're not looking for that. Today we're just looking to start a new foundation of our setup so that when we come back in the month of May we can continue to move up. Certainly the most important day is the race, and you've got to be consistent, and that's the key to be good here.

Q: It's always great to come back here, isn't it?

HC: Always. Always it's great, and it brings a big smile on my face. This is a great place, and I just can't wait to come back for the month of May.

SCOTT DIXON (No. 9 Target Chip Ganassi Racing Dallara/Honda)

Q: How did it go out there?

SD: We've kind of just went through some couple small engine issues just with the boost controls and minor things like that. I think we've done maybe a total of eight to 10 laps and nothing really at speed yet. So we're kind of just working through some of the small stuff, and we've got to be careful because we're running engines that we have to run for the next two races, as well. All in all, it's pretty cool to be back out here at the Speedway and running around, and the cars definitely look drastically different. It's been fun out here.

Q: Does the new car level the playing field a little bit?

SD: It does, and it doesn't. I think some teams have definitely seemed to have it worked out a little bit more. I think the toughest issue has been actually testing at tracks that you don't race at. They kind of send you down a winding, wooded path that you might not typically take. So it's been tough. I know that a lot of things that we did at Sebring have kind of hurt us at St. Pete and Barber, and we've had to sort of quickly pull away from those things. I think some of the teams that maybe haven't tested and stick with a generic kind of setup, maybe they've hit the track a little bit better.

Q: How do you think the car looks?

SD: It's different. It seems like with the younger generation really like it, and for me I'm still getting used to it a bit, I think. It definitely looks really low and kind of streamlined in some ways, but I think when you actually physically see the car compared to the cars last year, they physically look quite a bit bigger. I think it's something I'll be getting to like a little more.

Q: Were you frustrated with how things ended last week at Barber?

SD: I was definitely frustrated after the race. I think we did a good job in having the pace and focusing on some areas, but we really let ourselves down, and at one point I didn't even know we were racing (Will) Power. I thought he still had to pit before we made that last transition, so I think we have done a pretty decent job out of the blocks so far this season. With two second-place finishes, I think I'm already 50 points ahead of where I was last year, and that's kind of nice.

Three Winners, Series Champions In 96th Indianapolis 500 Field

Three past winners and three IZOD IndyCar Series champions are among the drivers named to the 34 entries filed for the 2012 Indianapolis 500, scheduled for Sunday, May 27 at the Indianapolis Motor Speedway.

All drivers will compete in the new Dallara chassis that debuted at the start of this IZOD IndyCar Series season. The Indianapolis 500 will be the first oval race for the new car.

Engine competition returns to “The Greatest Spectacle in Racing” for the first time since 2005. Chevrolet and Honda each will power 14 entries, with Lotus powering six. The popular, distinctive sound of turbocharged engines also returns to the “500” for the first time since 1996.

Team Penske’s Helio Castroneves (2001, 2002, 2009) leads the list of past winners, which also includes Target Chip Ganassi Racing teammates Dario Franchitti (2007, 2010) and Scott Dixon (2008). Castroneves is trying to become just the fourth four-time winner in the illustrious history of the race, joining A.J. Foyt, Al Unser and Rick Mears. Franchitti will attempt to become just the 10th driver to earn at least three Indianapolis 500 victories.

IZOD IndyCar Series champions assigned to cars include Dixon (2003, 2008), Franchitti (2007, 2009, 2010, 2011) and KV Racing Technology w/SH’s Tony Kanaan (2004). Four-time Champ Car champion Sebastian Bourdais also aims to make his first Indianapolis 500 start since 2005.

Thirty drivers have been named to the 34 entries filed this year, which will breed competition for the 33 starting spots during Pole Day qualifying Saturday, May 19 and Bump Day qualifying Sunday, May 20.

The 2012 Indianapolis 500 is scheduled to start at noon (ET) Sunday, May 27 and will be broadcast live by ESPN on ABC, the IMS Radio Network and SiriusXM 94. Opening Day is scheduled for Saturday, May 12, which also will feature the Celebration of Automobiles.

There is outstanding depth and quality in this year’s field. Besides three past race winners and three IZOD IndyCar Series champions, 15 of the 30 drivers named to entries have won at least one race in either IZOD IndyCar Series or Champ Car World Series/CART competition.

A strong crop of seven rookies includes the most experienced Formula One driver in history, Rubens Barrichello, and two past Firestone Indy Lights champions, Wade Cunningham and Josef Newgarden. Other rookies assigned to cars are reigning two-time USAC National Drivers Champion Bryan Clauson, James Jakes, Katherine Legge and 2010 American Le Mans Series champion Simon Pagenaud.

Plenty of young talent that recently advanced through the Mazda Road to Indy ladder system also was assigned to cars, including three Firestone Indy Lights champions – Cunningham (2005), 2011 Indianapolis 500 runner-up JR Hildebrand (2009) and Newgarden (2011). Other recent Firestone Indy Lights graduates on the entry list include Marco Andretti, Ana Beatriz, Ed Carpenter, Clauson, James Hinchcliffe, Charlie Kimball, Graham Rahal and Sebastian Saavedra.

Three women were among the drivers named to entries: 2010 Chase Rookie of the Year Simona De Silvestro, Beatriz and Legge.

Andretti Autosport is involved in five entries, more than any other team. Andretti Autosport is fielding cars for Andretti, Beatriz, Hinchcliffe and Ryan Hunter-Reay, while Andretti Autosport/AFS Racing has entered a car for Saavedra.

DRIVERS (30)

Former race winners (3): Helio Castroneves (2001, 2002, 2009), Dario Franchitti (2007, 2010), Scott Dixon (2008).

Former pole winners (4): Helio Castroneves (2003, 2007, 2009, 2010), Tony Kanaan (2005), Scott Dixon (2008), Alex Tagliani (2011).

Rookies (7): Rubens Barrichello, Bryan Clauson, Wade Cunningham, James Jakes, Katherine Legge, Josef Newgarden, Simon Pagenaud.

Youngest: Josef Newgarden, 21.

Oldest: Rubens Barrichello, 39. (Barrichello turns 40 on May 23, four days before Race Day.)

Most previous starts: Helio Castroneves, 11.

Excitement Everywhere For Fans At 96th Indianapolis 500

The 96th Indianapolis 500 offers 12 days of exciting on-track action featuring the IZOD IndyCar Series and Firestone Indy Lights, and two special days of fan-friendly activities during the Month of May at the Indianapolis Motor Speedway.

Opening Day is Saturday, May 12. Pole Day is Saturday, May 19, followed by Bump Day, Sunday, May 20. Miller Lite Carb Day is Friday, May 25, and the 96th Indianapolis 500 is scheduled to start at noon (ET) Sunday, May 27.

Public gates for practice May 12-18 will open at 10 a.m., an hour later than recent years. Public gates on Race Day will open at 5:33 a.m. Sunday, May 27, paying tribute to the traditional 33 cars in the starting lineup.

Tickets for all days of activity are available at www.imstix.com or by calling (800) 822-INDY.

Fans can enjoy plenty of on-track action featuring the new 2012 IZOD IndyCar Series car and competition among engine manufacturers Chevrolet, Honda and Lotus on Opening Day. All of the top stars of the IZOD IndyCar Series will be on track, including three-time Indianapolis 500 winner Helio Castroneves, two-time "500" winner Dario Franchitti and IZOD IndyCar Series points leader Will Power.

The Celebration of Automobiles also will take place on Opening Day, Saturday, May 12 at IMS, with nearly 200 beautiful, rare vehicles competing for awards – including the Road & Track Trophy -- in the Vintage and Historic Car Show. An Emerging Tech Showcase has been integrated into the Celebration of Automobiles this year. A new addition is an Automobile Festival featuring hundreds of current and late model vehicles on display in manufacturer-and model-specific groups inside the infield of the IMS oval.

Drama and excitement will build during daily practice Sunday, May 13 through Thursday, May 17. Teams and drivers will aim for top speed on Fast Friday, May 18, the last day to hone setups before qualifications.

One of the most dramatic days in worldwide motorsports will take place Saturday, May 19 on Pole Day. The first 24 spots in the starting field will be determined in the exciting two-session format, with nine drivers making a run for the pole in the thrilling Fast Nine Shootout from 4:30-6 p.m.

Qualifications will conclude Sunday, May 20 with the pressure and drama of Bump Day, as drivers will try to find the speed to earn one of the final nine spots in the starting field for "The Greatest Spectacle in Racing."

Activity resumes Wednesday, May 23 with 500 Festival Community Day, featuring an autograph session with the Indianapolis 500 starting field and other fan-friendly activities.

Cars are back on track Thursday, May 24 for practice and qualifying for the Firestone Freedom 100, the marquee event for Firestone Indy Lights.

A fantastic mix of on-track action and off-track fun awaits fans on Miller Lite Carb Day, Friday, May 25. The final Indianapolis 500 practice, Firestone Freedom 100 race and Indy 500 Pit Stop Challenge will provide competitive thrills, while legendary rock band Lynyrd Skynyrd will close the day by headlining the Miller Lite Carb Day concert.

Legends Day Honoring Roger Penske Presented by Shell V-Power on Saturday, May 26 will honor Indianapolis 500 legends while building anticipation for Race Day.

Vintage cars will turn laps on the IMS oval and the Indianapolis 500 starting field will sign autographs before the Public Drivers' Meeting. Legendary Indianapolis 500 team owner Roger Penske will participate in a question-and-answer session with fans shortly before numerous Indianapolis 500 veterans will sign autographs.

The largest Indianapolis 500 Memorabilia Show in the world also will take place all day on Legends Day Honoring Roger Penske Presented by Shell V-Power.

Tradition and pageantry again will take center stage during pre-race ceremonies on Race Day, Sunday, May 27, before the field of 33 starters gets the green flag at noon.

One of the best parties of the year also will take place on Race Day in the Snake Pit, located inside Turn 3 in the massive IMS infield. Music starts at 8 a.m., with headlining performances by world-renowned electro DJ and producer Benny Benassi and Chicago-based electro group Krewella.

The Snake Pit will be open on Race Day from 7 a.m. until the checkered flag ending the race. Any fan with a Race Day ticket and free Snake Pit wristband will be admitted.

Nabors Will Sing 'Indiana' Despite Missing 2012 Indianapolis 500

May 02, 2012 | By Paul Kelly

Beloved actor-entertainer Jim Nabors will not attend the 96th Indianapolis 500 due to heart-valve replacement surgery scheduled for Memorial Day weekend, but he will continue his tradition of singing “(Back Home Again in) Indiana” during pre-race ceremonies.

A film crew will travel to Nabors’ home in Hawaii this month to record him singing “(Back Home Again in) Indiana” to be played on the Indianapolis Motor Speedway Public Address and video boards Sunday, May 27 at the Indianapolis Motor Speedway.

“I am very disappointed that I will not be at this year’s Indianapolis 500,” Nabors said. “I have attended nearly 40 races and been honored to sing ‘Back Home Again.’ There is no place I would rather be on Memorial Day weekend than with my family of Indianapolis 500 fans. I am looking forward to returning and singing in person once again in 2013.”

Nabors has performed “(Back Home Again in) Indiana” during pre-race ceremonies 33 times since 1972, creating an indelible pre-race tradition. He has sung every year since 1987 except for 2007, when he missed the race due to illness.

“The Indianapolis Motor Speedway is disappointed to confirm that Jim Nabors will not be able to attend the 2012 Indianapolis 500 and perform his much cherished version of ‘(Back Home Again in) Indiana,’” said Jeff Belskus, IMS president and chief executive officer. “Jim’s performance and appearance have been a tradition at the Indianapolis 500 and one that our fans worldwide have embraced. For a moment, Jim is able to make everyone, no matter where they live or where they are from, feel as if they are Hoosiers.

“On behalf of IMS and our fans, we offer our prayers and best wishes to Jim for a speedy recovery and are looking forward to his return to the Indianapolis 500 next year.”

96th Indianapolis 500 Notebook: Parnelli to Celebrate 150mph Pole

May 07, 2012

INDIANAPOLIS, Friday, May 4, 2012 – Parnelli Jones will celebrate the 50th anniversary of breaking the 150-mph barrier in qualifying for the Indianapolis 500 by driving the No. 98 Agajanian Willard Battery Watson-Offy roadster on Pole Day, Saturday, May 19 at the Indianapolis Motor Speedway.

1963 Indianapolis 500 winner Jones is scheduled to turn laps in the famous car, nicknamed “Calhoun,” at approximately 4 p.m. Jones won the pole for the 1962 Indianapolis 500 in the car with a four-lap average speed of 150.370 mph. The IMS Hall of Fame Museum now owns the car.

It’s the second consecutive year Jones will drive a historical car at IMS. Last May he drove the Marmon “Wasp,” which Ray Harroun guided to victory in the inaugural Indianapolis 500 in 1911.

“Last May it was an honor to drive the Marmon ‘Wasp’ around Indianapolis Motor Speedway as part of the Centennial Celebration – not for just one lap but for three laps,” Jones said. “This year to drive in ‘Calhoun,’ the car that was such an important part of my Indianapolis career, it will be like getting together with an old pal. We’ve seen lots of good and bad times together.

“It will be fun to drive around the Speedway again. That’s always fun, especially in a car that means so much to me. We’ve been through it all! What if I want to stay out on the track and keep driving? Who’s going to make me pull in?”

General admission on Pole Day is \$15, with children 12 and under admitted free.

Colts-Foyt golf event May 22 to benefit charity: Headlined by a special appearance by legendary four-time Indianapolis 500 winner A.J. Foyt, the Indianapolis Colts “Foyt Family Wines” Inaugural Golf Classic Presented by BullWear will tee off for charity Tuesday, May 22 at Brickyard Crossing Golf Course at the Indianapolis Motor Speedway.

A portion of the proceeds from the event will benefit The Healing Place, Inc., a non-profit organization formed to reach the homeless, offer recovery for the addicted and help restore productive lives. Founded as a homeless shelter in 1989, The Healing Place has become one of the nation’s most effective, long-term social model recovery programs. For more information, visit: www.thehealingplace.org.

Foyt Family Wines owners Larry Foyt and A.J. Foyt IV will serve as hosts for the event that will feature appearances by several IZOD IndyCar Series drivers and celebrity guests.

Limited registration for public players is available at www.foytwines.com/foytgolf. Onsite registration for this exclusive golf scramble begins at 7 a.m., with the shotgun start at 8 a.m. A foursome for the outing is \$1,300, which includes greens fees and four tickets to the Foyt Family Wines “Wine Down” reception immediately following the scramble. All of the proceeds from the event’s silent auction will be donated to The Healing Place.

The “Foyt Family Wines” Golf Classic is sponsored by Foyt Family Wines, the Indianapolis Colts, BullWear, Fresh Marketing, Meadowcroft Wines, Brickyard Crossing, Fuzzy’s Ultra Premium Vodka, The Healing Place, The J Wagner Group, Huddles Frozen Yogurt, Deuce Brand, Anheuser-Busch and Zink Distributing.

Museum hours extended during May: The Indianapolis Motor Speedway Hall of Fame Museum will feature extended hours during the 96th Indianapolis 500.

The Museum will be open from 9 a.m.-6 p.m. Saturday, May 12 through Friday, May 18 and Monday, May 21 through Wednesday, May 23. Hours will be 8 a.m.-6 p.m. on Saturday, May 19, Sunday, May 20, Thursday, May 24 and Friday, May 25. Fans can visit the Museum from 8 a.m.-5 p.m. Saturday, May 26 and 6 a.m. to 6 p.m. on Race Day, Sunday, May 27.

Museum admission is \$5 for adults and \$3 for fans 6-15 years old, with children under 6 free. Gate admission to the Indianapolis 500 is not included in Museum admission and must be purchased separately.

The IMS Hall of Fame Museum, located inside the IMS oval between Turns 1 and 2, is recognized as one of the most highly visible, prestigious museums in the world devoted to automobiles and auto racing.

Clauson to thank Noblesville May 6: Indianapolis 500 rookie Bryan Clauson will thank the people of Noblesville, Ind., where he resides, during a Community Appreciation Day from 2-6 p.m. (ET) Sunday, May 6.

Two-time reigning USAC National Drivers Champion Clauson will attempt to make his first start in "The Greatest Spectacle in Racing" in a car fielded by Sarah Fisher Hartman Racing.

Festivities Sunday will take place at the Moose Lodge at 950 Field Drive in Noblesville. Two-time USAC National Midget Series champion Clauson will sign autographs for fans from 3:30-4:30 p.m., and a Sarah Fisher Hartman Racing IZOD IndyCar Series car will be on display. Other activities include a car show, food, games and entertainment.

2013 Chevrolet Corvette ZR1 To Pace 96TH Indianapolis 500

A 2013 Chevrolet Corvette ZR1 will lead the starting field of the 96th Indianapolis 500 to the green flag Sunday, May 27 at the Indianapolis Motor Speedway. With 638 horsepower, the Corvette ZR1 is the most powerful production car ever to serve as the Pace Car during the Indianapolis 500.

This will be the 23rd time a Chevrolet has paced "The Greatest Spectacle in Racing" and the 11th time a Corvette is serving as the Pace Car, both event records. The 2013 model year will be historic for Corvette, marking its 60th anniversary and the final year of production for the current generation.

"Corvette embodies pure performance, so the ZR1 is a perfect car to pace the most prestigious auto race in the world," said Jeff Belskus, Indianapolis Motor Speedway Corporation president and chief executive officer.

"Chevrolet is a great partner of the Speedway, and we share in the excitement of the upcoming 60th anniversary of the iconic Corvette brand. It's even more meaningful to see a Chevrolet pacing the field at Indy since Chevy has returned as an engine supplier for the IZOD IndyCar Series for the first time since 2005."

Said Jim Campbell, Chevrolet vice president of Performance Vehicles and Motorsports: "This is a truly momentous year for Chevrolet when it comes to performance, with our continued success on and off track, and especially with our return to the IndyCar Series, powering some of the fastest cars on the circuit. I can't think of a better way to mark the 60th Anniversary of Corvette than having it lead the starting field of the Indianapolis 500."

A supercharged, 6.2-liter LS9 engine generating 638 horsepower helps to create incredible performance for the ZR1. Of all mass-production companies, Chevrolet is the leader in carbon fiber use, with the lightweight material used for structural components on the ZR1, including the front fenders, hood, roof, front splitter, rocker panels and floor pans. With a curb weight of 3,353 pounds, the ZR1 features a power-to-weight ratio of just 5.2 pounds per horsepower. The ZR1 also features advanced technology such as Magnetic Selective Ride Control, Launch Control system with Performance Track Management, a four-channel ABS system and Brembo carbon-ceramic disc brake rotors.

As a result, the ZR1 is the fastest Chevrolet ever produced, capable of accelerating from 0 to 60 mph in 3.4 seconds, reaching a top speed of 205 mph and lapping the famed Nurburgring Nordschleife ("north loop") in 7:19.63.

The Corvette Pace Car features an exterior paint scheme and full body length stripe similar to that of the 60th Anniversary Package being made available on all 2013 Corvette models. The 60th Anniversary Package features an Arctic White exterior with a Blue Diamond leather-wrapped interior with suede accents. Convertible models will have a blue top.

Additional content includes a ZR1-style rear spoiler, special badging, gray-painted brake calipers and the "60th" logo on the wheel center caps, steering wheel and seat headrests. An optional graphics package adds full-length racing stripes in Pearl Silver Blue, including a tonal stripe stitched into the convertible top, extending the graphic theme over the roof.

For 2013, all Corvettes will feature 60th Anniversary badges on the fascias and the "waterfall" panel on convertible models, as well as 60th logos in the instrument panel gauge cluster and on the sill plates.

The 96th Indianapolis 500 is scheduled to start at noon (ET) Sunday, May 27. The driver of the Pace Car will be announced soon.

The first Chevrolet selected as the Indianapolis 500 Pace Car was the 1948 Fleetmaster Six. The brand would go on to lead the racing pack more than any other manufacturer.

Founded in 1911 in Detroit, Chevrolet is now one of the world's largest car brands, doing business in more than 140 countries and selling more than 4 million cars and trucks a year. Chevrolet provides customers with fuel-

efficient vehicles that feature spirited performance, expressive design and high quality. More information on Chevrolet models can be found at www.chevrolet.com.

Six Drivers Complete Indy 500 Rookie Orientation Program

May 10, 2012 | By Paul Kelly

INDIANAPOLIS, Thursday, May 10, 2012 – Six drivers completed the three required speed phases during Rookie Orientation Program activities May 10 at the Indianapolis Motor Speedway.

Josef Newgarden and Bryan Clauson of Sarah Fisher Hartman Racing, James Jakes of Dale Coyne Racing, Simon Pagenaud of Schmidt Hamilton Motorsports and Rubens Barrichello of KV Racing Technology completed the 40-lap test, clearing the way for them to compete in the Indianapolis 500 Mile Race on May 27. Michel Jourdain Jr., who last raced at Indianapolis in 1996, also completed the speed phases.

Wade Cunningham of A.J. Foyt Racing completed two of the three phases. He, along with Jean Alesi of Fan Force United, can complete the final phase when ROP resumes at 4:30 p.m. on May 11.

The Rookie Orientation Program is designed to provide first-year drivers an informal opportunity to get acquainted with the 2.5-mile oval. The three speed phases, which were set by INDYCAR based on the weather and track conditions, were: Phase 1: 10 laps at 200-205 mph; Phase 2: 15 laps at 205-210 mph; and Phase 3: 15 Laps at 210 mph-plus.

Jakes set the fastest lap of the session, running a lap of 41.2338 seconds, 218.268 mph in the No. 19 Boy Scouts of America Honda.

“I have mixed memories of this place,” Jakes said. “Obviously I love driving around here. There’s no place like it, but going home last year was probably one of the lowest points of my racing career. I’ve never not been able to get into a race before, and it really got to me last year. But we said this year we wouldn’t be in the same situation, and we’ve started things the right way. It’s only ROP, but we sailed through the first three stages and it went well.

“I think I would have happy going straight out there, but it’s good. You never complain about getting free laps on free tires, you know. I think it’s good, and I think they should maybe have a refresher day for everybody. You know, when you come from another track the speeds are so much greater here than everywhere else, and all it takes is one mistake to have a big accident. So I think the idea of the ROP is good.”

For Alesi, the 18 laps he turned in the No. 64 Lotus – FP Journe – Fan Force United Lotus were his initial laps in an IZOD IndyCar Series machine as well as his first ever laps on an oval.

“There’s a first time for everything,” he said. “It’s a big day and I’m very happy to be in Indianapolis on this great racetrack with Lotus. I will rest better now. You have a tension when you go out of the pit, but as soon as you change gears and go up with the speed you feel in your world. I’ve been in motorsports for a long time but haven’t driven on an oval, so I’ve very happy to have accomplished this part.”

Boost levels increased for “Fast Friday,” Qualifying: INDYCAR announced today that turbocharger boost levels will increase for “Fast Friday” and the two days of qualifications for the Indianapolis 500.

The standard boost level of 130 kPa (kilopascals) for superspeedways will be upped to 140 kPa for the May 18 practice session, Pole Day on May 19 and Bump Day on May 20. The increase will result in the addition of 40-50 horsepower.

The boost level will be 130 kPa for all other practice days and Race Day on May 27.

INDYCAR set boost levels for the Borg-Warner single and twin turbochargers utilized by Chevrolet, Honda and Lotus before the season based on testing. It also will be 130 kPa for the superspeedways of Auto Club Speedway and Texas Motor Speedway. The boost level for the short ovals of the Milwaukee Mile and Iowa Speedway is 140 kpa, while it’s 155 kpa for road and street circuits.

Familiar face helps rookie drivers: The scenery has changed since Mark Dismore competed at the Indianapolis Motor Speedway, but the feelings when driving through the main gate remain constant.

“I’m very happy to be here. The memories ...,” said Dismore, who made seven Indianapolis 500 starts through 2002.

He’s assisting rookie Josef Newgarden, driver of the No. 67 Sarah Fisher Hartman Racing car, unlock the intricacies of the 2.5-mile oval.

“The experience he has here in Firestone Indy Light definitely will help him,” said Dismore, who sold Newgarden his first go-kart in 2003.

“He’s a good race driver. I’m not here to tell him how to drive. He already knows that.

“This place is just unique. There are little things that as I finally started to figure it out the last three years I was here and I’m trying to short cut his learning curve in building a good race car.”

Dismore had a best start of fourth and finish of 11th at the Speedway, and made 58 Indy Racing League starts overall. He won the 1999 race at Texas Motor Speedway. Dismore also competed briefly in CART and was the 1993 24 Hours of Daytona winner, co-driving with Rocky Moran and P.J. Jones.

Dismore, 55, owns and operates Comet Kart Sales in Greenfield, Ind., and New Castle (Ind.) Motorsports Park, where Newgarden has put in plenty of laps in a kart.

Reigning USAC National Drivers Championship title-holder Bryan Clauson also is making his Indy 500 (and IZOD IndyCar Series) debut in the second car for the team.

“The opportunity is there for him and he’s proven he’s a good race driver,” Dismore said. “He’s used to racing with the engine in front of him and now it’s behind him. I think Sarah Fisher Hartman Racing has the opportunity here to have good results.”

Stars and cars at Monument Circle: Vintage/classic automobiles and Indianapolis 500-winning drivers Johnny Rutherford and Arie Luyendyk will be at the Green Flag Celebration presented by the Indianapolis Motor Speedway on May 11 (10 a.m.) at Monument Circle in Indianapolis.

The cars on display are part of the Celebration of Automobiles, which pays tribute to the rich heritage of automotive development at the track for more than 100 years, on May 12 at the Speedway.

Of note: Service Central Chip Ganassi Racing driver Graham Rahal will be the grand marshal of the “Kindy 500” at the Creekside Middle School (Carmel, Ind.) track, where about 100 students will participate in relay races in cardboard cars created at home.

ROOKIE ORIENTATION PROGRAM QUOTES:

RUBENS BARRICHELLO (No. 8 BMC/Embrase KV Racing Technology Chevrolet): “I enjoyed today very much. I want to thank IndyCar for having the ROP (Rookie Orientation Program) session. It allows you to progress gradually without too much pressure, so I was at ease with my car and the whole process. I have a great teacher in Tony (Kanaan) and the whole team seemed to be out here, even the mechanics and engineers from Tony and E.J.’s car, so everyone was here to help me out. Overall, I had a very successful day and look forward to practice again on Saturday.”

MICHEL JOURDAIN JR. (No. 30 Office Depot/RLL Racing Honda): “It was fantastic. I was thinking in the car when I was doing the laps ‘This is so much fun.’ I’m not going to say that it feels like yesterday that I was here, but it doesn’t feel like 16 years ago. The car feels really stable. The team did a test here about a month ago with Takuma (Sato) and the car feels really stable; perfect to do the refresher phases today. I thought I was going to be much more nervous but it felt really good. I was quite comfortable and relaxed – at home. I treated it with a lot of respect and built up to the speed. In the beginning I tried to not feel any pressure to do a certain lap time. I just tried to be smart and patient. The only goal was to get through these phases today. Tonight I have a lot to sleep on. The last couple of years I haven’t been sleeping that good but I slept through the night last night and woke up to the alarm which was really good. These things make me quite happy. I feel relaxed; I don’t know how I look but I feel really good. I felt at home in the car and I’m very, very happy.”

BRYAN CLAUSON (No. 39 Sarah Fisher Hartman Racing/RW Honda): “It was a good, solid day. We had no issues and just took care of business. The guys at SFHR did a phenomenal job preparing both racecars and both got through all three phases without making an adjustment. It was a great day for the team.” (About speed he and Josef Newgarden showed): “Unfortunately, going 214 the fourth time by doesn’t do anything but burn up a lap. It definitely showed the speed and comfort. I was excited to get in the car. It was a long wait to get this month started and I was just excited to get out there.”

WADE CUNNINGHAM (No. 41 ECat/ABC Supply Honda): “It’s a proud day to be in an IndyCar here with the history of IMS. In terms of getting through rookie orientation, we didn’t finish it, but we’re able to do that on the regular days of running, so we can just slide it in with the regular guys and get those laps knocked out and get signed off.

We're going to get out of the backup car now and change the motor over to our primary car and get it prepared and roll out on Saturday." (How does the car compare to a Firestone Indy Lights car here?): "The speeds are a bit higher, you're in the corners for a bit less time than I was used to in the past in the Lights car. The Indy car's definitely more wind sensitive and maybe a little bit more line dependent than the Lights car just because of the high speed but it's a race car and it gives similar feedback so you just have to trust your instincts, trust your gut and your hands."

JOSEF NEWGARDEN (No. 67 Sarah Fisher Hartman Racing): "I think we were pleasantly surprised by our times. It kind of snuck up on us really, it's definitely quicker than we expected. I wouldn't be surprised to see us in the 220s by the end of next week or maybe even earlier, they're definitely going to get quicker than people realized." (About getting through ROP in 47 laps): "I think we were really comfortable today, we came in with a very conservative approach, but we seemed to be able to run around 216 all day at the moment, which is encouraging if you're able to run comfortably and take everything easy to start with. If we're able to do that so early then that's not a bad sign. I think the biggest thing is that this is a long process. Indy Light is a junior series, and it's like a junior weekend when you come here. You run pretty much a regular race weekend. Whereas in (the IZOD IndyCar Series), you now have a lot of time, you've got to go through things, so you have to use that time and that process the right way. All the guys that have been here a long time, the Penskes and the Ganassis, they know how to take the time and use it properly, and use it to their advantage. That's the big thing I think I have to learn as a rookie, is to take the time and try to make the most of it."

SIMON PAGENAUD (No. 77 Schmidt Hamilton HP Motorsports): "It was a great day. I've heard a lot about this place and got a lot of advice from a lot of people so it was great to finally find out about Indianapolis myself and feel it myself. It's like there are 12 corners here instead of four. There are a lot of things you feel through the corners and when you go so fast, turn in is one thing, you feel a lot things going through your butt, and then mid corner, things start gripping up and you get to the exit and the car tends to push or gets loose and all those places are very different. And you have to try to process it all in your mind all while going 210 mph. It was a good feeling and a pleasant surprise. Now I have the experience that I can put things on my list to work on before the race. Very pleased, so far."

Daily Trackside Report: Opening Day, Saturday May 12

Welcome to Opening Day/Celebration of Automobiles for the 96th Indianapolis 500, the fifth race of the 2012 IZOD IndyCar Series season. AmyKonrath, vice president of public relations/communications for INDYCAR, Doug Boles, vice president of communications 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 46th 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 website, www.indycar.com. Performance histories will be issued at the end of each day in the Media Center and on the IZOD IndyCar Series websites.

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.

The 96th Indianapolis 500 Media Guide is available online at the Indianapolis Motor Speedway media website, media.indianapolismotorspeedway.com.

The Guide is available only in digital format this year.

Media members can access a link to the guide in the News section of the IMS media site. Once the link is clicked, the Guide is loaded in a special

interface that allows the Guide to be read like a traditional book. There also are a variety of unique features for easy navigation, including:

- Table of Contents with links to each section for faster access to specific information.

- The ability to bookmark specific pages or sections.

- Linked thumbnails of every page.

- Full-screen viewing.

- Zoomed viewing and navigation of each page for easier reading.

- The ability to print specific pages or the entire Guide.

- The ability to download the Guide as a PDF to a hard drive or a USB thumb drive.

Media are welcome to apply for IMS media site access and create a unique username and password by visiting media.indianapolismotorspeedway.com.

Please contact Paul Kelly of IMS Public Relations at pkelly@brickyard.com with any questions or comments about the Guide.

TODAY'S SCHEDULE (all times local):

8 a.m. Garages open

Noon-6 p.m. Indianapolis 500 practice

INDIANAPOLIS 500 PRACTICE:

At 11:55 a.m., the ambient temperature was 70 degrees with a relative humidity of 44 percent and winds from the southwest at 6 mph. Skies were hazy. The track temperature was 107 degrees, according to Firestone engineers.

Noon – GREEN. #2 Ryan Briscoe is first car on track. All three Team Penske cars -- #2 Briscoe, #3 Castroneves, #12 Power – run in three-wide formation down the front straightaway on their first lap.

INDIANAPOLIS 500 PRACTICE:

12:51 p.m. – YELLOW. Debris.

12:52 p.m. – GREEN.

FIRST ON TRACK, 1984-2011

Year	Driver	Started	Finished
2011	Helio Castroneves	16th	17th
2010	Helio Castroneves	1st	9th
2009	Robert Doornbos	23rd	28th
2008	Will Power	23rd	13th
2007	Jaques Lazier	28th	27th
2006	Marco Andretti	9th	2nd
2005	Danica Patrick	4th	4th
2004	Sarah Fisher	19th	24th
2003	Felipe Giaffone	16th	33rd
2002	Billy Boat	23rd	18th
2001	Stephan Gregoire	29th	28th
2000	Stephan Gregoire	20th	7th
1999	Stephan Gregoire	Did Not Qualify	
1998	Mike Groff	32nd	15th
1997	Dr. Jack Miller	17th	20th
1996	Michele Alboreto	12th	30th
1995	Eliseo Salazar	24th	4th
1994	Raul Boesel	2nd	21st
1993	Jimmy Vasser	19th	13th
1992	Scott Brayton	7th	22nd
1991	Scott Brayton	19th	17th
1990	Tero Palmroth	16th	12th
1989	Arie Luyendyk	15th	21st
1988	Raul Boesel	7th	20th
1987	Ludwig Heimrath Jr.	10th	30th
1986	Chip Ganassi	26th	25th
1985	Dick Simon	26th	14th
1984	Dick Simon	20th	23rd

Indianapolis 500 veteran Sarah Fisher is spotting today for rookie Bryan Clauson, driver of the No. 39 Sarah Fisher Hartman Racing/RW Dallara/Honda/Firestone.

Townsend Bell, driver of the No. 99 BraunAbility/Schmidt Pelfrey Motorsports car, will not be at IMS until Sunday. He is driving in the American Le Mans Monterey presented by Patron race today at Mazda Raceway Laguna Seca in Monterey, Calif. Bell is flying to Indianapolis from California on a red-eye flight tonight, arriving in Indianapolis at 9:30 a.m. Sunday. He will come straight to IMS for his driver physical and plans to turn some shakedown laps and maybe one full fuel run.

Three-time Indianapolis 500 winner Bobby Unser visited the track today. Unser is one of the Indianapolis 500-winning drivers who is serving as a judge for the Vintage and Historic Car Show today during the Celebration of Automobiles.

BOBBY UNSER: (About returning to Indy, with new cars and engines this year): "It's exciting. I think the cars are real pretty. They're going to see how fast they can go, and I think the fans are going to be really excited to see them. In other words, it's something different. We've needed something different for so long that it's just going to be a lot better. I think we're all looking forward to it. For sure, I am."

1974 Indianapolis 500 Rookie of the Year and 1985 Indianapolis 500 pole sitter Pancho Carter is serving as an honorary judge today for the Celebration of Automobiles Vintage and Historic Car show. Along with Roger Penske, Rick Mears, Bobby Unser and Tom Sneva, Carter will help Road & Track editors choose division and overall winners from more than 200 cars from the 1920s to 1970s.

PANCHO CARTER: "The Speedway got me out here early this morning to help judge these beautiful classic cars, which will be a tough job to do. Let me tell you, there are a lot of wonderfully restored vehicles out here. It's hard

to pick a favorite, because they really all catch my eye. We've got so many nice cars: It's going to be really tough to judge. They all look extremely well-prepared. But I always love coming out to the Speedway; it's like coming home."

2011 Indianapolis 500 Chase Rookie of the Year JR Hildebrand drove to the Indianapolis Motor Speedway this morning in a 1966 Chevrolet Chevelle 396 Super Sport that Panther Racing presented to him last July as a gift for finishing second in the Indianapolis 500. The Chevelle SS has been Hildebrand's dream car since he was a boy growing up in Northern California. Hildebrand's Chevelle SS is parked today in the IMS infield along with other cars participating in the Automobile Festival, a new addition to the Celebration of Automobiles that features current and late model vehicles on display in manufacturer- and model-specific groups.

JR HILDEBRAND: "It's obviously a good-looking ride, and I drive it around quite a bit. Around Indianapolis, obviously, you get a lot of weather, but on days like this, I certainly roll it out of the garage. There are a lot of places around the world where the car culture is big, and this is one of them. It's a fun car and a little bit of an eye-catcher, and I get a lot of thumbs-up driving around town."

Indianapolis Mayor Greg Ballard was the honorary starter today, waving the green flag to start the first practice for the 96th Indianapolis 500.

GREG BALLARD: "It's unbelievable fun to wave the green flag, to be able to do that every year. I'm out there just a few feet away from the cars. It's a great way to kick off the month. It's so much fun to be out here to see the first day, and there are thousands out here already. I hope all the people come out here and support all these activities all month. The vintage cars are out here and so are Purdue's eV races. It's so much fun to come out here and be part of it. It's amazing how many events have been added to the '500.' It used to just be the race and a couple of other events. There are so many events, from the parade to the crowning of the queen. Each organization does their thing to make this event meaningful to the city, all in support of this great race track. There is an entire industry built up as the result of the track being here in Indianapolis. We estimate there are 8,000 jobs in motorsports alone that are year-round here. And those are high-paying jobs. Seven colleges have motorsports programs in the state of Indiana. So much of the safety evolution of the passenger car is the result of the evolution of safety at this track. More and more people are getting excited about the race. We have a sister city in England, in heart of motorsports valley. There's so much going on in motorsports, and this track and this race have been at the core."

1:43 p.m. – YELLOW. Track inspection.

1:52 p.m. – GREEN.

1:57 p.m. – YELLOW. Debris.

1:59 p.m. – GREEN.

Former Formula One driver Jean Alesi is attempting to become the oldest rookie starter in Indianapolis 500 history. Alesi will be 47 years, 348 days old on Race Day, Sunday, May 27.

USAC standout Jack Hewitt is the oldest rookie starter. He was 46 years, 320 days old when he started the 1998 Indianapolis 500.

Five rookies assigned to cars for the 96th Indianapolis 500 passed all three phases of the Rookie Orientation Program on Thursday, May 10: Rubens Barrichello, Bryan Clauson, James Jakes, Josef Newgarden and Simon Pagenaud.

Jean Alesi and Wade Cunningham completed two of the three phases and can finish the test during practice this week.

Michel Jourdain completed all three phases of the test as a refresher. He last raced in the Indianapolis 500 in 1996. The Rookie Orientation Program is designed to provide first-year drivers an informal opportunity to get acquainted with the 2.5-mile oval. The three speed phases, which were set by INDYCAR based on the weather and track conditions, were: Phase 1: 10 laps at 200-205 mph; Phase 2: 15 laps at 205-210 mph; and Phase 3: 15 laps at 210 mph-plus.

The 500 Festival announced Saturday that singer/actress/author Olivia Newton-John has been named grand marshal of the 2012 IPL 500 Festival Parade. The 55th IPL 500 Festival Parade is Saturday, May 26 in downtown Indianapolis. Newton-John also will give the command to start engines for the Firestone Indy Lights Firestone Freedom 100 race Friday, May 25. Her nephew Emerson Newton-John is making his debut in the series in the race. Four-time Grammy Award winner Olivia Newton-John also will walk the red carpet on Race Morning before the 96th Indianapolis 500 on Sunday, May 27. Since surviving breast cancer in 1992, Newton-John has been an advocate for health awareness, becoming involved with various charities, health products and fundraising efforts. She continues to give back to the community generously and has been acknowledged by charitable and environmental organizations for her ongoing efforts.

OLIVIA NEWTON-JOHN: "I am so excited to be the grand marshal for the IPL 500 Festival Parade. The combination of this honor and being in Indianapolis to support my nephew Emerson Newton-John during the Firestone Indy Lights Freedom 100 race is sure to make for a wonderful weekend. Emerson has worked tirelessly over the last 10 years in the pursuit of rekindling his racing career and I can't wait to see him take the green flag on the 25th."

Two-time Indianapolis 500 winner Dario Franchitti has switched car numbers from No. 10 to No. 50 for his Target Chip Ganassi Racing Dallara/Honda/Firestone during the 96th Indianapolis in honor of Target's 50th anniversary in 2012. Target and team owner Chip Ganassi have partnered together for nearly half of those 50 years. TCGR was established in 1990, as the 2012 season is the 23rd year of partnership between the two organizations. INDYCAR announced Thursday that turbocharger boost levels will increase for "Fast Friday" and the two days of qualifications for the Indianapolis 500.

The standard boost level of 130 kPa (kilopascals) for superspeedways will be upped to 140 kPa for the Friday, May 18 practice session, Pole Day on Saturday, May 19 and Bump Day on Sunday, May 20. The increase will result in the addition of 40-50 horsepower. The boost level will be 130 kPa for all other practice days and Race Day, Sunday, May 27.

INDYCAR set boost levels for the Borg-Warner single and twin turbochargers utilized by Chevrolet, Honda and Lotus before the season based on testing. It also will be 130 kPa for the superspeedways of Auto Club Speedway and Texas Motor Speedway. The boost level for the short ovals of the Milwaukee Mile and Iowa Speedway is 140 kpa, while it's 155 kpa for road and street circuits.

"INDY Live" will be on the air May 15, 17, 22 and 24 with Mike King as host. The radio show, starting at 7 p.m. each day, originates from the Brickyard Crossing Restaurant and is open to the public.

Autograph sessions will be held during commercial breaks for attendees. The lineup for the first two shows:

Tuesday, May 15

(7-7:30) – Scott Dixon, Dario Franchitti, Marco Andretti

(7:30-8) – James Hinchcliffe, Ana Beatriz, Ryan Hunter-Reay

Thursday, May 17

(7-7:30) – Helio Castroneves, Ryan Briscoe, Will Power

(7:30-8) – Mike Conway, Wade Cunningham, JR Hildebrand

Schmidt Hamilton Motorsports rookie Simon Pagenaud is turning his ability to misplace accessories, including car keys and sunglasses, into a charity effort this month during the Indianapolis 500.

Pagenaud is asking fans to bring gently-used sunglasses – or "sunnies," as he calls them – to him at IMS. While Pagenaud will wear some of the sunglasses, all of them will be donated to Goodwill of Indianapolis at the end of

May. Fans are encouraged to bring used sunglasses to Pagenaud during autograph sessions, but he will gladly accept them from any fan at any time. A collection bin for sunglasses will be set up outside the Sam Schmidt Motorsports garages in Gasoline Alley. For more information on Goodwill, visit goodwillindy.org.

SIMON PAGENAUD: "I lose my sunnies all the time, so this is just something fun I wanted to do with the fans during my first time at Indy. At the same time, I'm able to help out Goodwill of Indianapolis. So please, bring me some sunglasses. You will be helping me and Goodwill."

Firestone Firehawk race tire facts for the 96th Indianapolis 500:

- An all-new Firestone tire specification with nearly 5,000 total tires is available, with allotments as follows per INDYCAR regulations:

- Each entry receives 33 sets (132 tires) for all of practice, qualifying and the race.

- Rookie orientation participants receive an additional four sets (16 tires) for that session only.

- Veteran refresher participants receive two additional sets (eight tires) for that session only.

- Pole Day top-nine qualifiers receive one additional set for each qualifying attempt in the pole "shootout" session, but those sets must be returned following the session.

- Tire stagger: A single stagger of approximately 0.33 of an inch is available for all teams. Stagger, created by molding the right rear tire with a larger diameter than the left rear, helps race cars turn more naturally and smoothly on oval tracks.

3:05 p.m. – YELLOW. Track inspection.

3:14 p.m. – GREEN.

The Second International Collegiate Electric Vehicle Grand Prix took place Saturday at the Indianapolis Motor Speedway. Racing teams competed on a road course in the parking lot of the IMS Hall of Fame Museum. The grand prix consisted of 28 go-karts representing 11 universities – including two universities from England – and is part of Purdue's electric vehicle initiative. Three grand prix have been run on the Purdue campus. This is the second at the Speedway. Purdue partnered with leading technical universities and colleges in Indiana to establish the Indiana Advanced Electric Vehicle Training and Education Consortium (I-AEVtec) to educate and train the workforce needed to design, manufacture and maintain advanced electric vehicles.

STEVE DUNLOP (Purdue University, managing director, evGrand Prix): "The International evGrand Prix came about through a Department of Energy grant two years ago, and it's a celebration of technology. It's to highlight what the students have learned over the last year or two in their classes. We have teams as far away as the U.K., Oklahoma and Bowling Green, Ohio. We have community colleges, as well as four-year institutions and grad students. It's a wealth of students that are involved with highlighting what they've learned in terms of electric vehicles, battery-operated vehicles. It's a race, but the race is only one component. For awards, there's also a design component, an outreach component, an efficiency component and then the race component. All of those together give you the overall winner of the event. We're really trying to push the academics. All of these kids have taken classes involved with electric vehicles, batteries, fuel cells; all the different components that go into this type of technology, as well as motorsports."

NICK MALLISON (Team manager, Warwick Racing; The University of Warwick, Coventry, England): "We've been involved with motorsport as a way of demonstrating eco-friendly technologies to the public. Two years ago, we did an eco-friendly Formula 3 car. In fact, it caught the attention of the mayor of Indianapolis. He wanted us to come over here. We came over and ended up having meetings with Purdue University, and they invited us to come to the evGrand Prix last year. It's important to us because a lot of the research we do is about eco-friendly technologies, electric vehicles and hybrid vehicles. It's a natural thing for us to be involved in this type of thing."

TOM OLIPHANT (Driver, Warwick Racing): "I've been racing karts for 10 years. I'm a fourth-year engineer, as are all of our team. I've got a lot of knowledge about karting, and I wanted to engineer an electric kart. I actually bought Justin Wilson's old kart off of him when I was younger."

DARREN STEWARDSON (Team member, Warwick Racing): "We're doing this for Dan (Wheldon). I was lucky to meet him a few times. Last year, he must have spent 30 minutes with us last year talking to us. He was an amazing person."

KIRK BARBER (IUPUI senior, driver of No. 35 IUPUI Motorsports kart): "I've been involved in motorsports at IUPUI for a few years. My degree is motorsports engineering at IUPUI. Part of the curriculum is you have to get hands-on in order to apply your coursework. I've been hands-on with all of our karts for several years and finally this year, after my fourth year, they finally gave me the opportunity to drive it. A 72-volt DC motor is what we run. There are 24 3.2-volt cells. We actually have 40-ampere batteries, which is smaller than what is typical around here. We have less power, that's the disadvantage, but the advantage is we have less weight as well. What we've really tried to concentrate on, being in a motorsports background, is to keep everything lightweight, keeping everything neat and tidy. What you will find on our kart is things are a little bit cleaner, and also we've trimmed weight as best as we could to make our 40-ampere batteries work best for us. On the crew today at the track, we have seven people, but total involved in the project is nine. This kart actually finished second at Purdue two weeks ago, and this exact kart won this race last year."

1992 Indianapolis 500 Rookie of the Year Lyn St. James and 1983 Indianapolis 500 winner Tom Sneva served today as judges of the Celebration of Automobiles Vintage and Historic Car show.

LYN ST. JAMES: "It's beautiful. I know bringing those cars the Indianapolis Motor Speedway is very special for the car owners. It's also very special for me and all of our judges. I think these concours events are starting to pop up all over the world, but doing something like that at IMS is very meaningful. I love to be able to see the exotic cars all the way back from the early '20s and '30s. There is so much to them. They're colorful and busy, but at the same time they're beautiful. They're like art."

TOM SNEVA: "It was good to be on that side; usually I'm in front of a judge. To be a judge was a pleasure, especially with some of the unbelievable cars in the show. I've done a lot of car shows, and there were a lot of spectacular cars out there. You have to give the Speedway some credit to come up with the car show idea. The classic cars that were here are some of the best in the world. It was very hard to make any decisions on the best cars out there." (What are your fondest memories of the Speedway?): "Just being part of this race is a big thing. We've had some pretty good days here. The first time I qualified here in 1974 was one of the most lasting memories. The first 200-mph lap (1977) was a big day for us and, then of course, we go on and win the race. Just qualifying the first time and the 200-mph lap were the two biggest." (What do you think of the new Dallara race car?): "We need to develop new race fans, so we have to go after the younger kids. The new car is good to get the new demographic group involved. It's a swoopy, 'Star Wars'-looking type of race car, and that's good for the younger group."

INDIANAPOLIS 500 PRACTICE (cont.):

4:31 p.m. – YELLOW. Debris.

4:32 p.m. – GREEN.

4:44 p.m. – YELLOW. Track inspection.

4:53 p.m. – GREEN.

6 p.m. – CHECKERED. End of practice. #67 Josef Newgarden is fastest of day at 220.250 mph.

Car No. 67 has been the fastest on Opening Day each of the last two years. Ed Carpenter led the first day of practice on May 14, 2011, while rookie Josef Newgarden was fastest today.

2006 Firestone Indy Lights champion Jay Howard, who made his first Indianapolis 500 start in 2011, visited the track today to pursue opportunities for a seat in this year's race.

JAY HOWARD: "You know, stranger things have happened. Over these last four weeks of the roller coaster – it looked like it was going to happen, wasn't going to happen, was going to happen – and then with all the other drama that May brings, we're still hopeful. You never stop working on it, but we'll have to wait and see. It's funny, I used to carry my helmet and gear everywhere, no matter if I went to Florida or Texas, wherever. If I wasn't in a car, I'd carry my gear but never got the opportunity to get in a car. The first time I didn't take my gear, I got a call. So now I'm not taking my gear anywhere. I guess that's my little superstition."

FASTEST TIMES/SPEEDS OF PRACTICE:

Pos.	Car	Name	Time	Speed
1.	67	Josef Newgarden*	40.8627	220.250
2.	4	JR Hildebrand	40.9662	219.693
3.	39	Bryan Clauson*	40.9776	219.632
4.	19	James Jakes*	41.2304	218.286
5.	11T	Tony Kanaan	41.3335	217.741

* -- Rookie

INDIANAPOLIS 500 PRACTICE QUOTES:

DARIO FRANCHITTI (No. 50T Target Chip Ganassi Racing Honda): "We're just shaking the spare car down today. It feels OK. We haven't really done any work on it yet, just shaking it down. Tomorrow we'll do the same with the primary Target car and go from there."

JAMES JAKES (No. 19 Boy Scouts of America Honda): "We haven't done a lot yet. I guess everyone is waiting around because nobody really wants to show their hand at the moment. We'll see how it goes. Today we were trying to work a little bit on the Race Day setup. I think we've got a pretty good car here. We weren't looking at qualifying stuff yet. We'll probably try to do that in the midpoint of next week. During the shakedown, we wanted to make sure everything was how we thought it would be, and it was. I'm pretty confident. I think we can get the car into the top 10. It's a quick car, and I think we can get up to the front. Hopefully, we can put together a good month."

BRYAN CLAUSON (No. 39 Sarah Fisher Hartman Racing/RW Honda): "I don't know that it could have gone much better. Those SFHR boys prepared a fast Honda race car for us for this month. We were really quick out of the gate. The fastest laps can be misleading because of the tow you catch, but even by ourselves, Josef and I were very quick all day. It will be interesting to see as the month goes on where guys end up. It's hard to tell whose flat-out at this point and who is not. But I felt really good about our car and the program we have in place for the rest of the month."

SIMON PAGENAUD (No. 77 Schmidt Hamilton HP Motorsports Honda): "The guys at SSM did a great job understanding what I need to feel comfortable. We did one run, and then came back in and made a few changes. Then we went back out, and the car was just magic. So I'm very, very happy to be that comfortable that quickly. We ran in traffic, and it all felt good."

MIKE CONWAY (No. 14 ABC Supply Co./A.J. Foyt Racing Honda): "We're running a brand-new ABC Supply car, so we shook it down just to make sure there were no problems. Tried to get a good feel for what the car was doing, made some changes, and we found some things so it was good. Today wasn't about speed for us. We'd learned a few things between Rookie Orientation and today, which we needed to verify on track. As the week rolls on, then that's when the real work starts. Tomorrow we'll be out as soon as we can and learn as much as we can to try to find some speed."

JUSTIN WILSON (No. 18 Sonny's BBQ Honda): "We did a couple of runs today; that was our plan. We made a few changes, and the car feels good. So we'll do a few more laps in the Sonny's BBQ car tomorrow and keep working

on it. We'll keep chipping away these next seven days and try to get a little bit faster. We've got a good baseline setup, and I'm really enjoying my time in it. We came here to test and had a really good car, and from that test on we were much better. I think we're starting to understand it and work it out now."

ALEX TAGLIANI (No. 98 Team Barracuda-BHA Honda): "I need to take my hat off to the Team Barracuda – BHA crew because the guys worked until 2 a.m. last night to get us ready to run today. Mission accomplished. The car feels good, and it's great to be back with the Honda family again. It's almost like we never left. It was a good first day. Basically, this was kind of like the first, real oval test that we've run, and I was quite surprised how quickly we got up to speed and how quick the car was right away. I'm very excited to see where we can stack up as we try to get a run for the pole. I have a great engineer and great group of guys behind me, so I'm definitely looking forward to the month of May here in Indy."

SCOTT DIXON (No. 9T Target Chip Ganassi Racing Honda): "Basically, today we just ran the Target T car and give it a shakedown. So far, so good, and that's the way we wanted it on Opening Day."

GRAHAM RAHAL (No. 38 Service Central Honda): "Overall, we had a good day today with the Service Central guys. It really was just kind of a brief day and just trying to get the car up to speed. It felt really good right away, and we'll just keep working the rest of the week. There's no panic at this point. I think everything feels solid, so we'll just focus on making sure we have a good race car here in the early parts and work on getting a fast qualifying car later in the week."

CHARLIE KIMBALL (No. 83T NovoLog FlexPen Honda): "It was a good day at the Speedway. Opening Day, it's important to get the month off started off right. All credit to the Novo Nordisk Chip Ganassi Racing guys. We came here with the new car and a good foundation. We made some good changes, and the No.83 NovoLog FlexPen car just got quicker throughout the day. The weather looks good for the rest of the week, so we'll have a lot more track time than we have tires or mileage. But we'll be focusing on race stuff until the middle of the week and then start turning it around and getting ready for qualifying. It was good to put miles on the backup car today, but it's great to be back at the Speedway."

JR HILDEBRAND (No. 4 National Guard Panther Racing Chevrolet): "It was a good tow lap. The guys have worked long and hard to figure out what our plan of attack was going to be, and I think that's what's going to be what it takes to be successful this year. There's a lot of new things for us with the chassis and the motors. I think having a methodical approach in how to make the car quicker and the sensitivity to adjustments this year is going to be more important than in years past." (Do you feel rushed with the amount of track time?): "I think it's hard not to feel kind of rushed. But I think one of the things we learned last year was taking your time and feeling out your troubles and let things come to you. I think that's what made our month easy. Easy in a relative sense. But we saw the advantage in taking things slowly and with the way the weather is going to look, we may be able to take advantage of that this week, as well."

SIMONA DE SILVESTRO (No. 78 Nuclear Clean Air Energy Lotus HVM Racing Lotus): "I think it was a good first day for the No. 78 Nuclear Clean Air Energy car. Unfortunately, we weren't able to do that much running. The car was pretty good, but it will feel better when we have more speed."

TONY KANAAN (No. 11T GEICO/Mouser Electronics KVRT Chevrolet): "It was a good day. We were just trying to get everybody into the Indy 500 mood. We ran the T-car (backup car) today to make sure everything was all right, and we have no concerns there. It was a smooth day."

E.J. VISO (No. 5 CITGO/PDVSA KV Racing Technology Chevrolet): "The Indianapolis 500 Mile Race is the most famous and respected race in the world, so you always look forward to first day of practice and running laps on this track. We had a good, productive day, and I am very happy and excited that our first day went exactly as we planned. We achieved everything we needed to today. The setup on the car was pretty stable, so I am looking forward to trying some new things tomorrow."

JAMES HINCHCLIFFE (No. 27 Team GoDaddy.com Chevrolet): "It was definitely a bummer to not run the Go Daddy car on Opening Day, but it's all part of the bigger plan and the bigger picture. With the number of tires we have for the month, we decided to save them for when the track is a little more rubbered-in. One of the benefits of having a five-car team is that we had teammates on track today to get a little data for us. So we have some data from the cars and engines and have something to start getting to work on and can build on that right off the bat before we even turn a wheel. It will hopefully put us in a better position tomorrow, when we do finally get on track. I'm looking forward to getting out there and getting some laps in on this beautiful racetrack."

MARCO ANDRETTI (No. 26 Team RC Cola Chevrolet, drove today in No. 17 Team AFS Chevrolet and No. 25 Team Ipiranga cars): "I'm anxious to get out there tomorrow in the 26 car (Team RC Cola Chevy). I thought the (No. 17 car) was pretty good and had good pace for what the wing settings were, so that's very encouraging to me. I think we're going to be fast, and I can't wait."

RYAN HUNTER-REAY (No. 28 Team DHL/Sun Drop Citrus Soda Chevrolet): "It's hard to stand by and watch. We're saving some tires by waiting until tomorrow, and I'm eager to see what kind of speed we'll have based on what we learn today with my teammates Marco (Andretti) and Seb (Sebastian Saavedra). It's great to be back here at Indy, and to just be here to see the crowds and feel the energy. It's pretty special."

SEBASTIAN SAAVEDRA (No. 17 Team AFS Chevrolet): "Today was a very good day on the track. It is so much easier when you have a good car right out of the box. I felt very confident when Marco (Andretti) went out to do a shakedown on the car. He basically went flat out on the first lap, so he was able to give me great feedback. That gave me a good starting position. From that point on, we just tried to make ourselves comfortable. I worked to understand the new car and also the new people that I'll be working with. Overall, I am very excited to be in an Indy car again."

JOSEF NEWGARDEN (No. 67 Sarah Fisher Hartman Racing Honda): "The team has done it all year. People have seen before that they can produce a good road/street car, and there's no issues oval-wise. They've built really good, reliable, comfortable race cars for me, and they're doing the same for Bryan now. That's all it is, really. They make our job really easy, and I think that's what you guys are seeing. It bodes well, if anything, it's not really a big deal to be quick on this day, but it speaks well for the team. I think the team deserves that credit. I'm really happy for them that they get the credit because they do deserve it. They do a good job, and I'm proud to be with them."

ED CARPENTER (No. 20 Fuzzy's Vodka/Ed Carpenter Racing Chevrolet): "We ran more than we planned today. We aren't where we want to be. I'd be lying if I said I wasn't really disappointed about where we were today. We have been working really hard coming into this weekend. But I feel we weren't ready for today. I think it showed on the time charts and how the car felt. Our guys and myself are going to be working hard tonight to rebound strong for Sunday's runs. It is too important to us to have another day like today. We didn't get the time in here at the test that we wanted due to some issues that day. And it would have been a nice baseline from the test to start this weekend with your practice runs."

RUBENS BARRICHELLO (No. 8 BMC/Embrase KV Racing Technology Chevrolet): "My day was very straightforward. We didn't have the speed for some reason as I had the same setup as my teammates. However, it is very good we have had this at the beginning of the week, so we can analyze and see what's wrong. I felt comfortable in the car and improved my speed from ROP on Thursday, but it is not as fast as what we had expected. We have a lot of work to do for tomorrow and the rest of the week."

ANA BEATRIZ (No. 25 Team Ipiranga Chevrolet): "We were looking forward to running today, but some fixes on the car took longer than expected and we ran out of time. At least Marco (Andretti) was able to do a shakedown, and it looks like everything will be good for tomorrow. I can't wait to run around IMS with my Ipiranga Andretti Autosport car."

TAKUMA SATO (No. 15 Rahal Letterman Lanigan Racing Honda): "It was a short day of work with a long amount of time waiting, which is natural. It was the very first day of practice, and we obviously rebuilt the car for the oval,

and the boys did a fantastic job. I am so pleased to see all the functions working really well. Michel did a great job through his first day of practice, which produced the basic setup from April. And he developed it nicely. I only did three timed laps, but the car felt good, which is important for the first day. The conditions were definitely good because it was the end of the day, and more than 500 laps of rubber was on the track and the temperatures were cooler, so I expected to be quick. I look forward to beginning to work on the setup.”

MICHEL JOURDAIN JR. (No. 30 Office Depot/RLL Racing Honda): “We started off exactly where we finished Thursday. We just trimmed the car a couple of times to gradually get it to the setup we are going to run. We are doing it slowly to maintain our confidence. Unfortunately we had a cut in the left rear, so we had to use more tires than we wanted, but I am happy to get through the first official day. We are better than I thought we would be at this point, so I am happy about that.”

WILL POWER (No. 12 Verizon Team Penske Chevrolet): “This was a good start for Verizon Team Penske. We did what we normally do to start the month of May and will head in the right direction with the car set up. Just a good first day.”

HELIO CASTRONEVES (No. 3 Shell V-Power/Pennzoil Ultra Team Penske Chevrolet): “The Shell Pennzoil car was really good today; it was a great start. The three of us will continue to work together, so we can get the best result both in qualifying and the race.”

RYAN BRISCOE (No. 2 IZOD Team Penske Chevrolet): “Good first day in the IZOD car. It was the first time on the track in the new car and with the Chevy engine, and things felt good. We will start working through the changes, and hopefully the car will keep responding well.”

Twenty-six drivers have been on the track to date and turned 693 laps today and 693 laps this month. Josef Newgarden turned 46 laps today, most of any driver. There were six cautions for a total of 32 minutes today.

SUNDAY’S SCHEDULE (all times local):

8 a.m. Garages open

Noon-6 p.m. Indianapolis 500 practice

Daily Trackside Report: Sunday May 13

The 2012 Celebration of Automobiles featured many of the world's finest classic/vintage automobiles on display Saturday, May 12 at the Indianapolis

Motor Speedway, with a 1929 Duesenberg J-108 Convertible Coupe owned by John Groendyke of Enid, Okla., earning Best Of Show honors.

Additional cars and their owners winning Celebration of Automobiles Special Awards:
Drivers's Choice Award: 1932 Stutz Bearcat – Richard Mitchell, Montgomery, Texas.

Most Outstanding Indiana Build Automobile Presented by Indiana Council of Automobiles: 1924 Marmon 34-C - Bill and Barbara Parfet, Hickory Corner, Mich.

Most Outstanding Full Classic Presented by Indiana Region Classic Car Club of America:
1935 Packard 1005 Coupe Roadster – Terry Love, Ottawa, Ill.

Media Choice Award: 1937 Railton Saloon Limousine – Eldon Hostetler, Middlebury, Ind.

People's Choice Award: 1940 Ford Business Coupe Deluxe – Richard Fagersten, Sparta, N.J.

Road & Track Trophy: 1969 Chevrolet Camaro Rally Sport Z28 Coupe – David Renshaw, Fishers, Ind.

Best of Division I: 1938 Packard Super 8 Coupe Roadster – Off Bros., Bloomfield, Mich.

Best of Division II: 1930 Cadillac V16 Convertible DeVille – Frank Ricciardelli, Neptune, N.J.

Division One: A. Jim and Becky Aldrich - Raleigh, N.C. (1920 Stutz H' 7 Passenger Touring); B. Jerry Arthur - Zionsville, Ind. (1925 REO T6 Roadster); C. Frank Ricciardelli - Neptune, N.J. (1938 Jaguar SS Coupe); D. Ronald Stauffer - Portland, Ind. (1953 Ford Sunliner); E. Ken and Margaret Ellis - Rockville, Ind. (1954 Ford Crestline Sunliner Convertible); F. Paul Kilker - York, Pa. (1956 Packard Caribbean); G. Richard and Diana Foster - New Castle, Ind. (1962 Ford Thunderbird M Roadster); H. Cameron Moore - Auburn, Ind. (1966 Dodge Charger Fastback Hardtop); I. Duane Landis - Coshocton, Ohio (1970 Chevrolet Camaro Z28); J. Fred Guyton - St. Louis (1928 Bugatti Tipo 40 Torpedo Speedster); K. Kent Marburger - Palatine, Ill. (1930 Packard 745 Roadster); L. Greg Ornazian - Rochester, Mich. (1935 Auburn 851 Speedster); M. Edward Stifel III - Triadelphia, W.V. (1938 Packard 1608 Convertible Sedan); N. John Groendyke - Enid, Okla. (1933 Duesenberg SJ Riviera Phaeton).

Division Two: O. Jerry Arthur - Zionsville, Ind. (1920 Paige Six-42 Sedan); P. Mike and Deb Korneli - West Bend, Wis. (1949 Jaguar Alloy XK 120); Q. Dale and Judy Zinn - Fremont, Ind. (1952 MG TD Roadster); R. Philip Taxman - St. Louis (1957 Jaguar XK 140 MC SE Roadster); S. L.H. Bayley - Carmel, Ind. (1958 Cadillac Eldorado Biarritz Convertible); T. Steve Brody - Fishers, Ind. (1962 Pontiac Bonneville Convertible); U. Greg and Susan Albers - Zionsville, Ind. (1969 Rolls-Royce Silver Shadow Sedan); V. Dennis Sobieski - Downers Grove, Ill. (1930 Cadillac 452 Sport Phaeton); W. Eldon Hostetler - Middlebury, Ind. (1937 Railton Saloon Limousine); X. Joseph Poole - Greencastle, Ind. (1941 Cadillac 6227D Coupe).

