

## Table of Contents

Official Entry List.....	2
DAY 1 -- Sunday, May 6 – Indianapolis Star Opening Day .....	7
DAY 2 – Monday, May 7 .....	16
DAY 3 – Tuesday, May 8.....	25
DAY 4 – Wednesday, May 9.....	36
DAY 5 – Thursday, May 10.....	46
DAY 6 – Friday, May 11.....	54
DAY 7 – Saturday, May 12 – MBNA Pole Day .....	67
DAY 8 – Sunday, May 13 – Second-Day Qualifying.....	92
DAY 9 – Wednesday, May 16.....	105
DAY 10 – Thursday, May 17.....	114
DAY 11 – Friday, May 18.....	122
DAY 12 – Saturday, May 19 – Pepsi Fun Day.....	126
DAY 13 – Sunday, May 20 – Bump Day.....	137
Qualification Attempts -- Chronological Summary.....	156
Veteran Start/Finish History.....	160
Awards.....	162
DAY 14 -- Thursday, May 24 – Coors Carb Day .....	166
Month of May Performance History -- Top Speed.....	178
Accident Report.....	185
Official Starting Lineup.....	190
Numerical Starting Lineup.....	191
Pit Lane Assignments.....	192
DAY 15 -- Sunday, May 27 -- Race Day.....	193
“Castroneves Wins 85 <sup>th</sup> Indianapolis 500”.....	212
Position By Driver at 10-Lap Intervals .....	214
Position By Car Number at 10-Lap Intervals .....	216
“Castroneves Earns \$1.27 Million of Record Indy 500 Purse”.....	218
Complete Prize Fund.....	219
Official Box Score.....	240
86 <sup>th</sup> Indianapolis 500 Schedule .....	242

**85th INDIANAPOLIS 500**  
**Indy Racing Northern Light Series**  
**OFFICIAL ENTRY LIST**

Car	Driver Hometown	Car Name Chassis/Engine/Tire	Entrant	Chief Mechanic
2	Greg Ray Plano, Texas	Johns Mansville/Menards D/O/F	Team Menard	Gary Neal
2T	Greg Ray Plano, Texas	Johns Manville/Menards D/O/F	Team Menard	Gary Neal
3	Al Unser Jr. Albuquerque, N.M.	Galles Racing Starz SuperPak Budweiser - G/O/F	Galles Racing	Russ Marr
3T	Al Unser Jr. Albuquerque, N.M.	Galles Racing Starz SuperPak Budweiser - G/O/F	Galles Racing	Russ Marr
4	Sam Hornish Jr. Defiance, Ohio	Pennzoil Panther Dallara D/O/F	Panther Racing	Kevin Blanch
4T	Sam Hornish Jr. Defiance, Ohio	Pennzoil Panther Dallara D/O/F	Panther Racing	Kevin Blanch
5	Arie Luyendyk Scottsdale, Ariz.	Meijer G/O/F	Treadway -Hubbard Racing	Skip Faul
5T	Felipe Giaffone Sao Paulo, Brazil	Hollywood G/O/F	Treadway -Hubbard Racing	Skip Faul
6 R	Jon Herb Chicago	Tri Star Motorsports Inc. D/O/F	Tri Star Motorsports	Bill Curry
7	Roberto Guerrero San Juan Capistrano, Calif.	Yellow/Jack K. Elrod Co./ NADA Guides/Hoosier Park – D/O/F	Dick Simon Racing	Rich Simon
7T	Roberto Guerrero San Juan Capistrano, Calif.	Yellow/Jack K. Elrod Co./ NADA Guides/Hoosier Park – G/O/F	Dick Simon Racing	Rich Simon
8	Scott Sharp Norwalk, Conn.	Delphi Automotive Systems D/O/F	Kelley Racing	Robert Perez
8T	Scott Sharp Norwalk, Conn.	Delphi Automotive Systems D/O/F	Kelley Racing	Robert Perez
9	Jeret Schroeder Vineland, N.J.	Purity Products D/O/F	PDM Racing	Paul Murphy
9T	Jeret Schroeder Vineland, N.J.	Purity Products D/O/F	PDM Racing	Paul Murphy
10	Robby McGehee St. Louis	Cahill Racing Cure Autism Now D/O/F	Cahill Racing	Kevin Hertle
10T	Robby McGehee St. Louis	Cahill Racing Cure Autism Now D/O/F	Cahill Racing	Kevin Hertle
11	Jack Miller Indianapolis	Olympus/Opalescence/ Cahill Racing – D/O/F	Cahill Racing	Kevin Hertle
11T	Jack Miller Indianapolis	Olympus/Opalescence/ Cahill Racing – D/O/F	Cahill Racing	Kevin Hertle
12	Buzz Calkins Denver	Bradley Food Marts/Sav -O-Mat D/O/F	Bradley Motorsports	Todd Tapply