Andretti Autosport driver Ryan Hunter-Reay is using a helmet this month during the 96th Indianapolis 500 featuring two-time "500" winner Dan Wheldon.

RYAN HUNTER-REAY: "Any Indy 500 helmet is a special one. You cherish them and put them at the top of your helmet selection. This one has Wheldon after his win last year on one side and the Borg-Warner on the other. It's a pretty cool helmet, and it will be special to me for many years to come. Dan is the champion. He's the champion of the race and a great ambassador for our sport. He's a legend. We all miss him. He deserves every bit to be a part of the festivities this year. In everything we do to remember him, this is just a small part of it."

INDIANAPOLIS 500 PRACTICE:

At 11:55 a.m., the ambient temperature was 70 degrees with a relative humidity of 55 percent and winds from the east-northeast at 9 mph. Skies were sunny. The track temperature was 107 degrees, according to Firestone engineers.

Noon – GREEN.

12:12 p.m. -- #83T Kimball is first car on track.

#41 Wade Cunningham will attempt to complete the third and final phase of the Rookie Orientation Program.

12:56 p.m. – YELLOW. Debris in Turn 3.

1:06 p.m. – GREEN.

1:26 p.m. -- #41 Wade Cunningham completed the third and final phase of the Rookie Orientation Program. Jean Alesi and Katherine Legge are the only rookies assigned to cars in this year's field who have yet to complete ROP. Alesi has completed two phases; Legge has not started ROP.

IMS Kids Club mascots Axel and Alley were the honorary starters today.

1977 Indianapolis 500 Rookie of the Year Jerry Sneva visited the track today.

JERRY SNEVA: "I still live here (west side of Indianapolis) and always enjoy coming out and seeing all the new stuff. The weather is great, so I know it will be a great day." (What do you think of the new race cars?): "I think they look pretty racy; they are different-looking. They're lighter, and they're still going fast." (Fondest memory of the "500"): "The first year that I made the race was the fondest. We qualified on the first day. We were the slowest (qualifier), but we ended up starting 16th and ran all day and finished 10th. We had a nice race, and we wound up Rookie of the Year." (What you are doing now?): "I am now retired and playing golf. I am a cancer survivor of eight years. It's in remission, and I'm still doing good."

2011 Indianapolis 500 runner-up JR Hildebrand spoke about his strong performance in Opening Day practice Saturday. Hildebrand was second fastest at 219.693 mph in the No. 4 National Guard Panther Racing Chevrolet.

JR HILDEBRAND: "It's nice for us to be able to start turning the page a little bit on last year. For us to roll out with some speed is a nice way for us to do that, for us to get started here this month. It's good to be out here. It's nice to have new challenges to face with the new car and engines and all that kind of stuff. It's fun for us. It creates a little more adversity out there that everybody is sort of dealing with. We don't really know what it's going to be all about. We felt pretty good about where we were at today (Saturday) on our own and obviously picked up the same draft he (Josef Newgarden) was in. But having said that, I think our gearing was wrong because we weren't even really sure if we'd be going that quick right away. Hopefully that's a good sign for the rest of the week goes." (On three Americans at the top of the speed chart Saturday, Josef Newgarden, Hildebrand and Bryan Clauson): "I think that speaks to the Mazda Road to Indy. Even now, Josef would agree, there's a lot of guys coming up. There's a good crop of young drivers that are coming up through the ranks here in the U.S. and winning races. They're getting experience at the lower levels, which is what it's all about. We obviously both kind of graduated from that program in our different ways, and I think that speaks to how well it does prepare you to come out here and do a good job."

Rookie Josef Newgarden is trying to become the first Tennessee native to qualify for the Indianapolis 500. Newgarden was fastest on Opening Day at 220.250 mph in the No. 67 Sarah Fisher Hartman Racing Honda.

Sarah Fisher Hartman Racing has hired Justin Penix, Indiana University Purdue University Indianapolis (IUPUI) graduate and former team intern, as a full-time engineer. Penix is a member of the first graduating class of the motorsports engineering program at IUPUI. He missed his graduation ceremony Saturday to work Opening Day of the 96th Indianapolis 500, which was also his first day as a full-time SFHR employee.

Indianapolis 500 veteran and Bryan Herta Autosport with Curb-Agajanian co-owner Bryan Herta talked today about the performance of the new IZOD

IndyCar Series car on Opening Day. Herta's team won the 2011 Indianapolis 500 with driver Dan Wheldon.

BRYAN HERTA (Owner, Bryan Herta Autosport with Curb-Agajanian): "We've only run just a few laps, but so far (the 2012 car) seems pretty good. The speeds are better than what people were anticipating, especially this early in the week. Alex (Tagliani) is very comfortable and happy in our car. I haven't heard any negative comments from anybody else." (What would you say is the biggest difference in this 2012 car and past cars?): "It's difficult to say, without driving one myself, but I think visually, obviously, they are a lot different. You have the humps in front of the (rear) tires, which I didn't really like in person, but I have to say, on TV, it's more space, more color on the car, and I think it stands out more on TV. The races so far, the road and street course races that they have had so far, have been really, really exciting with a lot of passing. The cars seem to race well, and I think we're all waiting to see how it goes this month of May, hoping that these cars will produce the same kind of excitement on the ovals as they have so far on the road courses." (How much will the extra horsepower that will be allowed for these cars on Fast Friday and qualifying weekend affect everything you've done up to that point?): "It will change quite a bit because it's a pretty good chunk of horsepower. I think it will still put us maybe behind where we were horsepower-wise than we were last year. But I think it's going to be a pretty good jump in speed, and I think it's good because it will challenge us, in one day of practice, to dial the car in for the new speed and the new horsepower level." (About Lionheart decal, a tribute to Dan Wheldon, on the front wing of Herta's No. 98 Team Barracuda-BHA Honda car, driven by Tagliani): "Most, or all, of the cars had one on at St. Pete. Obviously, we're very close with Dan and especially coming back to Indianapolis. So it's something we're carrying on our car all year long as a tribute."

INDIANAPOLIS 500 PRACTICE (cont.):

1:39 p.m. – YELLOW. Track inspection.

1:49 p.m. – GREEN.

1:54 p.m. -- #18 Wilson fastest at 220.520 mph, fastest lap of the month.

2:04 p.m. – YELLOW. Track inspection.

2:14 p.m. – GREEN.

2:34 p.m. – YELLOW. Debris.

2:41 p.m. – GREEN.

Graham Rahal is looking to make his fifth career start in the Indianapolis 500 on Sunday, May 29. His father, Bobby Rahal, won the 1986 Indianapolis 500 in his fifth start in "The Greatest Spectacle in Racing."

Indianapolis 500 veteran Sebastian Saavedra welcome his mother today at IMS on Mother's Day from their native Bogota, Colombia.

SEBASTIAN SAAVEDRA: "It's very special to have my mom here today. All the moms of athletes have to go through a lot supporting us in our careers. They give us good energy. My mom is the best, and it's beautiful to have her here and sharing that positive attitude."

Indianapolis 500 veteran Graham Rahal and his charitable organization, the Graham Rahal Foundation, are supporting a number of charitable causes throughout the month of May. The foundation, dedicated to work for a cause that was significantly important to Rahal's former race team owner and friend, the late actor and philanthropist Paul Newman, looks to help children with medical conditions through various fundraising events and activities. This month the foundation will support the 500 Festival at the Chase 500 Festival Kids' Day, Indiana's largest free outdoor festival for kids, and will host its first "Drivers Tournament" charity event.

Rahal's support of Kids' Day will include Cards for Hospitalized Kids card-constructing booth, Rahal hero cards and a raffle featuring his race-worn gear. Rahal's inaugural "Drivers Tournament," presented by Service Central, will give fans the chance to compete in a golf tournament alongside their favorite IZOD IndyCar Series drivers and

celebrities with proceeds benefiting Alex's Lemonade Stand Foundation for Childhood Cancer and SeriousFun Children's Network.

Visit grahamrahalfoundation.org for more information.

Lisa Richey-Burgess, of Indianapolis, has coordinated a program with the Indianapolis Motor Speedway and the Urban League of Indianapolis to help expose urban high school students to careers in racing.

LISA RICHEY-BURGESS: "Through a partnership of IMS and the Urban League, we're bringing 50 Indianapolis high school kids out to the Speedway on Monday to expose them to the different career paths within the motorsports industry. We want to show them that it's more than just drivers, but also marketing, engineering, mechanics and more. We've got some great people lined up to talk to the kids: Rob Edwards from Sam Schmidt Motorsports, Graham Rahal and his engineer, IMS marketing director James Newton and security director Charles Burns. It's going to be a great experience for these kids who may never have considered these types of career opportunities for themselves. We're looking forward to it."

IMS Kids Club member Jackson Harris, age 11, and his mom Connie, of Speedway, are looking to meet their favorite drivers in Gasoline Alley today. Kids Club members receive a variety of benefits, including merchandise discounts, free admission to IMS events, IMS race informational pack, an IMS Kid-ential, a Sharpie pen for autographs and much more. Visit www.indianapolismotorspeedway.com/kidsclub for more information.

JACKSON HARRIS: "I've been coming to the Indy 500 for five years. I know who all the drivers are. I like being in the Kids Club because we get to attend special events and go into the garages. My favorite part is watching the drivers race and getting to meet them and get their autographs."

Indianapolis 500 veteran and Sarah Fisher Hartman Racing owner Sarah Fisher spent her first Mother's Day as a mom today at IMS with her daughter, Zoey Marie, who was born last Sept. 13. Fisher is married to SFHR General Manager Andy O'Gara.

SARAH FISHER: "It's nice; our daughter was here this morning. It was nice to be able to sit with her a little bit in the (motor) coach before we

had to get busy with work."

Sarah Fisher Hartman Racing owner Sarah Fisher talked about how the addition of more turbocharger boost to engines this Friday and qualifying weekend will affect performance. SFHR fields cars for rookies Josef Newgarden and Bryan Clauson this month at Indianapolis.

SARAH FISHER: "I don't think it's going to change it beyond what we can't adjust for. I think they have a good comprehension of what changes it's going to make and be able to anticipate that, sort of like what we anticipated yesterday with a new car and a new situation with the aero package. As long as you're prepared, that's the biggest part of showing up."

Sarah Fisher Hartman Racing General Manager Andy O'Gara talked today about the quick start for the team this month. SFHR rookie drivers Josef

Newgarden and Bryan Clauson were first and third, respectively, on the speed chart Saturday on Opening Day.

ANDY O'GARA (General manager, Sarah Fisher Hartman Racing): (About challenges of new car and engine for team fielding two rookies): "That's a lot to throw at even an experienced team, let alone a team that's still building. But we're very pleased with the way yesterday went; very pleased with our start to the Month of May and excited. I think everything is going right along with our game plan here. We've kind of played it safe all along. We've got a great engineering staff who has been doing their homework on this new car since we left Las Vegas last year. Yeah,

we struggled to align ourselves with an engine manufacturer, but that didn't mean we stopped working. We've worked really hard and continue to do so. I think all the simulation stuff we've done and all the R&D stuff we've done is paying off." (About the maturity and professionalism of Newgarden and Clauson):

"It's honestly a great fit for us at SFHR, and both of them come from similar upbringing and backgrounds as Sarah and me. Both of them work really well together. They work extremely well with the engineering staff, and they give it 110 percent, even outside the race car whether it be nutrition, working out, simulations, listening to driver coaches, spending the time with the engineers. It's a full-package deal and they've certainly brought everything to the table."

1996 Indianapolis 500 winner Buddy Lazier is at the track this weekend, helping rookie Jean Alesi learn more for his oval-racing debut.

BUDDY LAZIER: "It's so cool, the month of May, Opening Day and now the second day, and these new cars look like a lot of fun. And for a race driver it is really fun to sort out a new car because there are so many different things you can play with, so it is hard to watch. It is just too painful for me to watch. When it isn't painful anymore, then it is probably time (to walk away). But it looks like too much fun, and I would just love to be out there driving. Obviously, and at my age I'm still very open to driving a few more years, especially here at Indianapolis because it is such a special place." (Are you looking for a ride?): "Yeah, sort of. But it is late, and there isn't a lot of equipment. But trust me, if someone is looking for someone to put in a race car, I would love to be the one, that is for sure." (About working with Jean Alesi, Lotus and Fan Force United team): "Yes, I am here in an official capacity helping out. A friend of mine put this together so I am helping out. But I am also talking to other guys, as well. But there just isn't a lot of equipment floating around. It's a new year with new cars and new motors, so there isn't a lot of

excess equipment. But you never know; I'm here."

INDIANAPOLIS 500 PRACTICE (cont.):

4:47 p.m. – YELLOW. Track inspection.

At 5 p.m., the ambient temperature was 73 degrees with a relative humidity of 49 percent and winds from the southeast at 15 mph. Skies were sunny. The track temperature was 116 degrees, according to Firestone engineers.

5:03 p.m. – GREEN.

5:06 p.m. – #39 Clauson fastest at 221.173, fastest lap of month.

5:12 p.m. -- #17 Saavedra fastest at 221.526, fastest lap of month.

6 p.m. – CHECKERED. #17 Sebastian Saavedra fastest at 221.526 mph, fastest lap of the month.

FASTEST TIMES/SPEEDS OF PRACTICE:

Pos. Car Name Time Speed

1.	17	Sebastian Saavedra	40.6272	221.526
2.	39	Bryan Clauson*	40.6922	221.173
3.	67	Josef Newgarden*	40.6949	221.158
4.	9	Scott Dixon	40.7556	220.829
5.	18	Justin Wilson	40.7950	220.615

* -- Rookie

INDIANAPOLIS 500 PRACTICE QUOTES:

TOWNSEND BELL (No. 99 BraunAbility-Schmidt Pelfrey Motorsports Honda): (About practicing today at IMS after competing Saturday in the American Le Mans Series race at Monterey, Calif.): "It's a good way to fix the jet lag. Running around Indianapolis Motor Speedway always feels good. No matter what you feel like before you get out there, it always works out. It's great to just get a few laps in this new car, the first time on the track

with the car. Everything went kind of according to plan. We took just one run. Now we've got to go talk about it and get to work on tweaking." (How did the car feel compared to the last time you drove it in testing?): "Well, I

was at Texas, which is a completely different kind of racetrack. All of the years of muscle memory I have have just been totally reset. This car feels a lot different." (On his initial feedback for rookie and teammate Simon Pagenaud): "I was just telling him what my initial impressions are of the car. I know what I like around here in terms of a feel and so just trying to offer a little bit of feedback so he could understand what I want to get to in terms of a setup. I think it's going to be great working with him. He's a smart guy and pays attention to the details." (Did anything about the new car catch you off-guard?): "The biggest thing, strangely enough, is the vibration of a V6 is quite a bit different. It's a little bit harsher of a vibration, so it almost feels like you've got a tire imbalance when you don't because you're sitting in pit lane idling. Just the feel of the motor, the steering wheel, the brakes are different, pedal position; again, just resetting my muscle memory around here because every Indy 500 was in the same car, same motor, and this is a new package."

SCOTT DIXON (No. 9 Target Chip Ganassi Racing Honda): "We just shook down the primary Target car. We started off a bit slow, and we had to figure out a few issues we had. We sort of went back at it and made some progress. We didn't really change the car too much, just a few mechanical things that we needed to get through. The last run there on my first timed lap, I came up behind Graham (Rahal) and I had a tow. I hadn't had a tow, but that was a half-tow. My first couple of timed laps, the car seemed nice. It's nice to drive. We're on the same set of tires. It seems there are a few more cars running more laps and doing a little more race stuff yet. We'll probably step into that the next couple of days. Just making sure all the systems are working and everything's OK. Generally, I think both Team Target cars are doing pretty well. I think the car has speed in it. Until we get to Fast Friday and Pole Day, we really don't know who's going to be where."

CHARLIE KIMBALL (No. 83T NovoLog FlexPen Honda): "Today was another really good day at the Speedway. It got hotter and a windier this afternoon, which was good, because it allowed us to work on our race car a little bit preparing for a couple Sundays from now. I think we've got a pretty good race car, and we'll continue to work toward qualifying later in the week. We're going to change over to the primary NovoLog FlexPen car tonight. We're being smart about our approach this month. Practice is important but not nearly as important as qualifying or the race."

DARIO FRANCHITTI (No. 50 Target Chip Ganassi Racing Honda): "The basic focus of today was to shake down our primary car. We started making some smaller adjustments at the end of the session out there, but haven't really gotten into the more in-depth changes to the Target car. We'll start on that tomorrow."

MIKE CONWAY (No. 14 ABC Supply Co./A.J. Foyt Racing Honda): "We didn't really find any speed today, but we got through quite a few changes, which was good to feel what they do because it's the first time we really explored some different areas. The ABC Supply car is better; it feels better every time we go out with the changes, but we just have to find more speed. We looked for it at the end there, but we went slower. So we have to find out what's going on with the rear of the car because we seem to be wearing the rear brakes, and I'm sure that's causing some drag. It could be part of it. We should be a bit quicker than we are. So we'll explore that tonight and see what we find."

SIMON PAGENAUD (No. 77 Schmidt Hamilton HP Motorsports Honda): "Obviously, I'm a rookie. I can tell you what I need to make the car go faster, but it's always good to rely on someone like Townsend (Bell), who has experience here and has been running well. It's reassuring, to be honest, because he seems to be saying the same things I'm saying. So that is good. The whole team is doing a great job. We're only working on race trim right now. I feel more and more confident every day. I learn something every time I go out."

SIMONA DE SILVESTRO (No. 78 Nuclear Clean Air Energy Lotus HVM Racing Lotus): "I think it's definitely better now that we've run more laps. I think it's a lot of me just trying to get comfortable out there and things like that, so we're working on that and taking our time. We've improved the car quite a bit, so I'm happy with that. I'm happy that the team is working with me to make improvements, so that's good."

JUSTIN WILSON (No. 18 Sonny's BBQ Honda): "It's been a good day for the Dale Coyne Racing cars. Obviously, we want to be quickest. But it's practice, so we're just trying to learn as much as we can and keep developing the 18

car to find that next step.” (About speeds): “Obviously, everyone is nervous; it’s a new car. You’re not sure what to expect. We had last year’s car for eight years, and I think they started out (the month) at 218 range and got up to 228 when we were finished. It just takes time to work out the details and fine-tune it. I think the speeds are going to be just fine in qualifying. This car is working well. Ours definitely seems to be very tune-able. It feels very much like last year’s car.”

WADE CUNNINGHAM (No. 41 ECat/ABC Supply Honda): “Today was productive. We struggled with Rookie Orientation on Thursday because we had a massive

imbalance in the car, which we looked at and found at the end of the day. I was a bit leery going in this morning, but from the out lap I could tell we had made improvements in the car, so I was comfortable straightaway. We had to go through the last phase of Rookie Orientation, so we had to stay under 215. Then we started on the ECat/ABC Supply car for the day. It got hotter in the afternoon, so I lost a bit of speed, but we focused mostly on running by ourselves. Basically just trying to learn the car because we have no knowledge or background with the car, so we’re doing basic mechanical changes and trying to find what the car needs. We weren’t setting the world on fire. We didn’t try, but we made gains and I think we have a decent handle on what we need from the car and how it needs to be driven. It’s new for me and new for the team, so a relatively happy day.”

SEBASTIAN SAAVEDRA (No. 17 Team AFS Chevrolet): “I have to take the guys out for dinner tonight. More than anything, (Ryan) Hunter-Reay and Hinch (James Hinchcliffe), who were in the front. It’s exciting. We’ve been struggling the past couple of years, and so starting the month of May this way, it’s a very satisfying feeling. There’s some big strategy at Andretti Autosport, and we’re five cars and all of us, we have homework to do every day. We have things to try, and we sit down all together to see what works, what we need to try for the next day, but everything is a big strategy. Everything needs to be very well established. It’s the professional way to do it.”

RUBENS BARRICHELLO (No. 8 BMC/Embrase KV Racing Technology Chevrolet): “It has been a bit of a different day. Early on we were able to improve our speed a little, but since then every change we have done hasn’t been a positive result. At the end of the day, I got Tony to drive my car because I needed to see if I was developing the car in the right way or not. He was getting the same speed as me, so that gives me more confidence to carry on my work. It is only the second day, and luckily at Indianapolis I have another week to practice.”

TONY KANAAN (No. 11 GEICO/Mouser Electronics KVRT Chevrolet): “We got some things accomplished today, but our work was limited because of the amount of track time we had. It is only the second day of practice, so we still have time to develop the car and find the extra speed we looking for. Hopefully we can have a productive day tomorrow as we prepare for qualifying this weekend.”

E.J. VISO (No. 5 CITGO/PDVSA KV Racing Technology Chevrolet): “It was a good day of practice. Once again, everything went as planned. We are focused on our program, developing new things for the car. I think tomorrow is going to be a pretty intense day, and I’m looking forward to continuing to make the same kind of progress we have made over the last two days.”

ED CARPENTER (No. 20 Fuzzy’s Vodka/Ed Carpenter Racing Chevrolet): “Saturday was a tough day for our team. Not one person here was happy after practice. The guys worked really hard last night and came up with a good program for today’s practice runs. We got off to a good start today and rebounded well. We still have a ways to go for next weekend to where we want to be. Today was a huge step forward from where we were Saturday. If we can gain half the progress in the next couple of days that we made today, we’ll be in a good position. We need to keep our heads down and keep working on the car. We must work on getting the Fuzzy’s Chevrolet a little faster. I think it will be a little work chasing down the Hondas, but I think we can do it.”

MARCO ANDRETTI (No. 26 Team RC Cola Chevrolet): “Each (Andretti) car was on a different program today, so we could cover all of our bases and take advantage of having five cars. We stuck to single-car runs in the (No.) 26, so we didn’t show the same speed of the guys who were taking advantage of the tow from other cars. But everyone learned a lot from each other.”

RYAN HUNTER-REAY (No. 28 Team DHL/Sun Drop Citrus Soda Chevrolet): "It was a good first day for us. We did a lot of work on our own in single-car runs and then working on how the car handles in traffic and in race conditions. Each of Andretti Autosport crews worked really well as team today, as we tried to learn as much as we can between the five cars. We ran in tandem with (James) Hinchcliffe and Seb (Sebastian Saavedra), and we pulled Seb along in the tow for the fastest lap of the day."

BRYAN CLAUSON (No. 39 Sarah Fisher Hartman Racing/RW Honda): "If you had told me that we were going to come out here the first two days and top the speed charts, I would have told you that you were crazy. Another great day for us. These SFHR boys build fast Honda race cars. It's been a lot of fun to step into a great situation for myself, and I'd like to say I was doing an awesome job, but they are making my job a heck of a lot easier with the race cars they put out there. I don't know what else to say. It's been a great start to the month, but we have a long way to go, and sometimes speed charts can lie a little bit, but we have a real fast race car. We did some long runs today, and I felt like we had a good balance. I'm a rookie, so I don't know what to expect for the rest of the month, but I'm really confident." (About taking advantage of INDYCAR's USAC scholarship): "When Randy (Bernard) started this, I think this is what he was dreaming of, someone would win it two years in a row and be put in this position. Those six (Firestone) Indy Lights races last year have been so beneficial in coming here, especially running the Freedom 100 last year. It gives you such a baseline. Turn 1 is unlike anything else you experience as a race car driver at this place, and even if it's at 189-190 mph in a Lights car, you still have that feeling to draw from. And yeah, you're going 20-30 mph faster, but you're still feeling the same things. That experience last year was huge, and hopefully we can keep this run at the top of the charts for another two weeks and make everyone on the USAC side proud." (About doing double-duty, racing the Hoosier 100 on Miller Lite Carb Day at the Indy Mile): "The Hoosier 100 is still on the table, but if I keep this up, there's a chance they are going to yank me from that. It's been a great start to the month, but we'll see how the month plays out, how things shake out. We're here to focus on Indy, and at this point, we feel like we have a great opportunity to have a good result at the end of the month and have a special month at SFHR." (When Sebastian Saavedra sat down at the podium): "Is that what happens to your hair when you go 221? I only went 220, and my hair is still flat." (After Saavedra said he was buying dinner for the drier teammates who helped him go fastest today): "I think I was in there, too. When are we going?"

JAMES JAKES (No. 19 Boy Scouts of America Honda): "Another good day, really. The No. 19 Boy Scouts car is really working well here. I've had a great balance ever since I've run the car in the rookie day. We've just got to keep fine-tuning it and hopefully going in the right direction, and we should be in a good position for qualifying." (On the challenge of this being the first oval he's driven with new car): "Yeah, I hadn't driven this car on the ovals. The first time I did was in the rookie day. I think, from a driving point of view, it's not that difficult. But from a setup point of view for the teams, obviously, it's more difficult. The guys had those cars for a long time, 10 years. After you've perfected something for that length of time and then you throw in a new start, it's good. It's good for the series. Everyone's got a clean sheet of paper." (Has anything surprised you with the new car, good or bad?): "To be honest, how the car has handled so far here has been up to my expectations, really. The car is generating more downforce from the floor than previous years, so there's no reason why it shouldn't be handling good around here. It's so high speed. I think I'd like to work on the balance of my car a little more in traffic. But apart from that, I think we've got a strong package. The DW12 is performing well here." (Will adding horsepower Friday change the balance of the car at all?): "I personally am not too keen on the idea. I don't see why we should be working all week leading up to Friday just to change the car 50 more horsepower. I think, at the end of the day, my personal opinion is that it shouldn't be about the speed. I think it should be about the show we put on for the fans. If we're putting on a good show at 215 mph versus a poor show at 225 mph, then I'm sure they would take it. I think the show is more important and getting the cars working together on the track. Having a good race is more important than having a huge top speed."

JAMES HINCHCLIFFE (No. 27 Team GoDaddy.com Chevrolet): "It was tough yesterday watching everyone else drive and sitting on the sidelines, so it was nice to get out there today. From the word 'go' the car was really good. The Andretti Autosport guys have obviously done a lot of hard work over the winter. When we first got these cars in December and January, we put one aside just for Indy and have been working on that thing for the last four months, so a huge credit to them. We had the GoDaddy car running well on its own and running well in traffic. We did some traffic simulations and some race simulations, so we'll see. There's still a lot to do. There's a lot to learn

with this new car. We're coming off a car we had eight or nine years of data with, so we are literally going through everything step by step getting ready for the race. There's a lot of learning to do in the next couple of days to get ready for qualifying and the race, but so far everything is good."

ANA BEATRIZ (No. 25 Team Ipiranga Chevrolet): "It was, I think, a good day with the Ipiranga car. It was a little bit tough to start. Marco (Andretti) did a check in my car; it felt a little unbalanced. We worked that out this afternoon, and I believe we found a good balance at the end. Now we can be more aggressive downforce-wise, so I'm looking forward to longer runs tomorrow and running in traffic."

TAKUMA SATO (No. 15 Rahal Letterman Lanigan Racing Honda): "It was a good day. There was a chance of rain in the forecast initially, but it stayed dry and we were able to get a lot of work done. We verified quite a few setup changes, tried all of the setup changes we wanted and made good progress. We ran a good number of laps with decent speed. I am happy to hand over the testing to Michel (Jourdain). We were working on a bit of both the qualifying and race setup; basically general car setup."

MICHEL JOURDAIN JR. (No. 30 Office Depot/RLL Racing Honda): "Today was a short day for me. Yesterday I did most of the running, and Takuma ran in the afternoon. Today he did most of the running, and I ran a little bit in the afternoon. The car felt really weird, so we are going to check it over tonight. It felt very, very different from yesterday, which sometimes happens at superspeedways. We tried to make some changes from yesterday, but we will go back and check to make sure all of the settings are all right. We still have many days before qualifying, so I am looking forward to working on the setup more."

HELIO CASTRONEVES (No. 3 Shell V-Power Pennzoil Ultra Team Penske Chevrolet): "Today wasn't much different than yesterday. We will continue to work on the Shell Pennzoil car to make small changes as we go. The track changed a little with the wind today, so that was good to see. We will keep learning a little but every day to get better."

WILL POWER (No. 12 Verizon Team Penske Chevrolet): "The Verizon car was good today. This was the best track you'll get as far as conditions go. We will take what we learned today and use it to get better tomorrow."

RYAN BRISCOE (No. 2 IZOD Team Penske Chevrolet): "Yeah, the No. 2 IZOD crew continues to do a great job pulling more power out of the car. Obviously, we still need to get more, but I'm confident that come Race Day we will have the car we need. Today was a good day to build on leading into tomorrow."

JOSEF NEWGARDEN (No. 67 Sarah Fisher Hartman Racing Honda): "Finishing second and third today shows how competitive SFHR is. Our consistency and speed solidifies the job that they do and how well they go about it. We're learning a lot more having a second car here, and it's really elevated the program overall. I feel super-comfortable in the car because the team makes me feel comfortable. They've done a great job of giving us a good program and making it easy on us."

ORIOLE SERVICIA (No. 22 Panther DRR Chevrolet): "It was a good day. It's Indy, and knowing that the weather looks good, it's easy to get carried away and try to do too many things too early. We are just trying to pace ourselves and learn every step and make sure that we do each step well. We did some steps today and there's more to do. I'm really happy with the progress, and I'm also happy to see that JR (Hildebrand) has definitely very good speed, which we can keep learning from and sharing. There are still things that we want to try just to see how it feels, since it's our first time in the DW12 on an oval regardless if it's the right direction or not. Overall, I'm very happy like yesterday. We had another solid, mistake-free day, and we just need to keep checking off the boxes."

A total of 37 cars are at the Speedway, with 27 passing technical inspection and six in the process. Thirty-one drivers have been on the track to date and turned 1,138 laps today and 1,831 laps this month. Wade Cunningham turned 58 laps today, most of any driver. There were five cautions

for a total of 51 minutes today.

MONDAY'S SCHEDULE (all times local):

8 a.m. Garages open

Noon-6 p.m. Indianapolis 500 practice

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TODAY’S SCHEDULE (all times local):

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

INDIANAPOLIS 500 PRACTICE:

At 11:55 a.m., the ambient temperature was 74 degrees with a relative humidity of 41 percent and variable winds at 4 mph. Skies were sunny. The track temperature was 105 degrees, according to Firestone engineers.

Noon – **GREEN.**

12:07 p.m. – #27 James Hinchcliffe first on track.

Plepleus The Monkey, from the HDNet television show “Drinking Made Easy,” was the honorary starter today. A segment for an episode of the show that will air in October is being filmed today at IMS.

Show co-hosts Zane Lamprey and Steve McKenna also are at the Speedway for the segment.

1:14 p.m. – **YELLOW.** Tow in for #30 Jourdain, stopped on course at pit entrance. Crew reports the car is out of fuel.

1:22 p.m. – **GREEN.**

2:29 p.m. – **YELLOW.** Track inspection.

2:39 p.m. – **GREEN.**

USAC champion Bryan Clauson has been one of the pleasant surprises of the first few days of practice, but the secret to his success may be an early-morning meeting the Indianapolis 500 rookie with three-time Indy 500 winner Bobby Unser on Saturday, May 12 before the track opened to all drivers.

BRYAN CLAUSON: “Uncle Bobby took me out for a couple of Pace Car rides on Saturday. We had to meet at 8 a.m. and he wasn’t too happy about it, but it was the only time we could fit it in. He took me around and showed me some lines and things around this place that he said he had never showed anyone before. I felt pretty honored and he’s a guy that anything you can learn from him, you have to soak it in. I was going to call him after (Saturday), but I wanted to make sure we had the speed again before we called him. I hope he’s proud that we’re having a good month.” (About advice Unser gave Clauson): “One was what he showed me and the second was not to tell anybody. But that’s Uncle Bobby.”

In 2001, Davey Hamilton was the first driver hired by Sam Schmidt for his IndyCar Series team. Now Hamilton is in his first year as co-owner with Schmidt of Schmidt-Hamilton Motorsports, which fields the No. 77 Schmidt Hamilton HP Motorsports Honda driven by Simon Pagenaud in the IZOD IndyCar Series.

SAM SCHMIDT: “It’s been good. We’re both providing good input for the team. Of course, I’ve known him (Davey) for 15 years, so it’s all good. We raced against each other, and we’re not missing a beat now.”

DAVEY HAMILTON: “It’s come a long way. Unfortunately, Sam got hurt and hired me to drive his car. Then I get hurt (at Texas Motor Speedway in 2001). We’ve both been through the hard times in this game, and now we’re trying to enjoy some good times.”

SIMON PAGENAUD: “Davey and Sam have been really helpful for this place. They’ve been drivers. They know what it takes. They know when I need to do a better job or when we need to get the car a little bit better for me. It’s a good combination.”

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Indianapolis micro-brewery, Flat 12 Bierwerks, has teamed up with Andretti Autosport's James Hinchcliffe, driver of the No. 27 Team GoDaddy.com car, to brew a special beer for the Month of May in honor of the Canadian. Hinchcliffe was a special guest at a Flat 12 pre-race party Saturday, May 12.

JAMES HINCHCLIFFE: “Any time you can find a way to be associated with a brewery, that's a pretty fun way to do things. Being Canadian, beer's pretty much in my blood, so it was a natural fit. Those guys over at Flat 12 have a huge love of racing and a huge love of the Indy 500, so it made a lot of sense to get together and do something. They kindly offered to actually brew me my own beer for the Month of May. We did a Twitter contest and a Facebook contest to name it, so the ‘Hinchtown Hammer Down Lager’ is for sale at Flat 12 now. They're going to have it up at their suite here, and there's a promotion going on Brewstone (Beer Company) up on the north side. It's a cool thing. There's definitely some perks to this job.”

Bryan Herta Autosport with Curb-Agajanian has formed a partnership with Gumball 3000 for the 96th Indianapolis 500.

Gumball 3000 is a combination of art, automobiles, music and film to create a unique aspirational lifestyle brand. Headed by Maximillion Cooper, the Gumball 3000 group operates eight companies with offices in Europe and the United States. With a pioneering spirit and an attraction that transcends social barriers, the Gumball 3000 mission is to build a global lifestyle brand of the future.

The Gumball 3000 logo will be prominently displayed on the No. 98 Team Barracuda-BHA Honda driven by Alex Tagliani. The Gumballers also will accompany the car out to the grid before the start of the race.

BRYAN HERTA: “Having the Gumballers in the Team Barracuda-BHA garages on Indy 500 race weekend will be phenomenal. The lifestyle brand of Gumball 3000 with the fast cars and star power of the Indianapolis 500 is a winning combination. It should be an exciting weekend for everyone involved.”

A crew member usually sits in a race car and steers when it is towed back and forth from Gasoline Alley to the pits during Indianapolis 500 practice. But rookie Jean Alesi is staying in the No. 64 Lotus-FP Journe-Fan Force United Lotus at all times this month – both on the track and when it is towed back and forth from the garage to the pits.

TED BITTING (Team Manager, Lotus Fan Force United): “We have to have somebody steering the car when it is being towed. Drivers don't normally do that. In my experience, drivers don't want to do that. Unfortunately, none of our crew is able to fit in Jean's seat, so he ends up having to do it. Besides, he needs to break in his seat, so the more time he spends in it, the better. Jean is great to work with and does everything we ask him to do. He has a great attitude.”

JEAN ALESI: “This is what the team has asked me to do, so this is what I am doing. At the same time, I am happy to spend as much time in my seat as possible, so that I can break it in. I am enjoying my time here very much. I am enjoying being able to talk to the fans, to sign autographs and pictures of my race cars from quite a few years ago. Everything here is very much different from what I have experienced, and I am liking it quite a lot. Of course, I have heard about the Indy 500 from many of my friends who have raced here over the years, so being here and finally doing it myself is very exciting. I am finally beginning to understand why they were always so excited. Of course, I want to put on a good show for the Indy fans, so I am attempting to stay 100 percent focused on my task, which is, of course, to make the car go as fast as possible.”

At 5 p.m., the ambient temperature was 79 degrees with a relative humidity of 35 percent and west-northwest winds at 9 mph. Skies were partly cloudy. The track temperature was 112 degrees, according to Firestone engineers.

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INDIANAPOLIS 500 PRACTICE (cont.):

5:01 p.m. -- #15 Sato fastest at 220.090.

5:04 p.m. -- #50 Franchitti fastest at 220.452.

5:08 p.m. -- #64 Alesi completed third and final phase of Rookie Orientation Program. Seven of the eight rookies assigned to cars have completed ROP. Katherine Legge has not started ROP.

5:09 p.m. – **YELLOW**. #38 Rahal slows on course, smoke trailing from rear of car. Rahal stopped on infield road course adjacent to Turn 2.

5:23 p.m. – **GREEN**.

5:27 p.m. -- #17 Saavedra fastest at 220.785.

5:34 p.m. -- #67 Newgarden fastest at 222.203, fastest lap of month.

5:35 p.m. -- #67 Newgarden fastest at 222.486, fastest lap of month.

6 p.m. – **CHECKERED**. #67 Josef Newgarden fastest at 222.486 mph, fastest lap of the month.

FASTEST TIMES/SPEEDS OF PRACTICE:

Pos.	Car	Name	Time	Speed
1.	67	Josef Newgarden*	40.4519	222.486
2.	28	Ryan Hunter-Reay	40.6065	221.639
3.	26	Marco Andretti	40.6285	221.519
4.	9	Scott Dixon	40.6323	221.499
5.	17	Sebastian Saavedra	40.7636	220.785

* -- Rookie

INDIANAPOLIS 500 PRACTICE QUOTES:

ALEX TAGLIANI (No. 98 Team Barracuda-BHA Honda): “So far, I’m pretty pleased with the progress we were doing up to the end of the day. Unfortunately, we had a mechanical problem, so we didn’t have the chance to try what we wanted to, but I think we have a pretty good car. So far, so good. This problem is a little setback, and unfortunately we’re not able to run and finish our day with a strong lap.”

GRAHAM RAHAL (No. 38 Service Central Honda): “Overall, I felt like it was a good day for us. I think we learned a lot, and we were fighting. We had some things that caused a lot of questions for us, but we found the answers to them. We made a lot of gains, and I think we’re going to be strong the rest of the month. Unfortunately, we lost an engine, but we’ll keep working hard.”

HELIO CASTRONEVES (No. 3 Shell V-Power Pennzoil Ultra Team Penske Chevrolet): “Today was the same as yesterday for the Shell Pennzoil car, having a good day. It was the first time we could run it with a race setup, so that was good to see. Another step in the right direction for Team Penske and Chevy.”

WILL POWER (No. 12 Verizon Team Penske Chevrolet): “It was good to run in some traffic with the Verizon car today. We had a productive day with being able to see some things we are going to need to do in the race. We will take what we learned today and improve on them for tomorrow.”

RYAN BRISCOE (No. 2 IZOD Team Penske Chevrolet): “It was a busy day for the IZOD Team Penske car. We got some race work with the long runs, which is always helpful. Since it was the first time in some traffic, it will give us lots of information to look at tonight and get ready for tomorrow.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

JOSEF NEWGARDEN (No. 67 Sarah Fisher Hartman Racing Honda): “It’s another strong day. We’re stepping through it each time, and we have a lot more to go still. Our good start is continuing to roll forward. So we’re feeling positive.” (About faster speeds today): “I think a lot of people did in the end. It looks like everyone was trying to race runs, and we kind of jumped in, as well. It was a lot of fun. It was good to run out there with the guys, and I think we need to do more of that probably and figure out how the car operates in the draft a little bit. Certainly learned a lot of the way it reacts today, and we just got to keep progressing with and trying to make it even more comfortable during the race. Obviously, that’s the important time. So, yeah, we’re feeling good about it, and everyone’s just creeping up on it right now and the feel.” (About Sarah Fisher Hartman Racing team): “The team is good. No issues on the team. It’s Sarah Fisher Hartman Racing; they’ve got a great group. We’ve obviously got a good car; we’ve come out really strong, as well. Really we just need to maintain that. I think it’s a good. It’s definitely a good sign that we started off strong. Hopefully that can continue, and normally when you do start off strong, you can normally hold your form, so we’ve just got to try to make that our case. It’s been great having Dollar General back on with us, have a good-looking race car, and it’s performing well, as well. Really pleased with where we’re at at the moment.”

MARCO ANDRETTI (No. 26 Team RC Cola Chevrolet): “I’m somewhat pleased by our pace. We’ve just been working on the race car. Right now, it’s just the overboost penalty that’s our biggest problem. As far as the balance, I think we’re ready to race now. All this extra time will just allow other people to catch up.” (About his fast lap): “My fuel alarm came on, and my crew said, ‘Pit this lap.’ I was like: ‘What? I can’t hear you.’ I knew I was on a good one.” (Were you assisted?): “I would say there’s one person who didn’t have help all day. It’s mostly tows. When we went out to do our race simulation runs, there’s a lot of tag-a-longs. We have enough cars to simulate a race with five of us. People see what we’re doing and they want to work on their race cars, and that’s when the big times go up.” (About splitting with his father in the pits): “It’s better for the team. Dad and I are very passionate. Our work environment might be a little more hectic for others because we always shouting at each other. We still get the job done, but we’re always shouting at each other. We just wanted to make it nicer. I’m a very animated person on the radio and so is he, and that’s why it didn’t work. I need someone to counter me, and Kyle Moyer is really good. I’ll be flipping out about something, and he’ll say, ‘10-4.’ It’s jelling a lot better. Dad was great, and Kyle is great. I’m sure Ryan (Hunter-Reay) and I won’t complain. It’s what’s better for the team.”

SCOTT DIXON (No. 9 Target Chip Ganassi Racing Honda): “We just ran through some mechanical options and some damper items today. We had some issues after our first run and then came back to the garage to sort that out. We came out for our last run just after 5p.m. and went through another sequence of mechanical and damper items, and that was it.”

ORIOLE SERVA (No. 22 Panther DRR Chevrolet): “Today was a day of trying bigger things. We made different changes in the setup. It’s great because we loved some and we hated some, and that’s what you want to learn in a new car on an oval. At the end, we had a few tows, and that’s why we had a pretty fast lap out there like everybody else, and that’s the game of the Speedway and Happy Hour. I’m genuinely happy with how we finished the day with the car. It was another solid day, and we need to keep doing this every day. If we can just improve a little each day and if we are able to do that with the next couple of days that we have, then we will be in good shape.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

DARIO FRANCHITTI (No. 50 Target Chip Ganassi Racing Honda): “We had a late start today. We did about 24 to 25 laps today just getting the Target car not even race ready, but rather finding out what it does and doesn’t like. We worked on setup and what makes it handle well. We went through a list of items and expect things to get quite a bit busier tomorrow.”

ANA BEATRIZ (No. 25 Team Ipiranga Chevrolet): “Today was definitely the best day that we have had here so far. We were able to run a lot and make progress with the car. The crew guys and myself are one step closer to understanding the car and working even better together. I am happy with the direction that things are going. I have a great team that I’m able to work with, so I am looking forward to tomorrow.”

SEBASTIAN SAAVEDRA (No. 17 Team AFS Chevrolet): “Today was another good day, and we were very productive. Each day, we are getting one step closer to discovering more on the new DW12. At the end of the practice session, we found valuable information that will make the month of May better. I want to thank my AFS Racing/Andretti Autosport team for their hard work and look forward to what tomorrow will bring.”

BRYAN CLAUSON (No. 39 Sarah Fisher Hartman Racing/RW Honda): “It’s a bummer not to do as many laps because we had so much momentum from the past two days. I feel really confident about the car we have, though. We tried some new things today and seemed to pick up a little speed from where we started. Every day is a different goal, and I think today we worked through what we needed to. We ended up learning quite a bit, and I think we’ll be set up well for the rest of the month. It’s tough trying to make sure your mileage all lines up with how much we’re allowed to run. We ran a lot the first two days to get acclimated to the track. Today was an easy day, and we’ll get back to work tomorrow.” (About pit stops): “We’ve been working on getting in and out of the pits because I’ve never done a pit stop in an Indy car. We’ll continue working on it as we get closer to the race. It’s hard to simulate a pit stop until Race Day, but we’ll keep working on it. I’ve done pit stops in stock cars, but this is a little different.”

ED CARPENTER (No. 20 Fuzzy’s Vodka/Ed Carpenter Racing Chevrolet): “We made some big gains with the car Sunday, and we were pleased with our progress. Today we tried many different things with the car, and it just didn’t work as well as Sunday. With the extra days of practice here at Indy, we do have the opportunity to attempt many different settings. Our engineering staff has mapped out a variety of scenarios with this new car at the Speedway. I felt we went in the wrong direction today. So, luckily, the weather looks good for the remainder of the week, and we can go back with the car similar to Sunday’s setup. We’ll work hard again tonight to get the car in the proper direction for Tuesday’s runs.”

JAMES HINCHCLIFFE (No. 27 Team GoDaddy.com Chevrolet): “It was another productive day here for the GoDaddy crew. We made a couple more changes to the car and are just moving along with our list. I’m pretty impressed with all five (Andretti Autosport) teams because we made plans for how we wanted to run our week in practice, and you make a plan every week and nine times out of 10 within 15 minutes you have to deviate, for one reason or another. We’ve been really good about sticking to our plan across all the different programs, and I think it’s reaping good benefits. We had a lot of good clean running today. We didn’t do a lot of traffic running, and the car feels pretty good on our own, so tomorrow we’ll probably run a little more in the pack. Altogether, though, I think we have a pretty strong package.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

RYAN HUNTER-REAY (No. 28 Team DHL SunDrop Citrus Soda Chevrolet): “It was pretty good. We ran on our own most of the day just trying to sort out some pretty big setup changes, and then at the end we ran in a group with our teammates here, and a few others joined in. Everybody is trying to run in groups and get that feel for the car in traffic, and I think we accomplished that today with the DHL Sun Drop car.”

TOWNSEND BELL (No. 99 BraunAbility-Schmidt Pelfrey Motorsports Honda): “Last year, I knew the car, so it was only a matter of finding speed. This year, it’s a combination of learning the car and finding speed. We did a short run there at the end with the three Penskes, and I felt very good with what we learned there. We’ll just continue to chip away at it, but overall we’re doing fine. We have lots of little things to work on, but the team has done a great job being prepared for my arrival. It’s kind of like slipping on an old glove from a personality standpoint, which just makes the learning curve all that much easier.”

SIMON PAGENAUD (No. 77 Schmidt Hamilton HP Motorsports Honda): “This process is interesting, but I’m learning every session. The car is plenty fast, and we actually improved a lot today. I’m really happy with the race car. We’re getting closer to what we need. Right now, it’s just me learning how to shift, when to shift, when to tow, when to draft, when to pass and when to be aggressive and when to be a little more gentle with my hands. Man, there are so many things. Remember, I’ve never been on an oval before. Every single lap is a discovery. I really had fun tonight, running in traffic, running with Justin, running with the Penskes. The car was really dialed in, so it was really enjoyable.”

WADE CUNNINGHAM (No. 41 ECat/ABC Supply Honda): “Yesterday we did some basic stuff and we stayed at a single downforce level, and it’s clear that everyone else is trimming out and trying to find the limits of their car. We rolled out today with the same downforce, and I thought we ran competitive times for how much downforce we had. We made a few changes, but we were a little late in Happy Hour, so we missed getting a draft near the end. But we got a read on the car with the lighter downforce, which was a positive for the day. We made some changes that we think will be better for the race, but we’re nowhere near the low-downforce, low-drag setup for qualifying. We’re just taking it one day at a time.”

MIKE CONWAY (No. 14 ABC Supply Co./A.J. Foyt Racing Honda): “We definitely improved the car balance during the day, and we found a little bit of speed overnight, which is encouraging, but we’re still looking for more. It’s still early, and we have some days to find more speed, which is good.”

MICHEL JOURDAIN JR. (No. 30 Office Depot/RLL Racing Honda): “We didn’t run too much today. We had a little problem with a fuel pump, but we are still going according to schedule; building up speed little by little and working on getting my confidence back. Today was my first day to work with my engineer, Bruno. He was in Laguna Seca for the team’s ALMS race, so we are going through data and we made some little changes today. We have more changes planned for tomorrow, but for now I am quite happy with the way things are going.” (About favorite Indy 500 memories:) “I wasn’t here in 1989 when my uncle Bernard won Rookie of the Year, but I came in 1991, and that was my present for my 15th birthday. I enjoyed it so, so much. For me, the tradition of this race is fantastic. Every time I go through Gasoline Alley people say hello, that they are happy to see me return and everything. I didn’t expect so many people to remember me and be so nice.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

TAKUMA SATO (No. 15 Rahal Letterman Lanigan Racing Honda): “It was another productive day. The conditions were very stable, so we were able to try quite a few aero configurations to scan the data and complete an aero map. We are happy with the result today. I haven’t been using the tow in the last two and a half days, so at the end of our test program we got a little tow to see how the gearing was and how the car felt in that situation. The speed on the timesheet was obviously a little artificial, but I was happy with how the car felt. Tomorrow we will start working on the race setup.”

JR HILDEBRAND (No. 4 National Guard Panther Racing Chevrolet): “To be honest, I was skeptical of how the car would feel running in traffic today, but we were all pleasantly surprised. It was nice to hook up with the other Chevrolet boys at Andretti Autosport and get a feel for the National Guard car behind multiple cars. It’s always a big advantage when you can start off the week with the car feeling nice so you can work on tweaking things instead of having to make wholesale changes.”

RUBENS BARRICHELLO (No. 8 BMC/Embrase KV Racing Technology Chevrolet): “I was able to run the backup car today, the same one Tony ran on Opening Day, so we could evaluate a few things. We were able to pick up a little bit more speed but not as much as we would have liked. We still need to search for other things, aerodynamically or engine-wise. I have been able to run some laps and learn the track, not worry so much about the speed but being able to get good lines.”

TONY KANAAN (No. 11 GEICO/Mouser Electronics KVRT Chevrolet): “It has been an OK day. We made a few changes and worked through our list we had to do. We were able to run a lot more today with no problems, which I am happy about. It was just another day at the Speedway.”

E.J. VISO (No. 5 CITGO/PDVSA KV Racing Technology Chevrolet): “One more day of testing at Indianapolis, and we accomplished every part of the plan we had for today. More importantly, we are happy with the results. Now we will review all the data we have collected and start putting together the plan for the upcoming days before qualifying. There was a lot of towing and drafting going on today, but that was not something we were looking at doing. We tried to go out on a clear track, which we did, and just followed our program. I am looking forward to tomorrow’s test plan, and step by step we are accomplishing what we need to do to develop the car.”

A total of 35 cars are at the Speedway, with 31 passing technical inspection and six in the process. Thirty-two drivers have been on the track to date and turned 1,199 laps today and 3,030 laps this month. James Jakes turned 76 laps today, most of any driver. There were three cautions for a total of 31 minutes today.

TUESDAY’S SCHEDULE (all times local):

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

END DAY 3 NOTES

DAY 4 – TUESDAY, MAY 15, 2012

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TODAY'S SCHEDULE (all times local):

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

INDIANAPOLIS 500 PRACTICE:

At 11:55 a.m., the ambient temperature was 79 degrees with a relative humidity of 20 percent and north-northwest winds at 5 mph. Skies were sunny. The track temperature was 109 degrees, according to Firestone engineers.

Noon – **GREEN**.

12:11 p.m. – #78 Simona De Silvestro first on track.

1:33 p.m. – **YELLOW**. Track inspection.

1:42 p.m. – **GREEN**.

2:30 p.m. – Top three drivers are faster than 221 mph. #26 Andretti, 221.418; #27 Hinchcliffe, 221.078; #50 Franchitti, 221.056.

2:50 p.m. – **YELLOW**. Track inspection.

2:55 p.m. weather update: The ambient temperature was 87 degrees with a relative humidity of 18 percent and north-northwest winds at 7 mph. Skies were sunny. The track temperature was 126 degrees, according to Firestone engineers.

2:59 p.m. – **GREEN**.

3:28 p.m. – **YELLOW**. Track inspection.

3:38 p.m. – **GREEN**.

3:48 p.m. – #27 Hinchcliffe fastest at 221.864, running in tow with teammates #28 Hunter-Reay and #26 Andretti.

Tom Rosseter, from Indianapolis, was the honorary starter today. Rosseter has attended every Indianapolis 500 since 1946 except for one. He missed the 1964 race because he was building a home. Rosseter has had seats in Turn 4 since 1974.

A \$100,000 purse is up for grabs among 12 IZOD IndyCar Series teams in the Indianapolis 500 Pit Stop Competition during Miller Lite Carb Day on Saturday, May 25 at IMS.

The Pit Stop Competition consists of four rounds of head-to-head competition in which teams change four tires and simulate fueling.

Unlike past years, the winning team in each round will advance by having the quickest time from drop of the green flag until the car reaches the finish line. The winning team will receive \$50,000, with the remainder of the purse being distributed based on finish.

Seven entrants have qualified through their performance at 2011 IZOD IndyCar Series races following the Indianapolis 500:

No. 2 Team Penske with Ryan Briscoe

No. 3 Team Penske with Helio Castroneves

No. 9 Target Chip Ganassi Racing with Scott Dixon

No. 12 Team Penske with Will Power

No. 26 Andretti Autosport with Marco Andretti

No. 27 Andretti Autosport with James Hinchcliffe

No. 50 Target Chip Ganassi Racing with Dario Franchitti

The Nos. 2, 3 and 50 will receive byes into the quarterfinals, along with either the Nos. 9 or 12 that are tied for position. A blind draw will determine the qualifier.

The remainder of the 12-car field will be filled through time trials at 9 a.m. Wednesday, May 16 at IMS.

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IZOD IndyCar Series team owner-driver Ed Carpenter welcomed Butler University mascot Butler Blue II (Blue) and mascot-in-training Butler Blue III (Trip) to his garage before practice began today at IMS.

Blue has visited Carpenter's garage area the last three years in hopes of bringing good luck to the driver, who graduated from Butler in 2003. Carpenter gave both of his canine friends Ed Carpenter Racing dog shirts during their visit today.

ED CARPENTER: "Everyone gets a kick out them coming all the time. It's just fun to be part of the Butler family and have a connection with Blue II and now Blue III. Hopefully I can get some speed out of their visit today."

INDIANAPOLIS 500 PRACTICE (cont.):

4:25 p.m. – **YELLOW**. Debris.

4:36 p.m. – **GREEN**.

The 40th edition of the Last Row Party is scheduled for 5:30 p.m. Friday, May 25 at the Brickyard Crossing Golf Course pavilion. It's an annual dinner and roast "honoring" the 11th and final row of the Indianapolis 500 starting grid.

For the 40th anniversary event, special guests such as IMSC President and CEO Jeff Belskus, IMS Historian Donald Davidson and IZOD IndyCar Series television personality/former Last Row Party emcee Bob Jenkins are scheduled to appear. Popular WFBQ "Q95" radio disc jockey and IMS Public Address reporter Laura Steele will serve as host and emcee.

The 2012 back-row qualifiers will be awarded special jackets and checks for 31, 32 and 33 cents, respectively. Another highlight of the evening's festivities is the Press Club Foundation's silent auctions of one-of-a-kind racing and other sports memorabilia, vacation trips, restaurant gift cards and entertainment gift certificates.

Tickets are \$50 per person, \$450 for a regular table of 10 or \$750 for a premium table of 10 close to "the action" and the drivers' tables, and include entertainment, dinner, lemonade and iced tea, and three beer tickets for party-goers age 21 and older. A cash bar is also available.

The Last Row Party benefits the Indianapolis Press Club Foundation, which supports journalism students attending colleges and universities in Indiana through thousands of dollars in annual scholarship awards and creative-writing cash prizes.

Since 1973, the Last Row Party has paid tribute to the resilient drivers claiming the 31st, 32nd and 33rd spots in the Indianapolis 500 field. Many open-wheel racing legends have occupied a space in the back row of the Indianapolis 500 field, including former "500" winners Mario Andretti, Gordon Johncock, Johnny Rutherford, Tom Sneva and Al Unser.

Tickets can be purchased online via www.indypressfoundation.org or by calling (317) 631-6400 or (317) 701-1130. American Express, Discover, Visa and MasterCard are accepted.

Former Firestone Indy Lights and Indianapolis 500 driver Arie Luyendyk Jr. impressed Emily Maynard in the season debut of the ABC show "The Bachelorette" on Monday night.

Five bachelors were sent packing the first week. Luyendyk was not among them.

Maynard, a North Carolina native who was chosen by Brad Womack on "The Bachelor" in 2011 and then had the relationship fizzle, was asked back by ABC as the one doing the choosing.

"The Bachelorette" Season 8 was filmed around the globe -- North Carolina, Bermuda, England, Croatia and the Czech Republic.

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The Sam Schmidt Paralysis Foundation (SSPF) will host its 13th annual Racing to Recovery Gala on Wednesday, May 16 at the Dallara factory in Speedway, where it will honor three-time Indianapolis 500 winner Johnny Rutherford with the Legendary Driver Award.

SSPF also will recognize the efforts of the Holmatro Safety Team with the Silent Hero Award for its skill and efficiency providing trackside support at every IZOD IndyCar Series event.

Throughout the evening, guests can mingle with Indianapolis 500 greats from the past and present as well as with current IZOD IndyCar Series team owners and drivers, while raising money to support medical research and rehabilitation for those living with paralysis. The event will feature a silent and live auction, giving guests the opportunity to bid on unique racing-themed items, vacation packages, jewelry, artwork and much more.

The SSPF was started in 2000 by INDYCAR driver Sam Schmidt shortly after a testing crash left him paralyzed from the chest down.

SSPF is leading the charge to cure paralysis by funding scientific research, medical treatment, rehabilitation and technological advances benefiting those with spinal cord injuries, stroke victims and people diagnosed with ALS, Alzheimer's and Parkinson's diseases. In addition to initiating local and national advocacy efforts on behalf of those disabled, SSPF also funds national "Days at the Races" and "Run, Walk 'N Wheelathon" programs.

All four members of the iconic heavy metal band Megadeth attended today at IMS, as the iconic heavy metal band will perform tonight at the Murat Theatre in downtown Indianapolis. Drummer Shawn Drover sent a thank-you message after the visit to Fuzzy's Vodka/Ed Carpenter Racing team, which spent time with the band.

SHAWN DROVER: "Hi, Matt, Shawn from Megadeth here. Just wanted to thank you and everybody involved the Fuzzy's Premium Vodka team for being so cool to us. I'm a big time golfer and have been a fan of Fuzzy's (Zoeller) for over 30 years, so that was a big thrill for me. Thanks for everything."

Indianapolis 500 veteran and 2004 IZOD IndyCar Series veteran Tony Kanaan is racing June 6 at the Prelude To The Dream at Eldora Speedway in Rossburg, Ohio, joining NASCAR, NHRA and World of Outlaws stars in a Late Model dirt-track race that benefits charity.

HBO Pay-Per-View will televise the event live at 8 p.m. (ET), with net proceeds supporting Feed The Children, a U.S.-based charity that domestically has helped more than 365,000 families since 2009 through its Americans Feeding Americans Caravan.

Other stars racing in the Prelude include Tony Stewart, Jimmie Johnson, Clint Bowyer, Ryan Newman, Kasey Kahne, Bobby Labonte, Kurt Busch, Kyle Busch, Austin Dillon, Ty Dillon and Danica Patrick, Kenny Wallace and Ken Schrader from NASCAR, Ron Capps and Cruz Pedregon from NHRA, and Steve Kinser and Donny Schatz from World of Outlaws.

The 2012 edition of the Prelude To The Dream includes hot laps, qualifying, heat races and a 40-lap feature with double-file "shootout style" restarts.

INDIANAPOLIS 500 PRACTICE (cont.):

5 p.m. The ambient temperature was 84 degrees with a relative humidity of 17 percent and west winds at 7 mph. Skies were sunny. The track temperature was 125 degrees, according to Firestone engineers. Fastest speed of the day at 5 p.m. is 221.864 by #27 Hinchcliff.

5:06 p.m. – **YELLOW**. Debris.

5:11 p.m. – **GREEN**.

5:33 p.m. – #3 Castroneves fastest at 221.875, in tow with big pack of cars.

5:34 p.m. – #3 Castroneves fastest at 222.025, in tow.

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INDIANAPOLIS 500 PRACTICE (cont.):

5:45 p.m. – Heavy traffic. Fifteen of the 30 cars that have turned laps today are on track.

5:50 p.m. -- #26 Andretti fastest at 222.168, in tow.

5:51 p.m. -- #26 Andretti fastest at 223.676, in tow. Fastest lap this month.

6 p.m. – **CHECKERED.** #26 Marco Andretti fastest at 223.676 mph, fastest lap of the month.

FASTEST TIMES/SPEEDS OF PRACTICE:

Pos.	Car	Name	Time	Speed
1.	26	Marco Andretti	40.2367	223.676
2.	3	Helio Castroneves	40.5359	222.025
3.	27	James Hinchcliffe	40.5653	221.864
4.	38	Graham Rahal	40.5671	221.855
5.	28	Ryan Hunter-Reay	40.5746	221.814

INDIANAPOLIS 500 PRACTICE QUOTES:

MICHEL JOURDAIN JR. (No. 30 Office Depot/RLL Racing Honda): “It was a really good day for us; we are making progress every day. We ran a lot of laps and made some good changes to improve the car every time. It is much better, and I am more confident with the car and with running closer to some cars. We are still not running extremely close to them, but we are making progress in every sense. I have said that this is a professional project but one that is very personal to me in many ways, and one of them is that my two oldest kids are coming to the race. They weren’t old enough to fully understand it before, but the two oldest are now. Silvia is 3, and this will be too much for her. But Michel and Marco, who are 7 and 5 years old, can’t wait. Every day they ask me, ‘How many days until we come?’ The other day I told them, ‘It’s 15 days,’ and they said, ‘I thought you said 14 yesterday.’ They are really, really excited about coming. We are making small suits like my driving suit for them. It is going to be a lot of fun.”

SIMONA DE SILVESTRO (No. 78 Nuclear Clean Air Energy Lotus HVM Racing Lotus): “It was a pretty good day. It was good to run today and improve on things. We have a lot of work on the engine side, but we just need to go through the program. I’m looking forward to getting back out there tomorrow.”

JR HILDEBRAND (No. 4 National Guard Panther Racing Chevrolet): “I think it’s nice to have some friends out there to be able to play around with on the track. It just gives us some good information to work off of as we move forward this week. With this new car, we have a couple things we still need to sort out in terms in how the car feels in race trim and how it’s going to last over a stint. What we’ve seen here is that you’re going to have a hell of a time pulling away from anybody, so chances are pretty good that you’re going to be in traffic for long stints during the race. The National Guard Panther guys have been working hard all week at trying to figure that out.”

JOSEF NEWGARDEN (No. 67 Sarah Fisher Hartman Racing Honda): “We did more of our own thing today. We also got to step through some qualifying stuff, which was good. With limited running, we won’t be as high on the time sheets as we have been previous days, but that’s fine. We’re not going to be the quickest every day. We’ll just pick back up tomorrow. We’ve got a new engine going in tonight. The Honda engine has been strong so far, and I’m sure it will continue to be a powerful unit all the way through the month.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

BRYAN CLAUSON (No. 39 Sarah Fisher Hartman Racing/RW Honda): (About turning six laps today): “The car had good speed by itself, and we were pretty happy with what it did in those six laps. We were very encouraged with some of the changes we made overnight. Hopefully we’ll keep gaining in the next few days.” (About watching heavy traffic during Happy Hour): “When you have the interest of being out there in the next few days, you really pay attention to how fast or how late you can pull out when guys make their moves. You pay attention to the timing of everything on the track. Hopefully in the next few days, we get out there and do some race running and get to feel it ourselves.

SCOTT DIXON (No. 9 Target Chip Ganassi Racing Honda): “We had a late start today and then went through a list of mechanical things we wanted to try on the No. 9 car. I didn’t really like the changes we made to the car, but I found a balance I liked at the end of the day. We ran old tires today. We didn’t really run in traffic and didn’t get any tows, so overall an average day for the Target team.”

DARIO FRANCHITTI (No. 50 Target Chip Ganassi Racing Honda): “It was a very busy day for the No.50 team today. We ran a ton of laps today and got a lot done. We tried a lot of different things to try and find our way around this new car a little bit. Some worked and some didn’t, so we’ll keep going tomorrow with the goal of running a bit more with our teammates in a group at some point. Not a bad day.”