**OFFICIAL ENTRY LIST (continued)**

Car	Driver Residence	Car Name Chassis/Engine/Tire	Entrant	Chief Mechanic
12T	Buzz Calkins Denver	Bradley Food Marts/Sav -O-Mat D/O/F	Bradley Motorsports	Todd Tapply
14	Eliseo Salazar Santiago, Chile	Harrah's A.J. Foyt Racing D/O/F	A.J. Foyt Enterprises	Bill Spencer
14T	Eliseo Salazar Santiago, Chile	Harrah's A.J. Foyt Racing D/O/F	A.J. Foyt Enterprises	Bill Spencer
15	Sarah Fisher Commercial Point, Ohio	Walker Racing Kroger Special D/O/F	Walker Racing	Ron Catt
15T	Sarah Fisher Commercial Point, Ohio	Walker Racing Kroger Special D/O/F	Walker Racing	Ron Catt
16 R	Corey Witherill Santa Monica, Calif.	Radio Shack G/O/F	Indy Regency Racing	Marc Walpot
17	Roberto Guerrero San Juan Capistrano, Calif.	Dick Simon Racing TBA	Dick Simon Racing	TBA
17T	Roberto Guerrero San Juan Capistrano, Calif.	Dick Simon Racing TBA	Dick Simon Racing	TBA
18	Johnny Unser Hailey, Idaho	Truscelli Team Racing D/O/F	Truscelli Team Racing	TBA
20	TBA TBA	TBA D/O/F	Kelley Racing	TBA
20T	TBA TBA	TBA D/O/F	Kelley Racing	TBA
21 R	Felipe Giaffone Sao Paulo, Brazil	Hollywood G/O/F	Treadway -Hubbard Racing	Phil McRobert
21T	Raul Boesel Key Biscayne, Fla.	Hollywood G/O/F	Treadway -Hubbard	Phil McRobert
22	TBA TBA	Johns Manville/Menards D/O/F	Team Menard	Gary Neal
22T	TBA TBA	Johns Manville/Menards D/O/F	Team Menard	Gary Neal
23	TBA TBA	Dreyer & Reinbold Racing G/I/F	Dreyer & Reinbold Racing	Brad Brewer
23T	TBA TBA	Dreyer & Reinbold Racing G/I/F	Dreyer & Reinbold Racing	Brad Brewer
24	Robbie Buhl Cleveland	Team Purex Dreyer & Reinbold Racing - G/I/F	Dreyer & Reinbold Racing	Brad Brewer
24T	Robbie Buhl Cleveland	Team Purex Dreyer & Reinbold Racing - G/I/F	Dreyer & Reinbold Racing	Brad Brewer
25 R	Casey Mears Bakersfield, Calif.	Walker Racing Special D/O/F	Walker Racing	TBA
25T	TBA TBA	Walker Racing Special D/O/F	Walker Racing	TBA

**OFFICIAL ENTRY LIST (continued)**

<b>Car</b>	<b>Driver Residence</b>	<b>Car Name Chassis/Engine/Tire</b>	<b>Entrant</b>	<b>Chief Mechanic</b>
27	Jim Guthrie Albuquerque, N.M.	Blueprint Racing Special G/O/F	Blueprint Racing Enterprises	Russ Glashan
27T	Jim Guthrie Albuquerque, N.M.	Blueprint Racing Special G/O/F	Blueprint Racing Enterprises	Russ Glashan
28	Mark Dismore Greenfield, Ind.	Delphi Automotive Systems/ Bryant Heating & Cooling – D/O/F	Kelley Racing	Glenn Scott
28T	Mark Dismore Greenfield, Ind.	Delphi Automotive Systems/ Bryant Heating & Cooling – D/O/F	Kelley Racing	Glenn Scott
30	Jimmy Kite Stockbridge, Ga.	McCormack Motorsports Team Calcium – G/O/F	McCormack Motorsports	David Breidenbach
30T	Jimmy Kite Stockbridge, Ga.	McCormack Motorsports Team Calcium – G/O/F	McCormack Motorsports	David Breidenbach
31	R Casey Mears Bakersfield, Calif.	Galles Racing SportsLine.com Budweiser – G/O/F	Galles Racing	John King
31T	R Didier André Lyon, France	Galles Racing SportsLine.com Budweiser - G/O/F	Galles Racing	John King
32	R Didier André Lyon, France	Galles Racing G/O/F	Galles Racing	Brian Heriza
33	Tony Stewart Rushville, Ind.	Target Chip Ganassi Racing G/O/F	Chip Ganassi Racing Teams	Simon Hodgson
35	Jeff Ward San Juan Capistrano, Calif.	Aerosmith/Heritage Motorsports/ Firestone/Menards – G/O/F	Heritage Motorsports	Tim Whiting
36	Stephan Gregoire Vittel, France	Heritage Motorsports/Delco Remy/ Firestone/Menards – G/O/F	Heritage Motorsports	Tim Whiting
37	R Memo Gidley San Rafael, Calif.	Team Cure Autism Now/Brayton Engineering – G/O/F	Brayton Racing	Stefan Dwornik
38	TBA TBA	Nienhouse Motorsports D/O/F	Nienhouse Motorsports	TBA
38T	TBA TBA	Nienhouse Motorsports D/O/F	Nienhouse Motorsports	TBA
39	Michael Andretti Nazareth, Penn.	Motorola/Archipelago D/O/F	Team Green	Simon Morley
39T	Michael Andretti Nazareth, Penn.	Motorola/Archipelago D/O/F	Team Green	Simon Morley
41	Robby Gordon Orange, Calif.	Team Conesco/Foyt Racing/ RCR Childress Racing – D/O/F	A.J. Foyt/Richard Childress Racing	Dave Milby
41T	Robby Gordon Orange, Calif.	Team Conesco/Foyt Racing/ RCR Childress Racing - D/O/F	A.J. Foyt/Richard Childress Racing	Dave Milby
44	Jimmy Vasser Las Vegas	Target Chip Ganassi Racing G/O/F	Chip Ganassi Racing Teams	Barry Wanser
49	R Nicolas Minassian Marseilles, France	Target Chip Ganassi Racing G/O/F	Chip Ganassi Racing Teams	Simon Hodgson