ED CARPENTER (No. 20 Fuzzy’s Vodka/Ed Carpenter Racing Chevrolet): “It was way better than yesterday’s car here. It’s been a bad day, a good day, a bad day and pretty good day today. We did get a lot of things done today. We are making progress now with the car. We have been trying so much stuff with the new DW12. We didn’t make the car perfect today, but I was pleased with the direction we are going now. We did a good job figuring out what we need for the future here. We exposed some issues with the car that will help in the next couple of days. Now we need to come up with a good plan overnight so we get closer to the fastest guys. We just need to fix all of the things we uncovered today. I’m sure we can do it this week.”

RYAN BRISCOE (No. 2 IZOD Team Penske Chevrolet): “We had a good day in the IZOD car working on the race setup. We were running in a lot of traffic out there, maybe even busier than it normally would be in the race, but I was getting a really good feel for what this car is going to handle like come next Sunday. But until then, we are going to keep on learning.”

HELIO CASTRONEVES (No. 3 Shell V-Power Pennzoil Ultra Team Penske Chevrolet): “The Shell Pennzoil car felt great today. We worked some more on the race setup, and toward the end we were able to get a good draft. Always good to put up a fast time, and we will continue to work hard to get things where they need to be.”

JAMES HINCHCLIFFE (No. 27 Team GoDaddy.com Chevrolet): “It was a pretty reasonable day for the GoDaddy car. We went out early and had some reasonable speed on our own and then focused on the race (setup) from there on out. We’re running in bigger and bigger packs now and learning more about this car because it’s still so unknown in a proper race condition, but you can see by the end of the day where everyone has the same mindset compared to last year. We’re running a lot more in traffic earlier in the week than we were (last year), and it’s just a function of everybody working to figure out what the car will do on Race Day. We have three cars in the top five, so we’re clearly reasonable in traffic and on our own with a couple cars, so we’ll just keep chipping away at it.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

WILL POWER (No. 12 Verizon Team Penske Chevrolet): “The Verizon car was really good today. We mostly worked on race setup and also got the chance to see what it's like running behind a bunch of cars. It was another day of collecting information, and we feel good about where we are.”

MARCO ANDRETTI (No. 26 Team RC Cola Chevrolet): “I’m really pleased with where we are at with the race car so far. I have just been really working on the car in a pack, and just trying to stay flat in traffic. We have the car to the point now that I am confident to say we would be the ones to beat if the race was today. The speed on its own, I’m a little concerned about. I’ve said it before, I’ll say it again, if we start 33rd, we can still win this race.” (About differences in handling between new car and older car): “Indy with the old cars, when you think you have those things so maxed out and perfected, you roll them off the next day ... You’ll see tomorrow. It might be a big challenge for me because that is Indianapolis for you in the month of May. You just have to be ready. It is like starting over tomorrow, and we’re prepared for it. I’m not expecting to roll this car off tomorrow and set the world on fire. We just have to keep working like everybody else. The new car, it still has four wheels, man. It’s still a race car. A lot of things are similar. The big thing has been working with Chevy, and it has been great. It has been a lot of fun. We’ve made great strides, and I am so proud of them with this little deficit we might have been up against. I don’t think it is going to be a big deal, but we’ll see.” (About teammate James Hinchcliffe): “He’s a hell of a kid. He’s in the championship run right now. That’s what’s it is all about. You have to be relaxed enough to have fun but still get the job done. He’s able to do both of those things. The three of us, well the five of us here, it’s been great. We’re an oiled machine so far. But, like I said, it is Indianapolis, and we are prepared to start over tomorrow.” (About tires during the race): “I think so. A little bit. Firestone does such a great job, but it is going to be very hot. It is going to be a challenge. It is going to be the same for everybody, and it is the same old story. How much grip can you have in the car versus where’s it going to be at the start of the stint versus the end. You try to get away with as skimpy as you can without being too skimpy at the end of a stint.” (About differences in drafting this year compared to previous years): “These things, it is just obvious looking at them, they poke a huge hole in the air. I think it is going to be great for the fans, man. I don’t think anybody is going to be able to lead for more than a couple of laps because the leader is just a sitting duck. You get such a great tow. There is going to be a lot of passing. The thing I am concerned about is the last minute because what happens is you get a decent tow, but then that last couple of car lengths, it really sucks you in, so a lot of guys are going to be, ‘No, I can’t get him, can’t get him’. Then they are going to feel that, and they are going to be doing last-minute dive-bombs. That will be interesting, but you just have to be heads-up. That’s all.” (About help from teammates): “We might give our teammates a couple of extra inches, but we want to beat them, too. It is going to be hectic. Right place, right time. Trying to stay out of trouble. It is 500 miles, so that is the game plan the first three-quarters of the race. From there, hopefully you are in a position to charge. It helps. It definitely helps because you know can trust them and stuff like that, but we’re still, each and every one of us wants to win the Indianapolis 500.”

RYAN HUNTER-REAY (No. 28 Team DHL SunDrop Citrus Soda Chevrolet): “It was another productive day for the DHL/Sun Drop crew and the whole Andretti team. We worked together as a group, and I think we found some good speed. The good thing about the Andretti Autosport cars is we’re up toward the top when we’re running alone and up toward the top when we’re in a pack. Things are going as planned, and we still have a long week to go. I’d say we’re 90 percent focused on the race and 10 percent on qualifying at the moment, and that will change on Friday, but right now we’re focused on race setup.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

GRAHAM RAHAL (No. 38 Service Central Honda): “It was great for us, particularly coming off the last couple of days. We felt the car was good all along; we just couldn’t figure out where the speed was. We put a new Honda engine in it last night, and boom. Pretty pleased with the car today. The Service Central guys have been working really hard, and we got to run with a bit of traffic in the end. It was incredibly hectic, but I don’t know. Maybe a sign of things to come. We’ll see what happens in the race. As Marco (Andretti) said, these things punch such a big hole. It’s so easy to get a massive tow. I got behind (Alex) Tagliani for a few laps, and I just didn’t have a gear big enough. We thought we were geared too long. For sure, they suck up quite a lot.” (About running in packs): “To me, it was almost a little too much for a day like today. I got a good run put up there early, and I had a couple of more I could have put up there that would have been better than that, but there were a lot of bold moves out there, especially for a practice session, that’s for sure. The other problem was, I jumped up there at the front of the line, and I’d lift to let everyone by and they’d all lift. What do you do? No one wanted to lead. I don’t think there’s an advantage to having a four-car or five-car team because everyone is running together. Everyone is out there. We ran with the Rahal Letterman guys, with (Simon) Pagenaud and the Schmidt guys. I don’t think I ran with my teammates at all today. That’s the main thing. Everyone is trying to work together to figure these cars out, but today was a little wild. That’s what happens in Happy Hour. Everyone wants to go for it.” (About turbo increase for the weekend): “You will be going into the corners 10 mph faster, or whatever it’s going to be. We expect the boost change to be a 4-5 mph lap average speed difference. That’s a lot. That’s a big change. Hopefully the handling won’t change too much because we’ve worked hard to get our car where it’s comfortable and fast. But I would think it would be a little bit different.” (Would it be a different race if they left the boost for the race?): “To be honest with you, I think it’s going to be a hell of a race. More boost, no boost. Whatever. I think there has been great racing this year. Here, as we saw today, it’s hard to lead. I think I have one of the fastest cars on my own, and we never tried to do a qual sim. But it’s still hard. You can do 218, 219 on your own, but I think I gave Marco his lap. I had a tow, and I saw him suck up on me. Those guys were only running a 215 when they were in front of me, but they tow up to a 221 or 222. It’s hard to stay up front. I think the race will be pretty wild. I don’t think it matters about boost.”

MIKE CONWAY (No. 14 ABC Supply Co./A.J. Foyt Racing Honda): “We’ve been improving every day in terms of car balance and feel and slowly picking up speed. I don’t think we are quite as trimmed out as the others. Hopefully there’s still some time in our pocket that we need to explore tomorrow. We’re still figuring out this car as much as we can before we need to start going fast, I suppose. The good weather has enabled us to do that. (Are you nervous not to have posted big speed yet?): “Yeah, it does, but until we try, really try to see what we have, then we’ll know a bit more. There’s a good 3 mile an hour we need to get to be looking at a top-10 speed, I think.”

WADE CUNNINGHAM (No. 41 ECat/ABC Supply Honda): “We made a few improvements later in the day. We lost some time earlier with a mechanical issue with the car that we didn’t catch until three runs in, so that was unfortunate because tires and miles are so valuable. We improved the car a little bit and the speed, but it doesn’t really show in the time chart because the draft is so important to get a good time, and we were under-gearred, so we just ran out of gearing. So basically what we ran in a draft is only slightly better than what we could run by ourselves. I think that’s why Mike and I were so close on the timesheets because we’ve got the same gear, so we’re stuck at roughly the same speed. A relatively good day, a bit more positive than yesterday, and I don’t think where we are on the speed chart reflects the progress we’ve made. But that’s why it’s only practice, and it doesn’t count.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

TAKUMA SATO (No. 15 Rahal Letterman Lanigan Racing Honda): “We keep saying we had another productive day, but that is the case. The warm weather and light wind made for stable conditions, which made it easy to evaluate some aerodynamic things that we carried over from yesterday. Then we moved on to our race setup, and it was good to see progress. In the end, I was able to run in traffic and see how the car felt, and everything felt good. We will keep working on this tomorrow.”

SIMON PAGENAUD (No. 77 Schmidt Hamilton HP Motorsports Honda): “Running in traffic is definitely something else. It changes the balance of the car through the corner a lot more than I’m used to. So it’s a matter of playing with the tools in the car and getting used to that. It’s definitely not easy to learn how to play the momentum game. But I think we did a good job. We have a very good race car, and I feel very confident with it. I could stay with Helio and the Penske boys, and we stayed with Dario when he was doing some pretty quick lap times. So we’re in the ballpark, but I’m going to be learning every day.”

TOWNSEND BELL (No. 99 BraunAbility-Schmidt Pelfrey Motorsports Honda): (Is Race Day going to resemble last 30 minutes of practice today): “That, and a whole lot more. That was a good chance to really find out what it’s going to be like on Race Day. And I think it’s going to be busy. It’s going to be busy, meaning the drivers are really going to have to work, which is good. I’m glad that we got a good indication of what it’s going to be like this early on in the week so we can look at a lot of data and make some educated guesses on how to improve.” (About the effect on track of no rain this week): “Deep in your tire run, you’re starting to slide around pretty good and a lot more than I expected. That’s going to contribute to a great race, and for now, it’s going to make us think pretty hard on where we want to be on setup.”

ANA BEATRIZ (No. 25 Team Ipiranga Chevrolet): “I think that we made some improvements today. We still do not have the speed that we wish we had. We will have a long night researching everything so that we can make sure we have the same speed as my other teammates tomorrow. Thanks to my Ipiranga team for all of their hard work.”

SEBASTIAN SAAVEDRA (No. 17 Team AFS Chevrolet): “Today was very different from the other days we have had here. We saved miles and tires because we have been running a lot since Opening Day. Today we decided to practice our pit stops a lot and went out for a traffic run with my teammates, but we didn’t do a lot of laps. It was nice to see my teammates do well out there. They learned some important things that I would like to test tomorrow, so it will be nice to work together. It is going to be a busy day for the AFS Racing crew.”

RUBENS BARRICHELLO (No. 8 BMC/Embrase KV Racing Technology Chevrolet): “We are still trying different things but just can’t find the speed. However, what was good today was learning to run in traffic, which I haven’t really been able to do much of, and working out my lines. We have another day of practice tomorrow, so we will see what it brings.”

TONY KANAAN (No. 11 GEICO/Mouser Electronics KVRT Chevrolet): “Today was a good day. We concentrated more on race setup and got a feel for the car when running in traffic. Hopefully tomorrow will be like today.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

E.J. VISO (No. 5 CITGO/PDVSA KV Racing Technology Chevrolet): “It was a really tough day today. Many of the things we tried today didn’t produce the results we wanted. The plan right now is to go back to the setup we had yesterday and start from there. I am confident we will come up with a solution. We just have to keep working hard, and good things will happen.”

A total of 35 cars are at the Speedway, with 35 passing technical inspection. Thirty-one drivers have been on the track to date and turned 1,602 laps today and 4,632 laps this month. James Jakes turned 100 laps today, most of any driver. There were five cautions for a total of 45 minutes today.

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 16, 2012

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TODAY’S SCHEDULE (all times local):

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

Five entrants earned spots in the Indianapolis 500 Pit Stop Competition on Miller Lite Carb Day on Friday, May 25 during time trials this morning at IMS. Six teams changed tires and simulated fueling during the trials.

The five qualifiers, and their times this morning:

- | | | |
|----|---|---------------|
| 1. | No. 38 Service Central Chip Ganassi Racing (Graham Rahal) | 9.157 seconds |
| 2. | No. 4 Panther Racing (JR Hildebrand) | 9.298 |
| 3. | No. 22 Panther/Dreyer & Reinbold Racing (Oriol Servia) | 9.322 |
| 4. | No. 14 ABC Supply Co./A.J. Foyt Racing (Mike Conway) | 9.815 |
| 5. | No. 28 Andretti Autosport (Ryan Hunter-Reay) | 9.939 |

Those five entrants will join the seven entrants that previously qualified through their performance at 2011 IZOD IndyCar Series races after the Indianapolis 500:

No. 2 Team Penske with Ryan Briscoe
No. 3 Team Penske with Helio Castroneves
No. 9 Target Chip Ganassi Racing with Scott Dixon
No. 12 Team Penske with Will Power
No. 26 Andretti Autosport with Marco Andretti
No. 27 Andretti Autosport with James Hinchcliffe
No. 50 Target Chip Ganassi Racing with Dario Franchitti

The Nos. 2, 3 and 50 will receive byes into the quarterfinals, along with either the Nos. 9 or 12 that are tied for position. A blind draw will determine the qualifier.

A \$100,000 purse will be awarded at the Indianapolis 500 Pit Stop Competition, which consists of four rounds of head-to-head competition in which teams change four tires and simulate fueling.

Unlike past years, the winning team in each round will advance by having the quickest time from drop of the green flag until the car reaches the finish line. The winning team will receive \$50,000, with the remainder of the purse being distributed based on finish.

INDIANAPOLIS 500 PRACTICE:

At 11:55 a.m., the ambient temperature was 73 degrees with a relative humidity of 48 percent and north-northwest winds at 12 mph. Skies were sunny. The track temperature was 107 degrees, according to Firestone engineers.

Noon – **GREEN**.

12:04 p.m. – #5 Viso first on track, followed by #39 Clauson.

1:17 p.m. – **YELLOW**. Debris.

1:26 p.m. – **GREEN**.

1:31 p.m. – **YELLOW**. Tow-in for #41 Cunningham. Crew reports car out of fuel.

1:35 p.m. – **GREEN**.

Indianapolis orthodontist Dr. Charles Pritchett was the honorary starter today. He has attended every racing event at IMS since 1957 – Indianapolis 500, Brickyard 400, United States Grand Prix at Indianapolis and Red Bull Indianapolis GP.

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Local and national recording artists and special guests will entertain the attendees at the Indy 500 Soiree presented by Lucas Oil on Friday, May 25 at the Lucas Estate in Carmel, Ind.

The event will raise money for a Garth Brooks' Teammates for Kids Foundation's Child Life Zone at Riley Hospital for Children at Indiana University Health.

The evening will begin with a VIP reception from 6-7 p.m. on an exclusive, poolside section of the Lucas estate. Attendees will be able to mingle with special guests, Garth Brooks, Indy 500 winners Arie Luyendyk and Kenny Brack, and the field for the 96th Indianapolis 500, as well as other celebrities and Indianapolis notables.

Indianapolis's own "Sizzlin' Gregg Bacon" will perform during the reception. With his signature jazz styling, the saxophonist has accompanied B.B. King in concert and opened for Aretha Franklin, The O'Jays and John Mellencamp.

At 7 p.m., fans are invited to join the event via a Live & Global webcast Q&A powered by Ortsbo, a leader in real-time email, online chat and social media language translation, and hosted by three-time Indy 500 champion Helio Castroneves and IZOD IndyCar Series driver James Hinchcliffe. This event will include interviews with celebrity guests, including INDYCAR CEO Randy Bernard and Brooks, streamed live for fans watching around the world at www.Liveandglobal.com/indycar.

Nashville recording artists Cook & Belle and dance band Jakarta will entertain guests on outdoor and indoor stages, while inside the main estate, Jeanette Lee, "the Black Widow," will amaze everyone with her billiards trick-shooting prowess. The Trisha Yearwood Dessert Room will offer dessert delights, and the INDYCAR Legends room will host the A.J. Foyt wine bar.

A cigar bar, the opportunity for pictures with the Borg-Warner Trophy and a silent auction also will take place.

For opportunities to support the Indy 500 Soiree presented by Lucas Oil through sponsorship or donations, or for more information, visit www.lucasoil.com/indy500soiree or call Detail & Design at (317) 423-3590.

The Indiana Section SAE International announced six candidates today for the 46th annual Louis Schwitzer Award sponsored by BorgWarner, which will be presented at 11 a.m. Friday, May 18 in the Economaki Press Conference Room on the first floor of the Indianapolis Motor Speedway Media Center.

The award, presented to engineers by engineers, recognizes individuals with the courage and conviction to explore and develop new concepts in motorsports technology for use in the Indianapolis 500. The candidates are individuals responsible for:

- Chevrolet IndyCar V6 engine
- Honda HI12R engine
- Lotus Indy V6 engine
- Dallara DW12 chassis
- Xtrac transmission
- BorgWarner turbochargers

The Louis Schwitzer Award has been presented annually since 1967 by the Indiana Section 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, and the winner's name is added to the permanent trophy on display at the IMS Hall of Fame Museum.

Last year's recipients were James Goodloe, Roger Griffiths, Marcelo Martinelli and Robert Bell from Honda Performance Development for the Honda Refueling Safety Interlock System. Past winners have included Colin Chapman, Bruce McLaren, Smokey Yunick, A.J. Foyt and Gian Paolo Dallara.

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The last year without any rain delays or interruptions during Indianapolis 500 practice was 1998.

Media are invited to attend a sled crash test, focusing on advancements in decreasing driver injuries in INDYCAR racing, from 1-2 p.m. Saturday, May 26 at the Center for Advanced Product Evaluation in North Westfield, Ind.

Experts available for interviews at the test include Kirk Russell, Director of International Motorsports Industry Show Safety and Technical Conference; Dr. Terry Trammell, OrthoIndy; Jeff Horton, INDYCAR director of engineering; Thomas J. Chezem, Center for Advanced Product Evaluation and Chris Paulsen, co-owner of the International Motorsports Industry Show (IMIS).

Bus transportation will be provided for media from the Indianapolis Motor Speedway Media Center, departing at noon and returning at approximately 3 p.m.

Space is limited. Media are required to RSVP to both Joe Crowley of True Speed Communication at joe.crowley@truespeedcommunication.com and Jamie Harding Hancock of IMIS at jamieh@imis-indy.com.

The life of two-time Indianapolis 500 winner Dan Wheldon will be honored through a variety of activities during the 2012 edition of “The Greatest Spectacle in Racing” at the Indianapolis Motor Speedway.

Wheldon earned his second “500” victory in dramatic fashion in 2011, taking the lead for the first and only time on the final straightaway of the race. He also won the race in 2005. Wheldon suffered a non-survivable injury in a racing accident in October 2011 at Las Vegas Motor Speedway.

The salute to charismatic fan favorite Wheldon starts Wednesday, May 16 when the No. 98 William Rast-Curb/Big Machine Dallara/Honda/Firestone car that he drove to the improbable victory last May will be placed on display at the IMS Hall of Fame Museum until Sunday, May 20.

That car also will be displayed Saturday, May 26 in the Pagoda Plaza during Legends Day Honoring Roger Penske presented by Shell.

A variety of tributes to Wheldon are planned for 96th Indianapolis 500 Race Day, Sunday, May 27.

- All fans entering the track on Race Day will receive a pair of white cardboard sunglasses – white sunglasses were a favorite of the fashionable Wheldon – to wear in tribute to Wheldon on the parade lap, Lap 26 and Lap 98, recognizing the numbers of his winning cars. Fans also are encouraged to wear their own white sunglasses during those laps.

- Bryan Herta, co-owner of the team for which Wheldon drove last year at Indianapolis, will drive Wheldon’s winning 2011 car for a lap of honor during pre-race ceremonies shortly before the command to start engines. Sam Schmidt Motorsports, which had a technical alliance last year with Bryan Herta Autosport at Indianapolis, has restored the car.

- Wheldon will be featured on the Race Day technical inspection stickers affixed to all cars in the field.

Other Race Week tributes include Wheldon’s wife, Susie, participating in the Public Drivers Meeting on Saturday, May 26 at IMS and receiving her husband’s Champion of Champions ring for his 2011 Indianapolis 500 victory when she arrives in Indianapolis.

JEFF BELSKUS (President and CEO, Indianapolis Motor Speedway Corporation): “Dan embodied the spirit of the Indianapolis 500 and Indianapolis Motor Speedway like few who have ever raced here. He loved this race and this special place so much, and his fans and everyone associated with ‘The Greatest Spectacle in Racing’ returned that affection with equal passion. We’re honored to pay tribute to Dan – an incredible father, husband, friend and driver – through these activities this year. But rest assured, he will be remembered forever at IMS.”

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INDIANAPOLIS 500 PRACTICE (cont.):

2 p.m. weather update – The ambient temperature was 76 degrees with a relative humidity of 40 percent and north winds at 14 mph. Skies were sunny. The track temperature was 117 degrees, according to Firestone engineers.

2:39 p.m. – **YELLOW**. Debris.

2:46 p.m. – **GREEN**.

4 p.m. weather update – The ambient temperature was 77 degrees with a relative humidity of 28 percent and north winds at 9 mph. Skies were sunny. The track temperature was 120 degrees, according to Firestone engineers.

4:34 p.m. – #26 Andretti fastest at 222.108.

4:39 p.m. – **YELLOW**. Debris.

4:51 p.m. – **GREEN**. All five Andretti Autosport cars leave pits for track in formation.

5:22 p.m. -- #67 Newgarden fastest at 222.785.

5:43 p.m. – **YELLOW**. #67 Newgarden does two full counter-clockwise spins exiting Turn 4 and taps inside retaining wall with left front wheel, nose and left rear wheel before car spins a half-turn clockwise and stops on the front straightaway. Newgarden climbs from car without assistance from Holmatro Safety Team and goes. Light damage to car.

5:52 p.m. – **GREEN**.

6 p.m. – **CHECKERED**. #67 Josef Newgarden fastest at 222.785 mph. Newgarden has been fastest on three of the five practice days this month.

FASTEST TIMES/SPEEDS OF PRACTICE:

Pos.	Car	Name	Time	Speed
1.	67	Josef Newgarden*	40.3977	222.785
2.	26	Marco Andretti	40.5208	222.108
3.	28	Ryan Hunter-Reay	40.5839	221.763
4.	27	James Hinchcliffe	40.6067	221.638
5.	50	Dario Franchitti	40.6095	221.623

* -- Rookie

Medical update from Dr. Michael Olinger, INDYCAR medical director: Josef Newgarden was evaluated and released without injury from the IU Health Emergency Medical Center at IMS. He is cleared to drive.

JOSEF NEWGARDEN: “You don’t get many lucky breaks around this place, and I think I just got one. The guys have done a great job putting together such a good car, and I don’t want to hurt the thing. I’ll try to learn what happened and why the thing got around on me. Everyone’s trying to figure out the race car around this place, and obviously I have a little more work to do. We were old on our tire run and trying to run as far as possible to see how the car reacts, and I think it’s just difficult to run in the tow, and today I got bit by it a little.”

INDIANAPOLIS 500 PRACTICE QUOTES:

GRAHAM RAHAL (No. 38 Service Central Honda): “Again, I thought we had a great day with the Service Central boys. We’re learning a lot and really trying to keep ourselves focused on what our run-plan is and just doing the kind of laps that we feel we need to every day. Today was a pretty limited day, but that was the plan and we’ll be out there doing more later.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

JEAN ALESI (No. 64 Lotus-FP Journe-Fan Force United Lotus): “Right now, I feel very unsafe, being quite slow in the middle of the track. So I am quite concerned for my fellow drivers if we are not able to get the speed that we need. I am flat out, and I have reached 205 as the maximum that I can see. So it is not a comfortable position right now.”

JR HILDEBRAND (No. 4 National Guard Panther Racing Chevrolet): “It’s good to get out there again today. We didn’t have as organized of a race run as we wanted there at the end of the day because we kept having cars come out right in front of us in the pits. It’s good to be able to continue to get a feel for the National Guard Chevy, and there was a couple of specific things that we were looking to try to address today that we got a feel for in that run. In the end, we’re banking tires, and we’ll be able to do some more running later in the week.”

ALEX TAGLIANI (No. 98 Team Barracuda-BHA Honda): “It’s the first practice day where we had some pretty decent laps and made some really good improvement on the car: running in traffic, stability, race running. It was quite nice. The Team Barracuda-BHA crew did a good job. We’re also getting all caught up with the Honda people, and everything is running smoothly. It was a good day. Finishing a day like this at the Speedway with a smile and with a car that we feel we can race is always very nice. I’m very pleased with the No. 98 Team Barracuda-BHA car. We’re going to start to come up with some big guns, and we’ll see what we can do.”

TOWNSEND BELL (No. 99 BraunAbility-Schmidt Pelfrey Motorsports Honda): “I haven’t been two-wide yet. We’re just trying to work our way up to it and use all of our experience the best we can. I was really happy with today. I had a lot of things we wanted to test, and we accomplished those today. We crossed a lot of things off our list, so I feel like we’re on top of things. The first two days, I felt like we were just catching up with the car being totally new for me and the engineers. I feel like we’re caught up now, and we can start applying everything we’ve learned to a more refined package moving forward.”

SIMON PAGENAUD (No. 77 Schmidt Hamilton HP Motorsports Honda): “I think the god of speeds are helping me out this year because we are getting so much running since there is no rain. It’s great. We’re actually not running that much. In fact, I was so sad to get out of the car today. I was having so much fun. The track is not slippery when you get the car nicely dialed in. It’s not slippery; you just have to feel the air on the car and feel what the car is telling you through your butt. You really feel if you get understeer or oversteer, and you really have to learn how to manage that from the car with the steering wheel and your foot. It’s a really fine line. You want to be neutral by yourself and safe in traffic. But traffic usually brings you understeer. So it’s difficult to find the right balance. There is a lot more thinking and processing than on a road course.”

SIMONA DE SILVESTRO (No. 78 Nuclear Clean Air Energy Lotus HVM Racing Lotus): “We ran more laps today, and I think the car is getting there. But we’re just really struggling on the engine side, and that makes it difficult to drive. When you do only 200 mph, you don’t have enough downforce, which makes it a little bit trickier. The good thing on the team side is that everybody is being patient and really working through the things. That’s what we have to do this month – just be really patient about it and try to improve every time we go out there. Hopefully for qualifying and the race we’ll have something that’s race-able.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

BRYAN CLAUSON (No. 39 Sarah Fisher Hartman Racing/RW Honda): “It’s such a different feel when you get in a pack here at Indy. It’s going to be interesting to see how you can manage a car that’s good running by itself as well as a car that can handle the traffic. Every day in traffic we get a lot better. Completing passes has proved to be pretty difficult so far. We’re going to focus on getting in heavy traffic over the next few days and continue to learn how to manage the car in those situations. It’s going to come down to who’s going to be able to keep the most pedal down on the car through traffic. The tow is so big here that speed behind other cars isn’t that difficult to find if you can keep the throttle in it. Finding balance as you pull out of the draft is kind of like hitting a wall, so it’s hard to complete the pass. We’ll keep finding out what we can learn from running in the pack before we switch over to qualifying mode for Fast Friday.”

ED CARPENTER (No. 20 Fuzzy’s Vodka/Ed Carpenter Racing Chevrolet): “We tried a lot of things today with the wind. We are still missing something with the new car. Obviously, we are not where we want to be just yet. We have been making progress each day. It is getting to the point where we have some time to get a good setup, but we are getting closer to the qualifying weekend. So time is precious. We are not discouraged with the progress we are making, but I’m a little disappointed we haven’t made the big jump up the time sheets yet. We have had some decent days in practice but just not that one day that jumps us up to a proper speed. We seem pretty good in three of the four corners, and we need to work on the one turn that hurts us. We will keep working on it and find that sweet spot with this new car.”

DARIO FRANCHITTI (No. 50 Target Chip Ganassi Racing Honda): “We worked on a lot of stuff. It was another productive day for the Target team, just finding our way around this car and just finding out what it likes. We ran in traffic for the first time, and it actually went pretty well. I caught a nice balance. We’re just trying to zero in on what we need for the ‘500.’ That’s where we are. I think we learned some big stuff today. We put together what Scott (Dixon) learned, and Charlie (Kimball) and Graham (Rahal). Hopefully, we’ll come out tomorrow even stronger.”

SCOTT DIXON (No. 9 Target Chip Ganassi Racing Honda): “It was OK. We really struggled for speed early on. We seem to have days where we roll off, and the car is a mile an hour or 2 mile an hour slower. And that was kind of how the morning started. We made a few changes and got the car a bit better. In the long run, we just probably had too much downforce on it. It was OK. Comfortable to drive but just not the quickest out there. Generally, you can mark yourself by how other people are running at the same time. I wouldn’t say we were great. We’ve got a bit of work to do and definitely got to find some speed.” (How hard is it to sort out the new car?): “It’s not a whole lot different. You’re just not sure whether you’re in the box. You could be out of it. Because it’s a new car you’ve got lots of things to sort of mess with. But it’s kind of hard to tell. I think it’s challenging, but it’s the first year, which makes it exciting, too.”

TAKUMA SATO (No. 15 Rahal Letterman Lanigan Racing Honda): “It was a little bit windy today, which makes the car a little unstable, but it was quite good because we needed to make our car more stable. The wind was tricky, quite gusty. But I think we are happy with the balance. We worked on our general setup and will now go scan the aero map on it to record the data. My long run was cut short today by the red flag, and it was a little bit of a shame that we didn’t run in traffic as much as we wanted, but hopefully we will do so tomorrow. I think it will be quite exciting to start some qualifying setup work tomorrow.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

MICHEL JOURDAIN JR. (No. 30 Office Depot/RLL Racing Honda): “The day was very good. We made very good progress. The first couple of days were about getting me comfortable in the car and with the setup. Finally, Monday we were very good by ourselves, and yesterday was about running in traffic. It felt good yesterday, but we were not 100 percent. And today I felt really good in the last session. We ran a full tank of fuel and ran it out. I was running in the middle of the group, and the car felt good. It was much fun out there; it was fantastic. Tomorrow we will run a little of both race setup and qualifying setup. We know we didn’t have a lot of time to work on the ultimate qualifying setup, so we know we are not going to fight for the top nine or top 15, so we just want to get a decent qualifying setup where we run good. Then on Friday, of course, we will work on our qualifying setup.”

MIKE CONWAY (No. 14 ABC Supply Co./A.J. Foyt Racing Honda): “We haven’t done any race setups, and there are a lot of teams doing a bit of that today. So we have to get out there and do some, but at same time, we have to find some speed and know what our speed is for a qualifying run. We have a lot to get through tomorrow. Friday we get a bit of a power boost, so that could change things again. So tomorrow will be our best shot to get some race setups done.”

WADE CUNNINGHAM (No. 41 ECat/ABC Supply Honda): “We made some gains today. We got an idea of where we need to be for race downforce, and on the back of that you figure out what gearing you need and the kind of balance, as well. We’re headed in the right direction that way. We improved the car mechanically in terms of feel and overall speed. I’d jumped up the charts, and the time was really a function of being able to use a bit of gear for the draft. Hopefully making these sort of gains a few more positions tomorrow and a few more the next day, and we’ll be chasing the back end of the top 10, which is our target. A relatively productive day, no major issues. And like I said earlier, if my rookie day was the worst day we have this month, we’ll have a good time.”

RYAN BRISCOE (No. 2 IZOD Team Penske Chevrolet): “Pretty slow day for the No. 2 IZOD car. We just did one run. After we made some changes and did a baseline run, the car felt pretty good. For now, we are conserving tires, but we will get back into it tomorrow and continue to improve.”

WILL POWER (No. 12 Verizon Team Penske Chevrolet): “We didn’t run our Verizon car too much today. We did a little work on it. Just tried a couple things, getting ready for the next couple of days. It’s been good having such great weather, as it allows us plenty of time to work through our process.”

HELIO CASTRONEVES (No. 3 Shell V-Power Pennzoil Ultra Team Penske Chevrolet): “We started a little late, but the No. 3 Shell Pennzoil is looking good. We tried to manage the tires to make sure we have enough for when it really matters, which is Saturday. Right now, we are moving in the right direction. Chevy, Ilmor and everybody are working together so we can have a quality engine and ultimately a good race car.”

ORIOLE SERVA (No. 22 Panther/Dreyer & Reinbold Racing Chevrolet): “We tried several things, and we discovered some other ones. I think that we have come up with something that is going to help me a lot for the race. We just don’t know yet if it’s something that’s going to be good for qualifying or not, but we still have tomorrow to decide. I’m happy because we really found something that I think will make the race car the way we need it to be fighting for the win next Sunday.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

RYAN HUNTER-REAY (No. 28 Team DHL SunDrop Citrus Soda Chevrolet): “I think it was a good day. We just concentrated on making our car look better and get in traffic and race trim, and obviously some of the, most of these speeds come from traffic tows. We were all on tows on some point. It just depends on how and when it happens, but most importantly we didn’t try and set any up, we just got to work in traffic. The Andretti Autosport cars have been working really well, so we’ve been making progress, and as a team we’ve been working really well together. It’s been a cohesive unit, and it’s pretty impressive to see how things have been operating so far. So now the goal is going and qualifying to keep that teamwork going. Get to the weekend, and I think we’re most of the way there, or part of the way there on some pretty good race cars. So that’s most important for us.”

JAMES HINCHCLIFFE (No. 27 Team GoDaddy.com Chevrolet): “We tried to eliminate tow laps, so you get a little of a bit better sense of not just ourselves but what everybody’s doing. But ultimately between our cars and the timing data that we can get, there’s so much data to pore through, and you know on top of that we’re dealing with the new cars, so we’re learning it off a lot more than we have the last couple years.”

TONY KANAAN (No. 11 GEICO/Mouser Electronics KVRT Chevrolet): “We continued to work on our race setup today and finding out how the car reacts when it is in traffic. It was an uneventful day, and hopefully tomorrow will be the same.”

RUBENS BARRICHELLO (No. 8 BMC/Embrase KV Racing Technology Chevrolet): “Today we ran a lot of miles. I was able to experience how the car would feel in a race from when it is full of fuel to almost empty. We made some progress with some of the changes today, and hopefully we are going in the right direction.”

E.J. VISO (No. 5 CITGO/PDVSA KV Racing Technology Chevrolet): “It was another day of working on the race setup. It definitely hasn’t been fun so far. It was a tough day. One of our big priorities is to develop a fast car for qualifying and a safe and fast car for the race, which is what we have been trying to achieve. We tried a bunch of things that didn’t really work out. However, by the end of the day, things took a turn to the positive side, and we will keep working on that tomorrow.”

A total of 35 cars are at the Speedway, with 31 passing technical inspection, with two pending. Thirty-one drivers have been on the track to date and turned 1,632 laps today and 6,264 laps since Opening Day this month. Rubens Barrichello turned 114 laps today, most of any driver. There were five cautions for a total of 41 minutes today.

THURSDAY’S SCHEDULE (all times local):

8 a.m.	Garages open
8-9:30 a.m.	Rookie Orientation Program
Noon-6 p.m.	Indianapolis 500 practice

END DAY 5 NOTES

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TODAY'S SCHEDULE (all times local):

8 a.m. Garages open
8-9:30 a.m. Rookie Orientation Program
Noon-6 p.m. Indianapolis 500 practice

INDYCAR, the sanctioning body for the IZOD IndyCar Series, confirmed today that it has approved an engine partner change for Dragon Racing.

The team will transfer from Lotus to Chevrolet power for the entries driven by Sebastien Bourdais and Katherine Legge. The change is effective immediately.

Lotus and Dragon Racing have worked together to find a solution they are both happy with.

INDYCAR officials will make provisions for Legge to begin the Indianapolis 500 Rookie Orientation Program today. Bourdais will need to complete an Indianapolis 500 refresher program, which can be conducted anytime the track is open for practice.

RANDY BERNARD (CEO, INDYCAR): “We are pleased to see this issue resolved as we head into the final practice days in advance of qualifying. I have to thank all parties for working together to help preserve the traditions of the Indianapolis 500.”

INDIANAPOLIS 500 ROOKIE ORIENTATION PROGRAM:

At 8 a.m., the ambient temperature was 53 degrees with a relative humidity of 65 percent and east winds at 10 mph. Skies were sunny. The track temperature was 62 degrees, according to Firestone engineers.

8 a.m. – **GREEN.**

8:08 a.m. – Sebastien Bourdais on track in car of #6 Katherine Legge. Bourdais must take refresher test since his last, and only, Indianapolis 500 start came in 2005. The refresher test consists of the last two speed phases of the Rookie Orientation Program: 15 laps at 205-210 mph and 15 laps at 210 mph-plus.

9 a.m. weather update: The ambient temperature was 59 degrees with a relative humidity of 43 percent and east winds at 10 mph. Skies were sunny. The track temperature was 71 degrees, according to Firestone engineers.

9:29 a.m. – #6 Bourdais has completed first phase of refresher test. His fastest lap of session was 209.680 mph. Legge did not turn any laps.

9:30 a.m. – **CHECKERED.**

With his allegiances split between the Miami Heat and the Indiana Pacers, 2004 IZOD IndyCar champion Tony Kanaan got a gift from WRTV-TV's Dave Furst that will help him support both teams.

While appearing in a live interview with Furst, TV sports anchor Furst presented Kanaan with a No. 11 “Heana” jersey combining a yellow Pacers jersey with a black Heat jersey as well as tickets to tonight's Game 3 of their NBA Eastern Conference semifinal at Bankers Life Fieldhouse in Indianapolis.

“We're giving this to you as a Heat fan and a Pacer fan,” Furst said as he gave Kanaan the jersey in the KV Racing Technology garage after practice Wednesday at Indianapolis Motor Speedway.

“That's me,” Kanaan answered as he donned the jersey for the rest of the interview. “I am wearing it tomorrow, and Sunday and the next game, too.”

Kanaan, who splits his time between homes in Miami and Indianapolis, has become a fan of both the Heat and the Pacers over the last few years. He said the jersey will help him stay neutral until one team advances.

“With the history between the both of our teams, I didn't expect they'd be playing each other in the playoffs, especially with their records the past few years,” Kanaan said. “My heart is divided, but when you have your two teams playing each other, it's a win-win situation for me.”

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Entry updates:

- The car name for #67 Josef Newgarden is Sarah Fisher Hartman/Dollar General.
- The entrant name for #39 Bryan Clauson is Sarah Fisher Hartman Racing/Curb Agajanian.
- The car name for #39 Bryan Clauson is Sarah Fisher Hartman/Curb Agajanian.
- Both Dragon Racing entries (#6 Legge, #7 Bourdais) are powered by Chevrolet engines.

INDIANAPOLIS 500 ROOKIE ORIENTATION PROGRAM (cont.):

11:15 a.m. – **GREEN**.

11:20 a.m. -- #6 Legge on track for first time this month.

11:30 a.m. weather update: The ambient temperature was 69 degrees with a relative humidity of 30 percent and east-northeast winds at 9 mph. Skies were sunny. The track temperature was 103 degrees, according to Firestone engineers.

11:45 a.m. – **YELLOW**. Debris.

11:46 a.m. – **GREEN**.

INDYCAR officials are extending Rookie Orientation Program until 1 p.m. today, when practice will open for all cars.

INDIANAPOLIS 500 ROOKIE ORIENTATION PROGRAM (cont.):

12:24 p.m. -- #6 Legge completed first phase of Rookie Orientation Program.

12:57 p.m. – **CHECKERED**.

Teams are preparing for an increase in turbocharger boost levels for "Fast Friday" and the two days of qualifications for the Indianapolis 500. The standard boost level of 130 kPa (kilopascals) for superspeedways will be upped to 140 kPa for the Friday, May 18 practice session, Pole Day on Saturday, May 19 and Bump Day on Sunday, May 20. The increase will result in the addition of 40-50 horsepower.

The boost level will be 130 kPa for all other practice days and Race Day, Sunday, May 27.

Ben Bretzman, the lead engineer for the No. 77 Schmidt Hamilton HP Motorsports Honda driven by Simon Pagenaud, talked about possible changes to the setup of the car to prepare for the extra boost.

BEN BRETZMAN: "The biggest thing, honestly, will be gearing. We're going to go quite a bit faster, so we're going to need to make sure we have the gears right. Unfortunately, we're not going to have a lot of running on it. It's up to simulations and what information Honda can give us on how fast they think we might go based on just general power. We have to gear the car correctly for that. From a chassis standpoint, it's a bit of an unknown. It will get a little bit more load in the corner because you'll be going faster, so you might need to adjust the platform. But in general, we'll just need to make sure we are geared right."

INDIANAPOLIS 500 PRACTICE

At 1 p.m., the ambient temperature was 72 degrees with a relative humidity of 35 percent. Skies were sunny. The track temperature was 114 degrees, according to Firestone engineers.

1:08 p.m. – **GREEN**. Track open to all cars for practice. #39 Clauson is first on track.

2:33 p.m. – **YELLOW**. Debris.

2:42 p.m. – **GREEN**. IMS Historian Donald Davidson waved the green flag in the flag stand.

Rob Weissert of Indianapolis was the honorary starter today. Weissert is attending the Indianapolis 500 for the 48th time. He is the grandson of Homer Cochran, who was instrumental in introducing Tony Hulman to Wilbur Shaw when Eddie Rickenbacker was selling the Indianapolis Motor Speedway in 1945.

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INDYCAR officials are continuing Rookie Orientation Program from 6-6:40 p.m. today.

Indianapolis 500 winners Dario Franchitti and Scott Dixon and “500” veterans Graham Rahal and Charlie Kimball surprised a group of female Indianapolis media members this morning by serving as the drivers during their rides in the Indy Racing Experience two-seater around the IMS oval.

Participating media: Brittany Diehl (FOX 59-TV), Jenny Anchondo (FOX 59-TV), Vanessa McClure (FOX 59-TV), Ericka Flye (WRTV-TV), Stephanie Ortmann (WRTV-TV), Tammy Lively (WFMS-FM), Ashley Adamson (WISH-TV), Adrienne Broaddus (WISH-TV), Jennie Runevitch (WTHR-TV), Leslie Bailey (freelance writer, *Indianapolis Monthly*, *Indianapolis Star*) and Amanda Groce (blogger).

Indianapolis 500 veteran Vitor Meira has been at the Speedway the last two days in hopes of landing a drive in this year’s race. Meira, a 10-time Indianapolis 500 starter, twice has finished second in the “500.”

VITOR MEIRA: “I’m trying to get back into a car. A good car. I respect this place too much to come here and just drive around. We’re trying to put together a program, even as late as it seems, but it has to be the right car, so that it’s a bit less hectic. I’m waiting and we’ll see what happens.”

INDIANAPOLIS 500 PRACTICE (cont.)

At 3 p.m., the ambient temperature was 76 degrees with a relative humidity of 21 percent and east-northeast winds at 12 mph. Skies were sunny. The track temperature was 122 degrees, according to Firestone engineers.

At 5 p.m., the ambient temperature was 77 degrees with a relative humidity of 27 percent and east winds at 12 mph. Skies were sunny. The track temperature was 125 degrees, according to Firestone engineers.

5:15 p.m. – **YELLOW**. Debris.

5:27 p.m. – **GREEN**.

5:38 p.m. -- #9 Dixon fastest at 223.088.

6 p.m. – **CHECKERED**. #9 Scott Dixon fastest at 223.088 mph.

FASTEST TIMES/SPEEDS OF PRACTICE:

Pos.	Car	Name	Time	Speed
1.	9	Scott Dixon	40.3428	223.088
2.	67	Josef Newgarden*	40.4115	222.709
3.	38	Graham Rahal	40.5259	222.080
4.	12	Will Power	40.5529	221.932
5.	18	Justin Wilson	40.5927	221.715

* -- Rookie

INDIANAPOLIS 500 ROOKIE ORIENTATION PROGRAM (cont.):

At 6 p.m., the ambient temperature was 78 degrees with a relative humidity of 18 percent and east winds at 10 mph. Skies were sunny. The track temperature was 114 degrees, according to Firestone engineers.

6:06 p.m. – **GREEN**. #6 Legge on track, beginning second phase of Rookie Orientation Program. Two remaining phases: 15 laps at 205-210 mph and 15 laps at 210 mph-plus.

6:09 p.m. -- #6 Bourdais turns lap of 212.796, shaking down car for teammate Katherine Legge.

6:23 p.m. -- #6 Legge on track.

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INDIANAPOLIS 500 ROOKIE ORIENTATION PROGRAM (cont.):

6:33 p.m. – #6 Legge returns to pits, four laps short of completing second phase, due to alarm on dash.

6:41 p.m. – #6 Legge returns to track.

6:46 p.m. – **CHECKERED**. #6 Legge completes second phase of Rookie Orientation Program.

INDIANAPOLIS 500 PRACTICE QUOTES:

TOWNSEND BELL (No. 99 BraunAbility-Schmidt Pelfrey Motorsports Honda): (About changes due to increased boost Friday through Sunday): “Well, we expect it to be faster, and we’ll be disappointed if it’s not. Other than that, I think the engineers have a reasonable projection on what to expect, and I’m optimistic that we’re sitting well placed to handle it.” (You want Indy cars to be faster. So are you happy with the increased boost?): “The chance to go qualify as fast as you think the car can go at Indianapolis is what it’s all about. I don’t think we’ll be flirting with any track records just yet, but I think it’s a step in the right direction. Speed is what our sport is all about.”

SIMONA DE SILVESTRO (No. 78 Nuclear Clean Air Energy Lotus HVM Racing Lotus): “Today we tried a little different setup, and it was pretty good. I think we found a little bit of speed. We’re just working through the program, and I think it was a good day. We know where we are. We’re just taking it slow and getting ready for qualifying to get in the show. Then we’ll see for the race.”

JOSEF NEWGARDEN (No. 67 Sarah Fisher Hartman/Dollar General Honda): “Today we only worked on race setup. We’ll start back on qualifying tomorrow when we get the boost. We just picked up today where we left off yesterday and continued working in the race direction. We’ve had a great week, and we just need to continue what we’ve been doing. SFHR has done a great job. They’ve built a quick, beautiful Dollar General race car. The Honda power has been quick and reliable. We’ve just got to keep up the work this weekend and put it all together next Sunday for the race.”

BRYAN CLAUSON (No. 39 Sarah Fisher Hartman/Curb Agajanian Honda): “We worked a lot with our teammate, Josef, today and tried to utilize each other to see how the car would work in traffic. In one run, it was just Josef and I together, and then in another run we tagged on to a big pack. We made some gains today on how our car handled in traffic, and we learned about what we need to do as drivers to maximize their performance.”

ALEX TAGLIANI (No. 98 Team Barracuda-BHA Honda): “The Team Barracuda-BHA car was good today. We learned a lot of things in traffic, and we definitely have some work to do there. Early in the morning we did a little bit of a run on qualifying trim, and it seems to be OK. So we’re in the game, but I think we have a little bit more work to do on our race car to be consistent and better in turbulence.”

SCOTT DIXON (No. 9 Target Chip Ganassi Racing Honda): “It’s nice, I think we’ve taken this week a little slower. We didn’t have the speed; these speeds are all big tows, so it doesn’t really matter much. For us, we’re just working on the race car, and I think we’ve made big improvements on how it feels. For me, I feel happy because we made the car feel a lot nicer to drive, and especially in traffic it pulls up better, I think. Tomorrow and Saturday are going to be totally different stories to see who’s got what out there by themselves, so that will be interesting. But all in all, I think Honda and Team Target are doing pretty well.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

RYAN BRISCOE (No. 2 IZOD Team Penske Chevrolet): “Not a bad day, really. It was nice to get more running in after a quiet Wednesday. We did a lot of race setup work with our IZOD car today, and we are learning a lot, finding more of the things we will need come Race Day.”

WILL POWER (No. 12 Verizon Team Penske Chevrolet): “Today was our last chance until Sunday – and I hope the weather stays good until Sunday – it was our last chance to try race setups and understand what the car does in traffic. We did two full runs, basically.” (About running in traffic): “It’s the opposite to what was said in the preseason. I think you can run closer with this car than with the old car. It punches a massive hole in the air, so the tow effect is huge. You could be leading doing a 217 and the guy behind you could be 5 mph quicker.” (On Race Day, you’ll want to be in the back?): “You have to be second, if not first. It’s hard to say if you can put a move on. It will be a very tight race because I don’t think anyone will get left behind.” (What is the plan for tomorrow): “We’ll get out and start to understand what the car is like with more boost. It will be full focus on qualifying.” (How challenging has the new car been to drive here): “It hasn’t been (a challenge). It’s been more of a challenge to understand the setups. As far as driving, it’s been a bit easier. It’s more grip and less power, so it’s stuck more to the road. You have less chance of making a mistake. Josef Newgarden yesterday made a mistake, and that’s the first I’ve seen. The car is pretty forgiving. It’s stuck. You get a big draft and lose some grip. I think it will be a good race, and once it’s said and done, it will be like last year.”

HELIO CASTRONEVES (No. 3 Shell V-Power Pennzoil Ultra Team Penske Chevrolet): “Today was good. Our Shell V-Power Pennzoil Ultra car was really consistent. Most of our day was spent doing race setup work so that we can focus on qualifying tomorrow. We made a lot of major steps in the right direction, and we are looking forward tomorrow since we will be getting some additional power, per the rules. We should be in good shape moving towards Saturday.”

ED CARPENTER (No. 20 Fuzzy’s Vodka/Ed Carpenter Racing Chevrolet): “We definitely made progress with the car today and found some more grip. I think we improved our race setup a lot from where we were previously. So that is encouraging, as we got a lot done today. With some of the things that helped the race car, we felt it would be better for our qualifying setup. But it wasn’t the case. But we are definitely within the speed that we want for the race. We’ll work on the qualifying setup tomorrow with the extra boost for the turbo and be ready for the Saturday time trials.”

GRAHAM RAHAL (No. 38 Service Central Honda): “The Service Central boys had a great day. We worked on a couple things we needed to, we found out a lot. We worked on our race cars, and we’re pretty happy with it. We’re excited to move on and work on some qualifying stuff. Come Sunday, when we get back to race trim, I think we’re going to have a good car.”

MIKE CONWAY (No. 14 ABC Supply Co./A.J. Foyt Racing Honda): “We made some significant gains from yesterday to today in terms of speed; we seemed to have found a couple miles an hour. We’ve been trimming out a bit more today which obviously helped. I think to run high 218s was pretty good. Other cars around us seemed pretty similar. Some were a little quicker, so we have something to aim for. We’re glad we found more speed. We did a little bit of race setup at the end, so it was nice to get a feel for what it’s like, and it felt pretty good. We have to work on that, as well, but the main focus today was to get speed out of the car. At the end, we thought we’d try running in traffic. We picked up some tows there running together.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

CHARLIE KIMBALL (No. 83 NovoLog FlexPen Honda): “We had another productive day of race simulation, ran a couple of sets of tires and made some good progress. It was great to be out there with my teammates. We have a really good race car, and I can’t wait to see tomorrow when we get a little more boost. It’s supposed to warm up tomorrow and be hot on Saturday and, the hotter it gets, the quicker we go. We just keep asking for more from the No.83 Novo Nordisk Chip Ganassi team them, and they just keep giving me more. You know, it’s great, and it’s great to have a really good team behind me.”

WADE CUNNINGHAM (No. 41 ECat/ABC Supply Honda): “We rolled out full race setup. It was the first time we’d run full tanks, so we matched tires with the fuel loads, full race downforce. We made some attempts at it yesterday, but we improved the gearing a little bit for the race downforce. We were trying to get the package in the window, and we were a lot closer so in the draft we were able to produce a stronger time than yesterday. I’m pretty pleased with the balance of the car. Mike did some solo running this morning to figure out if we’d made some improvements in the setup and everything, and we definitely have. Tomorrow when we start working on qualifying trim we can go the direction Mike did this morning and show the same kind of gains. A positive end to the week so far.”

MICHEL JOURDAIN JR. (No. 30 Office Depot/RLL Racing Honda): “Today was good. We tried some things in traffic, but I think the car was a little bit better in the pack yesterday than today. It was good to try new things even though they didn’t work; its valuable information. Tomorrow we are going to trim, and we will see how far we can get. There is a limit on the rear wing on what we can do. There are a lot of other things that you can do mechanically and aerodynamically. I don’t know how far we will get because we haven’t worked at all on the qualifying setup and only have one day to do that. A lot of guys have been working more aggressively on that. Takuma has been working on it, and hopefully that will reduce our learning curve.”

JEAN ALESI (No. 64 Lotus-FP Journe-Fan Force United Lotus): “Today was a day for preparing to compete in traffic. I tried to follow some cars. I feel happy to run with cars. Less lonely (laughs). Now tomorrow we have to prepare for qualifying. Every day is new for me, so I go step by step.”

DARIO FRANCHITTI (No. 50 Target Chip Ganassi Racing Honda): “We had a pretty good car last night, and we tried a lot of different stuff today and managed to make it worse. Right at the end there, we made a couple of changes and got it better again. I think we’re probably back to where we were last night, which is not a bad place. Tomorrow is obviously changing, turning the boost up, and we’re going to go toward qualifying, so tomorrow is a whole different program. The extra horsepower will be nice. We’ll balance the car out and see what we’ve got. What we tried doing all day (Thursday) was trying to run in traffic, and it got a bit hectic there at the end. It’s the usual story. Some guys you can go out there and run with and some you just can’t, and it never changes.” (Are you feeling more of a tow with these cars than you have in previous years?): “Yeah, this car, definitely. It has a bit more of a wake to it and so it drafts up a bit better.”

ANA BEATRIZ (No. 25 Team Ipiranga Chevrolet): “It looks like we found some speed in the car. We ran by ourselves, and I’m happy with what we accomplished. Of course, tomorrow is going to be a different day, but I think we moved a step forward. It was great to have Michael (Andretti) in our pit helping us a lot today, and I think we found some speed, so today was very important for the Ipiranga car.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

KATHERINE LEGGE (No. 6 TrueCar Dragon Racing Chevrolet): “It’s unbelievably satisfying (to get through two phases of ROP). This morning, we had a small issue with the car, but we were still able to complete the first phase. The team has done a great job. They are all really tired, and they worked really hard to put the engine in and get all the bits on to get us out. So it’s thanks to them that we were able to do what we did today. And also Sebastien (Bourdais). He shook down the car and made sure everything was fixed from this morning. I can go home now very happy.”

KYLE MOYER (General manager, Andretti Autosport): (About limited running today by team): “We’re really happy with our cars in race trim. Other than a few runs on opening weekend, we spent almost the entire week of practice working on our cars in traffic, preparing for the race. So now we’re getting them ready for qualifying. We’ll have more boost tomorrow, so there wasn’t much reason to simulate qualifying runs until then.”

JAMES HINCHCLIFFE (No. 27 Team GoDaddy.com Chevrolet): “We always knew we were going to get on track late today. I think we were hoping to get on track and get at least one real run or two getting ready for tomorrow with proper boost, but we had a small problem that we found, and we wanted to make sure everything was right before we hit the track properly. So we only got out for an install today, but that means the Go Daddy car is ready to rock tomorrow with the extra boost, and that’s when it’s really going to matter.” (How did you spend your down time today?): “Today I got through a lot of HBO and ate probably too much junk food; but probably my biggest accomplishment of the day is ... I’ve seen all these really famous racing drivers that can walk and do their autograph really well, and I’ve tried it, and it looks like I’m having some sort of mild seizure with a pen in my hand when you look at it afterward. Just walking back from my half a lap that we did right at the end of the day today, for some reason I decided to keep walking while signing and it turned out really well, and then someone else gave me something and it turned out really well, and then I did one more. I did three in a row that were legible with my autograph whilst walking, so I was pretty happy about that. But I think I’m going to stick to my stationary autographs when I can.”

RYAN HUNTER-REAY (No. 28 Team DHL SunDrop Citrus Soda Chevrolet): “For qualifying, everything’s reset. Tomorrow, we will take our time and make a series of changes, slowly removing downforce on the car. We’ll continue to work with our teammates to get into the best possible condition for qualifying.”

MARCO ANDRETTI (No. 26 Team RC Cola Chevrolet): “I think we’ll be good. We’ve been fast all week in traffic, and I think we have a real good shot to make it into the Fast Nine. If all of the little changes we made work today, we’ll be good.”

SEBASTIAN SAAVEDRA (No. 17 Team AFS Chevrolet): “We were able to use our time off-track today to focus on our racing and learn things from the past days. I got together with my teammates to see what has been working well for them. The whole AFS Racing team has been working very hard today to get the car in its greatest condition. I am anxious to get on the track tomorrow for Fast Friday and see what we can do.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

TAKUMA SATO (No. 15 Rahal Letterman Lanigan Racing Honda): “We ran less today than we did all of the other days, but the balance of the car felt good. We looked at all of the data we collected since early this morning, and step-by-step, we picked the things we liked. I am happy with our work today. It was great preparation for Fast Friday.”

ORIOLE SERVICIA (No. 22 Panther/Dreyer & Reinbold Racing Chevrolet): “I’ll say it very simply: We wanted to do a race simulation, and we got together with the Penske guys and JR (Hildebrand). We wanted to work on the race car all day, and we were hoping to finish with a good feel, and I’m finishing with the happiest balance I’ve had all week. It was very consistent through the whole stint and life of the tires and fuel. It’s going to be an interesting race because I think that we are going to be in a pack, but it will be a good one. I’m very happy with not only how the car feels, but the work we did all day today with all of the fine tuning. We definitely ended the day with a good car.”

TONY KANAAN (No. 11 GEICO/Mouser Electronics KVRT Chevrolet): “We worked well together as a team today and found a couple of improvements. Our focus will now shift tomorrow and Saturday on our qualifying setup and then back to race setup on Sunday. This is a difficult track, you go through a lot of up-and-down emotions, and this place can get to your head. So we just need to keep it calm and have a good weekend.”

RUBENS BARRICHELLO (No. 8 BMC/Embrase KV Racing Technology Chevrolet): “It has been a better day. We made some changes to the car, which helped increase my speed, and I also ran in traffic, which was good. I’m starting to see the light at the end of the tunnel now that the speeds are getting better, which makes me happy.”

E.J. VISO (No. 5 CITGO/PDVSA KV Racing Technology Chevrolet): “I have to take today as a positive day after having two difficult days. Today we clicked most of the things we tried. This puts us in a better position to continue the work and improvement of the car tomorrow. Tomorrow is the day we need to put everything together and prepare the car for qualifying on Saturday. Then hopefully, Sunday we can finish working on our race setup and be ready to go.”

SEBASTIEN BOURDAIS (No. 7 Dragon Racing Chevrolet): “It’s great to be back, but if you had asked me that this morning, I would have had a different answer. We had something that completely messed the car up, and it made for the toughest car that I’ve ever driven. We struggled to run 209, and I wasn’t really comfortable at all. I’m just glad we found the reason and now we are good to go. The car is easy to drive and has a good balance. We can drive flat out and not even think about, which is what you want around here. Pretty happy with that.” (Last time you were only had a week of practice, as well. Any concerns with getting up to speed?): “With the way the car is now, it’s fine. Engineer Neil (Fife) has a lot of experience, and the setup was spot-on. Once we found the problem, the car was spot-on. By Lap 3, we were flat, and I was happy with that. We still have a lot of downforce, but the balance was back, and everything is all right. Tomorrow will be a different deal with the increased boost level, but I can’t say we feel ready for anything right now. But we have a good baseline, and we won’t worry too much about qualifying setup. We’ll just do as much running as we can, get some data work on the car and traffic and go from there.”

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A total of 37 cars are at the Speedway, with 33 passing technical inspection. Thirty-three drivers have been on the track to date and turned 1,506 laps today and 7,770 laps since Opening Day this month. Michel Jourdain Jr. turned 92 laps today, most of any driver. There were three cautions for a total of 22 minutes today.

FRIDAY'S SCHEDULE (all times local):

7 a.m.	Garages open
Noon-6 p.m.	Indianapolis 500 practice
6:15 p.m.	Pole Day qualifying draw, Coca-Cola Stage

END DAY 6 NOTES

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TODAY'S SCHEDULE (all times local):

7 a.m. Garages open
Noon-6 p.m. Indianapolis 500 practice
6:15 p.m. Pole Day qualifying draw, Coca-Cola Stage

Turbocharger boost levels will increase for "Fast Friday" and the two days of qualifications for the Indianapolis 500.

The standard boost level of 130 kPa (kilopascals) for superspeedways will be upped to 140 kPa for the practice today, Pole Day on Saturday, May 19 and Bump Day on Sunday, May 20. The increase will result in the addition of 40-50 horsepower.

The boost level is 130 kPa for all other practice days and Race Day, Sunday, May 27.

INDYCAR set boost levels for the Borg-Warner single and twin turbochargers utilized by Chevrolet, Honda and Lotus before the season based on testing. It also will be 130 kPa for the superspeedways of Auto Club Speedway and Texas Motor Speedway. The boost level for the short ovals of the Milwaukee Mile and Iowa Speedway is 140 kpa, while it's 155 kpa for road and street circuits.

Indianapolis 500 qualifying procedures:

Order – A blind draw is conducted before each qualification day.

Warm-up laps – Each car is permitted two warm-up laps before the timed qualification laps. IZOD IndyCar Series officials may permit three warm-up laps if they deem it necessary.

Green-flag laps – A qualification attempt consists of four timed laps. The aggregate time is recorded as the official qualifying time for the car.

POLE DAY:

Qualifying is broken down into two segments, progressively narrowing the field to determine the pole winner.

Segment One – Held from 11 a.m. to 4 p.m., to determine positions 1-24 in the field based on the fastest four-lap averages. Once all 24 positions have been filled, bumping will occur until 4 p.m. Each car has up to three qualifying attempts. The top nine qualifiers advance to Segment Two.

Segment Two – Held from 4:30 to 6 p.m., the top nine cars will run in reverse order based on Segment One speeds. All cars are required to make at least one attempt in Segment Two. Cars making additional attempts will receive an additional set of tires. At the end of the session, the cars are ranked 1-9 based on their four-lap average during the segment.

BUMPDAY:

Positions 25-33 will be determined based on the day's fastest four-lap average. Once starting field is set, any qualifying attempt that is faster than a qualified entrant in the starting field will bump the slowest qualifier, regardless of the day of qualification. The "bumping" entrant is placed at the rear of the field while the "bumped" entrant is removed from the field, but has the opportunity to bump its way back into the starting field as time allows. Each car is allowed three attempts.

INDIANAPOLIS 500 PRACTICE:

At noon, the ambient temperature was 73 degrees with a relative humidity of 35 percent and calm winds. Skies were sunny. The track temperature was 105 degrees, according to Firestone engineers.

Noon – **GREEN**. Track open to all cars for practice. #39 Clauson is first on track.

12:10 p.m. -- #4 Hildebrand fastest at 223.905 without a tow. Fastest lap of month. Previous best was 223.676 by #26 Andretti on Tuesday, with a tow.

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Angie Hicks, founder and chief marketing officer of Angie's List, was the honorary starter today.

Curb/Agajanian, a sponsor and entrant of cars in the Indianapolis 500 for the past 40 years, will serve as an associate sponsor of the No. 39 Sarah Fisher Hartman Racing with Curb Agajanian Dallara/Honda/Firestone driven by rookie Bryan Clauson.

Clauson and Curb/Agajanian have a history, as Curb/Agajanian was the co-owner and sponsor for Clauson in 2011 when he won the USAC National Drivers Championship, which included midget, sprint and Silver Crown cars. As a multi-time USAC national champion, Clauson has more than 50 victories.

BRYAN CLAUSON: "It's really cool to bring another company to our Indy 500 program that is highly involved with my USAC programs. With Curb/Agajanian's rich background in racing, I really hope we can bring them to victory lane this May."

MIKE CURB (Founder and chairman, Curb Records): "It's exciting to see Bryan have the opportunity to race in the Indianapolis 500 with the excellent team of Sarah Fisher Hartman Racing. Both Sarah and Bryan exemplify the history of Indianapolis champions coming from dirt tracks and ovals in America and ultimately racing in the world's greatest auto race."

SARAH FISHER (Co-owner, Sarah Fisher Hartman Racing): "We are so happy to be part of the tradition of the Curb/Agajanian association with the Indianapolis Motor Speedway. Bryan having support from them on both the USAC and IndyCar programs helps promote his background as he takes the next steps of his career."

1963 Indianapolis 500 winner Parnelli Jones visited the track today. This is the 50th anniversary of Jones turning the first 150-mph lap at IMS, when he won the pole for the 1962 Indianapolis 500.

PARNELLI JONES: (What do you think of the 2012 car design?) "I think they're safer than the cars last year. I think that was very important. I think they've done some great things to make them safer. I think with these cars having so much ground effects that they're pretty easy to drive. It appears that way to me. Not that it doesn't take talent to drive these cars in the first place, but I think one of these days we'll get the car to where you have to back off at the end of the straightaway a little bit and put a little more emphasis into the driver and not so much into the car." (Didn't you go through a transitional phase when you were a driver, as well?) "We went through a transition, too, with the front-engine roadsters to the rear-engine cars. I even drove the side car, which was the turbine (powered) car. So I've had it all the way around. Of course, I've been here many years as a car owner, too, with Al Unser Sr., winning here a couple of times. So it has changed over the years, and it's hard to go backward, but we need to find ways to just make racing safer and more entertaining." (Do you enjoy coming back to the famed 2.5-mile oval?) "It's like a reunion, so to speak. Every year I come back. I used to like it really well when the (Speedway) hotel was here. I had closed-circuit in the room, and I could know everything going on at the track. Also, I could jump out and play golf when I wanted. I didn't realize how good I had it. Now we stay downtown at a great hotel, the J.W. Marriott. I enjoy coming back and being with my friends and seeing all of my friends."

INDIANAPOLIS 500 PRACTICE (cont.):

12:23 p.m. -- #26 Andretti fastest at 225.996 with a tow from #14 Conway. Fastest lap of month.

12:55 p.m. – **YELLOW.** #30 Jourdain slow on the backstretch, with smoke trailing from car. Car stops on deceleration lane on backstretch, on fire. Jourdain climbs from car without assistance from Holmatro Safety Team.

1:12 p.m. – **GREEN.**

1:30 p.m. – #27 Hinchcliffe fastest at 225.974, fastest of month.

1:32 p.m. -- #28 Hunter-Reay fastest at 226.227 without a tow. Fastest lap of the month.

1:59 p.m. – **YELLOW.** Debris.

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INDIANAPOLIS 500 PRACTICE (cont.):

2:06 p.m. – **GREEN**.

2:23 p.m. – **YELLOW**.

2:24 p.m. – **GREEN**.

2:54 p.m. – #6 Legge has completed the final phase of the Rookie Orientation Program.

3 p.m. weather update: The ambient temperature was 82 degrees with a relative humidity of 24 percent and calm winds. Skies were sunny. The track temperature was 126 degrees, according to Firestone engineers.

4:06 p.m. – #7 Bourdais has completed second and final phase of refresher test.

4:23 p.m. – #26 Andretti fastest at 227.320 with a tow, fastest speed of the month.

4:24 p.m. – #26 Andretti fastest at 227.540 with a tow, fastest speed of the month.

4:26 p.m. – **YELLOW**. Track inspection.

4:36 p.m. – **GREEN**.

5 p.m. weather update: The ambient temperature was 85 degrees with a relative humidity of 21 percent and east winds at 8 mph. Skies were sunny. The track temperature was 125 degrees, according to Firestone engineers.

5:45 p.m. – All cars have been on track today except for #22 Oriol Servia.

6 p.m. – **CHECKERED**. #26 Marco Andretti fastest at 227.540, fastest lap of the month.

FASTEST TIMES/SPEEDS OF PRACTICE:

Pos.	Car	Name	Time	Speed
1.	26	Marco Andretti	39.5535	227.540
2.	2	Ryan Briscoe	39.6764	226.835
3.	3	Helio Castroneves	39.6973	226.716
4.	28	Ryan Hunter-Reay	39.7526	226.400
5.	9	Scott Dixon	39.7836	226.224

The Sam Schmidt Paralysis Foundation (SSPF) hosted its 13th annual Racing to Recovery Gala Wednesday, May 16 at the Dallara factory in Speedway, Ind., where nearly \$300,000 was raised to support medical research to find a cure for paralysis. In addition, Sam Schmidt presented three-time Indianapolis 500 winner Johnny Rutherford with the Legendary Driver Award.

SSPF also recognized the efforts of the Holmatro Safety Team with the Silent Hero award for its skill and efficiency providing trackside support at every IZOD IndyCar Series event. As an expression of gratitude, each member of the Safety Team was presented with a new laptop computer donated by HP.

Numerous IndyCar Series drivers attended to support SSPF and watch the awards presentation, including Helio Castroneves, Ryan Briscoe, Will Power, Katherine Legge, Ana Beatriz, Townsend Bell and Simon Pagenaud. In addition, Sam Schmidt Motorsports' Firestone Indy Lights drivers Victor Carbone, Tristan Vautier and Oliver Webb were on hand. Indy 500 legends also attended, including Mario Andretti, Bobby Unser and Arie Luyendyk.

The SSPF was started in 2000 by INDYCAR driver Sam Schmidt shortly after a practice-run crash left him paralyzed from the chest down.

SSPF is leading the charge to cure paralysis by funding scientific research, medical treatment, rehabilitation and technological advances benefiting those with spinal cord injuries, stroke victims and people diagnosed with ALS, Alzheimer's and Parkinson's diseases.

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INDIANAPOLIS 500 PRACTICE QUOTES:

JR HILDEBRAND (No. 4 National Guard Panther Racing Chevrolet): “We feel pretty good. We’d like to find a little more speed in the National Guard Chevy, but we more or less accomplished everything we set out to do today. Now it’s just a matter of trying to figure out what our target speed will end up being when Pole Day comes around tomorrow. The Panther boys have done a good job and the Chevrolets look strong out here so far, and that certainly bodes well for us. The thing we did a good job of today is just focusing on what we’re doing and figuring out what we can get out of the car while just loosely paying attention to what other people are doing. The boys have done a great job staying out of the whirlwind that becomes practice at Indianapolis, and hopefully that pays off for us.” (About two production crews following him today and his fan appeal after finishing second last year as a rookie): “The big thing for us is that after everything that happened last year . . . you can have a situation like that and get a lot of different reactions from people, but 99 percent of the folks that we bump into just want to go out and see us kick some ass. That’s what it’s all about for us, and that’s why it’s so cool to see that from all the fans.”

JAMES HINCHCLIFFE (No. 27 Team GoDaddy.com Chevrolet): (About added boost): “The speeds rocketed up a bunch. They were telling us it was going to be 5 miles per hour, but I didn’t quite believe them. I guess they know what they are talking about because that’s about what we saw, maybe even a little more than that. Huge credit to the team because the cars have been awesome. When you throw that much more horsepower, that much more speed, in a car, you never know how it’s going to react, and the (cars) were solid. From where we’re sitting, we’re very happy. We’ve made a couple of gains throughout the day, and we’re just going to polish the GoDaddy car, put it away and really focus on tomorrow.” (Pole Day predictions): “It’s tough. You never know if everybody is showing their full hand until it really counts and everything is out on the table. But with this extra horsepower, it really sort of forces guys to put their foot down and get on with the job. So if you look at some of the runs other guys are having compared to (the Andretti Autosport cars) – and it’s really not just one of us, it’s all of us I think – it puts the team in a really good position for tomorrow. I don’t think it’s safe to say an Andretti car is going to be on pole. There are a lot of good cars out there, and it’s so close that something like track temperature or a gust of wind could really make the difference. So it’s going to come down to the (qualifying order) draw, and it’s going to come down to a little bit of luck. But at the end of the day, the preparation from this team has been so phenomenal that even if we’re not 100 percent lucky, we’re still going to be very good.”

SEBASTIAN SAAVEDRA (No. 17 Team AFS Chevrolet): “Overall, it was an amazing day for the entire Andretti Autosport team. It’s great to see all of the cars toward the top and progressing every time we go out. It is that particular time you push yourself to the limit that you need your teammates to really help you make improvements. That is what we have with everyone here because we have great communication. It has been a positive day, so we are looking forward to what will come tomorrow. I feel very confident and know that the whole AFS Racing team does, also. We’ll need to go out there and just do a good job. I am looking forward to a good starting position.”

DARIO FRANCHITTI (No. 50 Target Chip Ganassi Racing Honda): “Scott and I are the first two of the Honda-powered cars right now, and I think we have some work to do. That’s it, really. It can’t be roses every day, and you just need to keep pushing. We have some work to do, and the Target guys are working very hard on this with the Honda guys to come up with something before tomorrow. Whatever happens, we’ll do our best, and that is all we can do.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

SIMONA DE SILVESTRO (No. 78 Nuclear Clean Air Energy Lotus HVM Racing Lotus): “A pretty good day. We made progress and found a little bit of speed. I think we should be all right for qualifying. We know where we are, and we made some improvements today. The team has been working hard, stepping it up every day. Today we made some little changes, but we’re definitely going the right direction, so that’s really positive.”

RYAN BRISCOE (No. 2 IZOD Team Penske Chevrolet): “I think everyone up there had a tow. I had a lot of help on the last lap from (Sebastien) Bourdais. I think we’re up there, definitely top nine, for sure. It’s hard to know where everybody stacks up because it’s hard to get a clean lap, but we’re up there. We’re competitive, and we’re certainly going to work hard tonight to come out strong tomorrow.” (About competition): “(Andretti Autosport) is going to be heavy favorites tomorrow, and I’d say for the race, as well. I haven’t done many long runs with those guys, but I’ve seen them running together, and they looked pretty good out there. They’ve done a good job, definitely. I think them and together with our package at Chevrolet, we’re very pleased with how things are progressing over the last week in practice. It’s going to be close. There are a lot of teams that are really doing well this year for the Indy 500. There are a lot of small teams that are sticking to the big guns. We’ve got to be on our toes and keep working hard.” (About changes to the car with added boost): “I think the biggest difference is the tire degradation. With the extra speed, you are certainly putting more force through the tires. It’s harder to be consistent over four laps. It was great. Maybe we should race with this horsepower and qualify with our road course boost. I’d love that. I’m glad we’ve done this. It’s nice to be in the 220’s consistently, and it makes it a challenge. I don’t think (qualifying) will be about who can be quickest. It’s going to be who can be quickest on Lap 4 tomorrow, and a lot of that is because of the extra boost we get from the motors.”

ED CARPENTER (No. 20 Fuzzy’s Vodka/Ed Carpenter Racing Chevrolet): “For Fast Friday, we definitely have the speed to compete for the front couple of rows. But we are still searching for some grip. We just seem to be sliding around a lot. The Chevrolet power is unbelievable, and we have been running great today. Unfortunately, we are still scrubbing off too much speed in the turns. We just can’t put our finger on the cause of it right now. The positive is that we have a fast car, but the negative is we haven’t figured how to get it through the corner just right. If we can figure that out, we’ll have a car as fast as anyone here. We’ll work on the qualifying setup today, and I hope we can get it right. Because I feel that we can get right in the mix of the action on Saturday.”

RYAN HUNTER-REAY (No. 28 Team DHL SunDrop Citrus Soda Chevrolet): “All of the credit for our speed goes to the entire Andretti Autosport team. Everybody’s been digging really deep to get everything out of the cars, and that says a lot about this team. We’re all working together on and off the track, and that makes a huge difference. Indy is a special place, but you have to respect it, so we’re taking it one step at a time preparing for qualifying. But if you’re driving an Andretti Autosport car, you’ll go to bed tonight believing you have a shot at the pole – and certainly a front-row spot.”

SCOTT DIXON (No. 9 Target Chip Ganassi Racing Honda): “We’re definitely not where we need to be. I sort of got a big tow lap there at the end that sort of pulled us up the (speed) chart, but realistically I think we’re around ninth. We’re not where we want to be. I think we can get a little bit tomorrow, but I think the others will get a little bit, too. We’ll do a couple of runs in the morning and see what level we can actually trim it out to, but I think we’re getting pretty close to what the max is anyway. We’ll have to try and dream something up.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

MARCO ANDRETTI (No. 26 Team RC Cola Chevrolet): (Is Fast Friday a good indicator for Pole Day?): “I sure hope so. Why not try to go for the pole? I think, now all the sudden, today was a big day for us. I thought we were at a bit of deficit to my teammates to start the month, but we just kept rubbing on it, we never gave up, and you know we kind of woke the car up and obviously with this added boost today it woke my car up, in particular, as well. But you know we’ve been working really hard, too, and finding that every couple of tenths of a mile an hour, and it all adds up. So it’s going to come down to a couple of a tenths of a mile an hour, I really believe that, And the four-lap average, I’ve been really working specifically hard on the consistency over the four laps that I think is going to make a difference tomorrow.” (What would the pole mean to you?): “If you’re going to be in the top nine, you might as well be on the pole. It would mean the world to me. I showed up this month to win the race 100 percent. And I still believe I can do it from 33rd, but if we could do it from first, it would be fantastic. Especially, they just told me in that last interview that it’s been since ’87 with my grandfather (an Andretti winning the pole), so that was the year I was born, so it would be cool to be able to be on the pole tomorrow, for sure. Hopefully, tomorrow if we’re knocking on the door for a pole, that’d be pretty ironic because last year we were just trying to get into the show. So it’s just credit to the guys. We’ve just been working so hard, and I think that Al McDonald, my engineer, and I have been working really well together. He has a lot of faith in me and vice-versa, so that’s all you need is that kind of chemistry. And, obviously, the five of us work together, as well. But there’s only so much that five of us can find. A lot it’s credit to the guys and just rubbing on the cars, and every little bit counts. And that’s all we’re doing is attention to detail. We learned that when we were just trying to get into the show, but now all the sudden that we roll off with pace, now all those little things are putting us in the position to potentially run for the pole.” (Are new faces among fastest just a fluke?): “I don’t count anybody out. I think you’d be foolish to. That’s the beauty of the IZOD IndyCar Series: The depth of the talent from the drivers and the teams is unreal. We’re not going to get overconfident. We’re going to come out tomorrow and try to do the same thing we did today. We know this place can be tricky, and it changes. So I’m just hoping that this thing replicates tomorrow, and we’re just quick. But yeah, I don’t count anybody out. I’ve got to say, it’s been great working with Chevy, and we’ve been really making a statement out there, especially with this bit of a deficit that we started with at the beginning at the month. You know, with Chevy behind you, that it’s not going to be any kind of a deficit or a problem, so I think that’d be a huge statement to put 10 Chevys in the top 10 tomorrow.”

SIMON PAGENAUD (No. 77 Schmidt Hamilton HP Motorsports Honda): (About thoughts before first Indianapolis 500 Pole Day): “Right now, I’m thinking more about how I can make the car go faster through the corners and less about qualifying for my first Indy 500. We haven’t found that happy balance in qualifying trim that we need. These types of days are long and short at the same time. We need to go through everything that we did today and what Townsend did today and see how we can improve. We’re very happy in race trim, but qualifying might be a bit difficult. It’s not frustrating, it’s just racing.”

ANA BEATRIZ (No. 25 Team Ipiranga Chevrolet): “Today was our most competitive day trimming for qualifying and getting the most speed that we can out of the car. I think the Andretti team did an awesome job and now the cars are pretty fast, so I am proud today – especially for the Ipiranga Andretti car. If we want to make sure we are in the top 10, I think we still need to work a little bit, and hopefully tomorrow we’ll get some more speed and get a little closer to our teammates. But I’m pleased and happy with what we accomplished today.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

TOWNSEND BELL (No. 99 BraunAbility-Schmidt Pelfrey Motorsports Honda): (How much different was car with more boost?): “It was not any different, just a little faster. The balance is all the same. We just lost our way a little bit today. So we need to think hard where we need to get to handling-wise. The power is fine. The straightaway speed is good among the Hondas. You know, we measure ourselves against the other Hondas. But right now, we’re not where we need to be. We need to get it sorted out. I’m confident we can get there.” (What did you say when you pulled the team together when you got back to the garage after the last run?): “I just wanted to tell the guys they’re doing an awesome job, and there’s nothing inherently wrong with our car or our motor. The engineers and I just need to get our heads together to get the car to turn. And if it’s not turning, you need to lift. I just wanted to make sure the guys knew they’re giving a great effort, and I appreciate everything they’re doing.”

SEBASTIEN BOURDAIS (No. 7 Dragon Racing Chevrolet): “It was a good day for the Dragon Racing team. No major drama, no moments, no nothing. Just what we want as we build confidence and get data on what the corrections are when you change things like the wing. We’re just going through what we can with the little time we’ve got. We were able to get in quite a few laps and get a lot of done. We have to keep still working at it to try to get some more speed out of the car. We only ran minus-five (wing setting) today, so there’s still quite a bit of speed to be gained. We’ll keep dialing the car in and get a little more racy out there.”

RUBENS BARRICHELLO (No. 8 BMC/Embrase KV Racing Technology Chevrolet): “I had an OK day. I’m improving my car every time I’m on track, so I look forward to a good qualifying tomorrow.”

E.J. VISO (No. 5 CITGO/PDVSA KV Racing Technology Chevrolet): “It was definitely a day of improvements. Things went very smooth. We picked up a lot of speed with the changes we made to the car. The things that we learned yesterday were good today, and we still believe that we can make some changes for qualifying tomorrow. Hopefully they will be productive and take us to a good qualifying spot. Then Sunday we can finish our race setups and be ready to go.”

ORIOLE SERVA (No. 22 Panther/Dreyer & Reinbold Racing Chevrolet): “Obviously, it was not in our plan nor was it our ideal day because we wanted to get a feel of the car. We started the car, and we saw some smoke and thought it was the engine. We rushed to change it to try to get out on track. When we put in the new engine, it was still smoking just as much, which we then discovered that it didn’t have anything to do with the motor. The bad thing is we didn’t get to run today, but the good news is we didn’t have the penalty that we thought we were going to have in Detroit. The truth is, JR had the whole day, and he only did two runs. It’s not like we missed a lot. All we wanted to do was check to make sure that everything was fine, and he did, and he’s happy with the car. I’m pretty sure tomorrow we’ll just need to do a couple of runs before qualifying and we’ll have the time to do that in the morning, and I know that we will have a strong car.”

JEAN ALESI (No. 64 Lotus-FP Journe-Fan Force United Lotus): “This was our final day of testing. The balance on the car is good. Now we go for tomorrow, for the qualifying. I feel we have a good car under us, and I could notice the horsepower change we had in the engine, a little. We have been getting better day after day, and doing what we have to do, and now the next thing we have to do is qualifying, as we prepare for the race. So let’s see what we can do.”

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

WILL POWER (No. 12 Verizon Team Penske Chevrolet): "We accomplished a fair bit with our Verizon car today. We would've liked to find just a touch more speed, although we always want that. Looking ahead to tomorrow: We're in good shape, really, and we will give it a go."

HELIO CASTRONEVES (No. 3 Shell V-Power Pennzoil Ultra Team Penske Chevrolet): "I felt we made a lot of improvements in our Shell V-Power Pennzoil Ultra Chevy during Fast Friday. Today certainly helped prepare us for tomorrow, and I'm really looking forward to qualifying."

JOSEF NEWGARDEN (No. 67 Sarah Fisher Hartman/Dollar General Honda): "Tomorrow the plan is to qualify as well as we can and race from there. All we can focus on is what we're doing, so we'll try to maximize our position and focus on racing. Anything can happen in the race. It's obviously a very long distance. I think we'll be competitive in race mode. The objective for us is to make the best race car we possibly can and run from there."

BRYAN CLAUSON (No. 39 Sarah Fisher Hartman/Curb Agajanian Honda): "Today we added Angie's List to the car. We brought a primary sponsor in, and that's huge for us, so it was an exciting day off the track. On track, we struggled a little bit to find a good balance, but we kind of got it back there at the end. We'll work on it overnight to improve our qualifying position for tomorrow. It's going to be a matter of how far up we can start. Hopefully we'll make some gains on it tonight and put in a solid effort tomorrow to get to the race."

MIKE CONWAY (No. 14 ABC Supply Co./A.J. Foyt Racing Honda): "We're as prepared as we can be. We got a few runs in today with as low downforce as we could get, and the ABC Supply car feels pretty good, but we're looking for just a little bit more speed. We wanted another mile an hour to be looking really good. Just have to try and polish the car as much as we can tonight and hope the speed comes in the morning, but right now we're not quite as happy as we want to be. Have to go through the pit data tonight and see if there's anything we can find there and come out stronger tomorrow."

WADE CUNNINGHAM (No. 41 ECat/ABC Supply Honda): "We went out this morning in the ECat/ABC Supply car, and we were relatively happy in terms of times to the other guys with similar downforce level, and we rolled back to the pad in the middle of the session with the goal to go back out later with low downforce level. Unfortunately, there's something going on mechanically with the car, and I wasn't able to complete a run after we went back out. So now there's a big old question mark about where we're going to be in our performance and where we're going to slot in the field. After each day of positive momentum, it's disappointing to roll into Pole Day tomorrow having probably our worst test so far. The first thing we have to do is set the car down and find out what's going on mechanically. Until we know where the car is, we can't really determine what's wrong. We have a couple hours of practice tomorrow and then we can go out and make a couple of attempts, so all is not lost. It's just not the ideal situation."

TAKUMA SATO (No. 15 Rahal Letterman Lanigan Racing Honda): "It was not an easy day. Today was all about qualifying preparation, starting to trim the car aerodynamically, and we got extra boost, too. Straight-line and corner-entry speed was a lot faster than the last five days, and we were working on improving both the mechanical grip and the reduction of the drag. There were a few elements that were positive, but we have work to do before qualifying tomorrow."

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INDIANAPOLIS 500 PRACTICE QUOTES (cont.):

MICHEL JOURDAIN JR. (No. 30 Office Depot/RLL Racing Honda): “It was not such a good day. On Fast Friday, you are excited to work on the qualifying setup, and unfortunately we had a problem early on and we didn’t run many laps. So we weren’t really able to work on our qualifying setup. I felt a loss of power, and the guys told me to shut it down. I don’t know what they saw in the telemetry, but they told me to shut it down. Then I saw smoke, so there was a fire. I could definitely feel the difference in power with more boost. It was fun to drive. It was our first run, and we were just starting to trim the car. Tomorrow is qualifying, so we don’t know where we are at, set-up wise. That is what we were going to work on today. It’s a long race, though. It’s not the end of the world.”

KATHERINE LEGGE (No. 6 TrueCar Dragon Racing Chevrolet): “We’re not even worried about qualifying. If we just get it in the field, we’ll get ready for the race.”

The teams from General Motors and Ilmor Engineering that developed the Chevrolet INDYCAR V6 Engine were presented with the 46th annual Louis Schwitzer Award sponsored by BorgWarner today at IMS.

Members of the team receiving the award were Mark Kent and Matt Wiles of GM and Steve Miller and Steve O’Connor of Ilmor.

The award, presented to engineers by engineers, recognizes individuals with the courage and conviction to explore and develop new concepts in motorsports technology for use in the Indianapolis 500.

The Louis Schwitzer Award has been presented annually since 1967 by the Indiana Section SAE International in honor of early racing pioneer and past Indiana Section Chairman Louis Schwitzer. Award sponsor BorgWarner provided a \$10,000 cash prize to the winners, and the winner’s name will be added to the permanent trophy on display at the IMS Hall of Fame Museum.

Sam Schmidt and Davey Hamilton, co-owners of Schmidt Hamilton Motorsports, surprised their driver, Simon Pagenaud, with a surprise birthday cake this morning in the garage area. A contingent of race fans and members of the media sang “Happy Birthday” to Pagenaud as he received his cake from the team owners. Pagenaud turned 28 today.

SIMON PAGENAUD: “They told me to get ready at 11:30, and I thought, ‘That’s weird.’ They haven’t told me to be ready this week so far, so I didn’t expect it. It’s really nice from the guys. It is really such a great atmosphere in this team. It’s just a good sense of humor and a good atmosphere. It’s just fantastic. So, thanks to the guys.” (Is celebrating your birthday at the Indianapolis Motor Speedway, when you are participating in the event, a good birthday present for you?): “Yes. And, we get 50 more horsepower today, so that’s a good birthday present for a driver, and it’s a good cake, as well.”

Thirty-three drivers have been on the track to date and turned 1,206 laps today and 8,976 laps since Opening Day this month. Scott Dixon turned 60 laps today, most of any driver. There were four cautions for a total of 36 minutes today.

SATURDAY’S SCHEDULE (all times local):

6 a.m.	Garages open
8-10 a.m.	Indianapolis 500 practice (two groups, 8-9 a.m.; all cars, 9-10 a.m.)
11 a.m.-4 p.m.	Indianapolis 500 Qualifications, First Segment
4:30-6 p.m.	Indianapolis 500 Fast Nine Qualifications

END DAY 7 NOTES

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TODAY'S SCHEDULE (all times local):

6 a.m.	Garages open
8-10 a.m.	Indianapolis 500 practice (two groups, 8-9 a.m.; all cars, 9-10 a.m.)
11 a.m.-4 p.m.	Indianapolis 500 Qualifications, First Segment
4:30-6 p.m.	Indianapolis 500 Fast Nine Qualifications

Turbocharger boost levels will increase for the two days of qualifications this weekend for the Indianapolis 500.

The standard boost level of 130 kPa (kilopascals) for superspeedways will be upped to 140 kPa today and Sunday. The increase will result in the addition of 40-50 horsepower.

The boost level is 130 kPa for all other practice days and Race Day, Sunday, May 27.

INDYCAR set boost levels for the Borg-Warner single and twin turbochargers utilized by Chevrolet, Honda and Lotus before the season based on testing. It also will be 130 kPa for the superspeedways of Auto Club Speedway and Texas Motor Speedway. The boost level for the short ovals of the Milwaukee Mile and Iowa Speedway is 140 kpa, while it's 155 kpa for road and street circuits.

Indianapolis 500 Pole Day qualifying procedures:

Order – A blind draw was conducted Friday after practice.

Warm-up laps – Each car is permitted two warm-up laps before the timed qualification laps. IZOD IndyCar Series officials may permit three warm-up laps if they deem it necessary.

Green-flag laps – A qualification attempt consists of four timed laps. The aggregate time is recorded as the official qualifying time for the car.

POLE DAY:

Qualifying is broken down into two segments, progressively narrowing the field to determine the pole winner.

Segment One – Held from 11 a.m. to 4 p.m., to determine positions 1-24 in the field based on the fastest four-lap averages. Once all 24 positions have been filled, bumping will occur until 4 p.m. Each car has up to three qualifying attempts. The top nine qualifiers advance to Segment Two.

Segment Two – Held from 4:30 to 6 p.m., the top nine cars will run in reverse order based on Segment One speeds. All cars are required to make at least one attempt in Segment Two. Cars making additional attempts will receive an additional set of tires. At the end of the session, the cars are ranked 1-9 based on their four-lap average during the segment.

INDIANAPOLIS 500 PRACTICE:

•Practice will be divided into two groups from 8-9 a.m., with the track open to all cars from 9-10 a.m.

At 8 a.m., the ambient temperature was 65 degrees with a relative humidity of 59 percent and east-southeast winds at 6 mph. Skies were sunny. The track temperature was 72 degrees, according to Firestone engineers.

8:02 a.m. – **GREEN**. Track open to Group 1 for practice.

8:20 a.m. -- #3 Castroneves fastest at 227.555 mph, fastest lap of the month.

8:21 a.m. -- #3 Castroneves fastest at 227.774 mph, fastest lap of the month.

8:26 a.m. – **YELLOW**. Debris.

8:30 a.m. – **GREEN**.

8:36 a.m. – **CHECKERED**. End of Group 1 practice. #3 Castroneves fastest at 227.744.

8:37 a.m. – **GREEN**. Track open to Group 2 for practice.

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INDIANAPOLIS 500 PRACTICE (cont.):

8:57 a.m. -- #25 Beatriz fastest in this group at 226.187, second overall in this practice.

9:06 a.m. – **CHECKERED**. End of Group 2 practice. #25 Beatriz fastest in group at 226.187, second overall in this practice.

9:07 a.m. – **GREEN**. Track open to all cars.

10 a.m. – **CHECKERED**. End of practice. #3 Castroneves fastest overall at 227.744.

FASTEST TIMES/SPEEDS OF PRACTICE:

Pos.	Car	Name	Time	Speed
1.	3	Helio Castroneves	39.5181	227.744
2.	25	Ana Beatriz	39.7901	226.187
3.	2	Ryan Briscoe	39.8183	226.027
4.	50	Dario Franchitti	39.8502	225.846
5.	27	James Hinchcliffe	39.8611	225.784

#26 Marco Andretti, #28 Ryan Hunter-Reay and #64 Jean Alesi were the only drivers not to participate in practice this morning.

Howie Mandel, judge on “America’s Got Talent,” the top-rated summer reality competition series on NBC, will serve as honorary announcer for the 96th Indianapolis 500 Mile Race on Sunday, May 27.

On Race Day, Mandel will give the famous command, “All cars to the grid!” to start the countdown to the green flag. His signature humor will put a distinctive spin on a time-honored tradition executed for decades by the legendary “voice of the Speedway,” Tom Carnegie.

HOWIE MANDEL: “I’m very honored to be chosen to call the cars to the grid at this year’s Indy 500 ... for the 10th time, this being the first time I’ve actually gotten to do it on site. The fans, teams and drivers will be waiting for me to give the command. It’ll be an experience of a lifetime that I’ll never forget.”

JEFF BELSKUS (President and CEO, Indianapolis Motor Speedway Corporation): “This year is the start of the next 100 years for the most important race in motorsports. We’re entering this new era with a reinvigorated sport that is intent on evolving with the times. Howie Mandel will bring a unique entertainment value to the race that elevates its profile in a non-traditional arena before potential new fans.”

Oriol Servia was the only driver not to turn a lap on Fast Friday. He talked before practice this morning about the issues that kept the team from the track.

ORIOLE SERVIA (No. 22 Panther/Dreyer & Reinbold Racing Chevrolet): “We had little issues on the installation of the engine, but we found it, so everything’s good. We lost a day of fine-tuning toward the top boost and find speed. It always helps to have more laps. We feel we’ll be OK. The car actually felt great this morning. It’s just the power is low; it doesn’t have top speed. The car is very well balanced; it just doesn’t seem to pull in the straights. They just pulled the car back to the garage. We’ll have to find some magic.”

The No. 78 Nuclear Clean Air Energy Lotus HVM Racing Lotus driven by Simona De Silvestro missed its spot in the pre-qualifying technical inspection line and has lost its guaranteed qualifying attempt. The team can enter the qualifying line before 4 p.m. if there is a break in the line.

Today is the 39th birthday of two-time Indianapolis 500 winner and four-time IZOD IndyCar Series champion Dario Franchitti.

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Fuzzy's Vodka/Ed Carpenter Racing has a noticeable presence this May at the Indianapolis Motor Speedway this year with its creative team golf carts. While marketing the Fuzzy's brand and the team is the goal, Ed Carpenter Racing has found the ultimate way to achieve that while paying tribute to the U.S. Armed Forces. The team added to its fleet of vehicles in a big way through a huge pickup truck adorned with Fuzzy's signage and camouflage decals.

WARREN POLSLEY (Promotions, Fuzzy's Vodka/Ed Carpenter Racing; former U.S. Marine Corps Sergeant E-5): "We've added a new truck to our fleet. It's an International Harvester CXT (Commercial Extreme Truck). It's the world's largest production pickup truck. We call it the pickup truck on steroids. When we got it, it had the camouflage paint job on it so we thought we'd run with it. Of course, we're out here promoting Fuzzy's (Ultra Premium Vodka), but we thought what a great way to support our troops, as well. They all make the ultimate sacrifice for us when they need to, and we thought what a way to pay them back a little bit." (On the team's approach to marketing): "If you're not being seen, you're forgotten. It (the truck) fits in great with the team. We have a vodka as a sponsor that's made in the U.S.A. We have an American driver (Ed Carpenter), and we have an American engine with Chevrolet. As it says on the side of the truck, we're American-made and American-driven, and we're very proud of it. These things roll around with the whole INDYCAR circuit, plus we go on tour with Fuzzy (Zoeller). This is going to allow us to do both at the same time now. We'll keep it out there; we'll keep it in front of people and get them excited about it , not only our product but we want them to be excited about INDYCAR and the professionals on the (PGA) Champions Tour."

Indianapolis 500 veteran Ed Carpenter talked this morning about the pressure of qualifying for the Indianapolis 500. Carpenter is the owner-driver of the No. 20 Fuzzy's Vodka/Ed Carpenter Racing Chevrolet.

ED CARPENTER: "Qualifying at the Indianapolis Motor Speedway is more stressful for me than the race itself. I get more anxiety for qualifying, especially if you have a car that can make the front row. Or now you have a chance to make the Top Nine Shootout on the first day. There just is much at stake then. We are trimmed out so much with the qualifying setup compared to the race setup. Especially when you are on the edge with a chance for the front row or the shootout, you take so many more risks. You are trying to get out just little things on the car to pick up tenths of a mile per hour. You are usually separated by the smallest amount on qualifying days. So it is very stressful for the drivers. Those morning practices on Pole Day when the track is much cooler than during the afternoon qualifying runs can be very intense. If you can go out and put together four good qualifying speeds, that is one of the most rewarding times of the month."

INDIANAPOLIS 500 POLE QUALIFYING CHRONOLOGY:

At 11 a.m., the ambient temperature was 79 degrees with a relative humidity of 43 percent and south-southeast winds at 6 mph. Skies were sunny. The track temperature was 103 degrees, according to Firestone engineers.

Each qualifying attempt will start on the second time past the flag stand.

11:03 a.m.	#11	TONY KANAAN/Salvador, Brazil	
		GEICO/Mouser Electronics KVRT Chevrolet	
QA-1		1 – 39.9674 – 225.184	Q – 1
		2 – 39.9658 – 225.193	
		3 – 39.9945 – 225.031	
		<u>4 – 40.0013 – 224.993</u>	
		T 2:39.9290 – 225.100	

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INDIANAPOLIS 500 POLE QUALIFYING CHRONOLOGY (cont.):

11:07 a.m.	#99	TOWNSEND BELL/San Luis Obispo, Calif. BraunAbility-Schmidt Pelfrey Motorsports Honda	
QA-1		1 – 40.6408 – 221.452	Q – 2
		2 – 40.5822 – 221.772	
		3 – 40.6294 – 221.514	
		<u>4 – 40.6655 – 221.318</u>	
		T 2:42.5179 – 221.514	
11:12 a.m.	#9	SCOTT DIXON/Auckland, New Zealand Target Chip Ganassi Racing Honda	
QA-1		1 – 40.1392 – 224.220	Q – 3
		2 – 40.3142 – 223.246	
		3 – 40.1867 – 223.955	
		<u>4 – 40.3012 – 223.318</u>	
		T 2:40.9413 – 223.684	
11:16 a.m.	#12	WILL POWER/Toowoomba, Australia Verizon Team Penske Chevrolet	
QA-1		1 – 39.8591 – 225.795	Q – 4
		2 – 39.8936 – 225.600	
		3 – 39.9751 – 225.140	
		<u>4 – 39.9889 – 225.062</u>	
		T 2:39.7167 – 225.399	
		#12 Power takes pole from #11 Kanaan.	
11:24 a.m.	#83	CHARLIE KIMBALL/Camarillo, Calif. NovoLog FlexPen Honda	
QA-1		1 – 40.1898 – 223.937	Q – 5
		2 – 40.1895 – 223.939	
		3 – 40.2108 – 223.820	
		<u>4 – 40.2192 – 223.774</u>	
		T 2:40.8093 – 223.868	
11:28 a.m.	#3	HELIO CASTRONEVES/Sao Paulo, Brazil Shell V-Power/Pennzoil Ultra Team Penske Chevrolet	
QA-1		1 – 39.8925 – 225.606	Q – 6
		2 – 39.9531 – 225.264	
		3 – 39.9692 – 225.173	
		<u>4 – 39.9848 – 225.086</u>	
		T 2:39.7996 – 225.282	
11:33 a.m.	#17	SEBASTIAN SAAVEDRA/Bogota, Colombia Team AFS Chevrolet	
		Smoke trails from #17 Saavedra at end of first warm-up lap.	

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INDIANAPOLIS 500 POLE QUALIFYING CHRONOLOGY (cont.):

11:44 a.m. #18 JUSTIN WILSON/Sheffield, England
Sonny's BBQ Honda
QA-1 1 – 40.2734 – 223.473 Q – 7
2 – 40.3135 – 223.250
3 – 40.4739 – 222.366
4 – 40.4257 – 222.631
T 2:41.4865 – 222.929

11:48 a.m. #28 RYAN HUNTER-REAY/Fort Lauderdale, Fla.
Team DHL/Sun Drop Citrus Soda Chevrolet
QA-1 1 – 39.9104 – 225.505 Q – 8
2 – 39.9416 – 225.329
3 – 39.9526 – 225.267
4 – 39.9902 – 225.055
T 2:39.7948 – 225.289

11:54 a.m. #19 JAMES JAKES/Leeds, England
Boy Scouts of America Honda
QA-1 1 – 40.4731 – 222.370 Q – 9
2 – 40.4552 – 222.468
3 – 40.4661 – 222.408
4 – 40.5216 – 222.104
T 2:41.9160 – 222.338

11:58 a.m. #39 BRYAN CLAUSON/Noblesville, Ind.
Sarah Fisher Hartman/Curb Agajanian Honda
QA-1 1 – 40.1686 – 224.056 UA-1
2 – 40.2321 – 223.702
3 – 40.2506 – 223.599
4 – Accident in Turn 1

YELLOW. #39 Clauson wiggles in Turn 1 and does half-spin at exit of Turn 1, hitting SAFER Barrier in Turn 1 with left rear and left side of car. Car slides backward through short chute between Turns 1 and 2, stopping on apron inside entrance to Turn 2. Clauson climbs from car with assistance from Holmatro Safety Team. Heavy damage to left side and rear of car.

SARAH FISHER (Team owner, Sarah Fisher Hartman Racing): “Well, we always need to be humble here. Thankfully, he looks to be OK. I’m heading over there (medical center) now. We’ll get the car fixed up and get him back going.”

12:16 p.m. #50 DARIO FRANCHITTI/Edinburgh, Scotland
Target Chip Ganassi Racing Honda
QA-1 1 – 40.2462 – 223.624 Q – 10
2 – 40.2604 – 223.545
3 – 40.2690 – 223.497
4 – 40.2388 – 223.665
T 2:41.0144 – 223.582

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INDIANAPOLIS 500 POLE QUALIFYING CHRONOLOGY (cont.):

12:20 p.m.	#38	GRAHAM RAHAL/New Albany, Ohio Service Central Honda	
QA-1		1 – 40.1462 – 224.181	Q – 11
		2 – 40.1683 – 224.057	
		3 – 40.1987 – 223.888	
		<u>4 – 40.2305 – 223.711</u>	
		T 2:40.7437 – 223.959	
12:26 p.m.	#67	JOSEF NEWGARDEN/Hendersonville, Tenn. Sarah Fisher Hartman/Dollar General Honda	
QA-1		1 – 39.9824 – 225.099	Q – 12
		2 – 40.0373 – 224.790	
		3 – 40.1010 – 224.433	
		<u>4 – 40.1091 – 224.388</u>	
		T 2:40.2298 – 224.677	
12:32 p.m.	#2	RYAN BRISCOE/Sydney, Australia IZOD Team Penske Chevrolet	
QA-1		1 – 39.9472 – 225.297	Q – 13
		2 – 40.0073 – 224.959	
		3 – 39.9686 – 225.177	
		<u>4 – 40.0215 – 224.879</u>	
		T 2:39.9446 – 225.078	
12:36 p.m.	#25	ANA BEATRIZ/Sao Paulo, Brazil IZOD Team Ipiranga Chevrolet	
QA-1		1 – 40.1134 – 224.364	Q – 14
		2 – 40.1902 – 223.935	
		3 – 40.2390 – 223.664	
		<u>4 – 40.2294 – 223.717</u>	
		T 2:40.7720 – 223.920	
12:42 p.m.	#20	ED CARPENTER/Indianapolis Fuzzy's Vodka/Ed Carpenter Racing Chevrolet	
QA-1		1 – 40.4415 – 222.544	Q – 15
		2 – 40.6989 – 221.136	
		3 – 40.9599 – 219.727	
		<u>4 – 41.2565 – 218.147</u>	
		T 2:43.3568 – 220.377	

The qualifying time of #11 Tony Kanaan was disallowed because the car failed post-qualifying technical inspection. The car was in violation of Rule 14.3.1.4, missing the required ballast.

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INDIANAPOLIS 500 POLE QUALIFYING CHRONOLOGY (cont.):

12: p.m. #30 MICHEL JOURDAIN JR./Mexico City
Office Depot/RLL Racing Honda
QA-1 1 – 40.3618 – 222.983 Q – 16
2 – 40.3333 – 223.141
3 – 40.3932 – 222.810
4 – 40.4241 – 222.639
T 2:41.5124 – 222.893

Medical update from Dr. Michael Olinger, INDYCAR medical director: Bryan Clauson was evaluated and released without injury from the IU Health Emergency Medical Center at IMS. He is cleared to drive.

BRYAN CLAUSON: “We felt like we had a great run and really fell on the safe side for most of the run, and it just got away from us. I got into (Turn) 1, and it snapped right around on us. I feel terrible for my guys; it’s going to be a long night to get the backup ready. I was excited to get this over with today, but it will be (Bump Day) for the Angie’s List Honda. It’s been such a great month; I hate to put a damper on it. I didn’t think I had a shot at the pole, but I had a great race car. We’ll put the other one together and get out there (Bump Day).”

NBC Sports Network reported Sarah Fisher Hartman/Curb Agajanian will try to fix the primary car in which Bryan Clauson crashed during qualifying instead of preparing a team backup car.

INDIANAPOLIS 500 POLE QUALIFYING CHRONOLOGY (cont.):

12:53 p.m. #15 TAKUMA SATO/Tokyo
Rahal Letterman Lanigan Racing Honda
QA-1 1 – 40.2227 – 223.754 Q – 17
2 – 40.2886 – 223.388
3 – 40.3168 – 223.232
4 – 40.3236 – 223.194
T 2:41.1517 – 223.392

12:58 p.m. #5 E.J. VISO/Caracas, Venezuela
CITGO/PDVSA KV Racing Technology Chevrolet
QA-1 1 – 40.0688 – 224.614 Q – 18
2 – 40.0691 – 224.612
3 – 40.1124 – 224.370
4 – 40.1616 – 224.095
T 2:40.4119 – 224.422

1:03 p.m. #4 JR HILDEBRAND/Sausalito, Calif.
National Guard Panther Racing Chevrolet
QA-1 1 – 40.1831 – 223.975 Q – 19
2 – 40.3125 – 223.256
3 – 40.2896 – 223.383
4 – 40.3447 – 223.078
T 2:41.1299 – 223.422

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INDIANAPOLIS 500 POLE QUALIFYING CHRONOLOGY (cont.):

1 p.m. weather update: The ambient temperature was 83 degrees with a relative humidity of 41 percent and south-southeast winds at 6 mph. Skies were sunny. The track temperature was 119 degrees, according to Firestone engineers.

1:08 p.m. #77 SIMON PAGENAUD/Poitiers, France
Schmidt Hamilton HP Motorsports Honda
QA-1 1 – 40.3749 – 222.911 Q – 20
2 – 40.3646 – 222.968
3 – 40.3800 – 222.883
4 – 40.3943 – 222.804
T 2:41.5138 – 222.891

1:13 p.m. #27 JAMES HINCHCLIFFE/Toronto
Team GoDaddy.com Chevrolet
QA-1 1 – 39.8185 – 226.026 Q – 21
2 – 39.8553 – 225.817
3 – 39.8917 – 225.611
4 – 39.9060 – 225.530
T 2:39.4715 – 225.746

#27 Hinchcliffe takes pole from #12 Power.

1:15 p.m. weather update: The ambient temperature was 86 degrees. Skies were sunny. The track temperature was 123 degrees, according to Firestone engineers.

1:20 p.m. #26 MARCO ANDRETTI/Nazareth, Pa.
Team RC Cola Chevrolet
QA-1 1 – 40.0002 – 224.999 Q – 22
2 – 40.2220 – 223.758
3 – 39.9974 – 225.015
4 – 40.0082 – 224.954
T 2:40.2278 – 224.680

1:26 p.m. #98 ALEX TAGLIANI/Lachenaie, Quebec
Team Barracuda-BHA Honda
QA-1 1 – 40.1193 – 224.331 Q – 23
2 – 40.1261 – 224.293
3 – 40.2131 – 223.808
4 – 40.2559 – 223.570
T 2:40.7144 – 224.000

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INDIANAPOLIS 500 POLE QUALIFYING CHRONOLOGY (cont.):

1:31 p.m. #14 MIKE CONWAY/Bromley, England
ABC Supply Co./A.J. Foyt Racing Honda
QA-1 1 – 40.2535 – 223.583 Q – 24
2 – 40.3160 – 223.236
3 – 40.3641 – 222.970
4 – 40.3854 – 222.853
T 2:41.3190 – 223.160

1:35 p.m. #8 RUBENS BARRICHELLO/Sao Paulo, Brazil
BMC/Embrase KV Racing Technology Chevrolet
QA-1 1 – 40.1048 – 224.412 Q – 25
2 – 40.1335 – 224.252
3 – 40.1426 – 224.201
4 – 40.1444 – 224.191
T 2:40.5253 – 224.264

#20 Carpenter on bubble.

1:42 p.m. #22 ORIOL SERVIA/Pals, Spain
BMC/Embrase KV Racing Technology Chevrolet

YELLOW. #22 Servia does three-quarter spin to the left in Turn 4, hitting inside wall with rear of car. Car spun to the left and hit pit-wall attenuator with left front of car, spinning 2 ¼ rotations to right before stopping along inside pit wall. Servia climbs from car with assistance from Holmatro Safety Team. Moderate damage to rear and front left of car.

1:58 p.m. #41 WADE CUNNINGHAM/Auckland, New Zealand
ECat/ABC Supply Honda
QA-1 1 – 40.9323 – 219.875 UA – 1
2 – 42.0304 – 214.131
3 – 42.1150 – 213.701
4 – Waved off

2:03 p.m. #7 SEBASTIEN BOURDAIS/Le Mans, France
Dragon Racing Chevrolet
QA-1 1 – 40.7772 – 220.712 UA – 1
2 – 40.8632 – 220.247
3 – Waved off

2:07 p.m. #11 TONY KANAAN/Salvador, Brazil
GEICO/Mouser Electronics KVRT Chevrolet
QA-2 1 – 39.9964 – 225.020 Q – 26
2 – 40.0187 – 224.895
3 – 40.0610 – 224.657
4 – 40.1014 – 224.431
T 2:40.1775 – 224.751

Bumps #20 Carpenter. #99 Bell on bubble.

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2:20 p.m. – **GREEN**. Track open for practice.
2:48 p.m. – **YELLOW**. Debris.
2:51 p.m. – **GREEN**.
3:08 p.m. – **YELLOW**. Qualification attempt by #7 Bourdais.

Medical update from Dr. Michael Olinger, INDYCAR medical director: Oriol Servia was evaluated and released without injury from the IU Health Emergency Medical Center at IMS. He is cleared to drive.

ORIOLE SERVIA: “I was a little loose in Turn 1 on the out lap. Sometimes on the out lap, the tires are still not there. My teammate JR (Hildebrand) told us his car was a little loose. We thought we adjusted it out of the car, but it wasn’t enough. I really didn’t think it was going to go, but it did. It’s never fun, but I’m sure the team is going to work hard to put the car back together, and we’ll be out there again.”

Quotes from segment one of qualifying will be provided on separate sheets. A transcript of the Fast Nine press conference will be provided shortly after its completion this evening.

The qualifying time of #14 Mike Conway was disallowed because the car was in violation of Rule 14.3.1.3. The car failed to meet the minimum weight. #20 Carpenter is restored to bubble.

INDIANAPOLIS 500 POLE QUALIFYING CHRONOLOGY (cont.):

3:05 p.m. weather update: The ambient temperature was 87 degrees and south winds at 8 mph. Skies were sunny. The track temperature was 126 degrees, according to Firestone engineers.

3:10 p.m.	#7	SEBASTIEN BOURDAIS/Le Mans, France Dragon Racing Chevrolet	
QA-2		1 – 40.4132 – 222.700	Q – 27
		2 – 40.4282 – 222.617	
		3 – 40.4734 – 222.368	
		<u>4 – 40.5447 – 221.977</u>	
		T 2:41.8595 – 222.415	

Bumps #20 Carpenter. #99 Bell on bubble.
#99 Bell withdrawn from field. #19 Jakes on bubble.

3:15 p.m.	#99	TOWNSEND BELL/San Luis Obispo, Calif BraunAbility-Schmidt Pelfrey Motorsports Honda	
QA-2		1 – 40.3141 – 223.247	Q – 28
		2 – 40.3109 – 223.265	
		3 – 40.3357 – 223.127	
		<u>4 – 40.3770 – 222.899</u>	
		T 2:41.3377 – 223.134	

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INDIANAPOLIS 500 POLE QUALIFYING CHRONOLOGY (cont.):

3:19 p.m. #41 WADE CUNNINGHAM/Auckland, New Zealand
ECat/ABC Supply Honda
QA-2 1 – 40.4016 – 222.763 Q – 29
2 – 40.3879 – 222.839
3 – 40.4188 – 222.669
4 – 40.4522 – 222.485
T 2:41.6605 – 222.681

Bumps #19 Jakes. #7 Bourdais on bubble.

3:24 p.m. #6 KATHERINE LEGGE/Guildford, England
TrueCar-Dragon Racing Chevrolet
Run waved off when crew member wasn't present to wave green flag on front straight to signal team wanted to start qualifying attempt.
#20 Carpenter withdraws bumped time from first run.

3:28 p.m. #20 ED CARPENTER/Indianapolis
Fuzzy's Vodka/Ed Carpenter Racing Chevrolet
QA-2 1 – Accident in Turn 2 UA – 1

YELLOW. #20 Carpenter does three-quarter spin to left in Turn 2, hitting SAFER Barrier with left front and left side of car. Rear wheels lift from track and return to track as car slides backward along SAFER Barrier. Car then does half-spin and slides forward on back straightaway, stopping along inside wall on back straightaway. Carpenter climbs from car with assistance from Holmatro Safety Team. Heavy damage to front and left side of car.

3:41 p.m. #17 SEBASTIAN SAAVEDRA/Bogota, Colombia
Team AFS Chevrolet
QA-1 1 – 40.3722 – 222.926 UA – 1
2 – 40.3805 – 222.880
3 – 41.2767 – 218.041
4 – 40.7067 – 221.094
T 2:42.7361 – 221.217

3:45 p.m. #14 MIKE CONWAY/Bromley, England
ABC Supply Co./A.J. Foyt Racing Honda
QA-2 1 – 40.4247 – 222.636 Q – 30
2 – 40.4378 – 222.564
3 – 40.4881 – 222.288
4 – 40.4952 – 222.249
T 2:41.8458 – 222.434

Bumps #7 Bourdais. #14 Conway on bubble.
#19 Jakes withdraws first attempt.

Medical update from Dr. Michael Olinger, INDYCAR medical director: Ed Carpenter was evaluated and released without injury from the IU Health Emergency Medical Center at IMS. He is cleared to drive.

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INDIANAPOLIS 500 POLE QUALIFYING CHRONOLOGY (cont.):

3:50 p.m. #19 JAMES JAKES/Leeds, England
Boy Scouts of America Honda
QA-2 1 – 40.2503 – 223.601 Q – 31
2 – 40.2426 – 223.644
3 – 40.2671 – 223.508
4 – 40.3266 – 223.178
T 2:41.0866 – 223.482
Bumps #14 Conway. #41 Cunningham on bubble.

3:58 p.m. #17 SEBASTIAN SAAVEDRA/Bogota, Colombia
Team AFS Chevrolet
QA-2 1 – 40.4094 – 222.720 Q – 32
2 – 40.3518 – 223.038
3 – 40.3993 – 222.776
4 – 40.4115 – 222.709
T 2:41.5720 – 222.811

Gun to end first qualifying segment fired as Saavedra exited Turn 4 on his final warm-up lap. Attempt is valid if car leaves pit lane to start warm-up laps before gun is fired.
Bumps #41 Cunningham. #17 Saavedra on bubble.

Toronto native James Hinchcliffe made his qualifying attempt during the first segment today with driving gloves used by late Canadian open-wheel star Greg Moore stuffed inside his racing suit. The gloves were given to Hinchcliffe by one of Moore's former mechanics.

Hinchcliffe won the Greg Moore Legacy Award in 2010 as the rising star of Firestone Indy Lights.

All five Andretti Autosport cars qualified in the top 24 – #27 Hinchcliffe, #28 Hunter-Reay, #26 Andretti, #25 Beatriz, #17 Saavedra.

Drivers qualified for the Fast Nine Shootout: #27 Hinchcliffe, #12 Power, #28 Hunter-Reay, #3 Castroneves, #2 Briscoe, #11 Kanaan, #26 Andretti, #67 Newgarden, #5 Viso.

•Team breakdown: Andretti Autosport, 3; Team Penske, 3; KV Racing Technology, 2; Sarah Fisher Hartman Racing, 1.

•Engine breakdown: Chevrolet 8, Honda 1.

FAST NINE POLE QUALIFYING CHRONOLOGY:

At 4:30 p.m., the ambient temperature was 88 degrees with a relative humidity of 31 percent and winds from the east-southeast at 5 mph. Skies were sunny. The track temperature was 116 degrees, according to Firestone engineers.

4:31 p.m. #5 E.J. VISO/Caracas, Venezuela
CITGO/PDVSA KV Racing Technology Chevrolet
Pulled off track after warm-up lap of 198.253 mph.

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FAST NINE POLE QUALIFYING CHRONOLOGY (cont.):

4:37 p.m.	#26	MARCO ANDRETTI/Nazareth, Pa. Team RC Cola Chevrolet	
QA-2		1 – 39.8387 – 225.911	Q – 33
		2 – 39.9304 – 225.392	
		3 – 39.9405 – 225.335	
		<u>4 – 39.9670 – 225.186</u>	
		T 2:39.6766 – 225.456	
4:43 p.m.	#11	TONY KANAAN/Salvador, Brazil GEICO/Mouser Electronics KVRT Chevrolet	
		Pulled off track after warm-up lap of 220.015 mph.	
4:46 p.m.	#2	RYAN BRISCOE/Sydney, Australia IZOD Team Penske Chevrolet	
QA-2		1 – 39.7138 – 226.621	Q – 34
		2 – 39.7214 – 226.578	
		3 – 39.7519 – 226.404	
		<u>4 – 39.7643 – 226.334</u>	
		T 2:38.9514 – 226.484	
		Cloud covered sun on Briscoe's last three laps. #2 Briscoe takes pole from #26 Andretti.	
4:53 p.m.	#3	HELIO CASTRONEVES/Sao Paulo, Brazil Shell V-Power/Pennzoil Ultra Team Penske Chevrolet	
QA-2		1 – 39.8348 – 225.933	Q – 35
		2 – 39.9346 – 225.368	
		3 – 40.0266 – 224.850	
		<u>4 – 40.0820 – 224.540</u>	
		T 2:39.8780 – 225.172	
4:59 p.m.	#28	RYAN HUNTER-REAY/Fort Lauderdale, Fla. Team DHL/Sun Drop Citrus Soda Chevrolet	
QA-2		1 – 39.7791 – 226.249	Q – 36
		2 – 39.8695 – 225.736	
		3 – 39.8922 – 225.608	
		<u>4 – 39.9123 – 225.494</u>	
		T 2:39.4531 – 225.772	
5:05 p.m.	#12	WILL POWER/Toowoomba, Australia Verizon Team Penske Chevrolet	
QA-2		1 – 39.8317 – 225.951	Q – 37
		2 – 39.9215 – 225.442	
		3 – 39.9670 – 225.186	
		<u>4 – 39.9802 – 225.111</u>	
		T 2:39.7004 – 225.422	

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FAST NINE POLE QUALIFYING CHRONOLOGY (cont.):

5:10 p.m. #27 JAMES HINCHCLIFFE/Toronto
Team GoDaddy.com Chevrolet
QA-2 1 – 39.6591 – 226.934 Q – 38
2 – 39.7307 – 226.525
3 – 39.7650 – 226.330
4 – 39.7989 – 226.137
T 2:38.9537 – 226.481
Warm-up lap was 227.009 mph.
Hinchcliffe missed pole by 23 10-thousandths of a second over the 10-mile qualification run.

5:15 p.m. #3 HELIO CASTRONEVES/Sao Paulo, Brazil
Shell V-Power/Pennzoil Ultra Team Penske Chevrolet
QA-3 1 – 40.0716 – 224.598 UA – 1
2 – Waved off

5:19 p.m. #67 JOSEF NEWGARDEN/Hendersonville, Tenn.
Sarah Fisher Hartman/Dollar General Honda
QA-2 1 – 40.1148 – 224.356 Q – 39
2 – 40.1499 – 224.160
3 – 40.1775 – 224.006
4 – 40.2457 – 223.626
T 2:40.6879 – 224.037

5:36 p.m. #12 WILL POWER/Toowoomba, Australia
Verizon Team Penske Chevrolet
QA-3 1 – 39.9475 – 225.296 UA – 1
2 – 39.9530 – 225.265
3 – 41.0373 – 219.313
4 – Car slows, pulls in

5:41 p.m. #27 JAMES HINCHCLIFFE/Toronto
Team GoDaddy.com Chevrolet
QA-3 1 – 39.7814 – 226.236 UA – 1
2 – 39.8308 – 225.956
3 – Waved off

5:46 p.m. #3 HELIO CASTRONEVES/Sao Paulo, Brazil
Shell V-Power/Pennzoil Ultra Team Penske Chevrolet
QA-4 1 – 40.0409 – 224.770 UA – 2
2 – Waved off

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Page 15 (Corrects Briscoe's status as first Australian national to win pole)

FAST NINE POLE QUALIFYING CHRONOLOGY (cont.):

5:48 p.m.	#26	MARCO ANDRETTI/Nazareth, Pa. Team RC Cola Chevrolet	
QA-3		1 – 39.8638 – 225.769 2 – 39.9361 – 225.360 3 – 39.9811 – 225.106 4 – Waved off	UA – 1
5:53 p.m.	#28	RYAN HUNTER-REAY/Fort Lauderdale, Fla. Team DHL/Sun Drop Citrus Soda Chevrolet	
QA-3		1 – 39.7228 – 226.570 2 – 39.7601 – 226.358 3 – 39.7986 – 226.139 <u>4 – 39.8418 – 225.893</u> T 2:39.1233 – 226.240	Q – 40
5:57 p.m.	#12	WILL POWER/Toowoomba, Australia Verizon Team Penske Chevrolet	
QA-4		1 – 40.1325 – 224.257 2 – Waved off	UA – 2

Gun to end qualifying fired when Power was on his second lap.
#12 Briscoe wins pole for 96th Indianapolis 500.

INDIANAPOLIS 500 POLE QUALIFYING NOTES:

- This is the first Indianapolis 500 pole for Ryan Briscoe. His previous best start was second in 2009. This is his third front-row start, as he also qualified third in 2008.
- This is the closest margin between the top two qualifiers in Indianapolis 500 history, as Ryan Briscoe edged James Hinchcliffe by .0023 of a second. The previous record was .01 of a second between pole sitter Al Unser and Johnny Rutherford in 1970.
- This is the record 17th Indianapolis 500 pole for team owner Roger Penske. Other Penske pole winners: Rick Mears (1979, 1982, 1986, 1988, 1989, 1991), Helio Castroneves (2003, 2007, 2009, 2010), Tom Sneva (1977, 78), Bobby Unser (1981), Emerson Fittipaldi (1990), Al Unser Jr. (1994), Sam Hornish Jr. (2006).
- Ryan Briscoe is the first Australian national driver to win the Indianapolis 500 pole. The previous best was second by Briscoe in 2009 and Will Power in 2010. 2008 pole winner Scott Dixon was born in Australia but claims New Zealand citizenship.
- Two Andretti Autosport drivers qualified on the front row, James Hinchcliffe in second and Ryan Hunter-Reay in third. This is the first time Andretti Autosport has placed two cars on the front row since 2007, when Tony Kanaan started second and Dario Franchitti third.
- This is the first Indianapolis 500 pole for Chevrolet since Bruno Junqueira in 2002.
- This is the seventh Indianapolis 500 pole for Chevrolet.
- James Hinchcliffe qualified an Indianapolis 500-best second. His previous best was 13th in 2011, when he drove as a rookie for Newman/Haas Racing.
- Ryan Hunter-Reay qualified an Indianapolis 500-best third. His previous best was 17th in 2010 in an Andretti Autosport entry.
- Marco Andretti qualified an Indianapolis 500-best fourth. His previous best was seventh in 2008.

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INDIANAPOLIS 500 POLE QUALIFYING NOTES (cont.):

- Josef Newgarden is the top-qualifying rookie, in seventh. It's the best qualifying spot for a rookie since Danica Patrick qualified fourth in 2005.
- E.J. Viso qualified an Indianapolis 500-best ninth. His previous best was 18th in 2011.
- This is the first time Chip Ganassi Racing failed to qualify a car in the first three rows of the Indianapolis 500 since 2005. Graham Rahal qualified 12th, Charlie Kimball 14th, Scott Dixon 15th and Dario Franchitti 16th today. In 2005, Dixon qualified 13th, Darren Manning 19th and Ryan Briscoe 24th.
- INDYCAR Timing and Scoring calculated that the distance between pole winner Ryan Briscoe and No. 2 qualifier James Hinchcliffe would have been 9.168 inches if they were on track simultaneously.

Will Phillips, vice president of technology for INDYCAR, talked about the protection the new Dallara chassis provided drivers involved today in accidents.

WILL PHILLIPS: "While we never like to see any car involved in an incident, we have been very pleased to see all of the drivers walk away from the 200-mph plus impacts. All the credit to Dallara and those who had input into the safety of the new car."

FRONT ROW QUALIFIERS QUICK QUOTES:

RYAN BRISCOE (No. 2 IZOD Team Penske Chevrolet, pole): "This is unbelievable. Those four laps were so good and so consistent. It was Lap 4 that won me the pole today; that was the setup I had on it. Everyone at Team Penske has worked so hard. Chevrolet, man, they gave us the horsepower. I'm really proud of them and IZOD. Getting a pole at Indy, this is huge. I certainly had good schooling from Rick Mears and Helio Castroneves. It feels good to get my first one here."

ROGER PENSKE (Owner, Team Penske): "It is all about our people, the team, and certainly Ryan (Briscoe) needed this one. He's done a great job for us. Today he stretched himself. The guys did a great job. It was just a pleasure to bring that Chevrolet engine down home to the front with IZOD as our sponsor. I want to thank everybody that has supported our team for so many years, especially the families. This really is one for Paul Morgan with Ilmor. He helped us build the Chevy engine and was killed in a plane crash. I want to give this pole position to Paul and his family."

JAMES HINCHCLIFFE (No. 27 Team GoDaddy.com Chevrolet, second): "Yeah, the smallest of margins. It's heartbreaking in a sense, you know, but at the end of the day we get to start on the front row of the Indy 500, and that's just the coolest thing ever. I mean it's just, it's been a huge team effort. You'll see our cars are starting second, third and fourth on the grid, the other two drivers, they made the show today. It's awesome to see the kind of results we're getting because these guys have been working so hard. Having the GoDaddy car starting in the middle of the front row is pretty exciting, and like I said, I'm going to lose a little bit of sleep over how small that margin was to Ryan and knowing that we had it there for three or four laps. But you know, that's Indy, man. It's a gust of wind, it's a shadow over a corner that changes, and that can be the difference. At the end of the day, it's a great result for us."

RYAN HUNTER-REAY (No. 28 Team DHL/Sun Drop Citrus Soda Chevrolet, third): "Almost, but I'm just so happy with the team what they've done with the race cars. They've worked so hard, and they put their heart and souls with these things. It so much fun having a fast race car at IMS. I'm definitely taking it in. I've felt the lows here, and I'm certainly taking it in and absorbing the temporary high of being on the front row. Next week is what counts, and I think we have a race car capable of doing two better next week."

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SUNDAY'S SCHEDULE (all times local):

6:30 a.m.	Garages open
9-10 a.m.	Indianapolis 500 practice
Noon-6 p.m.	Indianapolis 500 Qualifications (positions 25-33)

END DAY 8 NOTES

96th Indianapolis 500 First Segment Qualifying Quotes

SCOTT DIXON (No. 9 Target Chip Ganassi Racing Honda): "It wasn't too bad. The car was balanced pretty good; we got a little neutral in the corners. The way the configuration of the car is, it's pretty well stuck. The next step makes it slide. We're still struggling a little bit, but we're doing the best that we can."