**OFFICIAL ENTRY LIST (continued)**

Car	Driver Residence	Car Name Chassis/Engine/Tire	Entrant	Chief Mechanic
50	R Bruno Junqueira Belo Horizonte, Brazil	Target Chip Ganassi Racing G/O/F	Chip Ganassi Racing Teams	Barry Wanser
51	Eddie Cheever Jr. Phoenix	#51 Excite@Home Indy Race Car D//F	Cheever Indy Racing	Owen Snyder
51T	Eddie Cheever Jr. Phoenix	#51 Excite@Home Indy Race Car D//F	Cheever Indy Racing	Owen Snyder
52	Scott Goodyear Toronto	#52 Thermos®Grill2Go™ Cheever Indy Racing Infiniti - D//F	Cheever Indy Racing	Dane Harte
52T	Scott Goodyear Toronto	#52 Thermos®Grill2Go™ Cheever Indy Racing Infiniti - D//F	Cheever Indy Racing	Dane Harte
55	R Shigeaki Hattori Okayama, Japan	EPSON D/O/F	Vertex -Cunningham Racing	Mark Olson
55T	R Shigeaki Hattori Okayama, Japan	EPSON D/O/F	Vertex -Cunningham Racing	Mark Olson
60	Tyce Carlson Indianapolis	Tri Star Motorsports Inc./Immke Racing – D/O/F	Tri Star Motorsports	Bill Curry
60T	Richie Hearn Las Vegas	Tri Star Motorsports Inc./Immke Racing – D/O/F	Tri Star Motorsports	Bill Curry
61	R Memo Gidley San Rafael, Calif.	Team Cure Autism Now/Brayton Engineering – G/O/F	Brayton Racing	Stefan Dwornik
66	Gil de Ferran Paris	Marlboro Team Penske D/O/F	Penske Racing	Matt Jonsson
66T	Gil de Ferran Paris	Marlboro Team Penske D/O/F	Penske Racing	Matt Jonsson
68	R Helio Castroneves Sao Paulo, Brazil	Marlboro Team Penske D/O/F	Penske Racing	Rick Rinaman
68T	R Helio Castroneves Sao Paulo, Brazil	Marlboro Team Penske D/O/F	Penske Racing	Rick Rinaman
77	Jaques Lazier Vail, Colo.	Classmates.com/Jonathan Byrd's Cafeteria – G/O/F	Jonathan Byrd TeamXtreme Racing	Tommy O'Brien
77T	Jaques Lazier Vail, Colo.	Classmates.com/Jonathan Byrd's Cafeteria – G/O/F	Jonathan Byrd	Tommy O'Brien
81	John Paul Jr. Muncie, Ind.	Zali Racing Capital Funding LLC G/O/F	Zali Racing	Richard Moyer
84	Donnie Beechler Springfield, Ill.	Harrah's A.J. Foyt Racing D/O/F	A.J. Foyt Enterprises	Bill Spencer
88	Airton Daré Bauru, Brazil	1-800-BAR-NONE TeamXtreme G/O/F	TeamXtreme Racing	Derrick Stepan
88T	Airton Daré Bauru, Brazil	1-800-BAR-NONE TeamXtreme G/O/F	TeamXtreme Racing	Derrick Stepan
91	Buddy Lazier Vail, Colo.	Tae-Bo/Coors Light/Life Fitness/ Delta Faucet - D/O/F	Hemelgarn Racing	Dennis LaCava

**OFFICIAL ENTRY LIST (continued)**

<b>Car</b>	<b>Driver Residence</b>	<b>Car Name Chassis/Engine/Tire</b>	<b>Entrant</b>	<b>Chief Mechanic</b>
91T	Buddy Lazier Vail, Colo.	Tae-Bo/Coors Light/Life Fitness/ Delta Faucet - D/O/F	Hemelgarn Racing	Dennis LaCava
92	Stan Wattles Sewall's Point, Fla.	Hemelgarn/Firestone/Dallara/ Oldsmobile - D/O/F	Hemelgarn Racing	Ron Heck
92T	Stan Wattles Sewall's Point, Fla.	Hemelgarn/Firestone/Dallara/ Oldsmobile - D/O/F	Hemelgarn Racing	Ron Heck
93	TBA TBA	Metro Management/Super Fitness/ Firestone - D/O/F	Hemelgarn Racing	TBA
93T	TBA TBA	Metro Management/Super Fitness/ Firestone - D/O/F	Hemelgarn Racing	TBA
94	Stan Wattles Sewall's Point, Fla.	Hemelgarn Racing D/O/F	Hemelgarn Racing	TBA
94T	Stan Wattles Sewall's Point, Fla.	Hemelgarn Racing D/O/F	Hemelgarn Racing	TBA
98	Billy Boat Phoenix	CURB Records D/O/F	Curb-Agajanian/Beck Motorsports	Tom Bose
98T	Billy Boat Phoenix	CURB Records D/O/F	Curb-Agajanian/Beck Motorsports	Tom Bose
99	Davey Hamilton Las Vegas	Sam Schmidt Motorsports Racing Special - D/O/F	Sam Schmidt Motorsports	Mark Kilgo
99T	Davey Hamilton Las Vegas	Sam Schmidt Motorsports Racing Special - D/O/F	Sam Schmidt Motorsports	Mark Kilgo

**Legend:****R=Indy 500 Rookie.****Chassis: D=Dallara; G=G Force****Engine: O=Oldsmobile; I=Infiniti****Tire: F=Firestone****Issued 5/25/01; 5 p.m. (EST)**

## DAY 1 – SUNDAY, MAY 6, 2001 – INDIANAPOLIS STAR OPENING DAY

Welcome to the 85<sup>th</sup> running of the “Greatest Spectacle in Racing,” the Indianapolis 500. Fred Nation, vice president of corporate communications and public relations, Ron Green, director of media relations for the Indy Racing League and Bill York, WorldComplex Media Center manager, and their staffs are here to assist you. Please direct your questions and requests to any Indianapolis Motor Speedway or Indy Racing Northern Light Series staff person in the WorldComplex.

Timing and scoring monitors are located throughout the facility with up-to-the-minute times and speeds. Notes and items of interest will appear on these pages during the month and will also be available on the Speedway’s official site on the World Wide Web, <http://www.indy500.com>, and the official Indy Racing Northern Light Series Web site, <http://www.indyracing.com>. Performance histories will be issued at the end of each day in the Media Center and on the Indianapolis 500 and Indy Racing Web sites.

\*\*\*

The four former winners entered for the 85<sup>th</sup> Indianapolis 500 – Arie Luyendyk (1990, 1997), Al Unser Jr. (1992, 1994), Buddy Lazier (1996) and Eddie Cheever Jr. (1998) – will take a ceremonial “Past Champions Lap” around the 2.5-mile oval before the track opens for practice today, at approximately 1 p.m. They will lap the oval in the cars entered for them to drive in competition this month. The Past Champions Lap is a new tradition for Indianapolis 500 Opening Ceremonies.

\*\*\*

### TODAY AT THE TRACK:

9 a.m.: Public gates open

11 a.m.: Mayor’s Breakfast Caravan Track Lap

11 a.m.-12:30 p.m.: Driver autograph session, Pagoda plaza

12:44 p.m.: Opening Ceremonies begin

- Crowning of 500 Festival Queen

- Past Champions Lap

1:15 p.m.-6 p.m.: Official Indianapolis 500 practice

2 p.m.: Special Olympics games in the Media Parking Lot – part of the 21<sup>st</sup> Annual Save Arnold Barbeque

\*\*\*

A limited number of tickets are available for tonight’s Sam Schmidt Paralysis Foundation Benefit at Morton’s of Chicago, The Steakhouse in downtown Indianapolis. The party is the largest annual fundraiser for the Foundation.

The benefit features a lavish strolling buffet, open bar and silent auction. ABC and ESPN commentator/reporter Jack Arute will play host for the event. Tickets are \$99 per person and can be obtained through Linda Mansfield, the Foundation’s administrator. Linda will be in the media center today.

Celebrities from numerous aspects of the entertainment world have contributed items for the silent auction. Some of the items donated include: a basketball signed by Los Angeles Lakers star players Shaquille O’Neal and Kobe Bryant; autographed photos of country music stars Faith Hill and Tim McGraw; an autographed harmonica from singer/songwriter Billy Joel; a bumper from the No. 3 Goodwrench Chevrolet autographed by the late Dale Earnhardt; and a signed Sam Schmidt helmet provided by Simpson.

The Indianapolis Motor Speedway and the Indy Racing League are the event’s title sponsors.