CHARLIE KIMBALL (No. 83 NovoLog FlexPen Honda): "I think we're really happy with that. It's pretty good. The weather conditions changed a lot since we practiced this morning. We're right there on the car. It's exactly what we planned for. The car has been good all month, especially in race trim. We didn't do a huge amount of running in qualifying trim yesterday. There was a little bit of confusion, I think, in the garage. We overcame it, and it ran really well for four laps." (On the conditions during his run): "It definitely got slippery. During the last two laps, as the tires wear a little bit, you start sliding around a little more. You have to be paying attention to what your inputs are, and you just sort of ride it through the corner instead of trying to turn it. At the end of the day, it's the same for everybody. I don't know if earlier or later in the line is better. I think the Honda produces the same amount of horsepower no matter what the temperature is, so it will be interesting to see how the line goes."

WILL POWER (No. 12 Verizon Team Penske Chevrolet): "It was probably one of the best runs we've had. I didn't expect to be that quick. The guys did a good job with the car. Obviously, I think it's going to change up. The Andretti guys are very fast." (Team Penske and your teammates have really been able to dial it in. To what do you attribute that today?): "We always work well together. I think it's good having three cars. Our car setups are very similar, and I think we had enough time to get everybody similar."

ED CARPENTER (No. 20 Fuzzy's Vodka/Ed Carpenter Racing Chevrolet): "It wasn't good. This is my ninth Indy, and that's the worst qualifying effort I've ever had. It was awful. We'll make a few changes. It's not too far away. It's pretty hot and slick right now. I've been working hard to get what we've been able to get out of this thing, and it's still not good enough. It's frustrating, but we'll keep at it. I'm really angry that we just didn't withdraw so we could go straight back and get to work. Now we have to go through tech (post qualifying), so it will be even longer before get to work. I want to make a change and go right back out now."

JAMES JAKES (No. 19 Boy Scouts of America Honda): "The track is changing out there. Obviously, we've run all week in the sun, but I think this is the hottest day we've had so far. We haven't had this air temperature. The track is getting a little bit loose out there. I think we'll take the positives. We've got a better race car than we have a qualifying car, so we're just going to try getting the No. 19 Boy Scouts as high as we can for the race and then we run from there. I think the day is only going to get hotter. I think it was a consistent run. We just need to find maybe half a mile an hour more, and we should be OK."

TONY KANAAN (No. 11 GEICO/Mouser Electronics KVRT Chevrolet): (About making second qualifying run after first attempt was disqualified): "You know, we win as a team, and we lose as a team. I mean, my guys were all crying, and they knew they let me down. But many times I let them down. We get stronger when we have mistakes like this happening, and we get back together. If there is no drama for me, it is never fun. I guess I keep continuing with my legacy here of the drama." (About slicker, tougher conditions): "Definitely, it's a lot slicker, a lot hotter. It was hard enough to do it the first time. To do it again was breathtaking. But we did it; we're in. I am exactly where I want to be." (On knocking teammate Rubens Barrichello from Fast Nine): "I'm going to make fun of him. But, you know, I think he's pretty happy for his first '500' to be in the top 10. I think it's pretty good."

JAMES HINCHCLIFFE (No. 27 Team GoDaddy.com Chevrolet): "Qualifying at Indy is the most terrifying 10 miles of your life. You're holding your breath the whole time. You don't blink. You're just nervous for the entire run. Your foot shakes on the throttle pedal trying to keep it down. But it was a great run for us, and the car was awesome

from the word 'go.' We knew we were going to be close. When you start to lay the wing all the way back and you have an extra 50 horsepower, you start to feel it. I mean, qualifying at Indy is one of the most difficult things you will ever do in your life. It's a huge credit to the guys because even when we threw that extra horsepower at it, the car was still great." (On preparing for the Fast Nine Shootout): "It's a hell of a start. Hopefully it's going to be enough for us to stay in there. I'm just focused on making that car a little quicker for this evening. We went out this morning, and we didn't like the car. We really spooked ourselves after the run we were having yesterday, which we were happy with. It's one of those things when you're like, 'No, why did I do that?' So we put everything back the way it was, and it's a huge credit to the Andretti Autosport guys because that GoDaddy car was just flying out there, even in these hot track conditions. We'll see. It's only half the battle. We still have to go do it again."

HELIO CASTRONEVES (No. 3 Shell V-Power/Pennzoil Ultra Team Penske Chevrolet): "With this format, you've got to keep finding a little bit and working hopefully to put ourselves in a good position to battle for the front row. It's not going to be easy. It's going to be decided not on the second decimal, but the third one. I was thinking (the speed) would be a little bit higher. The problem is when you go out in the morning (practice), it gives you a little bit different sensation because it's a cooler temperature. The car handles well, and everything is so different. It might give you a little false reading. Although what we had is pretty much what we thought. It matched the numbers we were expecting. With a scenario like this, so close to each other, a gust of wind or something makes a difference at a place like this." (Compare today to Race Day as far as work, fun, stress): "Well, this is probably the toughest one because you have a long day. Even though we just finished qualifying, the whole day is just starting. I guess every time you have that kind of excitement, it's normal. It's tiring, but it's exciting, the same way. I love the entire month here. I see the fans. I wish we had every race like this."

SIMON PAGENAUD (No. 77 Schmidt Hamilton HP Motorsports Honda): "Actually, it was fun. This qualifying speed for us, we're happy with it. We've got a really race car, and I think in the race we can really do something really good. We have a good crew in the pits, so we're really looking forward to next week. It was fun today. When you see all of the people supporting us drivers, it's fantastic. It's the biggest event of the year. The balance of the car was really enjoyable. It was good, really good. We just needed a little bit more speed. But at the end of the day, I'm here in Indy. I've been dreaming about this my whole life. I can only enjoy this moment. I would compare this to the start of Le Mans (24 Hours) race. I've been there. I finished second in 2011 (24 Hours of Le Mans). It was a big event for me because it's in France. But I think this is going to get even bigger on Race Day."

MICHEL JOURDAIN JR. (No. 30 Office Depot/RLL Racing Honda): "The guys did a fantastic job to get the car ready. I'm really, really proud of the guys. We lost a lot of time (Friday) to get our qualifying setup good. It (time) doesn't look very good. We want to be in (top 24). I would have liked to have been able to run (faster) today, but we will have to wait until tomorrow."

SIMONA DE SILVESTRO (No. 78 Nuclear Clean Air Energy Lotus HVM Racing Lotus): "I think we had an OK pace this morning. We definitely found some speed, so that was a good thing. You know, not going out to qualify today makes sense because we don't really have a chance to make it in the field today. So we'll focus on tomorrow and hope we make a good run."

ANA BEATRIZ (No. 25 Team Ipiranga Chevrolet): "I'm not sure what our problem was, but I wish we had done better. At least the car is in one piece, and we finished the four laps. It's still a decent time compared to the guys in the top 10. Let's hope nobody is faster. I really don't want to go back out later. It will be more relaxed (Sunday) for me, but I think it will be exciting for the fans. The drivers don't need that anxiety that I went through last year. But the fans like to see some action."

RUBENS BARRICHELLO (No. 8 BMC/Embrase KV Racing Technology Chevrolet): "It's been an awesome experience. I can't tell you how I was feeling just before I entered the car. I was just eager to get into the car. I'm proud, man; I'm proud. This has been a week of trying. The team made me very peaceful inside the car. It's paying off. The team prepared me very well for this, and I enjoy my time out here. I needed a little bit more time in the car for me to be able to actually go faster. People at home, they might think, 'It's just four corners.' I'll tell you, those four corners are much more difficult than many of the other corners I've done in my whole life. It's a lot of setup and a lot of things going on. I think it got a bit hotter than we predicted today. But I had a good run. That was the fastest I've ever gone."

JOSEF NEWGARDEN (No. 67 Sarah Fisher Hartman/Dollar General Honda): "We went out and did our run. It was a little hairy. I definitely wanted to abandon the run at some point, but you have to keep with it. That's how it is around this place in qualifying, and it's a little bit hairy some times. The team has done a phenomenal job. I know we aren't the quickest right now, but I really think we have the quickest car in the field. I hope we can race well. I think we'll be able to put a good race car together for Sunday. There's been so many hours put in from all of our guys. It's a team effort from Sarah Fisher Hartman Racing. The race is the big show for us. That's where we want to shine. Wherever we land today, we'll try and get ourselves as far up as possible and then we'll prioritize for the race." (On his teammate Bryan Clauson's accident): "It's a tough deal. It's a tough break for Bryan and a tough break for the team. He's worked hard all week and done a really good job. He was quick, too. That's the shame of it. I think he would have been right behind me, and it's just one of those deals. It can bite you really quick here. He's not put a foot wrong all month. He's been a huge help to us and the entire team. He's another piece of the puzzle for us and has really helped us grow and be fast around this place. It's tough to see."

TAKUMA SATO (No. 15 Rahal Letterman Lanigan Racing Honda): "We were relatively disappointed (at not making the Fast Nine). We saw some speed difference from yesterday, but we knew this morning that we were not up to that speed. We made some good progress this morning and did everything we could. We just needed a little more speed. We'll see after qualifying where we stand, and it's possible we could make another attempt. Otherwise, we have had some good laps in practice compared to the qualifying speed, although the setup, the balance, was different."

MARCO ANDRETTI (No. 26 Team RC Cola Chevrolet): "I guess you're never really happy. You can be happy with a car one day and roll off the next day and lose a mile an hour. We'll go back to the drawing board and try to figure out how to get it back. Balance-wise, we are pretty stuck. I'm not sure where we lost that mile an hour. We have to check the boost or something. It just wasn't pulling the RPMs. In practice (this morning), you can only fool yourself. Nothing you try this morning is going to work in qualifying. It's cool, and you have a lot of grip. We were sliding a good bit, and there is some speed to come with finding a good balance. I don't know about a 226, but we'll keep working."

GRAHAM RAHAL (No. 38 Service Central Honda): "Our car feels pretty good. It felt great this morning. This morning I think we were pretty quick. We definitely did a 225.2 on our own. A little frustrated; we decided we'd try to run sixth gear rather than fifth, and if we were doing 225 we could run sixth, but we weren't. I think fifth would have a least allowed us to be a mid- to high-224. But we're closer to the competition than we were yesterday. Chevy certainly has a little bit of an advantage at this point. When they turned the wick up yesterday, the speeds were almost 2 miles per hour more than most Hondas could go. Our goal's got to be the quickest of the Hondas, and I think we could have been close. Newgarden obviously did a good time there, but I certainly think we could have beat that if we had run fifth (gear)." (On the difference in the track compared to morning practice): "It's different, without a doubt. This morning I had no rear issues at all. The Chevy just, right now, has more power. It's as simple

as that. But the car definitely moves around. I'm not going to tell you it's easy. It's the hardest four laps I think I've driven around here."

SEBASTIEN BOURDAIS (No. 7 Dragon Racing Chevrolet): "It's probably not going to be enough. There's a bunch of good cars yet to go. There's very little chance we're going to stick there. It's the way that it is. We hoped and we tried, and it was a clean run – four laps flat out. There's not much we can do from there. There's a reason why everyone else has been running for a week, and we got three hours. I think we've got to be pretty proud with the effort. It's been going about as well as it could. We'll go through the weekend the best we can and see what we can do after that."

ALEX TAGLIANI (No. 98 Team Barracuda-BHA Honda): "This was like one of the hardest qualifying runs I've ever had to do. The car was on the ragged edge, quite loose. To tell you the truth, we're pretty stoked. This month we definitely tested the crew and the Barracuda Networks Bowers & Wilkins 98 car because of the engine switch to Honda. The guys worked really late. We have a great group of guys. We're here, and we had a decent qualifying run, so it's definitely showing dedication from the whole team. But if it would be up to me, I would go back out again. I would risk it, because we were so loose. It was the only time in the Month of May we have been loose like that. I don't think it was a clean run. I was just hanging on. I was out of adjustments in the car – no more bars, no more weight jacker. I think when we saw 224.2, my engineer and myself thought this was a good opportunity to try to make it, so we risked it. But in any other circumstances, I would have probably pulled in because running that way at the Speedway is just pretty, pretty risky. But we completed our run, and it was our best non-tow run of the month by ourselves. But I think there's a bit more in that car."

TOWNSEND BELL (No. 99 BraunAbility-Schmidt Pelfrey Motorsports Honda): "This is what having teammates is all about. We were flat lost. I drove my heart out this morning. It was so slow. It didn't look like it, but that was probably the best drive I've had just with what we were dealing with. We went back, and Simon (Pagenaud) had gotten his act together. I'm supposed to be the teacher, him the student. But it's role reversal. They got their setup nailed, and I just said take his car and put it on mine. It was a massive amount of changes for the guys to make; massive. I said just stick that on there and let me go drive it for once. That's what we did, and it worked out. I just tried to stay calm and have confidence in my crew and the confidence in science. We must have changed 40 different things. It's just confidence in knowing that I've got a good teammate with a good car, the 77. Those guys got their stuff sorted out quicker than we did."

RYAN HUNTER-REAY (No. 28 Team DHL/Sun Drop Citrus Soda Chevrolet): "I'm hoping we have more (speed). At Indy you never know, never really know what you have. That wasn't our best balance yet. (Friday) we had much better balance than that. Hopefully we'll work back to that later today. The track is greasing up a little bit, and I'm not sure but what that contributed to (Bryan) Clauson's deal or not. I hope he's all right. The teamwork has been just outstanding this year across the board. Working with James (Hinchcliffe), Marco (Andretti), Sebastian (Saavedra) and Ana (Beatriz) has been a pleasure, and it's fun. This whole team has done such a great job preparing for the Indianapolis 500."

E.J. VISO (No. 5 CITGO/PDVSA KV Racing Technology Chevrolet): "We were looking for a little bit more speed, but with these conditions it's really hard right now compared to two hours ago when the guys first started qualifying. I'm happy with my run. The car feels strong, consistent and stable, and that's all we need for a good race. I'm really pleased with the balance of the car. We could have gone a bit faster, but we're happy with what we got. It was a very stable run, and that is all we needed to get in the show." (On the hotter track conditions): "The heat always affects the pace. The car is not as efficient as the car could be when the air is cooler. It was a little bit windy during

my run, and the tarmac is way hotter. It degrades the tires a lot faster. Other than that, I am happy with the teamwork this month."

JAMES JAKES (No. 19 Boy Scouts of America Honda): (After second run): "There is a lot of rubber down, and it's hot. The cars are moving around a lot. I heard a few of the drivers say they were surprised how much the cars are moving. We've had a good car all week, and on the first run I was a bit cautious, but we did it on the second run. I scared myself just a little bit (on the second run). The car was moving around a bit. The entry (to the turns) was OK, but off the corner the car is moving a lot. But it's the same for everybody, but it's racing. You just have to get out there and get on with it. That's one of the fun things about Indy."

JUSTIN WILSON (No. 18 Sonny's BBQ Honda): "I'm not very satisfied with that. We lost quite a bit of time when I got loose on that lap. I think we could have had a better four-lap average than that if we could just do four laps at that speed instead of two. I think there's more in it, but we don't want to do anything too risky."

WADE CUNNINGHAM (No. 41 ECat/ABC Supply Honda): "We were running a super-light downforce when it was cool (morning practice). The car handled great. The balance was excellent. We didn't compensate enough for the heat. We originally thought we would roll out 10th (qualifying line), and we got bumped out of the tech line. So we got pushed to last (in qualifying line). The conditions caught us, and we didn't have enough downforce. On my first attempt, we were so light on downforce, I couldn't drive the car. So we put the downforce back in, but we were over-gearred for it. We didn't have time to change the gearing, so we had to put it in line. All we could hope for was less wind. Unfortunately that's all we had today."

MIKE CONWAY (No. 14 ABC Supply Co./A.J. Foyt Racing Honda): "We shouldn't have been out there in the first place. We were in the field with a good enough time, but it was taken away because the car was illegal, so that's pretty much why we're not there today. Luckily there aren't enough cars here to bump us out. We've got to go qualify again, do a time, and that's it. Focus on race stuff. We're lucky that there are just enough cars to fill the field because we can focus on race stuff. Otherwise we'd have to qualify and be prepared to qualify again."

ED CARPENTER (No. 20 Fuzzy's Vodka/Ed Carpenter Racing Chevrolet): (After accident): "This car has been really inconsistent today. It was slow and inconsistent in my first qualifying run. It was loose and sliding around. We made some changes, and it was pushing in the practice before the second qualifying attempt. Then the thing got loose again, so I really don't know where we are on our setups. We have had difficulty figuring out this new car. It's a strange car to get just right. I was trying to qualify for the Indy 500, so I wasn't going to lift. I'll do the same thing tomorrow to make this race. If I crash another car, then I crash another car. It's just very frustrating for me right now. But we'll rebuild the backup car and be ready to go on Sunday. It will be a long night for the Fuzzy's Vodka guys. It's not the position we wanted to be in right now. But it has to be done."

DARIO FRANCHITTI (No. 50 Target Chip Ganassi Racing Honda): "Every member of the Target team is working so hard. We're just having a hard time figuring this one out. It's not been a very good qualifying day for us. It just shows that everybody can get it wrong sometimes. Today as a unit, myself and the rest of the Target guys, we're just off. We're not where we need to be to qualify for the pole. There's a bit of head-scratching going on. We've tried a number of different things."

SEBASTIAN SAAVEDRA (No. 17 Team AFS Chevrolet): "On the first attempt, we just had no power. I want to thank the complete Andretti Autosport team who did an unbelievable job to change that engine. We had a really good week, then this unfortunate situation. We kept calm, and they did an amazing job; all five teams putting together one car. It was beautiful to watch, and I'm so thankful. We went out there (for another attempt) without one practice lap. We were missing a few things, and it showed (in the lap speeds). It was 4 o'clock, and we needed to

(make an attempt). We had the car to be further up there. Unfortunately we're not in top nine, but hey, we're in the show."

JR HILDEBRAND (No. 4 National Guard Panther Racing Chevrolet): "I think we all thought we'd go out there and go significantly quicker. These cars are pretty good. At this stage, we're going pretty much as fast as we were going last year in qualifying trim. You do get some movement, obviously, when you start to trim it out pretty low, but so far we've had good balance. A good starting position in the '500' helps keep you out of the craziness that goes on sometimes, but either way it's a long day. You have to stay out of trouble all 200 laps."

KATHERINE LEGGE (No. 6 TrueCar-Dragon Racing Chevrolet): "We had a very up-and-down day. This morning in practice, we were really getting somewhere, and I think we were relatively competitive, 24th, so this morning's time would have put us in the field. Then this afternoon, it got hotter and hotter, and the track got slicker and slicker. We went out to practice and had a bit of an issue with the car that we managed to iron out, and then went back out to qualify and a glitch meant that the green flag wasn't thrown, so I had to pit. We went back in line and Jay (Penske) decided to pull the car from the field because it was probably safer to just put it in tomorrow with no pressure. The entire TrueCar team have done an incredible job. My engineers have done an outstanding job; my crew guys have been amazing. I think for them, more than anything, we could have put it in the field today, so I'm gutted we didn't because we had the speed, which is a miracle considering the lack of running we've had so far. So yeah, we'll have to regroup, refocus, come back tomorrow, and instead of P24, we'll be P25 or P26. The main thing is that we'll be in the Indy 500. We have the speed, we have a good car, and we know which direction to head. Yes, we're behind the 8-ball from the lack of testing, but confidence is building."

Briscoe Earns Pole Start By Closest Margin Ever

Ryan Briscoe had two hours to mentally prepare himself to qualify for the Indianapolis 500 after crashing in practice on Pole Day 2011.

"That was very difficult to get back in the car and go out to qualify," related the Team Penske driver, who started 26th.

Race Day didn't prove to be any better for the Aussie. On May 27, he'll have a decidedly better view of the first turn.

Briscoe's four-lap time of 2 minutes, 38.9514 seconds (average speed of 226.484 mph) in the 90-minute shootout for the top nine qualifiers bested the time of 2:38.9537 (226.481) posted by James Hinchcliffe to earn the pole position for the 96th Running of the 500 Mile Race.

"This is unbelievable. Those four laps were so good and so consistent," Briscoe said. "It was Lap 4 (39.7643 seconds) that won me the pole. Everyone at Team Penske has worked so hard. Chevrolet, man, they gave us the horsepower. I'm really proud of them and IZOD. Getting a pole at Indy, this is huge."

The time differential of 0.0023 of a second is the closest 1-2 in race qualifying history (equivalent to 9.168 inches over the four laps). The 1970 time trials yielded a difference of 0.01 of a second between pole winner Al Unser (3:31.49) and Johnny Rutherford.

"Yeah, the smallest of margins; it's heartbreaking in a sense," said Hinchcliffe, who recorded the best lap of the session (39.6591 seconds on Lap 1 of his second attempt). "I'm going to lose a little bit of sleep over how small that margin was to Ryan and knowing that we had it there for three laps, but you know that's Indy. It's a gust of wind, it's a shadow over a corner that changes and that can be the difference."

"But at the end of the day we get to start on the front row of the Indy 500, and that's just the coolest thing ever. At the end of the day it's a great result for us."

Briscoe is the first Australian to sit on the pole at Indianapolis (Scott Dixon was born in Australia but claims New Zealand as his homeland). It's the 17th pole start for team owner Roger Penske at the Speedway.

"A week ago I didn't think we'd have a shot for the pole," said Briscoe, whose best Indy 500 finish is fifth in 2007 (his only IZOD IndyCar Series race of the season).

Briscoe and Hinchcliffe, competing in his second Indy 500, will be joined on the front row for the 200-lap race May 27 by Ryan Hunter-Reay (226.240). It's the first time brothers-in-law (Hunter-Reay and Robby Gordon) have started on the front row.

"Almost, but I'm just so happy with the team what they've done with the race cars," said Hunter-Reay, who didn't qualify for the 2011 race but competed (started 33rd, finished 23rd) in an A.J. Foyt Racing car. "They've worked so hard and they put their heart and souls with these things. It so much fun having a fast race car at IMS. I've felt the lows here and I'm certainly taking it in and absorbing the temporary high of being on the front row. Next week is what counts and I think we have a race car capable of doing two better next week."

Andretti Autosport teammate Marco Andretti, IZOD IndyCar Series points leader Will Power and four-time pole sitter Helio Castroneves will be on Row 2. Rookie Josef Newgarden -- the only Honda driver in the shootout -- KV Racing Technology teammates Tony Kanaan and E.J. Viso will share Row 3.

"It was tough qualifying the first time and even tougher the second," said Kanaan, who first run of 225.100 mph four-lap average in Segment One was disqualified because of a post-qualifying technical inspection infraction (not enough ballast). "I'm just glad we were able to get back into the fast nine. We will finish working on our race set-up (May 20) and then see what we can do about getting my first win at Indy next Sunday."

Four different teams are represented on the front three rows.

Other notables from the first day of time trials; the final nine spots will be filled on Bump Day (May 20) from noon to 6 p.m.:

- Rubens Barrichello, competing in his first oval event, qualified 10th in the No. 8 BMC/Embrase KV Racing Technology car. "It's been an awesome experience. I'm proud."
- Alex Tagliani, the 2011 pole winner with a four-lap average speed in the shootout of 227.472 mph, checked in at 11th in the No. 98 Team Barracuda-BHA car. Team co-owner Bryan Herta won the 500 Mile Race last year with driver Dan Wheldon.
- Target Chip Ganassi Racing teammates Scott Dixon and Dario Franchitti, who have three Indy 500 wins between them, will start 15th and 16th, respectively.
- Michel Jourdain Jr., who last competed in the "500" in 1996, qualified 22nd in the No. 30 Office Depot/Rahal Letterman Racing car.
- Sebastian Saavedra, who will "do the double" of competing in the Freedom 100 and Indy 500 for the second time, cracked the top 24 with one minute left in Segment One. His four-lap average speed of 222.811 mph bumped Wade Cunningham to Bump Day.
- Drivers Ed Carpenter, Bryan Clauson and Oriol Servia crashed on qualifying laps. They're all OK and will have cars ready for Bump Day.

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TODAY'S SCHEDULE (all times local):

6:30 a.m. Garages open
9-10 a.m. Indianapolis 500 practice
Noon-6 p.m. Indianapolis 500 Qualifications (positions 25-33)

Turbocharger boost levels will increase for the two days of qualifications this weekend for the Indianapolis 500.

The standard boost level of 130 kPa (kilopascals) for superspeedways was increased to 140 kPa today and Sunday. The increase will result in the addition of 40-50 horsepower.

The boost level is 130 kPa for all other practice days and Race Day, Sunday, May 27.

INDYCAR set boost levels for the Borg-Warner single and twin turbochargers utilized by Chevrolet, Honda and Lotus before the season based on testing. It also will be 130 kPa for the superspeedways of Auto Club Speedway and Texas Motor Speedway. The boost level for the short ovals of the Milwaukee Mile and Iowa Speedway is 140 kpa, while it's 155 kpa for road and street circuits.

Indianapolis 500 Bump Day qualifying procedures:

Order – A blind draw was conducted Saturday after Pole Day qualifying.

Warm-up laps – Each car is permitted two warm-up laps before the timed qualification laps. IZOD IndyCar Series officials may permit three warm-up laps if they deem it necessary.

Green-flag laps – A qualification attempt consists of four timed laps. The aggregate time is recorded as the official qualifying time for the car.

Procedures – Positions 25-33 will be determined based on the day's fastest four-lap average. Once starting field is set, any qualifying attempt that is faster than a qualified entrant in the starting field will bump the slowest qualifier, regardless of the day of qualification. The "bumping" entrant is placed at the rear of the field while the "bumped" entrant is removed from the field, but has the opportunity to bump its way back into the starting field as time allows. Each car is allowed three attempts.

The Ed Carpenter Racing team moved quickly to action to prepare the backup No. 20T Fuzzy's Vodka/Ed Carpenter Racing Dallara/Chevrolet/Firestone after Carpenter crashed at 3:30 p.m. Saturday during Pole Day qualifying.

Construction of the backup car began around 4 p.m. A timeline of activity Saturday and Sunday:

7:30 p.m.: Team wired the car and adds parts.

10 p.m.: Team worked on rear-end assembly and gearbox.

11:17 p.m.: Chevrolet engine bolted to chassis.

11:25 p.m.: Decals added to car.

11:31 p.m.: Gearbox added to engine.

12:10 a.m.: Car prepared to go on setup pad.

12:30 a.m.: Team left garage for some sleep, returned at 6 a.m.

6:10 a.m.: Team returned to garage, preparing car for setup pad.

8:21 a.m.: Car on setup pad, ready for morning practice.

INDIANAPOLIS 500 PRACTICE:

At 9 a.m., the ambient temperature was 73 degrees with a relative humidity of 62 percent and south winds at 5 mph. Skies were sunny. The track temperature was 86 degrees, according to Firestone engineers.

9 a.m. – **GREEN**. #78 De Silvestro first on track. #22 Servia on pit lane for first time since crash at 1:43 p.m. Saturday in qualifying.

9:30 a.m. -- #39 Clauson on track for first time since crash at noon Saturday in qualifying.

(More)

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INDIANAPOLIS 500 PRACTICE (cont.):

10 a.m. – **CHECKERED**. End of practice. #22 Servia fastest at 223.752.

FASTEST TIMES/SPEEDS OF PRACTICE:

Pos.	Car	Name	Time	Speed
1.	22	Oriol Servia	40.2231	223.752
2.	7	Sebastien Bourdais	40.2722	223.479
3.	41	Wade Cunningham	40.3961	222.794
4.	6	Katherine Legge	40.5121	222.156
5.	14	Mike Conway	40.6461	221.423

Ten cars participated in practice this morning. The top six speeds were posted by drivers who will attempt to qualify for the race today. The fastest qualified driver in practice was #50 Dario Franchitti, 216.550.

The only non-qualified driver to not participate in practice this morning was #20 Ed Carpenter.

Indianapolis 500 veteran Jay Howard will serve as a social media correspondent for the Indianapolis Motor Speedway on Race Day, interacting with fans through his Twitter account, @JayHowardRacing.

INDIANAPOLIS 500 BUMP DAY QUALIFYING CHRONOLOGY:

At noon, the ambient temperature was 85 degrees with variable winds at 5 mph. Skies were partly cloudy. The track temperature was 118 degrees, according to Firestone engineers.

Each qualifying attempt will start on the second time past the flag stand.

12:06 p.m.	#78	SIMONA DE SILVESTRO/Thun, Switzerland Nuclear Clean Air Energy Lotus HVM Racing Lotus	
QA-1		1 – 41.9530 – 214.526	Q – 41
		2 – 41.9743 – 214.417	
		3 – 41.9855 – 214.360	
		<u>4 – 42.0034 – 214.268</u>	
		T 2:47.9162 – 214.393	
12:13 p.m.	#14	MIKE CONWAY/Bromley, England ABC Supply Co./A.J. Foyt Racing Honda	
QA-1(QE-3)		1 – 40.4456 – 222.521	Q – 42
		2 – 40.5542 – 221.925	
		3 – 40.4863 – 222.297	
		<u>4 – 40.4432 – 222.534</u>	
		T 2:41.9293 – 222.319	
12:19 p.m.	#7	SEBASTIEN BOURDAIS/Le Mans, France Dragon Racing Chevrolet	
QA-1(QE-3)		1 – 40.1469 – 224.177	Q – 43
		2 – 40.2109 – 223.820	
		3 – 40.2574 – 223.561	
		<u>4 – 40.2714 – 223.484</u>	
		T 2:40.8866 – 223.760	

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INDIANAPOLIS 500 BUMP DAY QUALIFYING CHRONOLOGY (cont.):

12:27 p.m.	#6	KATHERINE LEGGE/Guildford, England TrueCar-Dragon Racing Chevrolet	
QA-1		1 – 40.5287 – 222.065	Q – 44
		2 – 40.6125 – 221.607	
		3 – 40.6579 – 221.359	
		<u>4 – 40.6383 – 221.466</u>	
		T 2:42.4374 – 221.624	
12:35 p.m.	#22	ORIOLE SERVICIA/Pals, Spain Panther/Dreyer & Reinbold Racing Chevrolet	
QA-1		1 – 40.4302 – 222.606	Q – 45
		2 – 40.4578 – 222.454	
		3 – 40.4878 – 222.289	
		<u>4 – 40.4996 – 222.224</u>	
		T 2:41.8754 – 222.393	
12:42 p.m.	#41	WADE CUNNINGHAM/Auckland, New Zealand ECat/ABC Supply Honda	
QA-1(QE-3)		1 – 40.3273 – 223.174	Q – 46
		2 – 40.3219 – 223.204	
		3 – 40.2825 – 223.422	
		<u>4 – 40.3167 – 223.233</u>	
		T 2:41.2484 – 223.258	
12:49 p.m.	#64	JEAN ALESI/Avignon, France Lotus – FP Journe – Fan Force United Lotus	
QA-1		1 – 42.9097 – 209.743	Q – 47
		2 – 42.8349 – 210.109	
		3 – 42.8298 – 210.134	
		<u>4 – 42.7772 – 210.392</u>	
		T 2:51.3516 – 210.094	

A Band-Aid decal was placed across a seam between body parts on the #39 car of Bryan Clauson as a symbol of the work Sarah Fisher Hartman Racing completed to rebuild the car after Clauson crashed Saturday in qualifying.

12:56 p.m.	#39	BRYAN CLAUSON/Noblesville, Ind. Sarah Fisher Hartman/Curb Agajanian Honda	
		#39 Clauson pulls into deceleration lane in Turn 4 on first warm-up lap, pulls into pit lane due to mechanical problem.	

1:02 p.m. – **YELLOW**. Track inspection.

1:12 p.m. – **GREEN**. Track reopens for qualifying. Clouds cover the sun.

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INDIANAPOLIS 500 BUMP DAY QUALIFYING CHRONOLOGY (cont.):

1:15 p.m.	#39	BRYAN CLAUSON/Noblesville, Ind. Sarah Fisher Hartman/Curb Agajanian Honda	
QA-1(QE-2)		1 – 41.8191 – 215.213	Q – 48
		2 – 41.8716 – 214.943	
		3 – 41.8821 – 214.889	
		<u>4 – 42.2943 – 212.795</u>	
		T 2:47.8671 – 214.455	

Sarah Fisher Hartman Racing co-owner Sarah Fisher and general manager Andy O’Gara – husband and wife – described the work the team completed to rebuild the No. 39 Sarah Fisher Hartman/Curb Agajanian Honda that was damaged Saturday when rookie Bryan Clauson crashed in qualifying.

SARAH FISHER (Co-owner, Sarah Fisher Hartman Racing): “I think it’s another testament as to how great our group is. They’re all very talented; they think outside the box, and they have the ability to contribute in more ways than their job titles. They are a very passionate group. They want to see Bryan have a very successful month of May. Some of the guys just went home, took showers and came back. It was a very long night.”

ANDY O’GARA (General Manager, Sarah Fisher Hartman Racing): “We just got it on the high stand as soon as we could (Saturday afternoon) and tried to assess the race car to the best of our ability. We got some parts from Dallara and from Honda and went back to the race shop to get the necessary parts to put it back together. We went from the middle of the afternoon until the middle of the night, probably 3 to 4 a.m. We got most of it done here. I’m really happy with the effort that the team has put forth here. I couldn’t be more proud to be associated with SFHR and the Honda family. I’m excited to get this car in the field nice and safe today, but it’s definitely going to be a stressful 24 hours. We made several trips back and forth to the shop to get some parts off our third car.” (When were those trips?): “You name it: We were doing that all day long and up through the middle of the night. We had some parts here, but most of the big stuff came off the third car. We were fortunate that Dallara is here, very close to the shop and the track. We went to Dallara to get parts – new side pods, new underwing, new engine cowling, and other body pieces and mechanical bits. We went through tech around 9 o’clock this morning. The car was damaged pretty badly; it’s a \$200,000 hit. It was a big hit – left-side body work, left-side suspension, front and rear wings, engine, gear box, side covers, drive line, radiators, exhaust – big hit.”

Panther/Dreyer & Reinbold Racing co-owner Robbie Buhl described the work the team completed to rebuild the No. 22 Panther Dreyer & Reinbold Racing Chevrolet that was damaged Saturday when Oriol Servia crashed in qualifying.

ROBBIE BUHL: “It’s just proof that you never take this place for granted. It looked a lot worse than it was, probably, but we didn’t get into the side pods of the car. The undertray wasn’t too bad. The guys had the car back together by 11 last night, and we were out of here. I would say we were pretty lucky, all things considered.” (Was working through this situation any different with this particular car compared to the previous Dallara?): “The fact that we were able to get the car back together in a real timely manner I think; the gearbox held up, it’s the same gearbox. All is pretty good. But this is a new car, and we haven’t seen many crashes with them, so you’ve just got to learn where the strengths and weaknesses are with them. From what we had yesterday, we were lucky, and everything held up very well. We had to make up some parts last night at our shop. We had to do something on our Hurco CNC. But all in all, we gathered up all the parts.”

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Senator Richard Lugar (R-Ind.) performed the traditional Armed Forces military swearing-in ceremony this morning, as he has done at IMS for more than 30 years. This will be Lugar's last swearing-in ceremony as a U.S. Senator at IMS, as he lost a Republican primary May 8. He has served as U.S. Senator since January 1977, the longest-serving Senator in Indiana history.

SEN. RICHARD LUGAR: "We started this with Tony Hulman's blessing 35 years ago, but he died before we had our first swearing-in ceremony. The first two were without the Armed Services breakfasts. They were small gatherings. For the last 30 years, we've had breakfast with all the Armed Services, all the recruiters, the American Legion, the veterans' groups and the Hulman family. It has become a tradition that has become so very important, and as we saw with 75 new recruits today, it has taken hold in a very patriotic day. I have looked forward to it every year, first of all, to congratulate all those who are serving. Only one out of every 10 Americans has served in the Armed Forces, and as I mentioned here today, only one in every 100 are volunteering to do so now. Only 25 members of Congress have served in the Armed Forces. This is something we all celebrate, to encourage people to think about such a career, to think about the needs of our nation." (About his future attendance at IMS): "I feel like I'm a plank-owner in this event, and I hope we will have an opportunity to participate for many years to come. We won't be able to be here on Race Day, but we've had some great experiences here on Race Day. We'll be watching it on television this time and keeping track of all the excitement."

1:20 p.m. – **YELLOW**, followed by **GREEN**. Track opened for practice.

1:57 p.m. – **YELLOW**. Track inspection. #20 Carpenter preparing to make qualification attempt.

INDIANAPOLIS 500 BUMP DAY QUALIFYING CHRONOLOGY (cont.):

At 2 p.m., the ambient temperature was 87 degrees with calm winds. Skies were partly cloudy. The track temperature was 119 degrees, according to Firestone engineers.

2:04 p.m.	#20T	ED CARPENTER/Indianapolis Fuzzy's Vodka/Ed Carpenter Racing Chevrolet	
QA-1(QE-3)		1 – 40.4099 – 222.718	Q – 49
		2 – 40.4586 – 222.450	
		3 – 40.5515 – 221.940	
		<u>4 – 40.5062 – 222.188</u>	
		T 2:41.9262 – 222.324	

2:11 p.m. – **GREEN**. Track open for practice.

2:24 p.m. – **YELLOW**. #83 Kimball does half-spin to right in Turn 1 and hits SAFER Barrier with left front and left side of car. Car does half-spin and slides through short chute between Turns 1 and 2 and stops on apron at entrance to Turn 2. Kimball climbs from car with assistance from Holmatro Safety Team. Heavy damage to left side of car. Light damage to front left wing and rear wing.

2:35 p.m. – **GREEN**.

2:43 p.m. – **YELLOW**.

Medical update from Dr. Michael Olinger, INDYCAR medical director: Charlie Kimball was evaluated and released without injury from the IU Health Emergency Medical Center at IMS. He is cleared to drive.

2:52 p.m. – **GREEN**.

3:04 p.m. – **YELLOW**. Track inspection.

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3:15 p.m. – **GREEN**.
3:42 p.m. – **YELLOW**. Debris.
3:46 p.m. – **GREEN**.
3:58 p.m. – **YELLOW**. Debris.
4:08 p.m. – **GREEN**.
5:10 p.m. – **YELLOW**. Track sweep.
5:20 p.m. – **GREEN**.
6 p.m. – **CHECKERED**. End of practice.

INDIANAPOLIS 500 FIELD NOTES:

- There are three former Indianapolis 500 winners in the starting field: Helio Castroneves (2001, 2002, 2009), Scott Dixon (2008) and Dario Franchitti (2007, 2010). Between them they have six victories. The record for most former winners in the field is 10, in 1992. The fewest, other than the inaugural race in 1911, is zero in 1912.

- There are eight rookies in the field. This year's rookies are Jean Alesi, Rubens Barrichello, Bryan Clauson, Wade Cunningham, James Jakes, Katherine Legge, Josef Newgarden and Simon Pagenaud. Last year there were five rookies.

- Helio Castroneves is the most experienced driver in the field, with 11 previous Indianapolis 500 starts. The record is 35, set in consecutive years from 1958-92 by A.J. Foyt.

- Dario Franchitti has led 306 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 Scott Dixon (293), Helio Castroneves (231) and Tony Kanaan (214).

- Thirteen different drivers in this year's field have led a total of 1,156 laps in previous Indianapolis 500 Mile Races.

- There is a combined 103 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 142 years of combined experience in last year's field.

- The oldest driver in the starting field is Jean Alesi, 47. The youngest qualifier is Josef Newgarden, 21. Alesi is the oldest rookie to start in the Indianapolis 500. He will be 47 years, 351 days old on Race Day. The previous oldest rookie to start in the Indianapolis 500 was Jack Hewitt at 46 years, 320 days in 1998.

- There are 11 veterans of INDYCAR-sanctioned Firestone Indy Lights competition in the field. They are Marco Andretti, Ana Beatriz, Ed Carpenter, Bryan Clauson, Wade Cunningham, JR Hildebrand, James Hinchcliffe, Charlie Kimball, Josef Newgarden, Graham Rahal and Sebastian Saavedra. Townsend Bell, Helio Castroneves, Scott Dixon, Tony Kanaan and Oriol Servia competed in Indy Lights before INDYCAR sanction.

- In addition to the eight rookies in the race, there are four drivers – Sebastien Bourdais, Mike Conway, Michel Jourdain Jr. and Sebastian Saavedra – who did not start in last year's race.

- Sixteen of the 33 drivers in this year's field earned their career-best Indianapolis 500 starting spot: Ryan Briscoe (1st), James Hinchcliffe (2nd), Ryan Hunter-Reay (3rd), Marco Andretti (4th), Josef Newgarden (7th), E.J. Viso (9th), Rubens Barrichello (10th), Ana Beatriz (13th), Charlie Kimball (14th), James Jakes (17th), Simon Pagenaud (23rd), Sebastian Saavedra (24th), Wade Cunningham (26th), Katherine Legge (30th), Bryan Clauson (31st), Jean Alesi (33rd).

- All five Andretti Autosport drivers – James Hinchcliffe, Ryan Hunter-Reay, Marco Andretti, Ana Beatriz and Sebastian Saavedra – achieved career-best Indianapolis 500 starting spots this year.

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Charlie Kimball talked about his accident today in the No. 83 NovoLog FlexPen Honda.

CHARLIE KIMBALL (No. 83 NovoLog FlexPen Honda): “It’s really disappointing to go out today and crash the car. Fortunately, the chassis is OK, and the guys have plenty of time and are well into fixing it already. I just feel bad for the Novo Nordisk Chip Ganassi Racing crew because we have been having a very good month. We still have a really good race car, and I just made a mistake. I learned my lesson, and we’ll go out and have a really good race next weekend.”

Indianapolis 500 veteran John Andretti was in Gasoline Alley today.

JOHN ANDRETTI (About whether he'll continue to pursue future opportunities for the "500"): "I'd love to. It's tough being here this month, because, really, I've got the time, I've got the energy, and I've got the desire to be here, but unfortunately that didn't happen. But I'm really happy for Andretti Autosport and that group, because they've bounced back nicely qualifying right at the front. I think they're really competitive. Who knows, we may see another Andretti in victory lane here. It's been a long time since my uncle (Mario won, in 1969). I'm just really excited about that. I have good reasons to still cheer people on and be here, but again, it's not the same as getting to drive one of the cars around the Speedway and being in the Indianapolis 500. Next year, who knows? Hopefully I get a chance to pull out the boxing gloves and fight my way back in."

Third-generation racer Jarett Andretti is visiting the Andretti Autosport team today with his dad, John, today. Andretti, 19, aspires to follow in his family's tire tracks. He and his dad were teammates in the 50th Rolex 24 Hours of Daytona this year.

JARETT ANDRETTI: “I’m disappointed that I don’t have a ride for next weekend’s Night Before the 500, but maybe next year my dad can run the ‘500’ and I can run the Night Before. That would be cool. Right now I'm racing a 410 non-winged sprint car and hopefully will be running some super-modifieds and pavement midgets this year, too. I would really like to be here in July to run the GRAND-AM Rolex Series race with my dad. I think there's a good chance for us in a Mazda RX-8 again. Obviously, Indianapolis is where you want to race, and I think there's support for us to do that.” (Do you want to race the Indianapolis 500?): “Absolutely. Every young driver dreams of racing here, especially in an Indy car. Doing it in a stock car would be great, but to be here in an Indy car, that’s what I aspire to. I want to be out there running like these guys on track now in a couple of years.”

Today is Armed Forces Day at IMS, saluting America’s military. The military swearing-in ceremony and military displays around the grounds at IMS are part of the festivities.

JOHN FERBER (First Lieutenant, Indiana Army National Guard – Aviation): “It’s exciting to be here. There’s a great crowd. The people are really excited to see our aircraft. The kids get to ask a bunch of questions. It really gets the community involved with the local guys that are out there every day overseas. I’ve lived in Indiana most of my life. This is my first trip out here, and I love it. These new cars are great. Even though I haven’t gotten out here before now, I follow the sport pretty well. The cars look they’re moving really well out there. It’s a great time. A couple of drivers are going to come out and check out our aircraft. We’re going to give them the tour of what we do because they already showed us some of the things around their garages. It’s going to be exciting to build up some camaraderie.”

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Gary Rovazzini, facilities manager at Target Chip Ganassi Racing, was presented the IMIS/C&R Racing “True Grit” Award today in Gasoline Alley by officials from C&R Racing Inc., and the International Motorsports Industry Show (IMIS).

The \$5,000 award is annually given to a veteran INDYCAR team member who has achieved success, overcome adversity, excelled in preparation and has exemplified dedication to the highly skilled trade of building and maintaining IZOD IndyCar Series cars.

During Ganassi’s driving career in the early 1980’s, Rovazzini worked as a mechanic on many of his cars and was then one of the first people employed with Target Chip Ganassi Racing when it was formed in 1990.

Past Indianapolis 500 “True Grit” Award winners include: Kyle Moyer (Andretti Green Racing), Mitch Davis (Target Chip Ganassi Racing), Rick Long (Speedway Engines), Clive Howell (Penske Racing), Rick Rinaman (Penske Racing), Owen Snyder Jr., (Eddie Cheever Racing), Dennis Lacava (Hemelgarn Racing), John O’Gara (A.J. Foyt Enterprises), Craig Baranouski (A.J. Foyt Enterprises), John King (A.J. Foyt Enterprises) Tim Coffeen (Newman/Haas/Lanigan), Tim Homberg (Newman/Haas/Lanigan), John Tzouanakis (Newman/Haas/Lanigan), Paul “Ziggy” Harcus (Andretti Autosport) and the late Davey Evans (Newman/Haas/Lanigan).

GARY ROVAZZINI: “I’d like to thank my peers. I appreciate it very much. If it wasn’t for my wife, I probably wouldn’t be here today. She said, ‘Let’s go to the racetrack.’ I thought, ‘Why?’ She said, ‘We’ve got to see what’s going on.’ I wanted to come, but I didn’t think she did. I’m glad she brought me. I didn’t realize this at all until about five minutes ago. I just want to thank all of my peers, C&R. Thank you very much.”

The next day of on-track activity is Thursday, May 24, when practice and qualifying for the Firestone Freedom 100 takes place. Practice is scheduled from 9 a.m.-noon, with qualifying at 1:15 p.m.

END DAY 9 NOTES

96th INDIANAPOLIS 500 BUMP DAY QUALIFYING QUOTES – May 20, 2012

SIMONA DE SILVESTRO (No. 78 Nuclear Clean Air Energy Lotus HVM Racing Lotus): “It was all right. Not the speed we want for the month, but I think we’re in the show, so that’s a really good thing. We just have to focus on our program with the Lotus engine. We don’t have the speed we want, but we’ve been creeping up to the other manufacturers, so that’s a really positive sign. The Nuclear Clean Air Energy car was really good, really comfortable to drive. We just have to find a little more power, and then we should be all right. I think those were the most consistent laps I’ve done here at the Speedway. We’re pretty down on horsepower now with our engine, but we’ve made improvements. At the beginning of the season, we knew it was going to be difficult. But we’ve been improving, so that is the positive thing. We know, even for the race, it’s going to be difficult, so we just have to focus on what we have to do and learn as much as we can. Hopefully, toward the end of the season we’re going to be really competitive. It’s the first time I’ve had to qualify (for the Indianapolis 500) on Day 2. We don’t have the speed to be in the first 24, so we’re just focused on today, and we had really consistent lap times. We’re quite a bit slower than the other cars, so we’ll see what happens during the week. I think we found some speed, but it’s still slower. We’ll just try to focus on our car and what I have to do.” (About Race Day): “I’ll try to be as much out of the way as possible because I know when you have a fast car it’s annoying when somebody is that much slower. We all respect each other, and I just have to do my job to be quick and not try to be in the way, too. That’s kind of our goal for the race. The Indy 500 is the greatest spectacle on Earth, and everybody knows about it. It’s just so special to see all of the people here and all of the history behind it. And I can say that I have raced in the Indy 500. It’s really a special feeling.”

MIKE CONWAY (No. 14 ABC Supply Co./A.J. Foyt Racing Honda): “I would have loved to have put it in the show yesterday. We would have been better off. We’re in the race. The car has been very similar all month in terms of handling, it’s been very good. We weren’t looking to blow the world away with speed today. It was a case of getting in (the race) comfortably and not doing anything stupid. Our second lap was slower. We had a slight boost issue, but it went away. We wanted to be sensible. We haven’t been working on race stuff much this month because we’ve been trying to find speed. We can go out and focus on getting the car in race trim and get it comfortable. I just want to thank A.J. Foyt Racing and ABC Supply for hanging in there all week.”

ORIOLE SERVICIA (No. 22 Panther/Dreyer & Reinbold Racing Chevrolet): “We just wanted to make sure we had a solid effort to get it into the race. Obviously, to win the race, you have to be in it first. We wanted to accomplish that. Now we just work on the race car. This race, especially, has been won from the back many times. If you have a good car, you can definitely go forward. So that’s what we’re going to focus on. To win this thing, a lot of things have to go your way, no matter if you start in the front or the back. Probably more than any other race, the guy that’s on pole doesn’t win it. We would prefer to start on the front row like last year. It makes your race a lot easier, especially the first half. But we’re going to make it interesting. We’re going to start at the back and move forward.” (On driving the day after crashing his car on Pole Day): “The crash looked bad, but the car didn’t get too damaged. All my guys were working late last night and got it back together. If you think of things bad, it can get a lot worse if you crash again. Today is the last day to get into the race. At least now, no matter what happens the rest of the day, you know you’re in the race. It’s a big relief. There was not much to gain and a lot to lose if something went wrong today.”

ED CARPENTER (No. 20 Fuzzy’s Vodka/Ed Carpenter Racing Chevrolet): “The whole month hasn’t gone as you script them. I think I’ve been lucky for quite a few years to have a pretty seamless month of May. You never know with Indianapolis, when it is going to decide it’s your turn for a bad month. Things change quickly around here. One thing that doesn’t change for me is my confidence. I love racing here, and I love this race. As long as I’m in the field, I’m going to feel like I have a chance. More than anything, I’m just really proud of the effort that the team put

in. It's been an ugly month, but they've stuck behind me and stuck together and built a pretty good T-car for me. I think the track is getting more difficult with how many days we've had of no rain. There's a lot of rubber on the racetrack. I think that all of that rubber and grip, it's not necessarily a good thing because there is so much rubber down, it makes it a little more inconsistent. The car makes a lot of downforce, and it can be deceptively comfortable. But it's a little finicky, too. I think all of us were maybe getting a little too comfortable with it, and now things are about to happen. As the week has gone on, it's gotten a lot hotter, a lot of rubber down, and I think the conditions are just challenging. It's still a new car. Everyone has a lot to learn. Thankfully, everybody has been OK that's been in accidents so far. Nobody had seen one of these cars really crash at speed until this month, so I know Dallara is studying every accident they see and making things better when they can." (How did you feel after your accident yesterday and how did your team respond?): "I give the team very high marks. They've done a great job. The effort that they've given me all week long has been outstanding. By the time I actually went to sleep, I was pretty exhausted. It was a long day. I was really, really mad for probably three hours, and then the anger starts to go away, and you just have to figure out what you have to do for the next day – what works need to get done, what you need to do to get the car right and handle better. Once you get back in that mode and get back to work, you calm down and start focusing on the job at hand." (What were you specifically mad at?): "I was mad at myself and anybody that came in contact with me and pretty much the whole situation. I was mad that the car got destroyed, mad that setup wasn't better and mad that I was stubborn and insisted on keeping my foot in it when I knew it wasn't any good. You name it, I was just mad at the whole situation."

JEAN ALESI (No. 64 Lotus-FP Journe-Fan Force United Lotus): "It's a big relief for me to finally get into this race. We've had all week to work on it, and obviously we now have the car in the race. I'm glad, but I really was expecting more speed from the car. That was all we could get, and we took it. We have to work now on the race situation. We know we cannot really gain much from the qualifying setup in practice this afternoon. We will just have to work for the best result from the race." (About his Indianapolis 500 debut): "This is an amazing experience for me. I'm 47 years old, and I have learned more in one week here than I did in my entire Formula One career."

WADE CUNNINGHAM (No. 41 ECat/ABC Supply Honda): "It was nice to go out and get in the field. It's disappointing because, from my side, instead of doing the maximum, we're basically doing the minimum to get in, and that's not how I enjoy racing. We didn't come here to be field-fillers. We are safely in the field, and we can start working on race setup. We had a lot of downforce in qualifying trim, so we could have gone significantly faster if we had to. I would have liked to have been at the limit because that's what were supposed to do here, right? I'm happy to be here. We'll change gears, go back out and simulate race conditions. We'll find out what kind of race car we have."

SEBASTIEN BOURDAIS (No. 7 Dragon Racing Chevrolet): "The run was good. I just wish it had been yesterday, and we'd be quite a bit higher up on the grid. We haven't really changed the car at all. The balance has been good. The speed varied a lot from Saturday, and we can't quite figure out why. I'm just happy that the TrueCar-McAfee entry is in the show. I'm glad to be with Chevrolet and looking forward to the rest of the season."

BRYAN CLAUSON (No. 39 Sarah Fisher Hartman/Curb Agajanian Honda): "It's exciting. You know, obviously when you have a run like we did yesterday at 223 and a half or so and come back today and go run that, you're not excited. But it's a product of just needing to get four laps in and putting something that was safe on the car and making sure we didn't have another incident like we did yesterday. It kind of snuck up on us yesterday. The car had been comfortable the whole run. If you would have stopped me at the flag stand on the third lap, I probably wouldn't have changed a thing. It just got away from us there in Turn 1 and kind of put us in a little bit of a bind. But it's exciting to get in. Those four laps were a heck of a lot easier before I messed them up yesterday. I was bummed, I guess, but it was neat to see all the hard work that went into getting the thing back out there. Those guys worked until 2, 3 in the morning to get us back out there. So to get out there and put it in the show and be

able to go and work on race stuff is what it's about." (On Josef Newgarden saying he felt Clauson was simply unlucky): "Honestly, I was watching the video and hoping I'd see something I did different or something. I felt like I mirrored Turn 1 the other three laps. It just stepped out. I didn't sleep much last night. It makes it tough, especially for a small team like Sarah Fisher Hartman Racing. If we did it again today, we were done. So we just had to go out there and put in a conservative run and get four laps down." (On a former INDYCAR champion saying after Clauson lost it yesterday, he looked like an INDYCAR driver as opposed to a dirt track driver; that he did the right thing): "Yeah, I chased it as long as I could. I don't think I got my hand up quick enough because I didn't get it tucked away and hit it on something and hurt it a little bit. Other than that, I don't know what I could have done different. I chased it up the track. It kind of caught me by surprise, really. I ran through it a hundred times and don't know what I would have done different, other than lift, I guess. I stand firm that my first three laps were easy flat, and it never wiggled on me, so there was no real reason to expect it. Obviously, I would have liked to have gone out there and run 223 and a half like I did yesterday, and we'd be starting 16th or 17th or wherever that would have put us. But we don't have any more cars. There's 33 (spots), and we don't have any sitting at the shop ready to go, so we've just got to put four laps down. What there was to gain by trimming out and trying to run 25th quick? Whether you start 25th or 31st, it really doesn't matter. I guess will get a little bit of a head start on the Hard Charger Award starting a little bit further back. Us short-track guys like that." (If you start in the last row, you'll have a heck of a party to go to): "Sweet, nice, perfect. See, I didn't know that. Now I have something to cheer about. We might have to withdraw and try and go a little slower if we have to. Trust me, those four laps are a heck of a lot easier before you mess them up. I was happy that that last one was over." (On whether sprint cars are a better preparation for Indy cars than other formulas): "I don't know. What we have over here in the ladder system, I'm sure, is fairly similar to the preparation they have over there (Europe). It seems to be working pretty well. What you learn from the USAC side of things in sprint car and midget is you have to be pretty darn versatile to be getting in those cars. You see a lot of different situations, track layouts and a lot of different type of tracks. You learn to adapt and be able to adjust. It's just a different way of coming up. I won't take anything away from the formula ranks. That system seems to be working." (How many laps does it take to get your confidence back?): "I'm not sure I have all of my confidence back, yet. We did two runs this morning, close to 10 laps. We had a couple issues on the first run with some things, so we only had four or five at speed laps to get a feel for it." (On the Band-Aid decal the team put on the top of the sidepod): "That kind of explains the night. They got a Band-Aid to put over the half blue, half carbon on the left side of the car. They put a Band-Aid right in the middle to kind of transition it, I think. That's what got them through the night, I guess, knowing that when I walked in in the morning I was going to see that and laugh. It was cool. This is such a pressure-packed month; sometimes the little things go a long way." (On the support he feels and the weight he feels of the USAC community on his shoulders): "The support from everybody has been amazing. Yesterday - this is the young guy in me - I was trending on Twitter, which I thought was pretty cool. I'd never had that happen before." (More Clauson on next page)

BRYAN CLAUSON (No. 39 Sarah Fisher Hartman/Curb Agajanian Honda) (cont.): "There's a lot of people watching, and a lot of people are cheering for us and rooting for us to be successful because of the background I have. It's been a while since a guy has made the jump successfully and that the fans felt like they had somebody to cheer for in the Indianapolis 500. Right, wrong, indifferent, you can look at it several different ways. A lot of them still feel like they don't have one of their own in INDYCAR, and that's what we bring with myself and USAC, in general. There's this fan base that feels like they're lost in watching the '500.' They're very passionate about the '500,' but just don't have a common interest. Hopefully, on Carb Day and Sunday there will be a lot of sprint car shirts in the stands and a lot of people cheering for us. It's been pretty humbling, really, the support we've gotten."

KATHERINE LEGGE (No. 6 TrueCar-Dragon Racing Chevrolet): "It's definitely a massive relief after the week or two that we've had. We basically qualified our race car. We haven't had time on track to work on qualifying setup or

anything like that, so we needed to find a car that was easy to drive at this stage. I am a rookie, and the team did a good job of giving me a very solid, very stable race car. I'm pretty sure that it's very close to the car that we will race. I finished my rookie orientation on Fast Friday, and we haven't had any real testing time, so it's been difficult. But we're here, and we've made the best of it. As my engineer would say, there are no ifs in racing." (About racing at the Indianapolis Motor Speedway): "At the end of the day, it's a racetrack. You drive around it in race car, and we are all professionals. But it's a very special place with all of the tradition and everything else that surrounds it. All I have to do is go out, put my foot to the floor, and drive around four laps right? But you still get nervous. It's the Indy 500, for goodness sake! I watched Michael Andretti and Nigel Mansell and those guys when I was a kid. I wanted to do that, and now I'm getting the opportunity to. Not many people do, and I'm hugely thankful."

END BUMP DAY QUALIFYING QUOTES

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TODAY’S SCHEDULE (all times local):

7 a.m. Garages open
9 a.m.-noon Firestone Freedom 100 practice
1:15 p.m. Firestone Freedom 100 qualifications (all positions)

Sebastian Saavedra is the only driver this year attempting the Indianapolis 500-Firestone Freedom 100 “double.” Saavedra is starting 24th in the “500” in the No. 17 Team AFS Chevrolet. He is driving the No. 27 Team AFS car in the Firestone Freedom 100. Both cars are fielded by Team AFS/Andretti Autosport.

Saavedra, who also completed the “double” in 2010, is one of three drivers to achieve the feat. The others are Jeff Simmons in 2004 and Marty Roth in 2004-05. Simmons is the only driver to be running at the finish in both races in the same year.

Seven-time Indianapolis 500 starter and 1992 Indianapolis 500 Rookie of the Year will return to the driver’s seat during the Kroger Super Weekend at the Brickyard, driving in the GRAND-AM Rolex Sports Car Series race Friday, July 27.

St. James, a two-time winner of the Rolex 24 at Daytona, will drive in a SpeedSource Mazda RX-8 GT entry.

Her last professional start was the 2000 Indianapolis 500. A vintage race win at Thunderhill Raceway Park in northern California sparked her interest to return to professional racing. She met with GRAND-AM and Indianapolis Motor Speedway officials during this year’s Rolex 24 at Daytona, and the idea of her return at Indy was spawned.

LYN ST. JAMES: “I’ve been doing vintage racing with some success in a 1977 Chevron B39 Formula Atlantic owned by Chris Locke. I had a win at Thunderhill, and there’s nothing like a race win to get your juices flowing again!” (About how idea spawned to race at Kroger Super Weekend): “I was talking about my vintage racing at the Rolex 24. Since GRAND-AM is coming to Indianapolis, some IMS folks said, ‘You should be in our race,’ and, of course, I said, ‘I’m in!’ But I realized preparing to get back into pro racing is a whole different category. I’ve been training very hard physically and mentally, doing some laps at Bondurant and now karting at New Castle just to get all my skills up. I want to be sharp and at my best! I want this to be successful for everybody.”

WJAA Radio from Seymour, Ind., won the Media Pit Stop Contest on Wednesday during American Family Insurance 500 Festival Community Day at IMS.

Naptown Buzz finished second, with HANK FM of Indianapolis third.

Purdue University has reached an agreement with Firestone Indy Lights team Jeffrey Mark Motorsport that will provide opportunities for students and faculty to participate in motorsports while offering the team help with engineering and technology.

It follows the announcement earlier this month that Purdue has partnered with three INDYCAR racing teams, Dreyer & Reinbold Racing, Bryan Herta Autosport and HVM Racing.

Team owner Jeffrey Mark earned a Purdue degree in sports medicine in 1995 and has been involved in the Purdue motorsports program.

Juan Pablo Garcia will drive the No. 76 Freightliner Jeffrey Mark Motorsport car in the Firestone Freedom 100 on Friday. The Purdue logo will be featured on the back wing of the car.

JEFFREY MARK: “I am thrilled to partner with my great alma mater. After graduating, I knew I wanted to stay connected to the university, and this is the perfect opportunity. This partnership is a great way for students to experience the world of racing hands-on. I am honored to be able to support both Purdue University and the future of motorsports engineering.”

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INDYCAR, the sanctioning body for the IZOD IndyCar Series, announced today that all engines will maintain a boost level 130 kPa for the Indianapolis 500 on Sunday.

WILL PHILLIPS (Vice president of technology, INDYCAR): “After evaluating a variety of options and speaking with all engine manufacturers, we feel it is best from a both a competition and safety standpoint to maintain the current superspeedway boost level for our Lotus-powered entrants. At this point, there are too many unknown variables in allowing an engine to run a full-race distance at the increased boost level, so it's something we are going to need to explore further. At the beginning of the season we mandated there would be no changes to performance regulations prior to June 18, and we plan to maintain that time frame.”

BEAUX BARFIELD (President of competition, INDYCAR): “From a safety standpoint, we will be keeping a close eye on speeds as the race progresses to ensure that all cars are within 105 percent of the race leader's pace. We want to make sure that we are managing the speeds and car placement as the drivers navigate through traffic.”

Dallara Automobili officials have cut three slots in underwing supports of the new IZOD IndyCar Series cars to lessen lateral and maintain vertical stiffness. The simple modification will be complete for Miller Lite Carb Day on Friday on all 33 cars in the starting lineup.

While it might seem contrary to safety objectives, testing by Dallara earlier this week found that the stiffness of the underwing supports could be a contributing factor to the car slightly lifting off the racetrack in three instances over the Indianapolis 500 qualifying weekend when it impacted the SAFER Barrier with the car's centerline parallel to the wall.

Through the nine days of practice and qualifications, five crashes were recorded. All competitors – Josef Newgarden, Bryan Clauson, Oriol Servia, Ed Carpenter and Charlie Kimball -- were checked at the infield medical center and cleared to drive.

The 2.5-mile racetrack is the first oval test for the new car that was designed and manufactured with safety features not incorporated in the car that had been in use from 2003-11.

Crash computer modeling and sled testing of the monocoque, roll hoop, attenuator, side and bottom intrusion panels and nose box was part of the design and development process at the company's Italy headquarters.

WILL PHILLIPS (Vice president of technology, INDYCAR): “Dallara's response has been immediate to try and make sure all improvements possible could be implemented in time for the race – all credit to them. Feedback from observers, safety officials and drivers enabled Dallara to have the data very quickly, and their solution and response is a great example of how safety comes first.”

Sirius XM Radio, the Official Satellite Radio Partner of INDYCAR, the sanctioning body for the IZOD IndyCar® Series and Firestone Indy Lights, announced it will offer comprehensive coverage of the Indianapolis 500 on Sunday.

SiriusXM listeners will have access to the live call of “The Greatest Spectacle in Racing” on channel 94 on XM and channel 212 on Sirius Premier (formerly known as “The Best of XM”). Race Day coverage begins at 9 a.m. (ET), with extensive pre-race programming hosted by veteran broadcaster Jack Arute. Live race coverage at noon will be followed by a post-race recap and interviews.

The Firestone Freedom 100 for Firestone Indy Lights also will be broadcast live at noon Friday on SiriusXM, channel 94 on XM and channel 212 on Sirius Premier.

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The 2012 American Auto Racing Writers and Broadcasters Association Annual Breakfast will take place at 8 a.m. Saturday, May 26 in the Brickyard Crossing Pavilion. Media planning to attend must RSVP to AARWBA Midwest Vice President Ron Lemasters at rlemasters14@comcast.net.

Awards to be presented at the breakfast include the “Jigger” Award, the Angelo Angelopolous Sportsmanship Award and contest media awards.

IZOD IndyCar Series driver Katherine Legge will honor millions of Girl Scouts by wearing the Girl Scout logo on her helmet during the 96th Indianapolis 500 on Sunday. Legge, who attributes much of her success to the confidence and character she developed while growing up as a Girl Guide in the United Kingdom, will become the ninth woman to race in the Indianapolis 500.

The logo will be worn to call attention to Girl Scouts' *ToGetHerThere* campaign, and Legge's partnership with the Girl Scouts will continue beyond the race Sunday as she becomes Girl Scouts' inaugural STEM (Science, Technology, Engineering & Math) Ambassador and Girl Scouts' first motorsports athlete as a national spokesperson.

Girl Scouts of the USA is celebrating its centennial this year and is using this moment to engage all members of society—mothers, fathers, all adults and INDYCAR fans, corporations, government and nonprofits—to help girls reach their leadership potential. To support this effort, Girl Scouts has launched the *ToGetHerThere* cause campaign, the boldest advocacy initiative dedicated to girls' leadership issues in history. The goal of the campaign is to create balanced leadership in one generation.

The Girl Scouts named Legge the inaugural STEM Ambassador because she exemplifies the qualities needed to succeed in a STEM field by succeeding in the male-dominated sport of racing. These qualities include having a strong understanding of math and the sciences, being team-oriented, and working diligently toward a defined goal.

KATHERINE LEGGE: “Without a strong belief in myself, I would not be one of the few women to compete at the highest level in the male-dominated world of motorsports. Carrying Girl Scouts' logo on my helmet reminds me of what got me here. When I was a young girl, Girl Guides inspired me to believe that if I set my mind to it, nothing could prevent me from achieving my dreams. For me, I grew up thinking I could do anything that I set my mind to – anything I wanted to do I could do – and there were no limits to that. I've believed that all the way through my career and that is probably why I am where I am now. It's an absolute great honor. Thanks so much to Anna Maria Chavez and to every single one of you for having me as a big sister, so to say. It's a very big honor and a responsibility that I will take very, very seriously moving forward.”

ANNA MARIA CHAVEZ (Chief executive officer, Girl Scouts of the USA): “At Girl Scouts of the USA, we want all girls to have the opportunity to be leaders in their own lives and realize their full potential. But girls can't get there alone. We're thrilled Katherine will carry Girl Scouts' logo with her during her first Indianapolis 500 race because it draws much needed attention to the cause of girls' leadership. It also shows girls that if you have a dream, and if you believe in yourself and work hard to accomplish that dream, you can do anything.”

FIRESTONE FREEDOM 100 PRACTICE:

At 9 a.m., the ambient temperature was 73 degrees with a relative humidity of 88 percent and south winds at 5 mph. Skies were sunny.

9 a.m. – **GREEN.** #77 Vautier first on track.

9:11 a.m. – **YELLOW.** Tow-in for #77 Vautier, stopped in deceleration lane in Turn 4. Crew reports loss of power.

9:16 a.m. – **GREEN.**

9:56 a.m. – **YELLOW.** Debris.

10 a.m. – **GREEN.**

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FIRESTONE FREEDOM 100 PRACTICE (cont.):

10:23 a.m. – **YELLOW**. Debris.

10:34 a.m. – **GREEN**.

Noon – **CHECKERED**. #27 Saavedra fastest at 189.447.

FASTEST TIMES/SPEEDS OF PRACTICE:

Pos.	Car	Name	Time	Speed
1.	27	Sebastian Saavedra	47.5067	189.447
2.	2	Gustavo Yacaman	47.5226	189.384
3.	22	David Ostella	47.5348	189.335
4.	7	Oliver Webb	47.5582	189.242
5.	86	J.V. Horto	47.5891	189.119

FIRESTONE FREEDOM 100 QUALIFYING:

Firestone Indy Lights qualifying consists of a two-lap qualifying attempt. Cars are ranked in order based on the quickest cumulative time. Cars take the green flag on the first time past the flag stand. 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: #27 Sebastian Saavedra, 47.5067 seconds, 189.447 mph.

At 1:15 p.m., the ambient temperature was 83 degrees with a relative humidity of 51 percent and southeast winds at 13 mph. Skies were sunny. The track temperature was 118 degrees, according to Firestone engineers.

FIRESTONE FREEDOM 100 QUALIFYING CHRONOLOGY:

Time of Day	Car	Driver	Lap 1 Time	Lap 2 Time	Cumulative Time	Average Speed	Rank
1:15 p.m.	4	Jorge Goncalvez	48.1814	48.2770	1:36.4584	186.609	1
1:18 p.m.	17	Brandon Wagner	48.2541	48.3028	1:36.5569	186.419	2
1:21 p.m.	77	Tristan Vautier	48.3028	48.4317	1:36.6462	186.246	3
1:24 p.m.	27	Sebastian Saavedra	48.3959	48.5182	1:36.9141	185.731	4
1:27 p.m.	87	Chase Austin	48.6466	48.8201	1:37.4667	184.678	5
1:30 p.m.	19	Mike Larrison	48.8752	48.5617	1:37.4369	184.735	5
1:33 p.m.	15	Peter Dempsey	48.4766	48.6561	1:37.1327	185.313	5
1:35 p.m.	– YELLOW . Track inspection.						
1:40 p.m.	3	Victor Carbone	48.0436	48.1276	1:36.1712	187.166	1
1:44 p.m.	28	Anders Krohn	48.6908	48.6882	1:37.3790	184.845	7
1:47 p.m.	76	Juan Pablo Garcia	48.8266	48.7377	1:37.5643	184.494	10
1:50 p.m.	24	Armaan Ebrahim	48.5368	48.5906	1:37.1274	185.324	6
1:53 p.m.	26	Carlos Munoz	48.0523	48.1996	1:36.2519	187.009	2
1:56 p.m.	7	Oliver Webb	48.4759	48.6701	1:37.1460	185.288	9
1:59 p.m.	9	Alon Day	48.3204	48.2789	1:36.5993	186.337	5
2:02 p.m.	42	Emerson Newton-John	48.3437	48.2715	1:36.6152	186.306	6
2:05 p.m.	2	Gustavo Yacaman	47.8876	48.1037	1:35.9913	187.517	1
2:09 p.m.	11	Esteban Guerrieri	48.5333	48.5347	1:37.0680	185.437	10
2:12 p.m.	86	J.V. Horto	48.5496	48.8770	1:37.4266	184.754	15
2:15 p.m.	22	David Ostella	48.2313	48.2677	1:36.4990	186.530	5

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FIRESTONE FREEDOM 100 FIELD NOTES:

- This is the first career Firestone Indy Lights pole for Gustavo Yacaman, who has made 44 previous starts in the series between 2009-12. His previous-best start was second in 2011 at Iowa.
- This is the first Firestone Freedom 100 pole for Gustavo Yacaman. His previous-best start was ninth in 2010. This will be Yacaman's fourth Firestone Freedom 100 start.
- This is the first Firestone Freedom 100 pole for Team Moore Racing.
- Team Moore Racing is the first team other than Sam Schmidt Racing to win a Firestone Freedom 100 pole since 2008. SSM had won three consecutive poles for this race.
- Victor Carbone qualified a season-best second. His previous best was fifth at St. Petersburg.
- Carlos Munoz qualified third, tying his career and season best set at Barber Motorsports Park.
- Jorge Goncalvez qualified fourth, a season best and tying his career best. His previous best this season was eighth at Barber Motorsports Park. He qualified fourth in 2011 at Kentucky.
- David Ostella qualified a career-best fifth. His previous best was sixth in 2011 at Milwaukee and Edmonton 1.
- Brandon Wagner qualified sixth, his best in the Firestone Freedom 100. His previous best was 16th in 2010.
- Esteban Guerrieri qualified 11th, his first Firestone Indy Lights start outside the top five. He had qualified fifth or better for 17 consecutive races, a series record.

FIRESTONE FREEDOM 100 POST-QUALIFYING QUOTES:

ANDERS KROHN (No. 28 Bryan Herta Autosport): "I think it was a solid run. Most important is that I think I have a great car for the race. In practice, I could run high, low or in the middle. I wish we were starting further up, but it's a long race. Last year I came from the back to the front twice, and we'll try to come up through the field tomorrow, too. The Bryan Herta Autosport guys have done a great job, and I feel really positive. This place is tricky. We'll treat it with the respect that it deserves but give it our all tomorrow and see what we've got. I want to thank Bryan Herta Autosport, I-Tec, Yellow Jacket and Premiere Glass & Mirror of Lancaster, Pa., for all their support."

BRANDON WAGNER (No. 17 Team E): "The run was good. I gave everything that the car had, and the car felt good. We put together two solid laps. On Race Day, if we start up front, obviously the plan is to get in that clean air as early as possible. If we start in back, we're going to have to re-evaluate our setup and try to find some clean air as soon as possible. The race is going to be obviously fast-paced and a lot of crazy fast moves three-wide at Indy, always. So it's going to be an exciting race."

TRISTAN VAUTIER (No. 77 Mazda Road to Indy/SSM w/Curb-Agajanian): "It was not fast enough, apparently. I just got to find more speed when I'm by myself. I'm going to focus on the race for tomorrow. But the car was feeling really good, but just not fast enough. We're going to work for tomorrow, and it should be good."

SEBASTIAN SAAVEDRA (No. 27 Team AFS): "It was not what I was expecting. I thought we could have quite a bit stronger pace. We have a very strong race car, which is important. I just wanted to start a little bit more in the front. We'll see what is going to happen, but for now we are going to keep working on the qualifying car." (Does it help you to be participant in both the Firestone Freedom 100 and the Indy 500?) "It is a big difference. At the end, it is just some mileage that we will gain. I'll just try to bring whatever I learn from the race (Friday) for the race on Sunday."

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FIRESTONE FREEDOM 100 POST-QUALIFYING QUOTES (cont.):

JORGE GONCALVEZ (No. 4 Belardi Auto Racing): “It was pretty good. I was the first guy to go out. Like always, I try to do the best that I can. I feel pretty good right now. We have a really fast car. Tomorrow, the race is going to be good.”

CHASE AUSTIN (No. 87 Juncos Racing): “The driver didn’t do so well. They gave me a pretty good car. My teammate has the same setup, so hopefully he can do a little more with it than what I did. I’m kind of disappointed in myself. These guys work really hard. We struggled in practice a little bit, but we’ll be there for the race. I’ve never really had to deal with the wind like these cars have to. In my background, I never had to deal with shifting while I was racing and everything. I should have downshifted on the front straightaway to keep the RPMs where they needed to be. Like I said, kind of a rookie deal and, at the same time, driver error.”

MIKE LARRISON (No. 19 Belardi Auto Racing): “It was pretty good. It’s hard to see what the wind is going to do with it blowing around like this. You know, sometimes it calms down. I thought we had a little more speed than that, but we’re in the field, and we’ll just have to see what happens tomorrow.”

ALON DAY (No. 9 Belardi Auto Racing): “I think our guys did a fantastic job. We’ve really been struggling with the engine the last few outings, so we changed the engine last-minute. It was a huge effort by the entire team, and I think we’re going to be fast tomorrow. I’m excited for my first Freedom 100.”

PETER DEMPSEY (No. 15 Younessi Racing): “I gave it everything we had. Not just myself, but the whole team at Younessi Racing has done everything possible to be here. I just think that the wind picked up there, to be fair. The first two cars ran low 48s, and then we’re all back in the mid to high 48s. It’s just unfortunate with the wind. In Turns 1 and 2, I was really turning against the wind there, and the car moves about. The problem is, you have to run fourth gear on one straight, and it’s not worth the risk to have to change to fifth because it won’t pull it coming out of Turn 4. But we are where we are.”

JUAN PABLO GARCIA (No. 76 Freightliner Jeffrey Mark Motorsport): “I’m really happy to be qualifying here for my first time. I didn’t have the opportunity to qualify last year. So I think it was a good experience right now. It was my first qualifying on an oval. I think everything that I’m doing right now is new to me. I’m taking everything I learn to go faster.”

ARMAAN EBRAHIM (No. 24 Fan Force United/JK Tyres/AMG): “It was a clean run. The car was fine. I was completely flat right from the start. It was my first qualifying here. There is still some more work to do to find some more speed, and I’m sure that the team will really work hard on that, and we’ll have something for tomorrow.”

CARLOS MUNOZ (No. 26 Team Dially-Ser): “I am quite happy. It was my first qualifying here. It seems that I did a good two laps. I was not sure about what gears to use my first time. Because of the wind, I didn’t know what gear to put it in. I never before tried to go down one gear in the middle of the corners. But I’m quite happy. I was a little bit nervous for that. But, in the end, I think the end result was good. I’m happy with the car. And, I’ll just focus on tomorrow for the race.”

OLIVER WEBB (No. 7 Lucas Oil/Sam Schmidt Motorsports): “It was a bit average. I think we didn’t quite do as well as we thought we could. We’ll look at the data and see how it is, but I think we were just a little bit behind. We’ll see how it goes tomorrow. The wind is really changing everyone’s setup.”

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FIRESTONE FREEDOM 100 POST-QUALIFYING QUOTES (cont.):

EMERSON NEWTON-JOHN (No. 42 Fan Force United): “I think I could have honestly done a little bit better line on my second lap. I think I left a little bit on the table, line-wise. But I think we’ll still start top-eight, top-nine, which for the first time after 10 years that’s not bad. The racer in me wants to be on pole, just thinking of the little things I could have done. But that’s normal.”

GUSTAVO YACAMAN (No. 2 TMR-Tuvacol-Xtreme Coil Drilling): “I’m really pleased. I think the first lap was really good. The second lap wasn’t too bad, but I think we lost a little bit there. We’ll see what happens. It’s pretty windy. It’s pretty windy out there, for sure. We have a really good race car. We think things are looking good.”

VICTOR CARBONE (No. 3 Mav TV/Nevoni/SSM w/Curb Agajanian): “It was a good run. I felt that I extracted a lot of speed from the car, so we’ll see.”

ESTEBAN GUERRIERI (No. 11 Pistas Argentinas/SSM w/Curb Agajanian): “Actually, I am a bit disappointed. I’m not really quick in my two laps qualifying, same time in both laps. The wind was a bit tricky. But, obviously, Gustavo was in front of me, and he did a really quick run, so it is not an excuse. I should have tried to shift down on the short chute between (Turns) 3 and 4. That’s it so far, but we’ll be quick tomorrow, for sure.”

DAVID OSTELLA (No. 22 TMR-Global Precast-Xtreme Coil Drilling): “I’m very pleased with the run. The team worked so hard today. The test that we had, we were one and two; it went really well. We were two and three in the practice this morning. I couldn’t ask for anything more from them. They’ve been working so hard this whole week, just making sure the car was going to be prepped for today and for tomorrow. It was all about me just not putting it in the wall. I’m really pleased with starting fifth. I think we’re going to have a really strong car. We were really quick in the practice with the race cars, so we’ll see how it goes tomorrow.”

J.V. HORTO (No. 86 Juncos Racing): “For sure, we have to work more on the car. We were pretty good in practice. We were first for almost the whole session. But the wind changed a lot since the morning, and I think our gears changed a little bit. We need to work again on the gears, and I’m just looking forward to the race.”

Mecum Auction Company will serve as the primary sponsor of the Panther/Dreyer & Reinbold Racing entry driven by Oriol Servia on Sunday in the Indianapolis 500.

The Mecum Auction Company has specialized in the sale of collector cars for 25 years, now offering more than 10,000 vehicles per year. Mecum Auctions is the world leader of collector car, classic motorcycle, vintage wooden boat and road art sales.

ROBBIE BUHL (Co-owner, Panther/Dreyer & Reinbold): “We’re elated to have Mecum on board for the Indianapolis 500, as well as partner with us for the rest of the 2012 IndyCar season on the No. 22 entry. Dennis Reinbold, our entire team of sponsor partners and I share a deep appreciation and adoration for all cars, so this couldn’t be a better fit. Our goal is to help Dana and the entire team at Mecum Auctions put many more “SOLD” stickers on many more cars in the future.”

DANA MECUM (President and CEO, Mecum Auctions): “The Mecum family has been involved in racing for over 40 years, and the Indy 500 is the pinnacle of racing. So when Panther DRR presented this opportunity to us, it took less than five seconds to get on board, and I can’t wait to put a Mecum ‘SOLD’ sticker on a bottle of milk this Sunday.”

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DAY 10 – THURSDAY, MAY 24, 2012

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Firestone Freedom 100 starter Emerson Newton-John is the nephew of Grammy Award-winning singer Olivia Newton-John, who will give the command to start engines for the Firestone Freedom 100 and attend the Indianapolis 500.

Two-time Indianapolis 500 winner Dario Franchitti will join fellow “500” veteran Arie Luyendyk Jr. as a driver analyst during the live NBC Sports Network broadcast of the Firestone Freedom 100 Firestone Indy Lights race at noon Friday. Mike King is the play-by-play announcer.

Legendary NASCAR team owner and crew chief Ray Evernham drove a 1984 March/Cosworth No. 14 A.J. Foyt car around the IMS oval during the vintage laps this afternoon.

Evernham was the crew chief for Jeff Gordon’s first two Brickyard 400 victories, the inaugural race in 1994 and in 1998. He owned the car that Bill Elliott drove to victory in the 2002 Brickyard 400.

RAY EVERNHAM: “It’s a really neat car. It’s actually a car Foyt was doing a qualifying run in 1984, and it broke. He and (George) Snyder switched cars, and this car finished 11th in the ‘500’ in ’84. We were fortunate enough to get it out of a collection, obviously with Foyt’s name attached to it. Naturally, I’ve got some history with A.J. through the IROC years, and then through the Dodge years in NASCAR, so it’s just an honor for me to have the car.” (Do you follow IndyCar racing?) “I do. The most asked question I’ve had people ask me is, ‘Why IndyCar?’ I dreamed of racing here. That was my goal when I started racing. That is why I went to work for Roger Penske. I ended up on the IROC program and doing that and ended up the stock car route. I got hurt driving open-wheel but predominantly drove open-wheel cars my whole life. My goal was to drive Penske’s Indy car. I’ve had a love of Indy cars before I even knew about NASCAR.” (Did you grow up following the Indy 500?) “Back then, obviously, the names were Foyt, Andretti and Unser. I’ve never been the type of person to pull for just one driver. I really respected them all. I remember going to the armory in Trenton, New Jersey, to watch the race because it was a live broadcast. It’s been an amazing part of my life. Every time I come here – I’ve won three times here now, twice with Jeff Gordon and once with Bill Elliott, and I still get chills. Somebody asked me what it was going to be like driving the car, and I was about choked up. It’s something that I always wanted to do. To go around here, there is a lot of emotion. This place is special. It was special from the first time that I walked through those gates to run a stock car here. When you think about being able to drive on the same track that so many heroes drove on, with so much history and in the same car that A.J. Foyt drove in, is a pretty neat deal.”

FRIDAY’S SCHEDULE (all times local):

8 a.m.	Garages open
11 a.m.-noon	Indianapolis 500 final practice
12:15 p.m.	Firestone Freedom 100 pre-race
12:30 p.m.	Firestone Freedom 100 race (40 laps)
1:30 p.m.	IZOD Pit Stop Challenge

END DAY 10 NOTES

DAY 11 – FRIDAY, MAY 25, 2012 – MILLER LITE CARB DAY

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TODAY'S SCHEDULE (all times local):

8 a.m.	Garages open
11 a.m.-noon	Indianapolis 500 final practice
12:15 p.m.	Firestone Freedom 100 pre-race
12:30 p.m.	Firestone Freedom 100 race (40 laps)
1:30 p.m.	IZOD Pit Stop Challenge

Firestone Indy Lights announced today its intentions to debut a new race car for the 2014 season. A request for proposal was distributed to potential manufacturers and development firms earlier this month for both engine and chassis, and series officials will begin reviewing and evaluating the submitted applications after the due date of June 30.

The desired attributes of the 2014 Firestone Indy Lights car include:

- New chassis is to reflect current contemporary race car design with a forward-thinking, sophisticated and exciting formula. Chassis must be adaptable to compete on road, street and oval circuits with a minimum of facility-specific parts.
- New chassis to surpass all current FIA static and impact regulations while having the flexibility to accommodate a broad spectrum of drivers and seating positions.
- Improved aerodynamic performance that must also allow for enhanced sponsor placement opportunities on the car.
- Improved technological package to include but not limited to: paddle shifting, data systems and sensors.
- Potential to integrate an alternative fuel source.

The project will be under the supervision of INDYCAR Vice President of Technology Will Phillips and Firestone Indy Lights Technical Director Vince Kremer.

Firestone Indy Lights is the official stepping stone to drivers and teams striving to reach the IZOD IndyCar Series and the Indianapolis 500, and is the third rung on the Mazda Road to Indy driver development ladder system. Recent Firestone Indy Lights graduates competing in the 96th Running of the Indianapolis 500 on May 27 include 2011 champion Josef Newgarden, 2009 champion JR Hildebrand, 2005 champion Wade Cunningham, James Hinchcliffe and Charlie Kimball.

TONY GEORGE JR. (Director, Firestone Indy Lights): "As we look to the future for Firestone Indy Lights, we believe it's important that we do everything we can to attract new drivers, teams, partners and manufacturers to our series to continue to improve our formal system of driver development. The debut of the new car in 2014 will be a key step in this process while allowing our teams to operate as a true business through improved value proposition."

VINCE KREMER (Technical director, Firestone Indy Lights): "With our premium on safety, our goal is to develop a car that is technology relevant to the new IZOD IndyCar Series car. It is our intent to remain a spec series, as it creates the right platform to identify driver talent and contain costs. While it is important for us to gain a manufacturer badge for the engine and receive the endorsement of the auto industry, we want to make sure it is done in the right economic structure for our teams."

Quaker Chemical Corporation, an official sponsor and technical partner of Sarah Fisher Hartman Racing (SFHR), will serve as a sponsor of the No. 39 Sarah Fisher Hartman/Curb-Agajanian Dallara-Honda driven by rookie Bryan Clauson this Sunday in the 96th Indianapolis 500.

Quaker, with over 90 years of experience, provides process chemicals and fluids, fire resistant hydraulic fluids, liquid casting lubricants and multipurpose greases supporting a wide range of manufacturing industries.

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GRAND-AM Rolex Sports Car Series driver Ricky Taylor is at the Speedway today with his brother, American Le Mans Series driver Jordan Taylor, to support Cape Motorsports with Wayne Taylor, which is participating in pre-race ceremonies prior to the Firestone Freedom 100 with the Cooper Tires USF2000 Championship powered by Mazda.

Ricky Taylor will compete in the Rolex Sports Car Series event Friday, July 27 on the IMS road course during the inaugural Kroger Super Weekend at the Brickyard.

RICKY TAYLOR: “It’s pretty special today. I came with the Cape guys, who are running a (USF2000) car in Freedom 100 pre-race. It’s nice to be here, and it’s a really special place. It’s nice to be able to share it with those guys.” (About racing at IMS at Kroger Super Weekend in July): “It’s a whole new perspective for me. We’ve tested here two years in a row, but to race here is going to be pretty spectacular. The whole city of Indy is a pretty special place for me and (the SunTrust Wayne Taylor Racing) team. I’ve been watching the Indy 500 my whole life. I can’t wait to be able to race at IMS myself.”

A \$100,000 purse is up for grabs among 12 IZOD IndyCar Series teams in the IZOD Pit Stop Challenge today at 1:30 p.m. today.

The Pit Stop Competition consists of four rounds of head-to-head competition in which teams change four tires and simulate fueling.

Unlike past years, the winning team in each round will advance by having the quickest time from drop of the green flag until the car reaches the finish line. The winning team will receive \$50,000, with the remainder of the purse being distributed based on finish.

Seven entrants qualified through their performance at 2011 IZOD IndyCar Series races following the Indianapolis 500:

- No. 2 Team Penske with Ryan Briscoe
 - No. 3 Team Penske with Helio Castroneves
 - No. 9 Target Chip Ganassi Racing with Scott Dixon
 - No. 12 Team Penske with Will Power
 - No. 26 Andretti Autosport with Marco Andretti
 - No. 27 Andretti Autosport with James Hinchcliffe
 - No. 50 Target Chip Ganassi Racing with Dario Franchitti
- These five entrants qualified through time trials May 16:
- No. 38 Service Central Chip Ganassi Racing (Graham Rahal)
 - No. 4 Panther Racing (JR Hildebrand)
 - No. 22 Panther/Dreyer & Reinbold Racing (Oriol Servia)
 - No. 14 ABC Supply Co./A.J. Foyt Racing (Mike Conway)
 - No. 28 Andretti Autosport (Ryan Hunter-Reay)

Grammy Award-winning singer and actress Olivia Newton-John visited the Speedway today. She will serve as the honorary starter of the Firestone Freedom 100, in which her nephew Emerson Newton-John will compete.

Olivia Newton-John also will attend the Indianapolis 500 on Sunday.

OLIVIA NEWTON-JOHN: “I’m really excited. It’s very exciting to be here. This place is huge, and you can feel the energy from all of the people that come through here. There’s a lot of excitement, and it’s great to be a part of it. It feels like an old movie, standing up and saying, ‘Gentlemen, start your engines.’ It’s a new thing for me. I like new things. It’s very exciting. My whole family is here to watch my nephew Emerson Newton-John in the (Firestone) Indy Lights race. Tomorrow I’ll be riding in the (500 Festival) parade and going to a couple of events. I think I’ll have to be the ‘grand marshall-ette.’”

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ESPN pit reporter Jamie Little is working Sunday's telecast of the Indianapolis 500 on ABC while pregnant with her first child, who is due Aug. 8. The child is a boy.

Little will wear a specially-made fire suit during the telecast as she works pit road. The top half has expandable material down both sides and the bottom part is similar to maternity pants, complete with a stretchy belly band.

Little, who also works as a pit reporter for ESPN's NASCAR coverage, will miss the Crown Royal Presents the "Your Hero's Name Here" at the Brickyard on Sunday, July 29 at IMS while she is on a two-month maternity leave. Her last race will be the IZOD IndyCar Series race on July 8 at Toronto. She will return for the NASCAR weekend in early September at Richmond.

Her husband, Cody Selman, is a native of Indianapolis and is working the "500" as a tire changer on the No. 39 Sarah Fisher Hartman/Curb-Agajanian Chevrolet driven by Bryan Clauson.

JAMIE LITTLE: "I've been lucky with my pregnancy. I feel normal, and everything seems normal. I'm making a conscious effort to eat and drink more, especially when I'm on pit road and it's hot. But other than the fire suit being a two-piece and not a one-piece and having to get alterations every week to make it more comfortable, it's been normal." (About her child being a boy): "I'm very excited because I've been a tomboy my whole life, and my mom still doesn't understand why or how I was always a tomboy."

Susie Wheldon was presented with the Champion of Champions ring Thursday at the Indianapolis Motor Speedway that her late husband, Dan, earned for his unforgettable victory last May in the 100th Anniversary Indianapolis 500.

Indianapolis Motor Speedway Corporation President and Chief Executive Officer Jeff Belskus and Ken Keltner of Herff Jones presented the ring to Susie Wheldon. The Champion of Champions Ring by Herff Jones features 1 carat of diamonds and 14-karat gold.

SUSIE WHELDON: "I just want to take a moment to thank everybody for the outpouring of love and support over the past several months for me and my family. Everyone from Indianapolis, around the country and the world, my racing family and Dan's fans. It has been so comforting to have the support of so many during such a difficult time. I am honored to be here to be here to accept this Champion of Champions ring on behalf of my husband. Dan loved the Indianapolis Motor Speedway and what it meant to win here, and I am proud to be here to represent him as a two-time winner. I'm proud to be here with my children, Sebastian and Oliver, to celebrate their father's life and legacy and him as a great champion and ambassador of the Indianapolis 500. Thank you again for all of your love and support."

Firestone Indy Lights team Jeffrey Mark Motorsport has joined forces with the Cystic Fibrosis Foundation and Alexander's Army in the quest toward finding a cure for Cystic Fibrosis.

Alexander's Army is a group of caring individuals dedicated to raising money for the Cystic Fibrosis Foundation. Cystic fibrosis is a chronic genetic disorder that drastically impacts the digestive and respiratory systems of those afflicted. For the 70,000 patients worldwide battling CF, the average life expectancy is just 37 years old.

Jeffrey Mark Motorsport fields the No. 19 Freightliner Jeffrey Mark Motorsport car driven by Juan Pablo Garcia today in the Firestone Freedom 100.

JEFFREY MARK (Owner, Jeffrey Mark Motorsport): "The Cystic Fibrosis Foundation holds a special place in my heart. Having a cousin affected by the disease, I have become familiar with the daily struggles these families encounter. I am thrilled our organization is able to team up with Alexander's Army and assist those in need."

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Bob Jenkins served as the honorary starter of Miller Lite Carb Day practice today. Jenkins is a longtime Indianapolis 500 and IZOD IndyCar Series broadcaster, Indianapolis Motor Speedway Radio Network anchor and IMS Public Address announcer.

BOB JENKINS: “Well, it’s the second-most thrill I’ve ever had at the Speedway. The first was several years ago when I was allowed to drive A.J. Foyt’s 1961 winning car around the track. But this is certainly a very close second, to get to wave the green flag and be the ceremonial starter for the final day of practice is just a huge thrill for me and something I will never forget.” (On his emotions as the cars were passing by him to start practice.): “It was very emotional. I must say that my eyes got a little watery, because this place has meant so much to me over the years. I’m very, very lucky to play a small part in it.”

Indianapolis 500-winning drivers will take ceremonial laps in classic Indy 500 vintage cars from decades ending in the number “2” during pre-race ceremonies Sunday morning before the 96th Indianapolis 500. The lineup of drivers and cars:

Driver	Car (Driver)
Buddy Lazier	1912 National (Joe Dawson, winner)
Mario Andretti	1922 Duesenberg (Jimmy Murphy, winner)
Bobby Unser	1933 Ringling & Henning Wonder Bread Spl. (Joe Russo, 17 th)
Parnelli Jones	1952 Kuzma (Troy Ruttman, winner)
Johnny Rutherford	1962 Watson-Offy (Rodger Ward, winner)
Kenny Brack	1972 McLaren (Mark Donohue, winner)

Ed Carpenter, the only team owner/driver in the 96th Indianapolis 500, will have his university’s support when he takes the green flag Sunday.

Butler University, just 8 miles from the Indianapolis Motor Speedway, announced Thursday the Butler Athletics logo will be displayed on Carpenter’s No. 20 Fuzzy’s Vodka/Ed Carpenter Racing Chevrolet on Race Day.

Carpenter is a 2003 graduate from Butler’s College of Business in marketing. He is friends with many at the school, including head men’s basketball coach Brad Stevens.

ED CARPENTER: “I am so thrilled to have the Butler Athletics logo adorning our Fuzzy’s Vodka Chevrolet in Sunday’s Indy 500. We have had so much support over the years from the Butler alums, students, facility and fans that it will be an honor to carry the Butler colors this Sunday in the race. I want thank President Danko, Coach Stevens, Michael Kaltenmark and others for their participation with our team effort. We look forward to strong race Sunday.”

JAMES DANKO (President, Butler University): “Ed Carpenter is certainly one of Butler’s most prominent alumni, and we are honored that he will proudly display the Butler colors for the Indy 500. Ed is not only a highly capable driver and IZOD IndyCar Series race winner, but off the track he conducts himself in a manner representative of the Butler Way. Seeing the recognizable Butler Bulldog logo take the green flag on the side of the No. 20 car this Sunday will be a proud moment for the entire Butler family. Needless to say, we’re all pulling for Ed and Ed Carpenter Racing to represent Butler all the way to Victory Lane.”

INDIANAPOLIS 500 PRACTICE:

At 11 a.m., the ambient temperature was 85 degrees with a relative humidity of 51 percent and southwest winds at 5 mph. Skies were sunny. The track temperature was 104 degrees, according to Firestone engineers.

11 a.m. – **GREEN.** #28 Hunter-Reay first on track.

11:10 a.m. – All 33 starters are on pit lane or on track.

11:19 a.m. -- #25 Beatriz only car not to turn lap at speed.

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INDIANAPOLIS 500 PRACTICE (cont.):

11:21 a.m. -- #50 Franchitti fastest at 221.986.

11:25 a.m. -- #9 Dixon fastest at 222.059.

11:30 a.m. – Track temperature is 109 degrees, according to Firestone engineers.

11:35 a.m. -- #50 Franchitti fastest at 222.360.

11:50 a.m. – **YELLOW**. Debris.

11:55 a.m. – **GREEN**.

Noon – **CHECKERED**. #50 Franchitti fastest at 222.360. Teammate #9 Dixon second at 222.274. #25 Beatriz was only driver not to turn lap during final practice.

Fastest rookie: #67 Newgarden, 13th, 219.571.

FASTEST TIMES/SPEEDS OF PRACTICE:

Pos.	Car	Name	Time	Speed
1.	50	Dario Franchitti	40.4749	222.360
2.	9	Scott Dixon	47.4906	222.274
3.	26	Marco Andretti	40.5950	221.702
4.	15	Takuma Sato	40.7097	221.078
5.	2	Ryan Briscoe	40.7194	221.025

Thirty-two drivers combined to turn 1,230 laps during final practice today, increasing the total for the month of May at IMS to 13,611 laps. There was one caution today in practice for five minutes.

Brad Larsen, the lead mechanic for the No. 39 Sarah Fisher Hartman/Curb-Agajanian Chevrolet driven by rookie Bryan Clauson, received the Clint Brawner Mechanical Excellence Award today.

Larsen, 30, will receive a \$5,000 check and a plaque with his name. He led the effort to rebuild Clauson's car after he crashed during Pole Day qualifying last Saturday.

Brawner was renowned for his mechanical wizardry, serving as chief mechanic for six national champions and 51 race victories. The Clint Brawner Mechanical Excellence Award, in its 26th year and sponsored by Firestone Racing, is awarded annually to the Indianapolis 500 chief mechanic who, according to the Clint Brawner Foundation, "exemplifies the mechanical and scientific creativity, ingenuity, perseverance, dedication, enthusiasm and expertise" of its namesake.

BRAD LARSEN: "When we first unloaded the car this month, it was fast," said Larsen. "It ran pretty good all week, then we spooked ourselves a little bit on Friday, got a little lost. We looked pretty good Saturday until he hit the wall. I love working for a guy as nice as Bryan as well as Andy(O'Gara) and Sarah (Fisher)."

FIRESTONE FREEDOM 100 RACE SPECIFICS:

•Today's race is 40 laps.

•The field will take the green flag on the second time by the flag stand.

•#11 Guerrieri, #7 Webb will move to the back of the field for engine changes after qualifying. Guerrieri will start 18th, Webb 19th.

•Command to start engines will be given by Grammy Award-winning singer and actress Olivia Newton-John.

FIRESTONE FREEDOM 100 RACE RUNNING:

At 12:30 p.m., the ambient temperature was 86 degrees with a relative humidity of 48 percent and southwest winds at 9 mph. Skies were sunny. The track temperature was 116 degrees, according to Firestone engineers.

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FIRESTONE FREEDOM 100 RACE RUNNING (cont.):

#28 Krohn stopped at start of pit lane at end of pace lap. Car was late leaving the grid.

Lap 1: **YELLOW**. Start waved off.. **GREEN**.

Lap 2: Four-wide entering Turn 1. #26 Munoz takes lead into Turn 1 after starting third. #3 Carbone passes #26 Munoz for lead entering Turn 3. Carbone leads at line by .0182 of a second.

Lap 3: #26 Munoz passes #3 Carbone for lead in Turn 1. #3 Carbone passes #26 Munoz for lead entering Turn 3, leads at line by .0736 of a second.

Lap 4: #26 Munoz passes #3 Carbone for lead entering Turn 3. #3 Carbone noses past #26 Munoz for lead at start-finish line.

Lap 5: **YELLOW**. Accident in Turn 2 involving #17 Wagner, #22 Ostella, #7 Webb, #15 Dempsey, #42 Newton-John. #17 Wagner, #7 Webb touch in Turn 2, collecting #22 Ostella. All three made hard contact with SAFER Barrier in Turn 2. #42 Newton-John spun across track to avoid three cars initially involved in incident, collecting #15 Dempsey. Dempsey drove to pit lane despite extensive damage. Wagner, Ostella, Webb, Newton-John climb from cars with assistance from Holmatro Safety Team. Heavy damage to all cars involved in accident.

Lap 7: **RED**.

Lap 8: **YELLOW**. Red flag lasted 11 minutes, 21 seconds. Green flag will resume race the second time past the flag stand.

Lap 9: **GREEN**.

Lap 10: #26 Munoz passes #3 Carbone for lead in Turn 1 after restart. #3 Carbone regains lead entering Turn 3, leads by .2015 of a second.

Lap 11: #2 Yacaman, #3 Carbone side by side in Turns 1 and 2 for lead.

Lap 12: #3 Carbone keeps lead. #3 Carbone leads #2 Yacaman by .1546 of a second.

Lap 13: #3 Carbone leads #2 Yacaman by .0756 of a second.

Lap 14: #3 Carbone leads #2 Yacaman by .0591 of a second.

Lap 15: #3 Carbone leads #2 Yacaman by .0723 of a second. Top five cars separated by .8456 of a second.

Lap 17: #3 Carbone leads #2 Yacaman by .0690 of a second.

Medical update from Dr. Michael Olinger, INDYCAR medical director: Emerson Newton-John, David Ostella and Oliver Webb were evaluated and released without injury from the IU Health Emergency Medical Center at IMS. They are cleared to drive. The other two drivers involved in the accident, Peter Dempsey and Brandon Wagner, returned to the pits in their cars and did not visit the IU Health Emergency Medical Center.

FIRESTONE FREEDOM 100 RACE RUNNING (cont.):

Lap 19: #3 Carbone leads #2 Yacaman by .0868 of a second.

Lap 20 (halfway): Top 10 – #3 Carbone, #2 Yacaman, #26 Munoz, #27 Saavedra, #11 Guerrieri, #77 Vautier, #4 Goncalvez, #86 Horton, #9 Day, #19 Larrison.

Lap 22: #3 Carbone leads #26 Munoz by .1263 of a second. Carbone has clinched two bonus points for leading most laps in race.

Lap 23: #3 Carbone leads #11 Guerrieri by .0871 of a second.

Lap 24: #26 Munoz passes #11 Guerrieri for second. #3 Carbone leads #26 Munoz by .0197 of a second.

Lap 25: #26 Munoz passes #3 Carbone for lead with outside move in Turn 1. #3 Carbone passes #26 Munoz exiting Turn 4, leads by .0004 of a second at line.

Lap 26: #3 Carbone leads #26 Munoz by .3131 of a second.

Lap 27: #77 Vautier leads #3 Carbone by .0119 of a second.

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FIRESTONE FREEDOM 100 RACE RUNNING (cont.):

Lap 28: #77 Vautier leads #3 Carbone by .1809 of a second.

Lap 29: #2 Yacaman passes #3 Carbone for second in Turn 1. #77 Vautier leads #2 Yacaman by .0714 of a second.

Lap 30: #2 Yacaman, #77 Vautier side by side for lead in Turns 1 and 2. #77 Vautier keeps lead on backstretch. #77 Vautier leads #26 Munoz by .0551 of a second. Top eight cars separated by less than a second.

Lap 31: Three-wide for lead entering Turn 1. #77 Vautier leads #26 Munoz by .0750 of a second.

Lap 32: #77 Vautier leads #2 Yacaman by .3403 of a second.

Lap 33: #77 Vautier leads #2 Yacaman by .1761 of a second.

Lap 34: #2 Yacaman, #77 Vautier side by side in Turns 3 and 4 for lead. #77 Vautier leads by .0701 of a second.

Lap 35: #77 Vautier leads #2 Yacaman by .1359 of a second.

Lap 36: #77 Vautier leads #2 Yacaman by .1720 of a second.

Lap 38: #26 Munoz, #11 Guerrieri split #77 Vautier high and low in Turn 1 to take top two spots. #11 Guerrieri leads #26 Munoz by .0352 of a second.

Lap 39: **YELLOW**. #4 Goncalvez low in Turn 2 and does half-spin, hits SAFER Barrier with left front and left side of car. Does half-spin forward, slides down track.

Lap 40: **YELLOW and CHECKERED**. #11 Esteban Guerrieri wins Firestone Freedom 100 under caution.

FIRESTONE FREEDOM 100 WINNER'S QUICK QUOTE:

ESTEBAN GUERRIERI (No. 11 Pistas Argentinas/SSM w/Curb-Agajanian): "I'm really, really happy. It was one of those weekends that I trusted I was going to finish well even though I qualified bad. I'm overjoyed. From last to first, I'm really happy." (About pass for lead): "That was a tough one. Halfway through the race, I was fighting with oversteer. My engineer, Tim Neff, told me to be patient, that everything would happen in the last five laps."

Medical update from Dr. Michael Olinger, INDYCAR medical director: Jorge Goncalvez was evaluated and released without injury from the IU Health Emergency Medical Center at IMS. He is cleared to drive.

FIRESTONE FREEDOM 100 POST-RACE NOTES:

- This is the fifth career Firestone Indy Lights victory for Esteban Guerrieri and second victory this season. He also won the most recent event, at Long Beach.

- Sam Schmidt Motorsports now has won seven of the 10 Firestone Freedom 100 races.

- Sam Schmidt Motorsports has won four consecutive Firestone Freedom 100 races, an event record.

- This is the fourth time the Firestone Freedom 100 has finished under caution. The other years: 2004, 2007, 2011.

- Esteban Guerrieri is the first Argentine driver to win a race at the Indianapolis Motor Speedway.

- Rookie Carlos Munoz finished a career-best second. His previous best was fifth at Long Beach.

- Esteban Guerrieri and Tristan Vautier each have finished in the top three of all four Firestone Indy Lights races this season.

- Sebastian Saavedra finished fifth. He will race in the Indianapolis 500 on Sunday, the only driver performing the Indianapolis 500-Firestone Freedom 100 "double" this year.

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UNOFFICIAL FIRESTONE INDY LIGHTS POINT STANDINGS (after Firestone Freedom 100):

1. Esteban Guerrieri 177
2. Tristan Vautier 163
3. Sebastian Saavedra 159
4. Victor Carbone 122
5. Gustavo Yacaman 113

FIRESTONE FREEDOM 100 POST-RACE QUOTES:

J.V. HORTO (No. 86 Juncos Racing): “It was very exciting. Coming from 16th position, it wasn't easy. It's my first time here. I'm still learning. It's the first time on the team, also. It's a new team in the series. I think the whole team did a great job. I'm looking forward to next year. Now that I know how it works, it's a totally different track. For sure I'm going to come back stronger next year.”

CHASE AUSTIN (No. 87 Juncos Racing): “I thought we were going to have a few more cautions than we did. The driver messed up. I passed a car trying to catch the lead pack, and I thought I was in fifth, passing him, and I was actually in fourth when I down-shifted. I wasn't in a drafting gear, and it just killed all my momentum. By the time I got back up to speed, they were already gone. I was just sitting there by myself for a while, trying to get the car as best as I could if there was a caution, and it just never happened.”

CARLOS MUNOZ (No. 26 Team Dially-Ser): “I am proud to be here and also I'm really happy to be my first oval race and finish second. There is more to come this year. I hope this is the start of the year, of a pretty good year. I hope to finish like that, and then we can have a great car. And I have to thank my team, Andretti, for the opportunity. It was an awesome race. It was a really fun race. We were overtaking all of the time for second, third, fourth. It was really fun, though. I knew the race was in the last laps. We had a really good car all weekend. I have to thank my team for that.”

OLIVER WEBB (No. 7 Lucas Oil/Sam Schmidt Motorsports): “We had a really good start. I got up to eighth from the back of the grid because of an engine change. The car was feeling absolutely amazing. David Ostella, coming up behind me, started to come down. He cleared my right and made contact with someone who made a late move down to my inside and touched my rear tire. Anyone higher than me, we were all collected together. A disappointing way to finish my first Freedom 100.”

DAVID OSTELLA (No. 22 TMR-Global Precast-Xtreme Coil Drilling): “I feel so bad for the team. They worked so hard. Going into Turn 2, the guys in front of me kind of just touched and spun. I tried to go high, but I just got collected. It's unfortunate because our team worked so hard.”

ANDERS KROHN (No. 28 Bryan Herta Autosport): “It's something very unexpected. I don't think I've ever experienced something like this before, just starting the seize-up right as we left the line here, and it just kept getting worse. It's such a shame, I was so excited to be here with Bryan Herta Autosport with my sponsors I-Tec, Yellow Jacket, Premier Glass & Mirror, and I wanted to put on a good showing for them. And not to take the green flag and cross the Yard of Bricks is so tough. But I want to come back. I will beat this place.”

EMERSON NEWTON-JOHN (No. 42 Fan Force United): “It was just a gaggle of cars doing pretty ridiculous things. Two of them got together. I was close to getting out of it. I just got to a certain angle, and the thing broke loose.”

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FIRESTONE FREEDOM 100 POST-RACE QUOTES (cont.):

BRANDON WAGNER (No. 17 Team E): “It's really unfortunate. We had a great race car. Just sometimes these guys, I don't feel like they use their head. I know it's obviously Indy and a huge race for us, but you've just got to be patient. We were going four-wide. That's fine and all, but when you're only on the fifth lap of the race, that's just crazy. Unfortunately, we had the position going into (Turn) 2, and the 7 (Oliver Webb) just came down on top us. I don't know what happened. I don't know if he didn't see me. It's just unfortunate.”

ALON DAY (No. 9 Belardi Auto Racing): “Considering we almost didn't run because we had a damaged engine, I'm pretty happy. My first real lap here was qualifying, and I'm pretty satisfied. I finished the race, and it was good experience. It was my first time on an oval. Of course, I wanted to be closer to the front, but I'm still happy with the finish. The team did a great job changing the engine and working on the car. I'm happy. It's pretty amazing to drive here. It's my first oval, and I'm speechless.”

SEBASTIAN SAAVEDRA (No. 27 Team AFS): “I think the experience I brought from racing here in 2009 helped today. I started 10th, and in the first corner, I was already fourth. It was a bit risky, but I wanted to get points here. From then on, we tried to save tires. I was just counting the laps until five to go, when I started pushing to get to the front. Unfortunately with four laps to go, there was an incident bringing out the yellow flag, and that killed everything. Congratulations to my teammate, Carlos. It was a very solid run, but I'm looking forward to Detroit to regain the points lead.”

JORGE GONCALVEZ (No. 4 Belardi Auto Racing): “It was three laps remaining in the race, and I was trying to get the best finish I can. I came in really fast, and I lost the car in Turn 2. I don't know exactly what happened because the car got loose in the back, and I went straight into the wall. I want to win to race, and I thought I had the opportunity. It was very competitive, but it happens.”

JUAN PABLO GARCIA (No. 76 Freightliner Jeffrey Mark Motorsport): “I am new to ovals; each lap was new to me. I didn't know what to expect. I finished the race. Now I need to work harder on oval racing. I really don't know how to race on ovals. I am still learning.”

TRISTAN VAUTIER (No. 77 Mazda Road to Indy/SSM w/Curb-Agajanian): “It was so close. I really thought I had a good shot (at winning). I had so much fun. A big congrats to my teammate Esteban (Guerrieri). He started last and ran really strong. A big thanks to the whole team. I guess I'll have to come back next year and try to win it. I really thought that we had it. There's only one lap to lead, and that's the last one, and we didn't (lead it). I'm happy and frustrated at the same time. I wanted to win, but I'm here (in third). It's still a great day for Sam Schmidt Motorsports. “

MIKE LARRISON (No. 19 Belardi Auto Racing): “Well, it got a little hairy there at the start. I got a little high between Turns 1 and 2. I brushed the wall, and we bent one of the U-links on the front end. It had a lot of understeer. I'd get up to the pack, and it just wanted to shove up to the wall. I tried every tool that I had in the cockpit, but I kind of hurt myself there at the start. We were there with the front pack and ended up ninth, so I'm excited for a top 10.”

GUSTAVO YACAMAN (No. 2 TMR-Tuvacol-Xtreme Coil Drilling): “It was pretty complicated. It's sad to see that other people weren't following the rules. Something was said in the drivers' meeting, and people weren't following what was said. Applying the rules here – I don't know – it's elective.”

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INDIANAPOLIS 500 POST-PRACTICE QUOTES:

DARIO FRANCHITTI (No. 50 Target Chip Ganassi Racing Honda): “The car is real good. We’ve got a good set-up for Race Day. It would have been nice to have had that motor for qualifying.” (About Race Day heat): “The forecast has been running in the high 90s. We’ve known that for weeks, so we know what we’re going to be setting up for. It’s definitely going to be slippery. We’ll deal with that (heat) on Sunday, but it’s going to be hard work behind the wheel in those conditions; hard for the pit crews to keep their focus in that heat. It’ll be a hot day.”

SIMONA DE SILVESTRO (No. 78 Nuclear Clean Air Energy Lotus HVM Racing Lotus): “It’s been a good day. The car feels pretty solid. The changes we made have been positive, and that’s a good thing. We’re still slow, but I’m happy with the car. It’s going to be a long race, but if we can keep up the momentum up, I think we’ll be OK.”

RYAN BRISCOE (No. 2 IZOD Team Penske Chevrolet): “It was a good final practice for the IZOD car. We ran the entire session. We made a lot of changes and made good use of the time. This was a good session for us. We learned a bit, and this positions us nicely as we head into the race.”

ED CARPENTER (No. 20 Fuzzy’s Vodka/Ed Carpenter Racing Chevrolet): “We weren’t quite as good this morning as we were on Sunday afternoon in the hotter conditions. But we will still be good when it is hotter this Sunday. The track surface was cooler today than last Sunday. So I feel better about our setup for Sunday. We had a couple of issues today, so I’m glad it happened today rather than Sunday. That is what Carb Day is for. But overall, I think we’ll be OK. I’m looking forward to going racing now. This week always kind of drags out now, so it felt good to be back in the car today. Now it’s time to get prepared for Sunday.”

SCOTT DIXON (No. 9 Target Chip Ganassi Racing Honda): “There’s still a lot of unknowns. Previously we knew what to expect because we knew everybody had the same stuff. I think we are expecting a lot of unknowns. I think our car seems good. I think we can expect to see a very tight race with a lot of passing.” (About practice): “For us, it was just concentrating on the car and making sure it feels decent in traffic and making sure the systems work. It’s nice to come out of the warm-up (Carb Day) with confidence and know that it’s a car you feel happy with. The speeds are one thing, and there are big holes. I was hanging in the back of the pack quite a bit just to get in dirty air and see how the car is. I was pretty happy – a lot happier than we were in that first week.”

MARCO ANDRETTI (No. 26 Team RC Cola Chevrolet): “Obviously, the goal today wasn’t to be the fastest. I think the car is ready. I think the track was a bit green at the start, but toward the end there, I got my good race car back. It should be good.” (On any engine advantage): “Well, when you’re in big packs, you’re just trying to get the feel of what the car is going to feel like. I mean, I was never really turned down and seeing what we can run. We’ll find out Sunday.” (On passing in the slipstream): “I think the leader should just have to make the first move, and if you come off of (Turn) 4 too low, you should then have to turn into the next corner low. But I guess the new Indy rule is we have to leave a car width on the inside, which they just sprung on us this morning.” (On going back to single-file restarts): “I wasn’t a fan of the double-file restarts at this place, in particular. You’ll see, especially the way these cars tow, it’s crazy enough with single-file restarts. We’re always three-, four-wide anyway. If you restart two-wide, it’s a recipe for disaster.” (On his confidence for the race): “I think we’re definitely in it. I think it’s going to be our race to lose.”

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INDIANAPOLIS 500 POST-PRACTICE QUOTES (cont.):

SIMON PAGENAUD (No. 77 Schmidt Hamilton HP Motorsports Honda): “It felt good to get back in the race car. It’s what I love the most. It’s so great to see such a big crowd today and feel the support of the Hoosier people. The biggest thing for me today is the fact we have a really good race car. I feel very comfortable with it. I can run in traffic with no problem, so we have a good baseline. It’s going to be a lot hotter in the race, but we’ll have some good data to start with. I feel a lot more confident for race day.”

TOWNSEND BELL (No. 99 BraunAbility-Schmidt Pelfrey Motorsports Honda): (About not feeling well earlier this week): “I feel fine. I’m back to normal, 100 percent. It felt great to get back out there.” (About car): “I think it’s going to be good. We have a nice comfortable race car. I feel like I’m good in traffic. I’m maybe not as fast on my own as I’d like to be, but we can run all day comfortably. “ (Does the “500” ever feel like just another race, especially as a veteran?): “No. This is what my year is all about. It’s always special.”

ORIOLE SERVA (No. 22 Panther/Dreyer & Reinhold Racing Chevrolet): “I’m really happy. We put the team to the test. They’ve worked really hard in the last couple of days to try to put together all of the data that we got from running the whole week, and we came up with a setup a little bit different from what we’ve been running. Just having the time to think and go through the notes helped a lot. Usually Carb Day is a day that you just do a couple of outings to make sure that you didn’t change the car much, but we actually changed the car, and it felt really good. I’m feeling very confident for the race.”

JAMES JAKES (No. No. 19 Boy Scouts of America Honda): “We had a gearbox problem all morning. We didn’t really run. We did nine laps, and that was nine laps slow. The guys have got to go back, take the car apart again and find out what the problem is. It was not a good morning. Before I can even think about the race, we’ve got to get the car running right. The gearbox was off, so the engine wasn’t the right combination. We weren’t even running at full power there.”

WILL POWER (No. 12 Verizon Team Penske Chevrolet): “The Verizon car was quite good out there today. It was pretty hot out there, which is likely what we will see in the race. We ran through our check list and we garnered a lot of useful information. We are looking good for the race.”

HELIO CASTRONEVES (No. 3 Shell V-Power Pennzoil Ultra Team Penske Chevrolet): “We certainly made the most out of our final practice in the Shell-Pennzoil car today. We made changes, ran in traffic, and now we have a very good understanding of the car and what we will need to do on Sunday.”

CHARLIE KIMBALL (No. 83 NovoLog FlexPen Honda): “It was really good to get back in the car on Carb Day and go through the one-hour practice. All credit to the Novo Nordisk Chip Ganassi racing crew for putting it back together in fine form. It’s quick and slippery. We have a really good setup. I’m back to being confident in our race car. We just have to stay smart on Sunday, and there’s no reason the NovoLog FlexPen car can’t be up front at the end, which is the team’s goal.”

GRAHAM RAHAL (No. 38 Service Central Honda): “The Service Central car feels really good, and I think we’re pretty confident going into Sunday. I’m really definitely happy with the way the car feels. We have to get a little more speed and have to get the car to tow-up a little bit better behind people, but I can follow awfully close, and I think it’s a good sign of things to come. We’re looking forward to getting out there and start racing.”

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INDIANAPOLIS 500 POST-PRACTICE QUOTES (cont.):

JOSEF NEWGARDEN (No. 67 Sarah Fisher Hartman/Dollar General Honda): “The car has changed a lot. We’ve had a phenomenal car the whole month, and things are starting to change. The car is accelerating with the change. It’s weird to spend the whole week trying to figure out the car, and you’re feeling good the whole time. Then all of a sudden, you’re not feeling so comfortable anymore, and you’ve got no more practice time. It’s time to race! You just have to hope you roll the dice right for Sunday and come up with the right calls. (About fans and heat): “I know there’s going to be a ton of loyal fans out here on Sunday, and they’re going to fight through the heat for us. Everyone needs to stay hydrated, just like us drivers on Sunday. Hopefully we don’t have any incidents with fans overheating.”

BRYAN CLAUSON (No. 39 Sarah Fisher Hartman/Curb-Agajanian Honda): “It was a busy day, since it was the last day everybody gets to work on their cars. Everyone was out there putting the finishing touches on their cars. Our car was pretty good this morning. We’ve got a couple of things to work on before Race Day on Sunday, but we made some good changes during the session to give us a good direction before we roll out Sunday on Race Day. (About racing in Hoosier Hundred USAC race tonight): “We’re going to get a little extra practice in tonight when I run the Hoosier Hundred. I’m going over to the Indiana State Fairgrounds tonight, and it will be a lot of fun. Like the Indy 500, it’s another great race with a lot of tradition that I haven’t won. I’d like to add my name to the list of guys who have won that.”

MIKE CONWAY (No. 14 ABC Supply Co./A.J. Foyt Racing Honda): “It didn’t feel quite as good as it did on Sunday, so we may go back on a couple of little changes. I feel pretty confident going into the race. We know what we’ve got, so we just need to repeat that, and we should move forward.” (About heat Sunday): “It’s going to change things on the car, but we have enough data on the computer to figure out what we need to change, so we’ll be OK.”

WADE CUNNINGHAM (No. 41 ECat/ABC Supply Honda): “We worked on traffic and full downforce; we ran more downforce than a few of the other cars. I suspect that they were trying to match their downforces from today to what they believe they will be running on Sunday in warmer temperatures. We went the other way and ran as much downforce as we thought we’d be running in the race to try to match the gears to it. We didn’t put up a stunning time, but what we did is what we think where the race is going to be, and I don’t think the guys in front of us will be running as little wing or running the speeds that they ran today. When you’re starting 26th on the grid like me, it’s probably better to be running too much downforce rather than not enough.”

TAKUMA SATO (No. 15 Rahal Letterman Lanigan Racing Honda): “We improved the car in a few areas. I was reasonably happy with the balance. We still need to improve some areas we weren’t very happy with, but we improved the car from (last) Sunday. I was able to run in traffic, which was definitely good preparation for Sunday. The most important thing now is to analyze the data correctly and make the changes we think will improve the car for the Indy 500 but obviously make sure we don’t misjudge it. To prepare for the race mentally, you just need to keep your focus. There is good excitement building. Tomorrow will be a good autograph session and the parade. You can feel the atmosphere coming. The Indy 500 is here!”

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INDIANAPOLIS 500 POST-PRACTICE QUOTES (cont.):

JUSTIN WILSON (No. 18 Sonny's BBQ Honda): "I think we're in good shape. I really like the Sonny's BBQ car. We've got a couple of little things to do, but generally speaking, I think we'll just put it away and bring it out Race Day. I'm really pleased with it. Race Day is going to be hot and sticky, and the track is going to be slick. We'll just try to move forward whenever we can pick our way through, be smart and be there at the end."

MICHEL JOURDAIN JR. (No. 30 Office Depot/RLL Racing Honda): "The car wasn't as fast as we wanted. It's frustrating because I am running flat-out behind guys. and they just pull away. The balance can be a little better, but we are lacking in speed because others just pull away. In practice, we ran this wing (configuration), and I could stay with guys with less wing, but right now they just pull away. We will keep looking at the data and see what the problem is."

JR HILDEBRAND (No. 4 National Guard Panther Racing Chevrolet): "I don't think we really had an expectation going into the practice. It would have probably been a little nicer as a racetrack if it had been hotter. I think our primary concern for the race is what the car is going to do and what the downforce level you're going to need to run because of the heat. We played around with some things today and did a little bit more running (46 laps) than we were expecting, so I think we're as set as we're going to be for Race Day. We were guessing on a couple changes in anticipation of the weather on Sunday, and also were trying to make sure we know what we've got. You certainly don't want to be leaving Carb Day practice with too many questions. We certainly feel good about how our car runs in traffic. I think it's just a matter of adjusting for the conditions on Sunday."

KATHERINE LEGGE (No. 6 TrueCar Dragon Racing Chevrolet): "We ran a fair amount of laps out there. It was the first time I've ran in traffic. We were being very conservative, both myself with the traffic and the car having a lot of downforce in it. I think the car was good in traffic. My crew has done a great job. I think that we're going to have a great race on Sunday. My team has me drinking Pedialite today, hydrating for the heat Sunday. That's probably more of a big deal for the crew guys who are out in it all day. It's going to be really slick out there (on track), and we were hoping for similar conditions today so we could simulate it, but it was a lot cooler ambient and track temperature than what we expect Race Day."

The ESPN on ABC broadcast team for the 96th Indianapolis 500:

- Host: Brent Musburger
- Booth: Marty Reid (anchor), Scott Goodyear (analysis), Eddie Cheever (analysis)
- Pits: Rick DeBruhl, Jamie Little, Dr. Jerry Punch, Vince Welch

The IMS Radio Network broadcast team for the 96th Indianapolis 500:

- Booth: Mike King (anchor), Davey Hamilton (driver analyst), Jerry Baker (statistics), Donald Davidson (historian), Paul Page (race strategy)
- Turns: Jake Query (Turn 2), Mark Jaynes (Turn 3), Chris Denari (Turn 4)
- Pits: Nick Yeoman, Michael Young, Kevin Lee
- Garage/Medical: Dave Wilson

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IZOD PIT STOP CHALLENGE NOTES:

•Target Chip Ganassi Racing earned its first IZOD Pit Stop Challenge victory. The team had finished second three times, in 1992 with driver Eddie Cheever Jr., in 2002 with Jeff Ward and in 2011 with Dario Franchitti.

•Target Chip Ganassi earned \$50,000 for its victory in the IZOD Pit Stop Challenge.

•This was the first time Scott Dixon advanced to the final of the IZOD Pit Stop Challenge.

•This is the first time Panther/Dreyer & Reinbold Racing advanced to the final of the IZOD Pit Stop Challenge. The team formed shortly before the start of the 2012 Indianapolis 500.

•This is the first time Oriol Servia advanced to the final of the IZOD Pit Stop Challenge.

•The last time the IZOD Pit Stop Challenge winner also won the Indianapolis 500 in the same year was 2009, when Team Penske and driver Helio Castroneves pulled off “the double.” The feat has been achieved only six times since the Pit Stop Challenge started in 1977.

SATURDAY’S SCHEDULE (all times local):

8:45-9 a.m.

Chase Rookie of the Year Q&A, Coca-Cola Stage

9-10 a.m.

2012 Starting Field/Indy 500 Winners Autograph Session,
Pagoda Plaza

9 a.m.-4 p.m.

Indianapolis 500 Memorabilia Show, Plaza Pavilion

10:30-11 a.m.

Public Drivers Meeting, Tower Terrace

11-11:30 a.m.

Roger Penske Q&A, Coca-Cola Stage

1-4 p.m.

Indy 500 Veterans Autograph Session, Plaza Pavilion

The 96th Indianapolis 500 starts at noon (ET) Sunday. Live coverage on ABC and the IMS Radio Network starts at 11 a.m.

END DAY 11 NOTES

Target Chip Ganassi earns first IZOD Pit Stop Challenge win

INDIANAPOLIS, Friday, May 25, 2012 – Target Chip Ganassi Racing and driver Scott Dixon earned a long-awaited victory Friday, May 25 at the Indianapolis Motor Speedway, winning the IZOD Pit Stop Challenge for the first time in team history.

The Ganassi team and Dixon beat Panther/Dreyer & Reinbold Racing and Oriol Servia in the final, changing four tires, simulating refueling and entering and exiting the pit box in 13.769 seconds. Panther/Dreyer & Reinbold and Servia – also first-time finalists – trailed at 17.194.

Target Chip Ganassi Racing, which earned \$50,000 for the victory, previously finished second three times in the IZOD Pit Stop Challenge.

"It's an amazing feeling," said Ricky Davis, longtime Target Chip Ganassi Racing crew chief. "I just told the guys on the way up here I've been trying my hardest to win this competition for over 20 years. Although I wasn't over the wall today, I work with these guys every day.

"They have to put up with me. They do some of the most ridiculous things I ask them to do. They've busted their butts. They've done everything I've asked them to do. I'm as proud as if I was going over the wall. These are the guys that get all of the credit for what they've done today."

After earning a bye in round one, Dixon won his quarterfinal match against Graham Rahal and Chip Ganassi/Service Central Racing, 13.941 to 17.166. In the semi-final, they edged Team Penske – which had won six consecutive Pit Stop Challenge events – and Will Power, 13.385 to 13.695.

"It's nice to have days like this and moments for the guys because they go on forgotten sometimes but work harder than all of us," said Dixon, who advanced to the IZOD Pit Stop Challenge for the first time. "They've worked extremely hard over the winter. There's been a few change-ups and things like that, but today was flawless. They didn't make a mistake. At some points, especially on the right lane, it just wasn't as quick. But they were able to make up the time.

"It's not about me, it's about them today. That's what it's really about. I'm so proud of them. I've been with a lot of these guys for many years. To actually win it, we've never done it, and I think it's a huge achievement; right at the top of a lot of things we get to do."

The last time the IZOD Pit Stop Challenge winner also won the Indianapolis 500 in the same year was in 2009, when Team Penske and Helio Castroneves achieved the feat.

IZOD PIT STOP CHALLENGE WINNER'S PRESS CONFERENCE

Scott Dixon, Ricky Davis, Target Chip Ganassi Racing crew

Friday, May 25, 2012

MODERATOR: Well, we always make the point that it's often the driver who gets the accolades and a lot of people behind the scene. We still put you front and center because this is the No. 9. But, Scott, I think you would agree that this is the time when the star of the show are the people that are around you.

SCOTT DIXON: Yeah, absolutely. It's nice to have days like this and moments for the guys because, you know, they are forgotten sometimes but prepare harder than all of us. So they've worked hard, extremely hard over the winter. There's been a few change-ups and things like that, but today was flawless. They didn't make a mistake. I think there was some points that, especially on the right lane it wasn't as quick, but they were able to make up the time. It's not about me; it's about them today. That's what it's really about. I'm so proud of these guys. I've been with a lot of these guys for many years. To actually win it, we've never done it, and I think it's a huge achievement right at the top with a lot of things we do and get to take credit for. I'm so happy for them, and it's a big day.

MODERATOR: Ricky Davis, very important part of the team here. You know, there's lots of people that want to be involved in racing, they see the glamor side of it and you get the crew shirts and people look at you, but they don't see what happens seven days a week on the road, working on cars after they've been mangled a little bit. It is a hard, hard job.

RICKY DAVIS: It is.

MODERATOR: It's an opportunity for them.

DAVIS: Like Scott said, it's an amazing feeling. I just told the guys on the ride up here I've been trying to win this competition for over 20 years. Though I wasn't over the wall today, I work with these guys every day. They have to put up with me. They do some of the most ridiculous things I ask them to do. They've busted their butts. They've done everything I've asked them to do, and I'm as proud as if I was going over the wall. I can't be happier. These guys behind me, these are the guys who get all the credit for what they did out there today. They were fantastic. To get to the finals is something, but then to watch the guys make up the time in the pit box and get our car out front, I was as happy as if I was going over the wall. And these are the guys right here that did it.

MODERATOR: I'm going to do something which I know some of these guys are going to inherently hate, but I'm going to do it anyway. I'm going to start here and hand the microphone, and just give them your name and your hometown. It's harmless.

TONY BAGIENSKI: Tony Bagiencki, Anderson, Indiana.

ANDY SCHNEIDER: Andy Schneider, Huron, South Dakota.

ADAM ROVAZZINI: Adam Rovazzini, Indianapolis, Indiana.

BLAIR JULIAN: Blair Julian, New Plymouth, New Zealand.

TYLER REES: Tyler Rees, Brownsburg, Indiana.

GREG SHUKER: Greg Shuker, Morton, Pennsylvania.

TODD DeNEVE: Todd DeNeve, New Castle, Indiana.

MODERATOR: Let's have some questions for the guys and the crew or I'm going to unleash on them just a little bit. Any particular questions from the group?

Q: So is this a day that you guys have like marked on your calendar every year? Is this a really intense kind of competition that you guys train for and look forward to or is it more just kind of a fun thing to do before the big day on Sunday?

DAVIS: Yes, it is. It seriously is. (Laughter) When you look forward to it every year, we've come here so many years, disappointed how we did in the competition and we try harder and we work harder. When it's here, we're ready. And we have fun with it. The most important thing to do is enjoy it but keep your head about yourself. Today showed why we do it and why we'll continue to try as hard as we do. But, yes, we look forward to it every year. It's a day we hate, it's a day we love, but today we really love it.

MODERATOR: Scott, you depend on these people, obviously, and so meaningful ways and deep ways to get into victory. I know every driver who's ever been in here has desperately wanted this for his team.

DIXON: Yeah, absolutely. You know, you win and lose as a team. It's really a team effort. That's the thing I probably dislike the most, is that the drivers get to take the credit because they take it across the line, but that's just a little bit of the effort that goes in. These guys especially this year with the engine development and the new cars, they've just been working nonstop. Days like this make a big difference. Makes a big difference in team morale and how everybody feels and, you know, I go out there sometimes and wreck a car, and they have to fix it. Sometimes it just snowballs. So it's all about them, and that's the biggest thing for me and just so proud of them and so happy to be a part of the team. But I think for all of us, it's such a cool thing to win. It's not too many people, especially with Penske taking up the last six or seven years in a row. So to knock Will (Power) out I think was a good part, I think everybody was probably most proud about that. But you've got to hand it to Dreyer & Reinbold, too, they did the little team that could today and they were definitely giving it a fair fight. But super-proud of the guys and thank you guys so much. It's been pretty cool today.

MODERATOR: We understand you've got a meeting to go to. Thank you for coming in and congratulations to all of you.

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Good morning. Welcome to Race Day for the 96th Indianapolis 500, the fifth race of the 2012 IZOD IndyCar Series season. Amy Konrath, vice president of public relations/communications for INDYCAR, Doug Boles, vice president of communications for the Indianapolis Motor Speedway, and their staffs are here to assist you. Please direct your questions and requests to anyone in the Media Center.

TODAY'S SCHEDULE (all times local):

5:33 a.m.-6 p.m.	Public Gates Open
8:30 a.m.	Spectacle of Bands Begins
9:30 a.m.	Cars Enter Pit Lane, Celebrity Red Carpet Begins
10:15 a.m.	"On the Banks of the Wabash," Purdue University Band
10:40 a.m.	All Cars in Place on Grid
11 a.m.	Vintage Car Lap
11:10 a.m.	Military Parade Lap
11:33 a.m.	Driver Introductions
11:41 a.m.	Military March on Front Straightaway
11:47 a.m.	"America the Beautiful," Specialist Ron Walker with Purdue University Band
11:49 a.m.	Remarks, Admiral James A. Winnefeld Jr., U.S. Navy
11:51 a.m.	"God Bless America," Florence Henderson
11:55 a.m.	National Anthem, Martina McBride
11:57 a.m.	Military Flyover (Two P-51 Mustangs, one F-16 Falcon, one A-10 Warthog)
11:58 a.m.	"Drivers To Your Cars" Command
11:59 a.m.	Invocation, Bishop Christopher J. Coyne, Apostolic Administrator, Archdiocese of Indianapolis
Noon	Homage Speech
12:01 p.m.	Dan Wheldon Memorial Video
12:04 p.m.	Rifle Volley
12:05 p.m.	"Taps"
12:06 p.m.	"(Back Home Again in) Indiana," Jim Nabors (video)
12:07 p.m.	Command to Start Engines, Mari Hulman George, IMS Chairman of the Board
12:09 p.m.	Parade Lap
12:10 p.m.	Dan Wheldon Tribute Lap Crosses Yard of Bricks
12:13 p.m.	Pace Laps
12:15 p.m.	Green Flag, Start of 96 th Indianapolis 500

Jerry Coons Jr. won the Hoosier Hundred USAC Silver Crown Series race Friday night at the Indiana State Fairgrounds. Coons led the last 86 laps of the 100-lap event.

Indianapolis 500 rookie qualifier Brian Clauson finished seventh.

American Connor De Phillippi won the Star Mazda Championship presented by Goodyear "Night Before the 500" race Saturday night at Lucas Oil Raceway in Indianapolis. It was De Phillippi's second consecutive victory in this event.

Americans completed the podium, as Andretti Autosport teammates Sage Karam and Zach Veach finished second and third, respectively.

The Star Mazda Championship presented by Goodyear is one of the rungs of the Mazda Road to Indy development system for INDYCAR.

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American Spencer Pigot won the Cooper Tires USF2000 Championship Powered by Mazda “Night Before the 500” race Saturday night at Lucas Oil Raceway in Indianapolis.

Pigot prevailed in a duel over Cape Motorsports with Wayne Taylor Racing teammate and pole sitter Matthew Brabham, son of Indianapolis 500 veteran Geoff Brabham and grandson of Indianapolis 500 veteran and Formula One World Champion Jack Brabham.

The Cooper Tires USF2000 Championship Powered by Mazda is one of the rungs of the Mazda Road to Indy development system for INDYCAR.

Brian Tyler won the Pay Less Little 500 on Saturday night at Anderson Speedway. Tyler led the final 158 laps to earn his second career victory in the 500-lap race.

The hottest Race Day temperatures in Indianapolis 500 history, based on high temperature in Fahrenheit for Race Day as supplied by the National Weather Service:

Temperature	Year(s)
92°	1937
91°	1919, 1953
90°	1977, 1978
89°	1929, 2006, 2010
88°	1934, 2011
87°	1913, 1921, 1972, 1988
86°	1941, 2009
85°	1939, 1956, 1975, 1980, 1985, 1995
84°	1999

Many significant events in Indianapolis 500 history have occurred in years ending with the number 2.

•**1912:** Ralph De Palma led 196 of the first 198 laps, building a lead of 5 ½ laps, before his car broke down just 1 ¼ laps from the checkered flag. De Palma and his riding mechanic pushed their car to the finish, placing 11th. Joe Dawson won the race. De Palma’s 196 laps led were the most by a driver who didn’t win the race in Indianapolis 500 history.

•**1952:** Troy Ruttman won at age 22 years, 80 days, the youngest Indianapolis 500 winner in history.

•**1962:** Parnelli Jones won the pole at 150.370 mph, the first four-lap qualifying average faster than 150 mph in Indianapolis 500 history.

•**1972:** Mark Donohue earned the first of a record 15 Indianapolis 500 victories for team owner Roger Penske. Bobby Unser also won the pole with a track-record average of 195.940, a jump of 17.244 mph. It’s the largest one-year speed increase for the pole winner in Indianapolis 500 history.

•**1982:** Gordon Johncock edged Rick Mears for victory by just .16 of a second in a classic duel, then the closest finish in Indianapolis 500 history.

•**1992:** Al Unser Jr. edged Scott Goodyear by .043 of a second in the closest finish in Indianapolis 500 history. It also was the coldest “500,” with a Race Day high temperature of 58 degrees.

•**2002:** Helio Castroneves earned his second consecutive Indianapolis 500 victory, becoming the first back-to-back winner since Al Unser in 1970-71. The race ended in controversial fashion, with Castroneves judged to be just ahead of Paul Tracy when a race-ending caution period started on Lap 199 due to an accident. Castroneves also became the first driver to win his first two Indianapolis 500 starts.

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INDYCAR will provide a Video News Feed tonight featuring a recap from the 96th Indianapolis 500. The feed will include b-roll of on-track activity and sound from various drivers following the end of the day's on-track activity. The times and coordinates:

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

Coordinates: GALAXY C3, K 06 (Slot A18)

Bandwidth: 18 MHz

Symbol Rate: 13.235 MS

FEC: 3/4

Aspect Ratio: 16:9

Digital: 4:2:0

Downlink Frequency: 11805.5 MHz Horizontal

Position: 95 degrees West

Uplink phone: (303) 397-4100

IMS Productions Trouble: (317) 492-8750

A distinctive piece of jewelry fusing 100 years of Indianapolis 500 history is up for bid.

Mary Kaczor of Racer X Designs is the creator and designer of Winning Ways II, an exclusive pendant attached to a white gold cable-mesh chain.

Items appearing on the pendant include a Timken NTA-108 bearing from Dario Franchitti's Target Chip Ganassi car that won the 2010 Indianapolis 500 and the IZOD IndyCar Series championship. Also appearing on this jewelry is a frame nut from the legendary Marmon "Wasp" driven by Ray Harroun to victory in the inaugural Indianapolis 500 in 1911. Recently added to the piece is a portion of the third gear of the Bryan Herta Autosport car that Dan Wheldon drove to victory last year in the 100th Anniversary Indianapolis 500.

A 10.05-carat round diamond appears at the heart of the composition, with the 10 carats signifying the 100th Anniversary of the Indianapolis 500. The pendant also features a collection of black-and-white princess cut diamonds in a checkered flag pattern set in white gold.

Bidding on this piece of jewelry begins at \$1 million. To bid, contact Kaczor by phone at (302) 353-1955 or via email at: mary@racerxdesigns.com. A portion from the sale of Winning Ways II will be donated to the Wheldon Family Trust.

Paul Page, who has broadcast the Indianapolis 500 and just about every form of auto racing and currently anchors the NHRA drag racing series on ESPN2, was honored Saturday with the Bob Russo Founders Award for dedication to auto racing.

The award was presented to Page by Russo Award Chairman Bill Marvel during the annual American Auto Racing Writers and Broadcasters Association breakfast meeting at the Indianapolis Motor Speedway.

Russo, the late racing journalist/publicist/historian, founded AARWBA in 1955. He died in 1999 at age 71. The Russo Award is presented for "profound interest, tireless efforts and undying dedication to auto racing as exemplified by Russo throughout his lifelong career."

ESPN International's coverage of the 96th Indianapolis 500 through its network and joint ventures will reach more than 212 million homes in 136 countries and territories outside of the United States. Add to that syndication (46 countries and 53.3 million homes) and ABC's U.S. reach of 114,700,000, and television distribution exceeds 380.5 million homes in 182 countries worldwide.

U.S. troops serving overseas and on Navy vessels around the world will watch live via a broadcast agreement between ESPN and the American Forces Network, bringing the total to 213 countries and territories around the world.

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INDYCAR and Apex-Brasil announced today an extension of their partnership through 2014. Apex-Brasil is the Official Energy and Trade Partner of INDYCAR.

RANDY BERNARD (CEO, INDYCAR): "When you find great partners, it's more important to keep those and create better and better relationships. INDYCAR and Indianapolis Motor Speedway are very proud to announce today that we've extended our relationship with Apex-Brasil through 2014. Last year, we saw over one billion dollars' worth of export revenue brought in through their INDYCAR project. Some of the similarities and elements that are so important to Apex-Brasil and INDYCAR is the fact we do use ethanol and we're using E-85, a pump-relevant product. Also the fact that we have so many great drivers in our series from Brazil, and we have a very successful event in Brazil. Brazil is a very important piece of business for INDYCAR. We look at them as a very important partner, but more importantly as a family member. Corporate involvement is essential in today's world. If you're going to make it as a sports property, you have to have great corporate involvement. This relationship is just one of those blessings we have."

MAURICIO BORGES (President, Apex-Brasil): "It is a pleasure to be here and announce this extension of our agreement for two more years. As Randy said, it is a pleasure for us to have a good partnership with INDYCAR. We are really pleased to have the extension. Thank you for all of your support for Brazilian companies and American companies to do business. Since we've fostered the relationship, we've improved our knowledge of American culture. So we've learned quite a lot when you consider that since 2008 there's more than two billion dollars of new business between Brazil and American companies. We really proud to do that."

GREG GRUNING (Executive Vice President, Corporate Business Development): "What's very interesting about this partnership, and there really is nothing like this in all of sports, is you think about what a typical trade show would be. When we were talking to Apex back in 2008, it was around fuel. You think about the heritage of the drivers, as Randy talked about. But what became really interesting as we were talking with Mauricio and his team is how do you showcase Brazilian products; the 80-plus sectors, the internationalization of their products? And how do you attract foreign investment back into Brazil? Leveraging the platform of INDYCAR, which is the middle to upscale, and really doing an end-to-end experience, from inviting the key folks to come in and experience the energy of Brazil and foster a relationship from a hospitality perspective, where you can foster B-to-B relationships at a high level in and around our sport is fantastic."

JEFF BELSKUS (President and CEO, Indianapolis Motor Speedway Corporation): "We're pleased to be a part of this program today, and we've developed good friendships with Apex-Brasil ourselves. We're very pleased to be extending the arrangement. We're in a very historic time for the Indianapolis 500 and Indianapolis Motor Speedway with our 100th anniversary last year and looking forward to our 100th running in 2016, and Randy and Greg are both right. We're proud of the partnership and proud of the friendship, as well."

96th INDIANAPOLIS 500 CELEBRITY RED CARPET QUOTES:

DRAKE HOGESTYN (Actor, "Days of Our Lives"): "As a child, I used to come here during the time trials. I was a big Vukovich fan. I loved A.J. Foyt, Parnelli Jones in '69 when he came out with the turbine, and I was a big Jimmy Clark fan as a kid because I loved that slick car."

CAPT. KEITH COLBURN ("Deadliest Catch"): "It's my first time at Indianapolis, my first time at the Speedway, but I have been following the race since I was a little kid. And you know what? This is like a dream come true for me. You know it is like Disneyland when you go when you are older and it looks smaller -- this place in gigantic, it is amazing how big it is, it is a spectacle. I'll tell you, it is a lot better than being in the ice in the Bering Sea. I'll take a hot day in Indianapolis any day of the week."

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96th INDIANAPOLIS 500 CELEBRITY RED CARPET QUOTES (cont.):

DAVE HESTER (“Storage Wars”): “I participated in the parade yesterday. When I was done, I wanted to go through again because the excitement of the people is just awesome. (Today) I’ve never been around this many people with all this fun and energy. I wish I had one of these trailers out here. It’s like reality TV out here. It’s a little warm out here. It’s not like California. But I’m not complaining. It’s awesome.”

OLIVIA NEWTON-JOHN (Singer, actress): “Oh, we are having a good time. We went to the Snake Pit Ball last night, went to the parade yesterday and had a book signing for my cookbook at Barnes and Noble, so it has been full-on, but it has been fun.” (About nephew Emerson Newton-John being eliminated in accident in Firestone Freedom 100 on Friday): “Well, those things happen in racing, so it was just a tough break. I have been to the race before, a long time ago. In fact, I brought Emerson when he was a teenager to watch it, and Emerson Fittipaldi won. So isn’t that funny? So I know what to expect, and I am excited. I am rooting for the Penske team because Will Power is an Aussie and the Penskes are friend of mine, so I am for all the Penske drivers, particularly the Aussie boy.”

SCOTT BORCHETTA (Founder, Big Machine Records): “We were one of Dan (Wheldon’s) sponsors last year for the ‘500.’ It was such an extraordinary day. We were sitting in Turn 2, so when JR Hildebrand came by for the last lap. So, we were thinking for a one-race deal, second place is not that bad. JR goes by then two seconds later Dan goes by, and then we’re watching the big screen. Then, we were like: ‘Oh my God. We just won the Indy 500!’ After we were high-fiving and screaming and hugging, we had to go to victory lane. Anyone that has been to IMS knows, from Turn 2 to Victory Lane is like a mile away. I have my Dan Wheldon champion ring from last year on (today), and Martina McBride is going to wear the ring when she sings the anthem today. We’re also going to honor Dan on Lap 26 and 98 with these great white sunglasses today. It’s a huge day to be here at the Indy 500.”

TOMMY LASORDA (Former Los Angeles Dodgers manager): “I have been to Indianapolis a lot of times but never to this event, and I am so impressed. I just cannot believe that there are going to be 400,000 people here watching this race. (As a Dodger) I hate to walk on the red carpet, to be honest with you. I rode in an Indy car around Dodger Stadium in Andretti’s car, and it was amazing. I would never do that (drive an Indy car). When I drive down the freeway, I’m scared -- let alone go 220 mph. That’s unbelievable; I just can’t see that.”

EVE (Singer, producer, actress): “This is my first one (Indy 500). I’m excited to be here. I’ve seen it on TV, and it always looks exciting, and it is exciting. There are so many people here. It is really hot, but it’s great. It’s good energy, amazing energy. I’m in the Gumball 3000 rally, so I think that makes it even more exciting because we’re driving our cars. Then to come see some professionals on the track makes it that much more exciting.”

BUN B (Rapper): "I keep hearing about the intensity, the adrenaline, about the energy from the crowd. I just really, really can't wait to experience seeing these cars start off this grid. I just want to see who catches that checkered flag today." (Are you rooting for anybody in particular?): "Oh yeah, definitely. I'm going for the team that won last year (Bryan Herta Autosport). We want to win one for Dan (Wheldon) again." (On his participation in the Gumball 3000 rally): "We're driving from New York to L.A. in seven days. I'm in car 56, 'White Phantom,' and we leave here tomorrow morning. We drive on to Kansas City, then Santa Fe New Mexico, Las Vegas, and we end on Hollywood Boulevard in Los Angeles.”

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96th INDIANAPOLIS 500 CELEBRITY RED CARPET QUOTES (cont.):

HOWIE MANDEL (TV personality, comedian, 96th Indianapolis 500 honorary announcer): “It’s good to be here. I’ve never been to an event this size. It’s probably the biggest event in the nation – 300,000 people and the heat and the excitement, I’m just thrilled to be a part of it.” (Do you have a favorite?): “I do have a favorite for the race. Are you talking about a driver? I was talking about French fries. My favorite is French fries and a beer for the race.” (Being honorary announcer): “I don’t know how tough it’s going to be; now I’m starting to get nervous. I know my role is very important. I feel like I’m at the center of this whole thing – I am the pulse of the Indianapolis 500.”

PETE ROSE (Baseball legend): “This is my first time here. This is exciting. This is fun. The World Series and All-Star Games don’t even compare to the Indy 500. They’re fun to play in, but this is the greatest sports spectacle in the world. I think I like Marco Andretti today. His name’s Andretti. How can you not like him? It’s in his blood. Today is going to be good.”

GLADYS KNIGHT (Singer): “This is just the most amazing thing. The energy of the people is great. I can’t wait to see the cars go around the track. It’s my first time here. I’m looking forward to the speed. I can’t wait to hear the sound of the cars. This is amazing.”

GUY FIERI (TV personality, chef, 96th Indianapolis 500 Pace Car driver): "This just continues to get more out of control. I mean, I thought Friday was crazy. Look at this – nuts." (Are you nervous?): "I don't know if nervous is the word. I just want to do good and do it right. I've got a lot of people counting on me. I've got 33 of the best drivers in the world behind me. I'm kicking off the party. I want to make sure I do it right." (You got lessons from Johnny Rutherford. You want to make him proud, right?): "Lessons, I'm telling you: That was the Obi-Wan Kenobi of pace car driving. I mean, he gave me as much as I think I could understand. He gave me everything. We got it; we did it. He said: 'I sign you off. You're ready to go.' The real key is to, as Johnny says, keep your eye on the six. So I'm going to watch that rear-view mirror and that side mirror and just really know where my guys are. Plus I've got the tower in my head, with the headphones on, telling me what speeds they want me to keep this at. There's a lot going on. I don't think people quite understand the responsibility. I didn't understand the responsibility of the Pace Car. It's a real responsibility of prepping this thing, getting those drivers ready and lettin' 'em loose."

MARTINA McBRIDE (Singer, 96th Indianapolis 500 national anthem singer): “This is my first time to be here. I’m so excited. I got in at 4 o’clock and did my sound check. You can see that everyone is so excited to be here. To be here for the Memorial Day weekend and to sing the national anthem is just, I’m proud to be here. I’ll warm up on the bus; I just try not to think about that (singing) and just think about our country. I got here at 7 o’clock this morning to do a mike (microphone) check, and there were people arriving already. The race will be loud and fast, and I’m glad I won’t be in one of the cars.”

MAXIMILLION COOPER (Founder, Gumball 3000 coast-to-coast rally): “This is the 14th anniversary of our trip. We do a different 3,000-mile route each year, and this year it is from New York to Los Angeles. We’re here on day three of the Gumball, and we’ve got a pit stop at the Indy 500. It’s parties every night, an eclectic mix of cars and people; 110 cars, everything from ‘50s Chevies on up. The cars are on display in the infield. The ride finishes on Thursday.” (Your impressions of the Speedway): “This is our first time to be at the Indy 500. I’m so impressed with the Speedway. I’ve been involved in motorsports all my life, and it’s amazing that I’ve never been here to this race. This is one of the places in life that you have to come to.”

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96th INDIANAPOLIS 500 RACE SPECIFICS:

- The race is 500 miles, 200 laps on the 2.5-mile oval.
- The race becomes official after 101 laps.
- The pit road speed is 60 mph.
- The green flag to start the race will be shown on the fourth time past the flag stand. The pace speed on the parade laps will be approximately 115-120 mph.
- Lapped cars will be placed at the end of the line on restarts during the last 20 laps of the race.
- All restarts will be single file.
- Each team will have 150 gallons of E85 fuel per car for the race.

96th INDIANAPOLIS 500 PRE-RACE:

At noon, the ambient temperature was 91 degrees with a relative humidity of 64 percent and southwest winds at 7 mph. Skies were sunny. The track temperature was 121 degrees, according to Firestone engineers.

At 12:09 p.m., Indianapolis Motor Speedway Chairman of the Board Mari Hulman George gave the command, “Ladies and gentlemen, start your engines,” while wearing white sunglasses in honor of Dan Wheldon. All cars except #14 Conway and #78 De Silvestro started and rolling. Both started, join field on pace lap.

Guy Fieri is driving the 2013 Chevrolet Corvette ZR1 Pace Car during the pace laps. Three-time Indianapolis 500 winner Johnny Rutherford will drive the Pace Car during caution periods.

96th INDIANAPOLIS 500 RACE RUNNING:

Lap 1: **GREEN**. #6 Briscoe leads into Turn 1. #26 Andretti climbs to third. #27 Hinchcliffe passes #6 Briscoe for lead at start-finish line, leads by .0351 of a second.

Lap 2: #6 Briscoe takes lead from #27 Hinchcliffe at start-finish line, leads by .0359 of a second.

Lap 3: #6 Briscoe leads #27 Hinchcliffe by .0800 of a second.

Lap 4: #27 Hinchcliffe, #6 Briscoe side by side in Turn 1, #6 Briscoe keeps lead. #6 Briscoe leads #27 Hinchcliffe by .1850 of a second.

Lap 5: #27 Hinchcliffe passes #6 Briscoe for lead at start-finish line, leads by .0034 of a second.

Lap 6: #28 Hunter-Reay passes #26 Andretti for third on backstretch. #27 Hinchcliffe leads by .0254 of a second.

Lap 7: #6 Briscoe passes #27 Hinchcliffe for lead in Turn 1. #6 Briscoe leads #27 Hinchcliffe by .2533 of a second. #11 Kanaan up to fifth after starting eighth.

Lap 8: #6 Briscoe leads #27 Hinchcliffe by .1499 of a second.

Lap 9: #64 Alesi, #78 De Silvestro called to pits by Race Control for being outside of 105 percent of the leader's speed.

Lap 10: Top 10 -- #2 Briscoe, #27 Hinchcliffe, #26 Andretti, #28 Hunter-Reay, #11 Kanaan, #3 Castroneves, #98 Tagliani, #67 Newgarden, #12 Power, #38 Rahal.

#78 De Silvestro pits.

Lap 11: #64 Alesi pits. #67 De Silvestro out of race, handling problems.

Lap 14: #26 Andretti passes #27 Hinchcliffe for second. **YELLOW**. #39 Clauson does 1 ¼ spins exiting Turn 1, no contact.

Lap 15: All thirty cars on lead lap in pits. #50 Franchitti spins entering pit box after being hit from behind by #5 Viso. #27 Hinchcliffe first out of pits. #17 Saavedra pit road speed violation, must perform drive-through penalty.

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96th INDIANAPOLIS 500 RACE RUNNING (cont.):

Lap 15 pit stop report: Four tires, fuel: #7 Bourdais, 10 seconds; #9 Dixon, 10 seconds; #83 Kimball, 17 seconds; #25 Beatriz, 11 seconds; #38 Rahal, 10 seconds; #28 Hunter-Reay, 13 seconds; #27 Hinchcliffe, 13 seconds; #12 Power, 13 seconds; #3 Castroneves, 13 seconds; #98 Tagliani, 11 seconds; #5 Viso, 11 seconds; #26 Andretti, 10 seconds; #11 Kanaan, 10 seconds; #6 Legge, 16 seconds; #39 Clauson, 13 seconds; #20 Carpenter, 10 seconds, #30 Jourdain, 12 seconds; #15 Sato, 10 seconds; #99 Bell, 14 seconds; #77 Pagnaud, 12 seconds; #41 Cunningham, 12 seconds; #14 Conway, 13 seconds; #4 Hildebrand, 11 seconds; #17 Saavedra, 18 seconds; #19 Jakes, 25 seconds. Four tires, fuel, front wing adjustment: #2 Briscoe, 14 seconds; #67 Newgarden, 11 seconds, then stalled exiting pits. Four tires, fuel, air pressure adjustment: #8 Barrichello, 10 seconds; Four tires, fuel, front nose/wing change: #50 Franchitti, 34 seconds.

Lap 18: **GREEN**. Restart order: #27 Hinchcliffe, #2 Briscoe, #26 Andretti, #28 Hunter-Reay, #3 Castroneves.

Lap 19: #2 Briscoe, #26 Andretti pass #27 Hinchcliffe entering Turn 1 on restart.

Lap 20: #26 Andretti leads #2 Briscoe by .1047 of a second.

Lap 21: #26 Andretti leads #2 Briscoe by .1151 of a second.

Lap 22: #2 Briscoe leads #26 Andretti by .6541 of a second.

Lap 23: #26 Andretti passes #2 Briscoe at start-finish line, leads by .0075 of a second. #64 Alesi penalized two laps for failure to follow instructions from Race Control.

Lap 24: #22 Servia to pits due to tire going flat. #26 Andretti leads #2 Briscoe by .4864 of a second.

Lap 25: Crew for #39 Clauson puts four tires on car, ready to return to race.

Lap 28: #26 Andretti leads #27 Hinchcliffe by .8061 of a second.

Lap 33: #39 Clauson rejoins race, 19 laps down.

Lap 35: #26 Andretti leads #27 Hinchcliffe by .4948 of a second.

Lap 37: #26 Andretti leads #27 Hinchcliffe by .3500 of a second. #98 Tagliani up to fourth.

Lap 40: Top 10 – #26 Andretti, #27 Hinchcliffe, #2 Briscoe, #98 Tagliani, #11 Kanaan, #9 Dixon, #15 Sato, #12 Power, #38 Rahal, #3 Castroneves.

Lap 41: #41 Cunningham to pits, 3 minutes, 42 seconds. Observers reported sour engine sound. Team replaces coil, ignition system parts. #26 Andretti leads #27 Hinchcliffe by 4.3035 seconds.

Lap 43: #2 Briscoe up to second.

Lap 44: #27 Hinchcliffe to pits, four tires and fuel, air pressure adjustment, 14 seconds. #26 Andretti leads #2 Briscoe by 4.6604 seconds.

Lap 45: #26 Andretti to pits from lead. #2 Briscoe also to pits. #98 Tagliani takes lead. Pit stop report: Four tires and fuel: #5 Viso, 13 seconds; #8 Barrichello, 14 seconds; #26 Andretti, 14 seconds; #11 Kanaan, 13 seconds; #12 Power, 15 seconds; #2 Briscoe, 15 seconds; #25 Hunter-Reay, 15 seconds.

Lap 46: Pit stop report: Four tires, fuel: #20 Carpenter, 12 seconds; #19 Jakes, 12 seconds; #14 Conway, 12 seconds; #15 Sato, 12 seconds; #99 Bell, 12 seconds; #25 Beatriz, 12 seconds; #3 Castroneves, 15 seconds, slow right rear tire change.

Lap 47: #98 Tagliani to pits from lead, four tires, fuel, front wing adjustment, 11 seconds. #9 Dixon takes lead. Drive-through penalty for #98 Tagliani after pit road speed violation. Pit stop report: Four tires, fuel: #18 Wilson, 13 seconds; #50 Franchitti, 12 seconds; #6 Legge, 12 seconds.

Lap 48: #9 Dixon to pits from lead. #83 Kimball takes lead.

Lap 50: #83 Kimball to pits from lead. #26 Andretti takes lead.

Lap 51: #26 Andretti leads #9 Dixon by 3.7405 seconds.

Lap 53: #26 Andretti leads #9 Dixon by 2.8379 seconds.

Lap 56: #26 Andretti leads #9 Dixon by 1.5168 seconds.

Lap 64: #26 Andretti leads #9 Dixon by .6877 of a second.

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96th INDIANAPOLIS 500 RACE RUNNING (cont.):

Lap 65: #11 Kanaan to pits, four tires and fuel, 11 seconds.

Lap 67: #26 Andretti leads #9 Dixon by .6025 of a second. #39 Clauson to garage, out of race.

Lap 69: #5 Viso to pits, four tires and fuel, 10 seconds.

Lap 70: #67 Newgarden to pits, four tires and fuel, 11 seconds.

Lap 71: #26 Andretti leads #9 Dixon by 1.3471 seconds.

1 p.m. temperature update: Ambient 91 degrees, track 124 degrees, according to Firestone.

Lap 72: Twenty-two cars on lead lap.

Lap 73: #26 Andretti to pits from lead. #9 Dixon takes lead. Pit stop report: Four tires and fuel: #26 Andretti, 9 seconds; #27 Hinchcliffe, 11 seconds; #28 Hunter-Reay, 9 seconds; #3 Castroneves, 13 seconds.

Lap 74: #2 Briscoe, #12 Power, #99 Bell, #3 Castroneves to pits. Four tires, fuel, front wing adjustment: #Power, 13 seconds #2 Briscoe, 12 seconds. Four tires, fuel: #99 Bell, 14 seconds.

Lap 76: Pit stop report: Four tires, fuel: #18 Wilson, 18 seconds; #19 Jakes, 14 seconds.

Lap 77: #7 Bourdais penalized drive-through for pit lane speeding violation after 11-second stop for four tires, fuel. Pit stop report: Four tires and fuel: #4 Hildebrand, 11 seconds; #30 Jourdain, 13 seconds; #14 Conway, 30 seconds, hit crew members on left side of car; #77 Pagnaud, 12 seconds; #17 Saavedra, 12 seconds; Four tires, fuel, front wing adjustment: #15 Sato, 14 seconds.

Lap 78: #9 Dixon, #50 Franchitti to pits. #83 Kimball takes lead. Pit stop report: four tires and fuel: #9 Dixon, 9 seconds; #38 Rahal, 11 seconds.

Lap 79: #83 Kimball to pits from lead, four tires, fuel, right rear wheel adjustment, 11 seconds.

Lap 80: **YELLOW**. Accident involving #14 Conway, #12 Power. #14 Conway did half-spin in Turn 1, hit wall in short chute between Turns 1 and 2 with left side of car. #12 Power collides with Conway's car, which slid sideways along top of wall before landing on ground. Power stops against SAFER Barrier inside Turn 2. Heavy damage to both cars. Both drivers climb from cars with assistance from Holmatro Safety Team.

Lap 82: Pit stop report: Four tires, fuel: #25 Beatriz, 12 seconds. #67 Newgarden, 16 seconds; #22 Servia, 11 seconds; #99 Bell, 10 seconds. Fuel only: #17 Saavedra, 8 seconds; #18 Wilson, 7 seconds.

Lap 83: #5 Viso to pits to replace lost shim, 1 minute.

Lap 84: #7 Bourdais to pits, fuel only, 6 seconds. #5 Viso to pits for further repairs, 30 seconds.

Lap 87: **GREEN**. Restart order: #26 Andretti, #9 Dixon, #50 Franchitti, #15 Sato, #2 Briscoe.

Lap 88: #77 Pagnaud passes #26 Andretti entering Turn 1 on restart to regain lap.

Lap 90: **YELLOW**. #25 Beatriz does three-quarter spin exiting Turn 1, hits wall in short chute between Turns 1 and 2

Lap 91: #26 Andretti to pits from lead. #9 Dixon takes lead. Pit stop report: Four tires and fuel: #5 Viso, 11 seconds; #8 Barrichello, 10 seconds; #26 Andretti, 10 seconds; #11 Kanaan, 9 seconds; #27 Hinchcliffe, 16 seconds; #2 Briscoe, 9 seconds; #15 Sato, 8 seconds; #22 Servia, 5 seconds; #77 Pagnaud, 10 seconds; #6 Legge, 14 seconds; #20 Carpenter, 20 seconds, inspection of right side of car.

Lap 92: #27 Hinchcliffe returns to pits for adjustment, 4 seconds.

Lap 93: Pit stop report: Fuel only: #20 Carpenter, 9 seconds. Adjustment: #5 Viso, 10 seconds. #25 Beatriz to pits for replacement of rear wing with rear wing of teammate #26 Andretti, 4 minutes, 35 seconds.

Medical update from Dr. Michael Olinger, INDYCAR medical director: Mike Conway and Will Power were evaluated and released without injury from the IU Health Emergency Medical Center at IMS. They are cleared to drive.

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96th INDIANAPOLIS 500 RACE RUNNING (cont.):

Lap 95: **GREEN.** #9 Dixon, #50 Franchitti, #28 Hunter-Reay, #38 Rahal, #83 Kimball.
Lap 96: #9 Dixon leads #28 Hunter-Reay by .7311 of a second.
Lap 97: #9 Dixon leads #28 Hunter-Reay by .8054 of a second.
Lap 100 (halfway): Top 10 -- #9 Dixon, #50 Franchitti, #28 Hunter-Reay, #38 Rahal, #15 Sato, #18 Wilson, #83 Kimball, #4 Hildebrand, #19 Jakes, #99 Bell.
Lap 102: #9 Dixon leads #50 Franchitti by .2576 of a second.
Lap 106: #9 Dixon leads #50 Franchitti by .3927 of a second. Both cars last pitted on Lap 78.
Lap 112: #28 Hunter-Reay to pits from third place, four tires and fuel, 12 seconds.
Lap 113: #30 Jourdain to pits, four tires and fuel, 11 seconds.
Lap 114: #4 Hildebrand to pits, four tires and fuel, 12 seconds.
Lap 115: Pit stop report: Four tires, fuel: #38 Rahal, 10 seconds; #3 Castroneves, 11 seconds.
Lap 116: #99 Bell to pits, four tires and fuel, 11 seconds.
Lap 118: #50 Franchitti to pits, four tires and fuel, 10 seconds. #15 Sato climbs to second.
Lap 119: #9 Dixon to pits. #15 Sato takes lead. Pit stop report: Four tires and fuel: #9 Dixon, 10 seconds; #83 Kimball, 8 seconds; #19 Jakes, 7 seconds. Four tires, fuel, air pressure adjustment: #18 Wilson, 15 seconds. Wilson ran over air gun and hose entering his pit box, no penalty.
Lap 120: #67 Newgarden to pits, four tires and fuel, 10 seconds.
Lap 122: #15 Sato leads #26 Andretti by 4.9691 seconds.
Lap 124: #26 Andretti to pits, four tires and fuel, 9 seconds. #2 Briscoe to pits, four tires and fuel, 7 seconds. #28 Hunter-Reay slow in Turns 1 and 2, drops below white line on backstretch. Last pitted on Lap 112.
Lap 124: #15 Sato to pits. #8 Barrichello takes lead. #11 Kanaan to pits, four tires and fuel, 11 seconds; #27 Hinchcliffe to pits, four tires and fuel, 8 seconds.
•#8 Rubens Barrichello is the 58th driver to lead the Indianapolis 500 in his first start.
•This is the first time in five career Indianapolis 500 starts that #12 Will Power will not be running at the finish.
Lap 125: #8 Barrichello to pits, four tires and fuel, 12 seconds. #15 Sato regains lead.
Lap 127: #15 Sato leads #50 Franchitti by .2082 of a second. #28 Hunter-Reay out of race, mechanical problem. #25 Beatriz to pits, four tires and fuel, 11 seconds.
Lap 136: #15 Sato leads #50 Franchitti by .5298 of a second.
Lap 140: #7 Bourdais to pits, four tires and fuel, 10 seconds.
Lap 141: #15 Sato leads #50 Franchitti by 1.0622 seconds.
2:15 p.m. temperature update: Ambient 93 degrees, track 133 degrees, according to Firestone engineers.
Lap 144: #9 Dixon passes #26 Andretti for third. #26 Andretti to pits, four tires and fuel, 9 seconds. #4 Hildebrand to pits, four tires and fuel, 11 seconds. #38 Rahal to pits, four tires and fuel, 10 seconds. #17 Saavedra slows on track, pulls into acceleration lane.
Lap 145: #67 Newgarden to pits, four tires and fuel, 11 seconds.
Lap 146: **YELLOW.** Tow-in for #17 Saavedra, who has stopped on acceleration lane in Turn 2. Crew reports electrical problem.
Lap 147: All 12 cars on lead lap to pits: #15 Sato, #50 Franchitti, #9 Dixon, #18 Wilson, #83 Kimball, #27 Hinchcliffe, #3 Castroneves, #11 Kanaan, #2 Briscoe, #19 Jakes, #20 Carpenter, #8 Barrichello. #15 Sato first car off pit road. Pit stop report: Four tires and fuel: #50 Franchitti, 12 seconds; #18 Wilson, 13 seconds; #19 Jakes, 10 seconds; #6 Legge, 11 seconds; #20 Carpenter, 10 seconds; #22 Servia, 8 seconds; #9 Dixon, 9 seconds; #83 Kimball, 9 seconds; #25 Beatriz, 14 seconds; #8 Barrichello, 9 seconds; #11 Kanaan, 11 seconds; #2 Briscoe, 12 seconds; #3 Castroneves, 12 seconds; #27 Hinchcliffe, 13 seconds.

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96th INDIANAPOLIS 500 RACE RUNNING (cont.):

Lap 148: #98 Tagliani, #26 Andretti, #99 Bell, #38 Rahal, #4 Hildebrand waved around Pace Car, return to lead lap.

Lap 149: #26 Andretti to pits, fuel only and front wing adjustment, 7 seconds. #7 Bourdais to pits, four tires and fuel, 8 seconds.

Lap 152: **GREEN**. Restart order: #15 Sato, #50 Franchitti, #9 Dixon, #27 Hinchcliffe, #18 Wilson.

Lap 153: #50 Franchitti passes #15 Sato for lead on first lap after restart. Leads by .2602 of a second at start-finish.

Lap 154: #9 Dixon passes #15 Sato for second, trails leader #50 Franchitti by .1345 of a second.

Lap 156: #50 Franchitti leads #9 Dixon by .3318 of a second.

Lap 157: #50 Franchitti leads #9 Dixon by .2158 of a second. #18 Wilson climbs to fourth.

Lap 158: #50 Franchitti leads #9 Dixon by .1934 of a second.

Lap 160: #9 Dixon passes #50 Franchitti for lead in Turn 1. Leads by .0721 of a second at start-finish line.

Lap 161: #50 Franchitti passes #9 Dixon for lead in Turn 1. Leads by .1706 of a second at start-finish line.

Lap 163: #9 Dixon passes #50 Franchitti for lead in Turn 1. #67 Newgarden slows in acceleration lane in Turn 2, no power.

Lap 164: **YELLOW**. Tow-in for #67 Newgarden, who is stopped on grass inside backstretch.

Lap 165: #30 Jourdain enters closed pits, four tires and fuel, 8 seconds.

Lap 166: All lead lap cars to pits. #9 Dixon first car out of pits. Pit stop report: Four tires and fuel: #9 Dixon, 9 seconds; #83 Kimball, 10 seconds; #38 Rahal, 9 seconds; #27 Hinchcliffe, 10 seconds; #3 Castroneves, 9 seconds; #2 Briscoe, 10 seconds; #26 Andretti, 10 seconds; #8 Barrichello, 11 seconds; #99 Bell, 13 seconds; #18 Wilson, 8 seconds; #4 Hildebrand, 10 seconds; #50 Franchitti, 8 seconds. Four tires, fuel, front and rear wing adjustment: #15 Sato, 12 seconds. Four tires, fuel, front wing adjustment: #11 Kanaan, 10 seconds; #98 Tagliani, 11 seconds.

Lap 168: #22 Servia, #77 Pagnaud waved around Pace Car, back on lead lap.

Lap 171: **GREEN**. Restart order: #9 Dixon, #50 Franchitti, #15 Sato, #18 Wilson, #83 Kimball.

Lap 172: #18 Wilson passes #15 Sato for third in Turn 1 after restart. #50 Franchitti takes lead over #9 Dixon, leads by .3636 of a second at start-finish line.

Lap 174: #15 Sato passes #18 Wilson for third in Turn 1. #9 Dixon passes #50 Franchitti for lead in Turn 3. #20 Carpenter passes #11 Kanaan for fourth.

Lap 175: #9 Dixon leads #50 Franchitti by .1567 of a second.

Lap 177: #50 Franchitti passes #9 Dixon for lead in Turn 1.

Lap 178: #20 Carpenter passes #15 Sato for third between Turns 1 and 2. #9 Dixon leads #50 Franchitti by .0040 of a second.

Lap 179: #18 Wilson passes #20 Carpenter for third in Turn 1. #17 Saavedra retires with electrical problem.

Lap 180: #50 Franchitti passes #9 Dixon for lead in Turn 1. #50 Franchitti leads #9 Dixon by .2364 of a second.

Lap 181: **YELLOW**. #20 Carpenter does full spin to the left between Turns 1 and 2. No contact. Car stops on track and is restarted.

Lap 184: **GREEN**. Restart order: #50 Franchitti, #9 Dixon, #18 Wilson, #15 Sato, #11 Kanaan.

Lap 185: Four-wide on frontstretch on restart. #11 Kanaan drives from fifth to lead in Turn 1. #50 Franchitti regains lead at line by .0643 of a second.

Lap 186: #50 Franchitti leads #11 Kanaan by .1972 of a second.

Lap 187: #11 Kanaan dives under #50 Franchitti at start-finish line for lead by .0291 of a second.

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96th INDIANAPOLIS 500 RACE RUNNING (cont.):

Lap 188: **YELLOW**. #26 Andretti dips under white line in Turn 1, crashes into SAFER Barrier in Turn 1. Heavy damage to right side of car. Andretti climbs from car with assistance from Holmatro Safety Team.

Lap 194: **GREEN**. Restart order: #11 Kanaan, #50 Franchitti, #9 Dixon, #2 Briscoe, #18 Wilson, #27 Hinchcliffe, #15 Sato, #22 Servia, #8 Barrichello, #99 Bell.

Lap 195: #50 Franchitti passes #11 Kanaan entering Turn 1 for lead on restart. #11 Kanaan falters on first lap after restart, drops to fourth. #9 Dixon drives under #50 Franchitti for lead at the line, leads by .0104 of a second.

Lap 196: #9 Dixon leads #50 Franchitti at line.

Lap 197: #50 Franchitti passes #9 Dixon entering Turn 1. #9 Dixon leads #50 Franchitti by .0638 of a second at the line.

Lap 198: #9 Dixon leads #50 Franchitti by .0502 of a second.

Lap 199: #50 Franchitti passes #9 Dixon for lead. #15 Sato passes #9 Dixon for second, trails Franchitti by .1205 of a second at white flag.

Lap 200: **YELLOW**. #50 Franchitti, #15 Sato appear to touch in Turn 1 in battle for lead on final lap. #15 Sato tried to dive under #50 Franchitti in Turn 1, makes contact with Franchitti, spins and hits SAFER Barrier in Turn 1. Franchitti continues. Sato climbs from car with assistance from Holmatro Safety Team.

CHECKERED. #50 Dario Franchitti wins 96th Indianapolis 500. It's his third career Indianapolis 500 victory. He also won in 2007 with Andretti Green Racing and 2010 with Target Chip Ganassi Racing. Franchitti becomes just the

#9 Scott Dixon finishes second, #11 Tony Kanaan third.

Dario Franchitti put on white sunglasses in Victory Lane, in tribute to late friend Dan Wheldon. Franchitti points to sky, in tribute to Wheldon, after drinking from traditional winner's bottle of milk.

INDIANAPOLIS 500 WINNER'S POST-RACE QUICK QUOTE:

DARIO FRANCHITTI: "I just want to dedicate this to two of Indianapolis' finest, Dan Wheldon and Michael Wanser. Thanks to all of the Indianapolis fans for their tribute to Dan today. What a race. What a race. I think D-dub (Wheldon) would be proud of that one." (About final battle with Takuma Sato): "I moved over, and I saw he was coming. I came back over, and I moved up the track. He got loose underneath me. Kind of reminds me of Emerson (Fittipaldi) and Little Al (Unser) at the end there. This means the world. This is Indianapolis. To be on this trophy on either side of Dan, that means more than anything. The last week I've been studying my buddy JR's book, Johnny Rutherford gave me his book with a wonderful inscription, and he said he hoped to welcome me to the three-time club. To be in the company of guys like that means so much. What a great race today, to be able to come from the back of the grid after being in the pit lane and being spun."

Michael Wanser died last Oct. 23, 2011, exactly one week after Dan Wheldon passed away. Wanser was the 6-year-old son of Target Chip Ganassi Racing team manager (racing operations) Barry Wanser. Michael Wanser was suffering from acute myeloid leukemia. Team members nicknamed him "Iron Man Mike" for the courage and strength he showed during his fight with the disease.

Medical update from Dr. Michael Olinger, INDYCAR medical director: Marco Andretti and Takuma Sato were evaluated and released without injury from the IU Health Emergency Medical Center at IMS. They are cleared to drive.

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96th INDIANAPOLIS 500 HISTORICAL NOTES:

- Dario Franchitti is the 10th driver to have three or more wins in Indianapolis 500 history.
- Dario Franchitti joins Helio Castroneves as three-time Indianapolis 500 winner in the fewest number of starts, nine. Louis Meyer won for the third time in his ninth start, but it was his 10th Indianapolis 500 because he drove as a relief driver only in his rookie year.
- Dario Franchitti and Target Chip Ganassi Racing teammate Scott Dixon finished first and second, respectively. The last time teammates finished 1-2 before today was in 2003 when Gil de Ferran beat Penske teammate Helio Castroneves to the checkered flag.
- This is the fifth Indianapolis 500 victory for Chip Ganassi, tying Lou Moore for second on the list of career wins by car owners. Roger Penske leads all car owners with 15 victories.
- There were a record 34 lead changes during the 2012 Indianapolis 500. The previous record for most lead changes was 29 in 1960.
- The 2012 Indianapolis 500 race had 10 different lap leaders, tying the 1980, 1995, 1998 and 2011 races for second-highest number of lap leaders. The record for different lap leaders is 12 in the 1993 race.
- Dario Franchitti's 2012 Indianapolis 500 winning average speed of 167.734 mph was the fifth fastest in Indianapolis 500 history.
- The 2012 race is the third Indianapolis 500 win for Dario Franchitti. His other victories came in 2010, and 2007 in a rain shortened (166 laps) race. In all three victories, he crossed the finish line under caution.
- Dario Franchitti is the second driver to win the Indianapolis 500 starting from the 16th position. Dan Wheldon won from the same position in 2005.
- This is the first time car No. 50 has won the Indianapolis 500.
- Jean Alesi is the third driver in Indianapolis 500 history to start and finish 33rd in the race. Both Dempsey Wilson (1960) and Ronnie Duman (1966) started and finished 33rd.
- The 2012 race represents the eighth time that Helio Castroneves has completed the full 500-mile distance. Castroneves joins Ted Horn and A.J. Foyt as the only drivers to have completed the full 500 miles eight times without the aid of a relief driver. The use of relief drivers was a common practice at the Indianapolis 500 before World War II.
- Honda has been the winning engine for the past nine years and moves up to fourth all time for victories by all engine manufacturers.
- Scott Dixon has completed the last 1,366 consecutive laps of Indianapolis 500 competition, which represents the most consecutive laps completed by a driver in Indianapolis 500 history. The previous record stood for 71 years and belonged to Wilbur Shaw, who completed 1,351 consecutive laps from 1935-41.
- The 2012 Indianapolis 500 marks the eighth time in nine Indianapolis 500 starts, including two rain-shortened races, that Dario Franchitti has finished on the lead lap. The only time he failed to do so was his rookie year, when he finished three laps off the pace in the 2002 Indianapolis 500. Franchitti has completed 1,743 laps out of a possible 1,746 laps during his Indianapolis 500 career for a completion rate of 99.8 percent.
- Dario Franchitti (Scotland) is the second foreign driver to win the Indianapolis 500 three times. The other foreign three-time winner is Brazilian driver Helio Castroneves (2001, 2002, 2009).
- This is the seventh time that a member of the Andretti family has led the most laps of the Indianapolis 500. Mario led the most laps in 1969, 1985, 1987 and 1993. Michael led the most laps in 1991 and 1992. Marco led a race high 59 laps in today's race. Among these seven occasions, only the 1969 effort by Mario Andretti resulted in a victory.
- Target Ganassi Racing had a driver lead the most laps for the past four consecutive Indianapolis 500 races until Marco Andretti of Andretti Autosport led the most laps in today's race.

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96th INDIANAPOLIS 500 HISTORICAL NOTES (cont.):

•Rubens Barrichello's 11th-place finish was the highest finishing position among the eight Indianapolis 500 rookies in today's race. Barrichello, who led two laps, was the only rookie lap leader.

•Four drivers led the Indianapolis 500 for the first time: Takuma Sato (31 laps), James Hinchcliffe (five laps), Charlie Kimball (three laps) and Rubens Barrichello (two laps).

•Tony Kanaan led his eighth Indianapolis 500 today. That is the second-most races led by a driver still seeking his first win. Michael Andretti and Rex Mays each led nine races without winning in their respective Indianapolis 500 careers.

•Sixteen cars completed the full 500-mile distance, which ties the 1959 field for second all time. A record 19 cars completed the full distance in 2009.

•The National Weather Service recorded a high temperature of 91 degrees at 4:12 p.m. today, so this year's race ties for the second-hottest Indianapolis 500. The hottest race came in 1937, when the high temperature was 92. The high temperature also was 91 in 1919 and 1953.

•Dario Franchitti won the 2012 Indianapolis 500 powered by a Honda six-cylinder engine. This is the third time a six-cylinder engine has won the Indianapolis 500. The other two occasions are 1911, when Ray Harroun drove a Marmon-powered car to victory, and in 1946, when George Robson won with a Sparks-powered six-cylinder engine.

•Runner-up Scott Dixon led 53 laps today. He moved from 19th to 12th on the all-time Indianapolis 500 lap leader list with 346 laps led. This is the most laps led by an active driver.

•2012 race winner Dario Franchitti led 23 laps, raising his Indianapolis 500 career total to 329 laps led. This total is second-highest among all active Indianapolis 500 drivers.

•Marco Andretti recorded the fastest lap of the 2012 Indianapolis 500 on Lap 59, 220.172 mph. He also recorded the fastest lap of the race in 2008. Michael Andretti recorded the fastest lap of the race in 1992, and Mario Andretti recorded the fastest lap of the race in 1978.

•Marco Andretti has led five times in seven Indianapolis 500 career starts. His father, Michael Andretti, did not lead his fifth Indianapolis 500 until his 11th start. His grandfather Mario Andretti didn't lead his fifth Indianapolis 500 until his 19th start.

•Today marked the second time Dario Franchitti and Scott Dixon finished 1-2, respectively, in the Indianapolis 500. The other year was 2007, when Franchitti won for Andretti Green Racing and Dixon was second for Target Chip Ganassi Racing.

TOP 10 IN IZOD INDYCAR POINT STANDINGS (after Indianapolis 500):

- | | |
|--------------------------|-------------------------|
| 1. Will Power 200 | 6. Dario Franchitti 136 |
| 2. Helio Castroneves 164 | 7. Simon Pagenaud 136 |
| 3. James Hinchcliffe 164 | 8. Ryan Briscoe 128 |
| 4. Scott Dixon 153 | 9. Tony Kanaan 113 |
| 5. Ryan Hunter-Reay 143 | 10. JR Hildebrand 103 |

Former IMS Radio Network reporter Ron Carrell died today. He called the action from the backstretch, first turn, third turn and pits from 1965-92. He was most well-known for his vivid description of Danny Sullivan's famous spin in the short chute between Turns 1 and 2 before driving to victory in the 1985 Indianapolis 500.

The 97th Indianapolis 500 is scheduled for Sunday, May 26, 2013.

END DAY 12 NOTES

96th INDIANAPOLIS 500 RACE DAY QUOTES – May 27, 2012

JEAN ALESI (No. 64 Lotus-FP Journe-Fan Force United Lotus): “Frustration is a part of my job. We worked hard. It’s a shame we cannot be out there. This regulation is fair. I want to come back next year. Well, you know, everything was new for me. From the first day that I arrived, saw the car and met my team, I understood that we had to work hard, and we did. There is a part of the job that can be fixed on the track, but we had an engine that was not competitive straightaway, and we had to deal with it. We tried many things to avoid a lack of performance, but it could not be overcome. So it is difficult to be out of the race. However, I’ve learned a lot about this new racing discipline, and I’ve enjoyed it. I’ve had fantastic people around me, and I’ve really loved being a part of this great event, meeting lots of friendly and passionate fans, and spending time here in Indiana. I leave with a lot of respect for the Indy 500, an event I’ve followed from afar for many years, and I hope to return next year. I will start to prepare now.”

BRYAN CLAUSON (No. 39 Sarah Fisher Hartman/Curb Agajanian Honda): “It wasn’t good (after spin). We were struggling with the handling and not getting any speed out of it.”

SIMONA DE SILVESTRO (No. 78 Nuclear Clean Air Energy Lotus HVM Racing Lotus): “I’m disappointed, but we didn’t have speed from the beginning. I understand the call. We have to have more horsepower to be competitive. The guys really worked hard. We’ll see what happens next year. I’m pretty disappointed to get black-flagged after only a few laps. We were trying to keep up pace, but unfortunately right now we don’t have the pace, so now we have to work hard to get to the pace that we need to. It’s a disappointment because the team worked so hard all month, and when you can’t fit for anything, it’s really, really tough. So we just have to kind of be patient with it and we have to work even harder to kind of mask a little bit the lack of speed we have right now.”

WADE CUNNINGHAM (No. 41 ECat/ABC Supply Honda): “At about 30 laps, the motor started winding down, and I could no longer run sixth gear. We made our first pit stop early, which indicated we had a problem in the engine. The engine never really ran after that. It’s heartbreaking. I’ve worked seven months to put this together to find the sponsorship to make a contract with Larry (Foyt) that would work for everyone, with our sponsor ECat and ABC. We were going forward on the start and on the one restart we had. The car was solid, but we had a mechanical problem with the engine or an electrical issue, and the engine wouldn’t go over 11,000 rpm, so rather than get in the way and potentially ruin someone else’s race, we pulled it back here to the garage.”

MIKE CONWAY (No. 14 ABC Supply Co./A.J. Foyt Racing Honda): “My mistake coming into the pits. Came in a bit too hard and collected some of my guys, and that screwed up the front wing and we didn’t realize it till I got out. Through Turns 3 and 4, it felt a little wiggly, and I thought it was just tire temperatures. But down the front straight when I went down into turn 1, I could see one of the endplates sticking up in the air. I knew it wouldn’t be right turning in, so I tried to back out just going in. But I knew Will was close behind me so I didn’t want to back out too much, and the car got very loose, which I was able to correct it once. But it broke loose again, and I couldn’t catch it the second time and then I was just a passenger onboard. I’m very sorry for my guys; I’m glad that they are OK. I’m sorry for our sponsor ABC Supply as the car was really good, and we were moving up through the field.”

WILL POWER (No. 12 Verizon Team Penske Chevrolet): “(Conway) said the team sent him out with a broken wing. I don’t understand why they would do that. I’m fine, but I’m just disappointed for the Verizon guys. All the work they put in this month, and to be just taken out that. Obviously, both of us are OK. We’ll move on.”

SCOTT DIXON (No. 9 Target Chip Ganassi Racing Honda): “It was pretty close and (Dario Franchitti and Takuma Sato) got a run on me into (Turn) 1 there. Sato was definitely a guy throwing it in there all day, and he tried to do the same thing to Dario. I thought we were going to get really lucky because they touched, and I thought they

were both going to end up in the fence. Credit to Dario. He had a bad start to the day and came through the field. It's a 1-2 finish for Target on their 50th anniversary. You couldn't have it a better way. I just wish the No. 9 was first. He drove a hell of a race and definitely deserved it." (Where did Honda's performance come from?): "I think (Honda) have been working hard, and mileage to start the month was pretty high. They worked hard on the race engine and fuel mileage, and I think fuel mileage was the biggest part today. We definitely had the Chevys covered. Real happy for Honda. What a way to win their first race of the year. They can forget about the other four. To come out and win Indy in their first attempt against Chevy is pretty cool." (About the podium and the relationship to Dan Wheldon): "It's pretty crazy how it all lines up. Dan still owes me one, I think. Dario did a fantastic job. All of us wish Dan was still here racing with us. He's a hell of a guy and left a big void and hole in all of our lives. I hope we put on a good race for the fans, and I'm sure he's smiling down on us."

MARCO ANDRETTI (No. 26 Team RC Cola Chevrolet): "(Oriol) Servia decided to run two-wide at Indianapolis for two consecutive laps and makes me turn in from the white line. I had no hope of making that corner because not only am I turning in from the white line, he just crossed my bow, so I was completely out of it. Nothing I can do. I'm disappointed. I definitely rang my bell. I'm disappointed for the RC Cola guys; they deserved it. It wasn't over by any means at that point."

RUBENS BARRICHELLO (No. 8 BMC/Embrase KV Racing Technology Chevrolet): "It was a great achievement today. The first oval experience; it was very different than anything I've done. We carried too much downforce all the way. That kept me safe. It kept me racy. I mean, I could race sometimes, but it was very hard to follow people and to keep it running fast. You could see that people were in a much lower level of downforce that were in front of us. I'm still very proud of what the team has achieved. It's a pity that we didn't finish top 10, just outside. But I can be proud of that for my first time out. We had some problems with fuel pressure, so that was, sometimes I was having some lift from the engine, the engine would die on me. Apart from that, I think we were carrying a little bit too much downforce to be racy right at the end. But having said that, I had a wonderful afternoon. You learn who races a little bit harder, who races a little bit more friendly. But the last 20 laps, I tell you, they are completely different from the whole other 180. It's just, people are just really, really going for it, as I did, but like I said I was flat out all the way through, but I had a bit too much push." (How was your first "500" experience compared to your expectations?): "I didn't have much to expect, to be honest with you. People were racing hard. At 220, 225 (mph), it's just madness out there sometimes. But sometimes people are good. Some of them have more respect than others, but all in all, I had a positive afternoon."

TAKUMA SATO (No. 15 Rahal Letterman Lanigan Racing Honda): "What an incredible weekend. Not only the weekend, but also the month of May. I was going for the win. On the last restart, we jumped from seventh to fifth, then taking fourth, third, second. I kept pushing and overtaking. On the very last lap, I had a good tow from Dario. I thought I had the job done. But he kept pushing and didn't give me enough room, so that I was well below the white line. But an outstanding job by the team. It was a very exciting race."

SIMON PAGENAUD (No. 77 Schmidt Hamilton HP Motorsports Honda): "It was a lot of learning for me today. It was pretty exciting in the first two stints. It took me a while to get it, but by the end I was being pretty aggressive on the restarts and picked up some positions. I'm pretty happy with that. We need to find some speed, as well. We probably could have had some different gears. We passed people in the pits because the guys were incredible in the pit stops, like usual. I'm glad to bring my HP car home in one piece, as well. It's good because we're testing in Milwaukee on Tuesday. I'm going to keep learning on the ovals, and I'm going to win one before the season's over. A top-10 would have been a good result, but we came home 16th. But that's OK for my first one. The car is in one piece and in good shape."

JOSEF NEWGARDEN (No. 67 Sarah Fisher Hartman/Dollar General Honda): "We were struggling from the start. We had a couple of issues trying to get gears in the pits, which put us back in a bad position. We kept fighting, though. We did a great job of staying in the hunt. We got really lucky when we got our lap back. We just kept pounding on the laps and finally got it back. Then it seems like we lost a bank. It was just unfortunate that we didn't get to finish the race. There were drivers who were crazy at the beginning, and others were taking it easy. It was similar to what I thought it would be. I was really focused on racing and the car. I could see that the place was more crowded, but I was so focused on the cars in front of me that I wasn't really paying attention to the crowd for those first few corners."

GRAHAM RAHAL (No. 38 Service Central Honda): "Tough day for the Service Central guys. We worked our way up there in the start, and the car felt pretty good, initially. Then it started to get really loose. I feel bad for the Service Central guys. They worked really hard, but we just didn't have it today. We just didn't have quite enough. I feel bad for the NTB/Service Central guys. The guys worked hard. We worked hard all month. If you had asked me coming into today that our car would handle the way it did, I would have never said, 'Yes.' But it did. It was a handful. I'm just glad it's in one piece. It was very loose all day. I just didn't expect it. That's not at all what I thought we would have had going into it. I haven't had that at all, yet, this month. Unfortunately, we just didn't have enough straight-line speed, either. I don't know what else to say. It was a frustrating day. We really had high expectations, high hopes to run up there with our teammates. It just didn't work out."

RYAN BRISCOE (No. 2 IZOD Team Penske Chevrolet): "I had a pretty good car. I was driving a lot in traffic. We were probably running a bit less downforce than the Ganassi cars. But man, they were fast. They were fast. It was good. I had a good race car that second-to-the-last one (pit stop.) I made a few positions and certainly got ourselves back in the game. It was a long and hot day. It was pretty tiring out there. I'm a bit upset. I really wanted to win this, and we had a good shot at it. Hopefully, we can come back next year and try again."

HELIO CASTRONEVES (No. 3 Shell V-Power/Pennzoil Ultra Team Penske Chevrolet): "It was a very good car – a comfortable car. But, unfortunately, going to the next phase, I couldn't do it, especially on the restarts. First we chose the wrong lane, or second, it would never get the draft. It was very weird. We tried high downforce. We tried low downforce. Certainly it was not what I was expecting. I knew I had a good car but not on that pace. It was a pace that I wasn't very happy with. The team did a great job. It was another top-10. Hopefully, in the points, it didn't hurt us much. Congrats to Ganassi – one and two. Dario is a three-time winner now, so he joined the club. I'm happy for them."

SEBASTIAN SAAVEDRA (No. 17 Team AFS Chevrolet): "We were running a pretty strong race. We had an amazing car. We made very little adjustments in the early stops. From then on, we tried to push leaders. We got a drive-through penalty and tried to stay positive. It was an amazing job by the AFS crew, but in the end we had a mechanical failure. We tried to fix it, but we couldn't find the problem. So we called it a day."

JUSTIN WILSON (No. 18 Sonny's BBQ Honda): "I think it was a good day. The No. 18 car was fantastic! I was really enjoying driving it. We had some great stops and some great restarts. I just seemed to get jumped on the green on that last one and got shuffled around. It's disappointing but it's just racing, We'll keep trying and try to be in the right position for the next one."

ORIO SERVIA (No. 22 Panther/Dreyer & Reinbold Racing Chevrolet): "We got a flat spot on our first stint and I was like, 'Wow, a lap down already'. Usually, you get a chance to get your lap back and it didn't happen until the last pit stop. We were last, but on the lead lap. I knew it was our chance. Every restart, we moved forward. It was like non-stop. If there was one more restart, I think we would have had something for the win. But, I'm not complaining. Basically last to fourth. I'm super happy. We never gave up. We had a couple of issues. We knew we could do it

together. We finished second in the pit stop competition and showed that we have nothing to fear from the big teams. We showed that again on the restarts. I'm extremely proud of all of us."

TONY KANAAN (No. 11 GEICO/Mouser Electronics KVRT Chevrolet): "To lose the race this way, battling until the end ... it's not a loss. I had a lot of fun. I mean, the first thing I did when I passed the five cars on the restart, I looked at the grandstands because I wanted to see the people. They were all up and cheering for me. During the yellow flag, I can see it. People were screaming. It's awesome. I love this place. I can't thank enough the Hulman-George family and everybody. What a great way, what a great race to honor Dan Wheldon today." (About friends of Dan Wheldon finishing in top three. It's not ironic.): "Not at all. I think that shows what friendship is all about. We separated the men from the kids today in this race. Like I said, it was an awesome way." (About last lap): "On the last lap, I was trying to set up Scott. I knew I was a sitting duck on that restart, and then I see Taku going on the inside of Dario, and I know Dario. I said, 'Either they're both going to crash, and I'm going to have to pass Dixon for the win, or Dario's going to win.' And Dario won." (About message to Franchitti when passing him for the lead): "Tell my teammate – I call Dario teammate – we'll do it like old times. He knew exactly what I was doing. We'll play it really well, and we'll play it on the last lap. And that's what we did." (About tributes to Dan Wheldon): "We've got to thank the fans. What a hot day, and the stands were packed. I can't thank them enough. I made sure to look up on Lap 26 and 77 to see all of those people in white glasses. It was awesome. It was a great day. I think it was a great day."

CHARLIE KIMBALL (No. 83 NovoLog FlexPen Honda): "All day long, we had fun. There was dicing. A lot of times this race, you ride around for 100 laps. Not today. Everybody was on it. It felt like I had just done 200 qualifying laps. It's brilliant. I give a lot of credit to the Novo-Nordisk Chip Ganassi Racing crew. The car was rock-solid all day. I could save fuel in the draft while running 217 (mph) behind guys. It gave us that shot. When the yellow came out, we didn't have to get a wave around. We were up front. We stayed up front. The car delivered when I needed it. I didn't quite deliver. I need another year or two to work on the restarts, but I've learned the lessons. Next year will be even better."

RYAN HUNTER-REAY (No. 28 Team DHL/Sun Drop Citrus Soda Chevrolet): "We had a good car. We were just taking our time, saving fuel. We were behind the Ganassi cars and ready to do battle later on. We had a really bad vibration with one of the tires earlier. And then, something happened with the CV joint on the back. It came off. All the grease came out. We're lucky we didn't crash."

ED CARPENTER (No. 20 Fuzzy's Vodka/Ed Carpenter Racing Chevrolet): "It was a weird day for us. Rubens blocked me one time, and I hit him and bent our front wing. We had to change the wing, and then we had to go back to the original wing at the end. The front wing failed all day for us. We kept trimming out rear wing because we weren't able to adjust the front wing. I had nearly spun out a couple of times before I finally do it. It was fun to go from 11th to third there. But I was racing for a win, and I just spun out. I feel badly for our Fuzzy's crew, but they worked hard last week to get a car prepared in a day for qualifying. If the Dallara part had worked, I think had a real chance to win the race. The washer on the wing failed early in the race, and we just get it to work. I felt like I was in the battle to win the race. It was where I thought I should be late in the race. We had a great team effort from the team all month. They rallied to get us back in the race after the qualifying crash, and they had great stops today. It was nice to get the car upfront for Fuzzy's and everyone involved in the car. I thought we had a real chance today. When I got to the front, I just my foot in it to try to win the '500.' But it just wasn't meant to be."

ANA BEATRIZ (No. 25 Team Ipiranga Chevrolet): "It was challenging. We came to this race really not knowing what the setup felt like. I had to trust in my teammates, so it was difficult. But the car felt good, a little bit stuck. We took some downforce off, and right about then I got together with Ed (Carpenter). He didn't give me any space. I

don't think I had much angle, and I lost the rear exiting Turn 1. It was very fast, very sudden. It was very unfortunate. But in a positive way, I was lucky I could go back on track. We lost some laps, but we were able to finish the race, and that's the most important thing. I'd like to thank Andretti Autosport for their effort today."

JAMES HINCHCLIFFE (No. 27 Team GoDaddy.com Chevrolet): "With so few laps heading down to the end of the Indy 500, everybody gets a bit nuts. The restarts were the big issue. Guys were falling back and doing these big running restarts. It's really not in the spirit of the rules. It's not what we're supposed to do. It created some massive closing rates, and it really made it a mess on those first couple of laps after a restart. I was trying to drive with some dignity out there, and I guess some other people decided not to do that when there were only 30 to go in the '500.' I'm a bit disappointed with sixth. We had a good car. I had a bad pit stop early that we fought back from. That was my fault. I think we had a third or fourth finish in us today. You know, I'm getting sick of this number six. Every time we finish sixth, we've had more than that on the table, and for one reason or another we haven't put it together. So I've said it before and I'll say it again, if sixth is a bad day for us, we're doing something right. The car was pretty good early on. We fought the balance a little bit and were a little bit loose early. We worked on the car and had on bad pit stop, which put us to the back, and we spent the middle part (of the race) trying to get back up. Then we were running up there in fourth and fifth and were the top running Chevy for a while. On that last stop, I overshot the (pit) box by a mile and really put us back there, and I feel terrible for it. I think we had the pace for third or fourth place, but with these restarts and the way these (other drivers) are falling back and getting these big runs, it's not in the spirit of competition, and I try to drive with some dignity out there. I guess when it's 30 (laps) to go in the Indy 500, that goes out the window for everybody else. But it's another sixth place finish, and it's good for points. Big thanks to all of the Andretti Autosport crews for the entire month, and I'm just happy to bring the GoDaddy car home and in a reasonable position."

TOWNSEND BELL (No. 99 BraunAbility-Schmidt Pelfrey Motorsports Honda): "I think this car punches a pretty good hole in the air. When you get a run on somebody, you can really accelerate into that hole and pop out. Everyone seemed pretty racy today. I had a lot of fun. I hope everyone's OK from the crashes. It was a heck of an Indy 500. It's amazing Dario pulls it off again. We're thrilled with a top-10 finish. We're a small team. I didn't quite have the straightaway speed we thought we should have today, but we're proud to finish in the top 10." (About race progress): "Smooth and steady. We had a big start and got out to the outside. Then we just got settled in and began to work with the car. The guys made good changes on the stops. We didn't make any mistakes, which was our theme today – no mistakes. And we did that." (About another top-10 finish for Bell at Indianapolis): "This year my theme was, 'Take what you get and don't take any more.' And I felt like I did that all day, and it paid off. I got a little greedy there at the start and picked off six cars. I almost got in trouble there in the exit of Turn 2 up against the wall. But other than that, we made smart decisions. And I'm just really proud to give Sam a solid finish with no drama after three years. I hope to come back do it all over again next year."

MICHEL JOURDAIN JR. (No. 30 Office Depot/RLL Racing Honda): "I was very happy to finish the race. I made a few mistakes on pit lane. We came in the pits with full speed, and we got penalized. We were running excellent with Oriol (Servia), and he did fantastic. I feel like we could have finished 10th or 11th, so it is what it is."

JR HILDEBRAND (No. 4 National Guard Panther Racing Chevrolet): "Not by anybody's doing in particular, but it just kind of ended up being a long day for us. We got caught up in somebody's pit lane incident early that put us back. Then we kept climbing our way back up through the field but then ended up continuing to run into problems. It's disappointing for the National Guard boys. We felt like we had a good shot at running up at the front today and at points during the race had that going. We'll just keep working through the season and get ready for Indy next year." (On racing the new car at Indianapolis for the first time): "The cars definitely stay closer together. But in the big scheme of things, because they're going slower, it's not too much harder to deal with. I think the conditions

probably were more a factor in the guys that ended up getting up into the wall and that kind of stuff than the cars themselves.”

E.J. VISO (No. 5 CITGO/PDVSA KV Racing Technology Chevrolet): “I had a lot of good thoughts and a strong belief that we would finish in a great position today. It didn’t happen because of some issue that occurred with the car during the race. The biggest problem was a big vibration that we believed was coming from the dampers. The vibrations then caused a whole series of other problems. I feel lucky I did not put the car in the wall. I want to give a lot of credit to the team. We had a pretty smooth month of May. We learned some things and grew as a team. I didn’t have the best car out there today. However, the entire crew put in a lot of effort, and we did finish the race. I want to congratulate my teammate Tony Kanaan. He almost won this race and ended up finishing third. I believe we are getting better every race, and some good results are coming.

JAMES JAKES (No. 19 Boy Scouts of America Honda): “We had quite a bit of misbalance in tires. One time, one side would be very good, and the other side isn’t so good. But you know it was my first ‘500,’ and we were the second (highest finishing) rookie. I was trying to get Rubens there at the end, but he just had a bit too much straight-line speed for us. I finished the race on the lead lap. I put myself in the position that I wanted to be in; we just didn’t have the pace to get there. I’m happy with 15th in my first Indy. I’ll just learn from this, take the points and move on to next year.”

ALEX TAGLIANI (No. 98 Team Barracuda-BHA Honda): “It was unfortunate because I think we had a car to win. Obviously, the Honda power did fantastic. We were good on fuel; mileage was amazing with our car. The balance was good. Unfortunately, we had a problem with the steering wheel, and it happened in qualifying where the weight jacker didn’t work. So I lost a lot of the command (in the car). I had problems finding neutral in the pit. I couldn’t really find the pit limiter. I got caught once, so I had to reset it all the time. Then the drink didn’t work, so I didn’t drink all race. That’s pretty tough. But the weight jacker was mainly our big issue. Without being able to balance the car in traffic, out of traffic, on your own, with the turbulence and the track changing, it was pretty hard. It was tough at the end to try to make the pass. It was a lot easier at the beginning to make passes for us because we had the perfect balance. We could play with the jacker and get the thing done. At the end, we just had the sway bar. We had that electronic problem happen earlier in the week, and we have to figure out what it is. But the team did good. For one race with Honda, I think we proved to everyone we belong with Honda, and there’s more to come with this team.”

KATHERINE LEGGE (No. 6 TrueCar-Dragon Racing Chevrolet): “It was 500 miles, so we really learned a lot. I’m pleased in a lot of ways but also disappointed, as it just didn’t go the way we hoped. We went a lap down early, and then you’re kind of moving backward through the field. I think we had a car to finish better than 22nd, and I hate that we didn’t finish higher because the entire TrueCar crew has worked so hard. I’m glad we finished the race, and I really thought I’d be in a lot worse shape when I got out of the car, but I feel pretty good. The Indy 500 is definitely an experience.”

SEBASTIEN BOURDAIS (No. 7 Dragon Racing Chevrolet): “It was a very tough day. We just tried to bring it home. We kept working on the car trying to make it better. It did get a touch better, but it was just never really where we needed it to be to be able to challenge people in traffic. It’s just been a long day, a long month. If we couldn’t get it to the front, then the target was to bring it home with four wheels on it, and that’s what we did. That’s, I guess, all we could do today.”

An interview with:

DARIO FRANCHITTI
CHIP GANASSI
MIKE HULL
SCOTT DIXON
TONY KANAAN
RUBENS BARRICHELLO

THE MODERATOR: We have Scott Dixon and Tony Kanaan.

TONY KANAAN: It was a great race. I think toward the end there, the three of us were all a little bit comfortable with each other, apart from Sato was a little bit wild, typical guy that wants to win this race so bad. It was an awesome race. A lot of passing for the fans. We have to thank them. It was so hot.

But at the end I thought it was going to be between me and Scott. Dario comes back and won the race. Dan, his three best friends in the top three, I don't think it could have been any better. Well, it could have been if I won (laughter). It is what it is so I'll keep trying.

THE MODERATOR: Scott, talk about your day.

SCOTT DIXON: It was a tough race. A caution that late, it's going to be chaotic. I kind of agree with Tony. Sato, all day he was just throwing it in there no matter what.

But Dario did a fantastic job. There's no doubt about it. He got caught up with Viso early on in the day, went to the back of the field, got ultimately back up front.

Fuel mileage was fantastic today, which I think was a big key to be able to move up to the front. Also Target, celebrating their 50th anniversary, it was big. You couldn't do it a better way having it 1-2. It would have been nicer the other way around, though.

But it was a tough one. I didn't expect Sato to come through on me on that second to last lap. He threw it in, I had to move up a little bit. But I thought we were in a pretty good situation. I think maybe we could have gotten one of them on the backstretch and one of the others on the front straight. It could have been anybody's I think at that point. It was such a tough race. I think all four of our cars were so equal in speed, drivability and stuff, and traffic, too.

Yeah, it was a good overall race. I hope everybody enjoyed it.

THE MODERATOR: Rubens, we can bring you up, as well.

TONY KANAAN: Rookie (laughter).

THE MODERATOR: It's hard to think about Rubens as a rookie, but here he is. Rubens, you just had a steady race that produced a real quality finish. Congratulations on that in your first trip to Indianapolis.

RUBENS BARRICHELLO: Thank you so very much. First of all, I want to say that, yes, I did race a lot, but nothing like this. It's impressive. The first 180 laps, it's all OK. A lot of respect on the last 20 laps, man. That's when the race starts.

Unfortunately for that last 20 laps, I had a little bit too much downforce in the car because then you could see people were not on the same level.

Maybe they dropped the downforce or something.

I was OK. I could overtake people. I had fun all afternoon. But right at the end, even though all the way flat, trying to stay on the draft, they were too much for me. I'm glad I was able to still finish 'cause running inside, outside.

T.K., Servia, these guys know how to race on the outside.

But I'll be back. My next May I will try outside, outside, outside.

THE MODERATOR: After having completed a race, are you glad that you came here and did it?

RUBENS BARRICHELLO: Well, it's a lot of mixed emotions. This thing, I think I drove quite well for the whole month. I was safe. The team played safe with me. There are points in the race that you wish that you could compete because the car is too loose, too pushy. It's a very long race.

For my first experience, at the beginning I had to play safe. Right at the end I was eager to go. If you think on the penultimate start, if T.K. was able to carry a little bit longer into (Turn) 1, because he was able to run on the outside, and I think that's when you got the lead there, I was right behind him, but unfortunately I had to lift.

TONY KANAAN: Let me know next time.

RUBENS BARRICHELLO: When I saw you P1, I said, Ask him when he's going to start with his throttle because I want to know (laughter).

It was much more positive than anything else. I want to thank, again, the whole team. I want to thank T.K. for the help. It was a good month for my birthday. It was a good everything. So I'm really pleased.

THE MODERATOR: We'll open it up to questions.

Q. Scott, I think during practice or qualifying I remember you said something, that you were not happy with the speed. Did you find for the race improvement in the engine? And the second question, what we have seen today in the race, do you think it's characteristic for the forthcoming oval racing or was it just special because it's Indianapolis?

SCOTT DIXON: I think we were in a bit of a tough situation come qualifying. I think the 140 kPa boost wasn't to our advantage. We saw the margin slip away. We had engines that was mileaged out, pretty much to maximum, come qualifying day. I think our engine probably didn't have the best power at that point.

The new engine was definitely better. Fuel mileage was vastly improved.

The speed even from Carb Day seemed to be improved on the car.

I think we were able to run a little more trim than some of the other teams, so I think that added to it, as well. But our cars mechanically were fantastic throughout the race. Even in traffic it was pretty decent. Three, four cars back, I didn't have to fight it too much all day.

Yeah, I think Honda did a fantastic job to improve the power and fuel economy.

Q. Tony and Scott, what did you see when Takuma tried to make that move? Was that incredibly brave or irresponsible?

TONY KANAAN: Looking at the outcome, I think it was totally responsible. We were talking on the elevator. It's easy for us to make a comment.

What I saw there, what Scott says, we saw during the entire race, a guy that wants to get antsy on the last lap. He was going to get Dario, but he waited a little too long. You do not play Dario like that. He should know better than that.

I think it was a young driver mistake. That's going to haunt him a little bit. But, you know, the last lap of the race, it is what it is. He tried. It could have worked for him. It could have worked for Scott or for myself. But it's easy to make a comment now I would have done different.

When I saw the move, I thought to myself, This doesn't look good. Then I thought secondly, Maybe it's looking really good for me (laughter).

SCOTT DIXON: No, very similar. I think what sort of got our momentum a little crossed up, two to go, when he dove under me, Dario definitely had a good run. Sato came a little late. I think it put us in a pretty decent situation. We had good speed to come back and maybe pick them off on the last lap. It was brave. Dario gave him room. He was so close to pulling that off. I think if he didn't pinch it as much and maybe moved up on Dario a little bit more, it would have been OK.

But Dario did a great job to save it. Sato, I don't know why he didn't wait a little longer. I really don't.

Q. Rubens, talk about that first lap for you, what it was like. What was it like taking the lead?

RUBENS BARRICHELLO: I tell you, I had a problem with the fuel pressure as soon as I went out. There was alarms for my fuel pressure. That in a way kept me out of the (indiscernible), what T.K. said about the turbulence, I was a little bit worried about that.

In actual fact, when the race started, when I pushed the throttle, I had a big cutoff. When I changed gears again, it was people going bang, bang, bang. I was dealing with that the whole race.

The first start, I had really to be careful. I saw people trying here and there. I also tried on the outside. But the restart, so many other occasions, it depended who was leading. They started in a different way. I was in between like P5 and P15 all the time. I started accelerating in different areas. That's the question.

By the time we got to the line, it was four-abreast. That for me was more impressive than the actual start of the race.

Q. Scott and Tony, obviously Dario is probably going to be buying the next round of beer.

TONY KANAAN: Buying the party. I mean that, too (laughter).

Q. What does this win mean for you guys and your relationship with Dario? Does this put him on a pedestal as one of the legends of this place or is he the same old Dario to you guys now?

SCOTT DIXON: No, I think he's the same old Dario. But three victories, he's now up there with Helio. I think if they win one more, there's four four-time winners. He's already in an illustrious group.

The thing with Dario, he's always there. Earlier in the day, a lot of guys wouldn't come back from that, mentally be strong enough to get back from that.

I think he's the same old Dario. He may have a few more accolades than some of us. He's getting on, too. Actually, T.K., you might be, too. How old are you?

TONY KANAAN: He's older. I'm 37. He's much older than all of us (laughter). Shut up, old man.

RUBENS BARRICHELLO: I'm a rookie (laughter). I'm sitting here because I'm a rookie. I have 'Rubens Barrichello, Rookie'.

TONY KANAAN: The oldest rookie we've ever seen.

SCOTT DIXON: So, no, I think nothing will change.

TONY KANAAN: I agree. I think this is the beauty of Dario, he will never change. He's always been picky. He always has his own ways to do things. As a personal friend of mine, it doesn't matter. It's the same Dario that has won zero championships, zero 500s till today.

He's a guy that appreciates life, friends and family. Thank God nothing got on top of his head about all the winnings he's had. That's why we're good friends.

Q. You and Dario had a ton of back-and-forth lead laps.

SCOTT DIXON: Once we went back to green with, what, 34 or 32 to go, nobody really wanted to lead because it was right on the margin there for fuel mileage. You get much better fuel mileage at least one spot back. We went back and forth to try to help each other instead of having to drop back too far and mix it up with people maybe we didn't want to. We definitely talked before the restarts to try to see if we could do that.

With this car, I think it really pulls up. Toward the end, with the grip level, it was easy to stay close, easy to pull past. You know, that was mostly just to save fuel.

Q. Tony, being a good friend of Dan Wheldon, race car drivers get so focused when they put the helmet on and get into the car. Did thoughts of Dan ever come through your head during the race or were you totally focused on the 500 miles?

TONY KANAAN: No. I mean, obviously you can't look at the board every time you drive. Lap 76 and lap 77, I definitely thought about it. But I could not lose my focus for that. Not just me, but I know Scott and his family have done a lot for Dan's family in the past few months. They were good friends, too. So was Dario.

I don't think it could have been a better result for Dan. Wherever he is right now, he's definitely making fun of Sato, I can tell you that, and he's giving Dario a tap on the back for sure, and he was going to call me a wanker that I didn't win this thing (laughter).

I'm glad this is over. I'm glad that now I hope we can all move on and just remember Dan the way Dan was: a happy guy, a wonderful friend.

Q. Tony, I know you and Dario were very close with Dan. My question to you is, you were leading there toward the end, it was going to be you or Dario. Were you thinking that if you won this race, it would be for Dan?

TONY KANAAN: At that time I didn't want to think about it. But, I mean, honestly I would include Scott on that, too. When I saw the three of us there, I said, Well, Mr. Wheldon would be happy today because I was pretty sure one of us was not going to go out. I said all along that obviously I wanted to win this race for myself, as bad as I've been trying. But this year will be obviously special, to put my face right beside his on the trophy, with Susie and Holly here, all the things we've done for him.

You know, I try not to think about it. I said, You know what, I don't anticipate things. I don't plan how I'm going to celebrate because it's not done until the checkered flag is out.

I don't know. I'll save it for another time.

Q. Rubens, you've driven this car and Formula One cars. What is the difference in the approach that you had and which one do you like better and which one from a professional standpoint do you have more fun in?

RUBENS BARRICHELLO: In my life, whatever I do, whatever is right or wrong, I have fun. I have fun. If I am sitting on this car, it's because I'm having fun. I've already proved to many people that I could have quit. I have a wonderful wife and kids. I could stay home in Brazil.

But I still love this too much. I honestly do this because I was made to do this.

On the cars, they so different. They so different. That's why I think I'm still not there competitive-wise. I think I'm doing OK, but I'm not a hundred percent just yet because the car has more boost. Being almost 200 kilos heavier, the car is more difficult for brake for me. I'm kind of a smooth driver with the way I drive. With this car, you just have to be tougher because the steering wheel is heavy.

I tell you, I think that my experience here on the oval will help me have at least more feedback from the cars. You run on such a light downforce that I think it will help me.

So I look forward for Detroit next week. Actually, I'm testing Milwaukee on Tuesday. It's everything happening so fast. But I'm a pretty fast learner, as well, and I'm enjoying my time.

Q. Tony, when you took the lead on the restart, did it fall your way or were you thinking that you had to make something happen? Secondly, when you came back around, could you tell the reaction from the crowd? They went absolutely bonkers when you went to the lead.

TONY KANAAN: I'm not going to say 'plan to go to the lead.' But I'm tailing Dario all day. I could see where Dario was going to try to restart. I just looked at him. By the time he accelerated, I was already pulling through my gears. I was six cars behind. With the draft on those cars, I timed it perfectly.

I didn't know where I was going to end up. But from the start, I already gained four positions on the first start of the race, I knew I could pull it out. He didn't let me lead that lap anyway. He passed me back right away. But, you know, I saw the crowd, yes. I mean, I was leading. You can see because they wave. Obviously I couldn't hear them, but I'm pretty sure they went bonkers. I can't thank them enough. They make me feel so wanted here.

The other day somebody made a comment that might be true, I tried to change it. But I think people like me here because I haven't won yet. I became more famous for not winning this thing than actually winning, so I'll keep trying.

We can see old people do well here - Dario - so I think I still have a shot (laughter).

Q. When Dario left for NASCAR, since he came back, he's been pretty much unbeatable. Was he a different kind of driver when he came back?

SCOTT DIXON: Yeah, I think so. Obviously the NASCAR turn he had there didn't go the way he wanted to. He was in pretty bad cars. It didn't last too long.

Yeah, I think he was back home. He was back to something that he was really comfortable with and around the people that he knew really well. I think he was actually hungry after that, too, because he wanted to prove when he came back that he was still the driver that he was. You know, he's definitely done that - maybe a little too much.

Q. Rubens, how many ovals have you driven on?

RUBENS BARRICHELLO: This is the very first one. I like it. I think that it couldn't have been better because the whole month, you might think, OK, this place changes a lot, everybody told me it changes a lot. One day the car is good, the next day with the same setup the car is not good. The wind changes. I've seen that many times in my life. This place is really special. But I had the whole week in the car, whole week, trying to get different lines, some friends, Scott, T.K., Dario: Man, get out of that white line.

TONY KANAAN: Tell them what we told you.

RUBENS BARRICHELLO: I can't tell you what they told me (laughter).

Get out of the white lines, that's NASCAR, that's not for you.

That's something that I appreciated so much. Everyone that play with me this month, they play me safe. At the end of the day, those 20 laps, there's no friends there. I can see that. But at least people have a lot of respect before. We had fun this whole month, I'm pretty sure that tomorrow when I leave this place, I'm going to miss it.

Q. Scott, how badly did you want to have your face next to Dan's on the trophy?

SCOTT DIXON: Aside from the Dan factor, I think everybody, whoever comes here, it's the marquee event, the big event, you're going to do anything to put your face on the Borg-Warner. I think a lot of us that were close to Dan, you know, you wanted it that little bit more. I guess maybe in the back of your mind you figured he would probably help you out today, too.

I think in that situation, seeing how it lined up with the top three, three of Dan's friends, it was a tough one. But, you know, it was a great race. But I think tragedy aside, we would come here the same way, same mindset. It just added a lot to it. I think it would probably feel a little bit more special having won right after Dan.

Q. Scott, with Tony's reputation for the restarts, do you get a heads up from your team or spotters of what Tony is doing coming up to the restart?

SCOTT DIXON: Well, that restart I think it was jumped by quite a bit (laughter). We were like sitting ducks, man. We were 1-2. I think by the time we got to the start/finish line, we were seventh.

That was definitely unexpected. It hadn't been like that all day. I think they timed it perfectly. I'm pretty sure T.K. was in fourth gear by the time we were trying to get out of second gear.

They came by quickly. It definitely woke us up. We had to get back after it. With the new car, when you're out front, you're definitely a sitting duck. We were a couple of sitting ducks that time and I got passed by quite a few.

Q. Tony, is that the greatest restart of your career or greatest restart in Indy 500 history?

TONY KANAAN: I can't vote for that. I mean, it was a good one. I would put my 2010 better than that. There were 12 cars, two corners, I was dead last. I had more fun on that one.

Like Scott said, I timed it perfectly. But 10 to go, I have this thing, whoever leads with 10 to go never wins. I'll let Dario go. It goes yellow. I'm leading this thing. I knew I was going to be a sitting duck again.

Yeah, it was a good one. I hope the crowd liked it, but I'll still vote for my 2010.

THE MODERATOR: Gentlemen, thank you very much. Congratulations on a great day.

Well, Chip, I have two different thoughts to lead into. One is, it can't get much better to have two drivers perform and have a finish like this? The other is the acid reflux that goes with two competitive guys vying for the final of the Indianapolis 500.

CHIP GANASSI: We've been 1-2 at Lap 185 before in the past 10 years a couple times. I've been to that point many times. With those yellows that came after 175, 165, I guess, a little too early. Then with what happened afterward, it was a race at the end.

The thing I have to comment about is we've gone through now, new cars, new engines. There were a lot of unknowns going into today's race. It turned out to be what I thought, it was a great race. There was a helluva lot of passing going on. At the end there wasn't anybody saving fuel there. Mid

race we were saving fuel on the 100-lap mark, coming up with some strategy of how we're going to get to the finish. At the end it was as fast as anybody could go, I can assure you.

THE MODERATOR: Mike, I reflect back on Dario's birthday, in here on Pole Day. He was very professional. Wasn't particularly a happy guy. He was a little frustrated. He wanted to have more speed. Felt he had a good race car. Did anything change in the interim or it was a good race car and that's what proved at the end of the day?

MIKE HULL: I think what happened is it's a blessing in the way we qualified so miserably. I hate to say that like that because we're not used to starting that far back. The turbulence is not what we've done at Indianapolis for quite a long time.

It makes you work really, really hard on your race car. We had a really good Thursday before the qualifying weekend with Dario and Scott - really, really good. Found a good mechanical balance. We carried that into Sunday after qualifying. I think our guys did half a race those two days apiece. We learned an awful lot about how to be ready mechanically to race here.

Honda certainly jumped their game up a bit with the race engines we received and also the mileage and the mapping and all the things they work on. I would also say that, unlike some people, our tires were really good all the way through a run mechanically. You notice we did those long green runs, and we didn't give anything up all the way through.

I'd say not qualifying well contributed most probably to what we did today.

THE MODERATOR: Let's open it up to questions.

Q. Dario just has this unbelievable ability to be a master of the moment. What is it about him that he's able to do that? Also the fact he came from the back of the pack after the incident on pit road.

CHIP GANASSI: I remember Dario, when I first met him I think was at Toronto in 1996, 1997, and he was driving for Carl Hogan. I remember meeting him. You have to remember, these guys have been in a lot of races since then, seen a lot of things. He's been through a lot of the changes in the sport, different cars, different tires, different engines, different series, different this, different that. He's the kind of guy you'd like to have because he's sort of been there, done that.

When it comes to a day like today and we were last after the first pit stop, there was never one word about that. It wasn't like, Oh, man. Nobody on the team said anything. Came in, changed the front wing. He went out. He said, All right. Before you know it, he was 23rd, next thing he was 16th, next thing he was 10th, yeah.

That's the kind of guy you want in your car.

MIKE HULL: I'd only say that because of Chip and his ability to be able to as a race driver he was a race driver before he was an owner. Race drivers understand race drivers. I think that's an advantage for us. He understands the difference between one driver that has talent and another one that has talent. It's that extra ingredient that's really important. So when it comes time to fill a slot, we fill a slot.

In Dario's case, we have a guy that hasn't reached his midlife crisis yet, that drives with the experience of his age, but he comes to work every day with the enthusiasm and the intent of an 18-year-old. That's a pretty tough combination to beat.

Then what he does, he's absolutely unselfish. In motor racing around the world with two-driver teams, how many teams can say that? I don't think there's one, except this team. Of course, I have a biased opinion.

The two drivers that we have that work together as one got us to the front today. That's made a big difference over time.

Q. This team today just seemed so perfectly orchestrated. Also it became very clear early on that you were getting two or three laps better fuel mileage than the Chevrolets. Did you know going in you were going to have that advantage or did it emerge in the race?

CHIP GANASSI: Well, we don't anything about the Chevrolets. I don't know. We noticed that after the first pit stop. That enables you to look at some other strategies maybe. But we had no idea where we were going to be, where we were going to run. Believe me, I mean, we came in here with more unknowns this year than any other year. In our race meeting, all we talked about were unknowns. We had to be prepared for a lot of different scenarios.

Q. As the race started and wore on, if you had to guess, it looked like you were going in there with everything known better than any other team.

CHIP GANASSI: I can tell you this, you weren't in our race shop the Monday after qualifying or with the chairman of Target in the Monday after qualifying and the meeting with Honda soon after that. Let's just say, it wasn't our finest moment (laughter).

Q. You guys think a lot. You've always said on the radio, Don't take each other out. We're going with 10 laps left to go. What did you think when you saw on the TV that Sato was going to come up past Dario?

CHIP GANASSI: It didn't really have me worried because going into Turn 1, I thought we'd have a shot at him on the back straightaway or coming to the start/finish line. I wasn't overly concerned. It was a good thing Dario raced him down into the corner. Maybe he knew something different, I don't know.

I was all set up for another Hornish/Marco finish it was kind of looking like at the end. Remember when they passed from Turn 4?

What was the question (laughter)?

Q. What was in your mind when you saw Sato coming up?

CHIP GANASSI: Yeah, I knew he had a good car, a good engine. He's a formidable competitor. I knew he had the right engine, so... I mean, I wasn't worried. I got to tell you, I wasn't overly concerned because I thought we could get him on the back straightaway again or coming to the start/finish line.

MIKE HULL: Well, as you said, we do have not a written rule but a rule that if you do hit each other, you better make sure that the ride you get in that afterwards is in the Air-Vac ambulance.

What's really good about the two guys we have is they respect each other on the racetrack. Dario is overwhelmed by winning and Scott Dixon is overwhelmed by losing, but they still pull for each other all the way to the end.

If it would have been those two and not Sato, it would have been a clean finish at the end. Not that it wasn't a clean finish as it happened.

You know what, it's great that what we saw today was a motor race. We didn't see a fuel economy race for the last 15 laps of the race. I think that's really important for IndyCar racing. You can't always have a solar system program where that happens at the Indianapolis Motor Speedway because you have this lap you try to get to so you can be full to finish.

I think the race today was fantastic. If you could pull the strings every time so everybody had full fuel for the last 10 or 15 laps, we would have seen that. Everyone is looking around saying, Does that guy have enough? Why is he going 202 miles an hour? Why is that guy going 218? The announcers can't keep up with it. The people in the grandstands can't keep up with it. We just need to see a motor race like we saw at the end. You would almost be better off with Beaux Barfield saying, Everybody in the pits for fuel with 10 laps to go.

CHIP GANASSI: Careful.

MIKE HULL: At 400 miles, we saw a trophy dash. That was really good. It shows what the quality is all the way through the field for what you saw today.

Q. Chip, speaking of the fuel strategy, a year ago Scott Dixon felt he could have won the race if things had played out differently with fuel. When Newgarden stalled out, were there concerns about the fuel? At one point you were 1-2-3-4 with all your drivers. Could you imagine or envision that actually happening in this race?

CHIP GANASSI: It doesn't matter how big the fuel tank is or what mileage you get, when you have a full fuel tank, pick the number, you'll go 30 laps, 25 laps, 35 laps. We've been all over the board. Doesn't matter what number it is, three laps before you get to that number, there seems to be a yellow. I can assure you Newgarden didn't do that on purpose because he's a fellow Honda team. I can assure you that wasn't any skullduggery there. To have it happen on 163 or whatever that happened, 162, 165.

MIKE HULL: With what happened there, it was too early.

CHIP GANASSI: It was too early. We needed to go about five more laps.

MIKE HULL: The problem was the window was opening up for us. What happened at that point is we took a full fuel load. We needed 12 gallons of fuel.

CHIP GANASSI: Right.

MIKE HULL: If he would have done it on purpose for us 10 laps later, it would have been awesome. But we kind of pounded the desk there when that happened.

CHIP GANASSI: Sure did.

Q. You had those meetings. You only had one practice session before the race after that. What did you find out in that one short practice that changed things?

CHIP GANASSI: Well, we're in this business every day. With Mike and the group of people he's put together here at Indianapolis, the continuity of the people, you do build up sort of an information library, if you will, over the years of being here. It's a real advantage to have consistency in your people, consistency in your MO, how you do things, the way you go about it.

We worked throughout the first week there. We were on track a lot working on our car. It paid off. When we eliminated some variables, there were lots and lots of variables this year, again, with new cars, new engines, new manufacturers. There were lots of unknowns. Mike and his group of people went through a list of things they had to try. It wasn't very exciting. We weren't at the top of the speed charts every day. We were just going through and working our way through our normal list.

There were some other exciting things going on that we weren't involved in. Believe me, last Saturday after qualifying, during the Fast Nine, I was on my way to Charlotte to the stock-car race. We weren't in it. I was sort of depressed a little bit. I wanted to get out of here.

This brought me back today.

Q. Chip, do you ever look back, Dario went to NASCAR, find the irony that things didn't work out there, how he kind of came back to IndyCar and has been the most dominant driver?

CHIP GANASSI: No. I know what went on there when he was there. We weren't capable of giving him the right car then. He was doing fine till he broke his ankle there. That's all.

Q. Very early in the press conference you were talking about teammates, how well they work together, how unselfish they are. I know any win for Ganassi, whoever the driver is, is a win for everybody. Does your heart ever break at all for Scott Dixon? Is there anything you can say to him who now is on his run of sort of second fiddle?

CHIP GANASSI: That's Mike's car. Mike runs his car. You'll have to ask him (laughter).

MIKE HULL: I appreciate where you're going there. I've worked for Chip for 20 years. That might be one of the reasons. Chip gets to win all the big races; every once in a while I get to win a race.

CHIP GANASSI: That's bullshit. That's bullshit. I don't even pick the teams. He picks 'em. I'm going to do this, I'm going to do that.

MIKE HULL: I've been really lucky.

CHIP GANASSI: I get a phone call every spring: This is what you're doing.

MIKE HULL: I started with Scott in 2003. That's when we came to the IRL at the very beginning. We had Scheckter and Dixon. Chip had Scheckter, and I had Dixon (laughter). We raced really well.

CHIP GANASSI: I remember that call.

MIKE HULL: You know what, I'm very fortunate to work with Scott Dixon 'cause he's an enormously talented race driver. Over time he's proved that over and over and over again. He's matured a lot as a person, which has helped him in the car as a race driver.

He's the guy that will need the depression medicine tonight because he didn't win the race. We did everything today for him to win the race. Didn't happen. But if he were sitting here next, he would congratulate his team and teammate for helping him to win the race. I'm sure, conversely, that's what's going to happen.

Q. Mike, your cars today were good in traffic, seemed to be good at the front. You had to concentrate on being able to get through traffic. Put in a lot of practice. How much of a compromise did you have to make in terms of making the cars work?

MIKE HULL: I think to answer your question we worked right from the first day we were here to work on the race. What you always do is you try to match the mechanical grip level of the race car for a full run. So in this case it was approximately 30 plus laps on the racetrack, then you match the aero load to that. If you can get your tires to be really good when they come off on that full green-run stop, that's our goal.

When we started here, we weren't in that position. It took us several days to be in that position. We were very fortunate with the weather for two reasons. One was it got warmer and warmer all the way to race day. That helped us. And there was no rain. So we ran every day.

I think it's more that.

We had really good race cars. We knew that by Thursday of the qualifying week. It allowed us then to work extremely hard then again on Sunday with, as Chip said, a huge menu of items to create grip. I think we matched the balance of the car to the tires and the engine today better than anybody else did.

Q. You said earlier you work as one team, Scott and Dario. How identical are the cars set up? And, Chip, you said with this race you end up with a lot of unknowns. After this race, you have no answers for technical problems for future races?

MIKE HULL: Their drive styles are different. We can certainly compare the grip level of the racetrack between the two drivers. What we try to work on extremely hard is to understand what each of the drivers are doing. It helps the other driver. Alex Zanardi, when he raced with Vasser, said, I keep a little bit close to my vest. Our guys don't do that. It's not that Alex didn't share. These guys sit down across the table from each other with their engineers, and there is nothing left that isn't on the top of the table. That makes a huge difference for us.

CHIP GANASSI: We still have unknowns. I don't think by any stretch we think we're there yet. I mean, obviously I wish we were going back to a superspeedway next week instead of Detroit. I want the rest of the season to be super, high-speed speedways. We're by no means there yet. Yeah, we won the Indy 500. That's great.

We'll be at it on Tuesday getting back to trying to win the championship. We're still way back in that.

Q. Mike, were you a bit surprised last Sunday when it seemed like some of the front-running Chevy teams took a victory lap after qualifying, some other teams chose to put in a lot of work on Sunday?

MIKE HULL: I don't know if we were surprised. Maybe the surprise was today because oftentimes when teams don't run, it means they're in pretty good shape. I think it's more that, to answer your question very directly. The surprise was today.

I know the question was asked a few minutes ago about mileage. We had no idea what Chevrolet was getting there either until, as Chip said, the first stop. Our guys jumped through hoops to make it happen.

THE MODERATOR: Thank you, gentlemen.

Dario, congratulations. I heard you mention over the PA the Emerson Fittipaldi, Al Unser Jr. situation.

DARIO FRANCHITTI: Yeah, I thought of Emerson and Al in the fight to the finish. It was a crazy race long before that, getting spun in the first pit stop there, having to fight our way from the back to the front. That was tough, but it also gave me a lot of confidence because I knew how good the Target car was at that point.

That last yellow, the last pit stop, came out, like 35 to go, they said, "You need to save fuel." I came on the radio said, "Been here before." Off we went. Scott and I were fighting back and forward. Takuma was in there. Tony came and got in the lead. I'm like, "Damn, where did you come from?" Kind of like old times, the three of us back and forward. I thought, Dan is laughing at us right now going at it.

But then coming down to after that last restart, swapping back and forward. Takuma came into the last lap, got a good run on the inside. I moved over a bit, I saw him coming. I said, No, I'm too late. This is well before the corner. I moved back up. We turned into the corner, I gave him a load of room, with the tight line, he lost the rear. Turn 1 was the trickiest corner. If you went in with a tight line, it tended to get a bit loose. He lost the rear, came around and hit us. I managed to catch it. That was it.

But it was a helluva finish.

THE MODERATOR: Questions.

Q. This race had a record for most lead changes. Where does this rank for you among your races here and victories here?

DARIO FRANCHITTI: It's very difficult to choose one. They're all special to me. Today, I think obviously coming from the back, the crazy last laps, that was the highlight.

The thing that really got me was the love that the fans showed for Dan and the tribute that we were all able to pay him on lap 26, lap 98, doing that. Susie came around the car afterwards, to see the reaction of how much he was loved. To me, that was a great thing to see. Yeah, made me happy. As I said on TV, I dedicated it to Dan and Michael Wanser, who we lost within days of each other, at the end of last season.

Q. From the time you got hit on pit road, spun around, came back, to Sato going inside you there, it seems that you have become just about unperturbable on this racetrack. Is there a certain confidence in having done so well here? Your wife, right after the race was over, mentioned the two greatest Scottish drivers ever. She said Jackie Stewart brought him up right, and Jim Clark is looking down on him. Can you talk about sort of your place among the Scottish drivers.

DARIO FRANCHITTI: Yeah, I'll start with Jackie and Jimmy. I don't know if my mom brought me up right. When I misbehaved, if any of you have met my mom, you'll know what I'm talking about. But Jackie was a great person for me to meet at that stage of my life, the education he gave me. Continues to do so. Still now I phone him up, Jackie, what do I do here? He'll give me some advice. He has such an unusual way of thinking about things sometimes. He's got such a great brain. I'm always grateful to Jackie. Jimmy Clark, he's the guy, between him and Jackie, the guys I wanted to emulate, to drive like, I guess. I don't have their talent, so I try and work hard. I'm lucky I'm with a great team.

I don't come in here with any expectations for the race. I work on my car during practice. Scott and I work together very tightly with the Target team. We try to get the fastest, best car we can to go racing. I don't have any expectations. I just go out and do the best job I can. I don't go into it thinking, I'm going to win this one. You've got to let the race come to you. That's what I do.

Whether I get spun in the pits, we didn't get back up, that's what it was going to give me today. The key was timing my passes. A good car, but I was able to time the passes coming up.

One of the reasons I love driving for the Target team, it's the same thing the Andretti guys have, there's no giving up. It's like, OK, great, here we go. This is the situation we find ourselves in. How are we going to get out of it? We did today. To finish 1-2 with Scott, have T.K. third, that was a cool result.

Q. Dario, can you take us through the moment when Takuma came up inside you?

DARIO FRANCHITTI: I heard my spotter say, He's got a run on you, he's coming up. I was moving over. I look in the mirror. I see exactly where he was. I started moving back.

We're allowed to - what did they say - move over to the wall and leave the car behind a car width and an inch. I wanted to make sure I left more than that. My plan from that point was, deep gulp, I knew I had to go around the outside of one wide open up toward the gray to stand a chance of winning. Takuma, he lost the rear. I watched the replay on the TV. He lost the rear on the way in. I felt the hit. The car got sideways. I kept my foot in, and that was it.

Q. About that move, were you surprised to see Takuma come there? Scott was saying he thought he should have waited.

DARIO FRANCHITTI: He's very aggressive. I think he thought that was his chance. I mean, why not? I think he did everything right up until he lost the

rear end of the car. You know what I mean? That was the problem. I guess the car was too oversteery. He lost the rear.

He made a good move. I wasn't very happy about it. But, yeah, I didn't touch him. I didn't squeeze him down. He just lost the rear of the car.

Q. Dario, I know you don't like to talk about yourself. Really you've become a master of the moment, especially since returning here in '09. How can you even begin to put into words? When there's a big moment that can happen, you are the guy that delivers.

DARIO FRANCHITTI: It's a team sport. I'm very aware of the fact that the team wins it, myself and all the other members of the team. That includes Honda. We all win it together.

I couldn't just jump in any car here. This group of people I get to work with, I know how lucky I am, and I don't take it for granted.

Q. It is a team sport. What do you say to Dixon, who obviously wanted it also? You end up with the victory.

DARIO FRANCHITTI: That's tough because when it's going on, I want to beat Scott. I know he wants to beat me. I don't think I've met maybe a more competitive individual, except maybe Dan in the early years. Scott continues to be like that.

We're out there, I'm going to race him as hard as I can. Chip and Mike are on their timing stands, I'm going to win this one. We were racing each other hard. It's all over. He comes up in Victory Lane. He's my buddy. Out on the track, he's competition, but a teammate, and then afterwards he's my friend. I see the disappointment in his face. I see the disappointment in T.K.'s face. I think both those guys will get more championships and Indy wins. They're just too good not to. When you beat guys like that, I take that as a big accomplishment because, God, they're not easy to beat.

Q. I ask you this all the time, you refuse to ever answer it. You have four championships and three Indy 500s now. You have 31 victories. There's one more spot, then it's Andretti, Unser and A.J. in front of you. Where do you start looking at where you stack up in the world of open-wheel racing?

DARIO FRANCHITTI: Maybe when I retire. I think then. I don't know. I don't know. I'm very proud - and I've said this before - of the achievements, whether it's Indy wins, championships, every one of the race wins.

Sometimes I look back, but generally I'm trying to look forward. When I retire, that's the time to look back and hang out with my friends here, hang over the fence, shout abuse at Dixie, Will, Tony, all the guys that are still racing.

Today I was lucky enough to be in the green room. T.K. and I were sitting together in a quiet corner. Parnelli, Unser, Rutherford came up. This is cool.

T.K. and I were getting our pictures taken. We were like a couple of kids. We were with the legends of the sport.

I guess the time to look back is when I'm retired.

Q. When you had Susie get in the car and ride with you, was that a spontaneous situation?

DARIO FRANCHITTI: Susie came over to say, Well done. Got to have a wee chat. I tell you what, she's a stronger person than I am to come here. She knows better than anybody how much Dan loved Indy and how much Indy loved Dan. But to be here, go through all those emotions...

When we saw her, it would be cool for Susie to come. Last year, my favorite memory of the race last year was Dan was going out of the on his parade lap afterward. I had this crazy notion in my head I was going to carjack him. I'm standing in pit lane, I'm disappointed, but at the same time I'm happy for my friend. I see him coming toward me. This is going to be good. I see his face. He was just sobbing. It meant so much to him. Everything that had happened to him with not having a regular drive, all the stuff with his mum, Alzheimer's. I couldn't do it. I just gave him a big hug and told him how proud I was of him.

It meant a lot that Susie was able to come around with us today.

Q. Could you speak about allowing yourself to feel really happy and pleased. Some people would say after Las Vegas you accomplished so much in the sport, just if you could talk about the range of emotion from that to a rough start to the season, you might say, to getting to where you are today.

DARIO FRANCHITTI: I think racing is emotion. Life is, as well. But racing I think really exemplifies that, if that's the right word. And Vegas was the lowest of the low. Fontana '99 and Vegas last year were the lowest of the low.

I think the reason we all got back in the cars, the reasons all the mechanics got back in pit lane, the fans came back to the races, is days like today, the emotion of something like today. That's certainly why I got back in the car. There's not a feeling like standing in Victory Lane there. There isn't.

Q. How do you describe Sato's move. Brave? Rash? Just plain foolish?

DARIO FRANCHITTI: None of those. As I said, I thought it was a good move until the mistake he made, I guess, he got loose. He was relying on the balance of the car as he turns in the corner. The car was obviously too loose. Last lap of the Indianapolis 500. I wouldn't expect him to lift at that point. He was sort of getting alongside. I don't think the exact thing. I think his front wheels and my rear wheels were alongside. He put me in a position that I had to go wide.

As I said, the only mistake was when the car got loose. Maybe that's experience. Maybe the car was just bloody oversteering. I don't know. But that was it.

Q. Dario, in your TV interview you mentioned all your IndyCar wins have been achieved with Honda power. Can you talk about the effort that the Honda guys put in after your struggles with qualifying.

DARIO FRANCHITTI: Absolutely, good point. I mean, you know how upset I was on qualifying day. I was angry. You come here. As I said, I had no expectations for the race, but I thought we'd be quick, and we weren't. I think I was fairly honest and clear about being upset with it. The Honda guys were working hard, have worked hard, since before the start of the season. But they've been playing catch-up. Made the turnaround from Sunday to Carb Day, it was very impressive. Just look to those guys out there, I thanked every one of them. We've been in battle together a few times before. They continue to amaze me. When we're up against Chevy, who are smart people, what they did today, beating them, but the turnaround from last week is something very special, I think.

Q. Do you think this kind of win can support plan to extend the IndyCar championship to Europe again, like Rockingham or Germany? Do you think there's any real chance in the near future?

DARIO FRANCHITTI: I think we have a good fan base in Europe, and it's growing. But it's a tough one. If you look at a lot of the sponsors on the cars, Target, for instance, they're in business in Canada, mainly in the U.S. A lot of the other team sponsors are the same. We have to be careful not to put a lot of races in places where we can't provide our sponsors with value. So that's a difficult one.

I think also the fan base in America, as well, we've got to strengthen the fan base in the U.S., strengthen the TV package first, then we can go from there. IndyCar has obviously a multi-national driver lineup, engine manufacturers, all that. But IndyCar is a U.S.-based series. Obviously we go to Canada and have a great time, China and Brazil this year. But let's not forget our core. As much as I would love to race in Europe.

Q. We spoke earlier in the month about predictions. Sitting where you are today, is it something you had an inkling might happen earlier in the month?

DARIO FRANCHITTI: No. Like I said earlier, I don't have any expectations for the race. Dixie and I, we get on with it. We show up with the best car that we can. The engineering brains, they work so bloody hard. We all try to work together to try to come up with the best cars, go racing, see what the race will give us.

I didn't know. I really didn't. I tend to find it works better here for me to keep a very open mind and not expect too much, just drive the car. Whatever is in front of you, deal with it.

Look at the crew today, the way they dealt with that front wing problem. They just got on with it. It was pretty impressive.

Q. One of the things you had to deal with today was the heat. How much of a factor was it?

DARIO FRANCHITTI: Well, I'll say it wasn't as much of a factor for the drivers as it was for the people in pit lane and the people in the stands. I was getting pretty hot in there, but I had 220 miles-an-hour air-conditioning. I was thinking, How hot is it in the stands? How hot are the pit crew? I've been hydrating all week. Days like today, we spend so much time working out. It was a hot one, though? Did we break the record?

Q. One degree short.

DARIO FRANCHITTI: Certainly didn't feel like it. But the track got very slippery. We were lucky the Firestone tires were unbelievably consistent from the first lap of a stint right through to the end.

Q. The new chassis gave us a lot of drafting and passing today, tremendous race. Last summer when the car was being developed, did Dan give you any feedback as to what they were working on?

DARIO FRANCHITTI: Dan had to sign an agreement saying he wouldn't talk to anybody about anything to do with it. We sweated him with it. He was like, D Frank, I can't talk to you about it. He gave me that look. Dan had a certain look. Joking around, but a certain look when he wanted to get a point across. A very steely look. His youngest son Oliver can do it, which freaks me out a bit. He just wouldn't talk about it. He worked bloody hard on it. I know that. He was the right man for the job.

THE MODERATOR: Thank you very much. Congratulations.

DARIO FRANCHITTI: Thank you, guys. Thank you.

FastScripts by ASAP Sports

Franchitti earns \$2.47 million for winning 96th Indianapolis 500

INDIANAPOLIS, Monday, May 28, 2012 – Dario Franchitti earned \$2,474,280 from an overall purse of \$13,285,815 for his victory Sunday, May 27 in the 96th Indianapolis 500 Mile Race.

Scotland native Franchitti became just the 10th driver to win “The Greatest Spectacle in Racing” at least three times. He also won in 2007 and 2010.

Franchitti, who started 16th, took the lead for good in the No. 50 Target Chip Ganassi Racing Honda on Lap 199 from his teammate, Scott Dixon, and overcame a spirited passing attempt by Takuma Sato in Turn 1 on the final lap. Sato spun and hit the SAFER Barrier in Turn 1, while Franchitti hung on to win the race under caution.

Four-time IZOD IndyCar Series champion Franchitti led seven times for 23 laps in a race that set an Indianapolis 500 record with 34 lead changes.

2008 Indianapolis 500 winner Dixon brought his No. 9 Target Chip Ganassi Racing Honda up from the 15th starting position to finish second and earn \$1,102,280. It was Dixon’s seventh consecutive top-six finish at Indianapolis.

2004 IZOD IndyCar Series champion Tony Kanaan posted the fifth top-five Indianapolis 500 finish of his career, placing third in the No. 11 GEICO/Mouser Electronics KV Racing Technology Chevrolet. Kanaan earned \$636,580.

Oriol Servia climbed 23 spots from his 27th starting position – more positions gained than any other driver in this year’s race – to finish an Indianapolis 500-best fourth in the No. 22 Panther/Dreyer & Reinbold Racing Chevrolet. He earned \$443,430.

After winning the closest battle for the pole in the history of the Indianapolis 500 on Saturday, May 19, Ryan Briscoe rounded out the top five finishers in the No. 2 IZOD Team Penske Chevrolet and earned \$489,930.

Formula One veteran Rubens Barrichello won the prestigious Chase Rookie of the Year Award after placing 11th in the No. 8 BMC/Embrase KV Racing Technology Chevrolet, the highest-finishing rookie. Barrichello’s total earnings were \$331,080, which included a \$25,000 bonus from Chase.

The Chase Rookie of the Year Award was the second major career achievement by Barrichello at the Indianapolis Motor Speedway, where he also won the 2002 United States Grand Prix Formula One race.

The Indianapolis 500 Mile Race purse consists of Indianapolis Motor Speedway and IZOD IndyCar Series awards, plus other designated and special awards. Purse awards were announced and presented at the Victory Awards Celebration presented by Ice Miller LLP on Monday, May 28 at the Indianapolis Motor Speedway.

The 97th Indianapolis 500 is scheduled for Sunday, May 26, 2013. First run in 1911, 1911, “The Greatest Spectacle in Racing” is the world’s largest single-day sporting event and most prestigious auto race.



OFFICIAL BOX SCORE
IZOD IndyCar Series
2012 Indianapolis 500
May 27, 2012



FP	SP	Car	Driver	Car Name	Laps		Pts	Total Pts	Standings	Series	Designated	Total Awards
					Comp	Running/Reason Out				Awards	Awards	
1	16	50	Dario Franchitti	Target Chip Ganassi Racing Honda	200	Running	54	136	6	\$2,228,125	\$246,155	\$2,474,280
2	15	9	Scott Dixon	Target Chip Ganassi Racing Honda	200	Running	44	153	4	1,003,125	99,155	1,102,280
3	8	11	Tony Kanaan	GEICO/Mouser Electronics KV Racing Technology Chevrolet	200	Running	42	113	9	628,125	8,455	636,580
4	27	22	Oriol Servia	Panther/Dreyer & Reinbold Racing Chevrolet	200	Running	35	99	13	428,125	15,305	443,430
5	1	2	Ryan Briscoe	IZOD Team Penske Chevrolet	200	Running	45	128	8	478,125	11,805	489,930
6	2	27	James Hinchcliffe	Team GoDaddy.com Chevrolet	200	Running	41	164	3	353,125	4,555	357,680
7	21	18	Justin Wilson	Sonny's BBQ Honda	200	Running	30	94	16	303,125	305	303,430
8	14	83	Charlie Kimball	NovoLog FlexPen Honda	200	Running	28	96	15	275,000	2,655	277,655
9	20	99	Townsend Bell	BraunAbility-Schmidt-Pelfrey Motorsports Honda	200	Running	26	26	28	250,000	1,305	251,305
10	6	3	Hello Castroneves	Shell V-Power/Pennzoil Ultra Team Penske Chevrolet	200	Running	29	164	2	303,125	5,805	308,930
11	10	8	Rubens Barrichello (R)	BMC/Embrase KV Racing Technology Chevrolet	200	Running	23	102	11	303,125	27,955	331,080
12	11	98	Alex Tagliani	Team Barracuda-BHA Honda	200	Running	22	59	26	250,000	2,205	252,205
13	12	38	Graham Rahal	Service Central Honda	200	Running	21	97	14	303,125	3,555	306,680
14	18	4	JR Hildebrand	National Guard Panther Racing Chevrolet	200	Running	20	103	10	303,125	3,555	306,680
15	17	19	James Jakes (R)	Boy Scouts of America Honda	200	Running	19	77	19	250,000	2,555	252,555
16	23	77	Simon Pagenaud (R)	Schmidt Hamilton HP Motorsports Honda	200	Running	18	136	7	303,125	555	303,680
17	19	15	Takuma Sato	Rahal Letterman Lanigan Racing Honda	199	Contact	17	100	12	250,000	51,755	301,755
18	9	5	EJ Viso	CITGO/PDVSA KV Racing Technology Chevrolet	199	Running	18	94	17	303,125	305	303,430
19	22	30	Michel Jourdain	Office Depot/RLR Racing Honda	199	Running	16	16	29	250,000	3,305	253,305
20	25	7	Sebastien Bourdais	Dragon Racing Chevrolet	199	Running	15	74	21	250,000	2,805	252,805
21	28	20	Ed Carpenter	Fuzzy's Vodka Ed Carpenter Racing Chevrolet	199	Running	15	67	23	303,125	1,805	304,930
22	30	6	Katherine Legge (R)	TrueCar Dragon Racing Chevrolet	199	Running	15	61	24	303,125	555	303,680
23	13	25	Ana Beatriz	Team Ipiranga Chevrolet	190	Running	16	28	27	250,000	2,805	252,805
24	4	26	Marco Andretti	Team RC Cola Chevrolet	187	Contact	25	86	18	303,125	65,355	368,480
25	7	67	Josef Newgarden (R)	Sarah Fisher Hartman/Dollar General Honda	161	Mechanical	18	72	22	250,000	7,805	257,805
26	24	17	Sebastian Saavedra	Team AFS Chevrolet	143	Electrical	14	14	30	250,000	6,305	256,305
27	3	28	Ryan Hunter-Reay	Team DHL/Sun Drop Citrus Soda Chevrolet	123	Suspension	22	143	5	343,125	3,555	346,680
28	5	12	Will Power	Verizon Team Penske Chevrolet	79	Contact	20	200	1	303,125	7,305	310,430
29	29	14	Mike Conway	ABC Supply Co./A.J. Foyt Racing Honda	78	Contact	13	75	20	303,125	2,305	305,430
30	31	39	Bryan Clauson (R)	SFHR Curb Agajanian Angle's List Honda	46	Mechanical	13	13	31	250,000	8,055	258,055
31	26	41	Wade Cunningham (R)	Ecat/ABC Supply Honda	42	Electrical	13	13	32	250,000	1,555	251,555
32	32	78	Simona de Silvestro	Nuclear Clean Air Energy Lotus HVM Racing Lotus	10	Handling	13	61	25	303,125	305	303,430
33	33	64	Jean Alesi (R)	Lotus - FP Journe - Fan Force United Lotus	9	Handling	13	13	33	250,000	1,555	251,555
				To be determined						5,000	5,000	5,000
										\$12,677,500	\$608,315	\$13,285,815

Time of Race: 02:58:51.2532 Avg Speed: 167.734 Margin of Victory: Under Caution Lead Changes: 34 Caution Laps: 39
Fastest Lap: 220.172 mph (40.8771 sec) on lap 59 by 26 - Marco Andretti Fastest Leader Lap: 220.172 mph (40.8771 sec) on lap 59 by 26 - Marco Andretti
IZOD IndyCar Series Pole Award: Ryan Briscoe

Legend: R = Indianapolis 500 Rookie All Cars use 2012 IZOD IndyCar Series Chassis and Firestone Tires

Lap Leaders:

Laps	Car #	Driver
1	27	Hinchcliffe, James
2-4	2	Briscoe, Ryan
5-6	27	Hinchcliffe, James
7-15	2	Briscoe, Ryan
16-17	27	Hinchcliffe, James
18-19	2	Briscoe, Ryan
20-21	26	Andretti, Marco
22	2	Briscoe, Ryan
23-44	26	Andretti, Marco
45-46	98	Tagliani, Alex
47	9	Dixon, Scott
48-49	83	Kimball, Charlie
50-73	26	Andretti, Marco
74-78	9	Dixon, Scott
79	83	Kimball, Charlie
80-90	26	Andretti, Marco
91-118	9	Dixon, Scott
119-123	15	Sato, Takuma
124-125	8	Barrichello, Rubens
126-146	15	Sato, Takuma
147	9	Dixon, Scott
148-152	15	Sato, Takuma
153-159	50	Franchitti, Dario
160	9	Dixon, Scott
161-162	50	Franchitti, Dario
163-171	9	Dixon, Scott
172-173	50	Franchitti, Dario
174-176	9	Dixon, Scott
177	50	Franchitti, Dario
178	9	Dixon, Scott
179-186	50	Franchitti, Dario
187-193	11	Kanaan, Tony
194	50	Franchitti, Dario
195-198	9	Dixon, Scott
199-200	50	Franchitti, Dario

Lap Leader Summary:

Car	Driver	Times
26	Andretti, Marco	3
9	Dixon, Scott	9
15	Sato, Takuma	3
50	Franchitti, Dario	7
2	Briscoe, Ryan	4
11	Kanaan, Tony	1
27	Hinchcliffe, James	3
83	Kimball, Charlie	2
8	Barrichello, Rubens	1
98	Tagliani, Alex	1

Caution Flags:

No	Duration	Total	Reason for Caution
1	14 to 17	4	Spin: Car 39 in Turn 2
2	80 to 86	7	Contact: Cars 12 & 14 in Turn 2
3	90 to 94	5	Contact: Car 25 in Turn 2
4	146 to 151	6	Stall: Car 17 in Turn 2
5	164 to 170	7	Stall: Car 67 in Backstretch
6	181 to 183	3	Spin: Car 20 in Turn 1
7	188 to 193	6	Contact: Car 26 in Turn 1
8	200 to 200	1	Contact: Car 15 in Turn 1

Penalties:

Car	Reason	Lap	Penalty
17	Pit Speed Violation	19	Drive Through
64	Ignoring Black Flag	9	Last Two Laps Not Scored
98	Pit Speed Violation	48	Drive Through
7	Pit Speed Violation	48	Drive Through
14	Hit Pit Crew Member	48	Drive Through
30	Entered Closed Pit	48	Drive Through