**DAY 1 – SUNDAY, MAY 6, 2001 – INDIANAPOLIS STAR OPENING DAY (cont.):**

The 21<sup>st</sup> Annual Save Arnold Barbeque, a competition and benefit for Special Olympics of Indiana, will begin today at 2 p.m. with athletic competitions for Special Olympians from around Indiana in the infield Media Parking lot, located directly east of the WorldCom *plex* Media Center. More than a dozen drivers entered for the 85<sup>th</sup> Indianapolis 500 are expected to serve as coaches.

A barbeque dinner for participants is scheduled for 3 p.m. in the Plaza Chalets, located behind the Pagoda control tower.

The Save Arnold event has raised more than \$1.5 million for Special Olympics of Indiana in the last 20 years. In 2000, Indianapolis Motor Speedway Chairman of the Board Mari Hulman George presented a check for \$50,000, proceeds from the 2000 event, to Special Olympics officials.

\*\*\*

Various Video News Releases will be available during the month of May, featuring on- and off-track activity leading up to the 85<sup>th</sup> Indianapolis 500. Today's Indianapolis Star Opening Day feed will include video with sound and driver interviews from the first day of practice for the 85<sup>th</sup> Indianapolis 500. The dates, times and coordinates:

**Sunday, May 6:**

- Time: 7-7:15 p.m. (EDT)
- Coordinates: GE 2, Transponder K7, Audio 6.2-6.8

\*\*\*

As of 10:35 a.m., 46 cars were in the Gasoline Alley garages, and 41 cars had passed technical inspection. According to Dr. Henry Bock, Indianapolis Motor Speedway medical director, 41 drivers have passed their physical examinations and are cleared to drive.

\*\*\*

**Event notes and changes:**

•For all practice days except Coors Carb Day, cars are required to exit the track at Turn 3 when entering the pits. This is due to the high number of driver/car combinations expected to practice each day.

•Pit lane speed limit is 50 mph for practice days. In 2000, the pit lane speed limit was 80 mph for the entire event. Pit lane speed will be 80 mph on Coors Carb Day and Race Day.

\*\*\*

The No. 51 Excite@Home Indy Race Car Dallara/Infiniti/Firestone driven by Eddie Cheever Jr. was the first car on pit lane this afternoon.

\*\*\*

City of Indianapolis Mayor Bart Peterson will wave the green flag to start Indianapolis Star Opening Day practice for the 85<sup>th</sup> Indianapolis 500.

\*\*\*

At 1:05 p.m., the engines on the cars driven by the four former winners of the Indianapolis 500 entered for the 85<sup>th</sup> running of the event – Al Unser Jr., Arie Luyendyk, Buddy Lazier and Eddie Cheever Jr., -- were fired. They left the start-finish line for their ceremonial "Past Champions Lap" at 1:10 p.m.

\*\*\*

At 1:15 p.m., Firestone tire engineers reported a track temperature of 117 degrees. Ambient temperature is 82 degrees, relative humidity is 52 percent and winds are from the south-southeast at 12 mph under partly sunny skies.



**DAY 1 – SUNDAY, MAY 6, 2001 – INDIANAPOLIS STAR OPENING DAY (cont.):**

**PRACTICE REPORT:**

Official one-lap track record: 237.498 mph, Arie Luyendyk, May 12, 1996  
1:18 p.m. – **GREEN.** 85<sup>th</sup> Indianapolis 500 practice opens. Stephan Gregoire, driving the No. 7 Dick Simon Racing Dallara/Oldsmobile/Firestone, was first on the track, followed by Lyn St. James in the No. 90 Dick Simon Racing Dallara/Oldsmobile/Firestone, Mark Dismore in the No. 28 Delphi Automotive Systems/Bryant Heating & Cooling Dallara/Oldsmobile/Firestone and Sam Hornish Jr., driving the No. 4 Pennzoil Panther Dallara/Oldsmobile/Firestone. Dick Simon traditionally has attempted to put the first car on track for Opening Day practice for many years at the Indianapolis 500.

1:22 p.m.: **YELLOW.** Spray reported from the car of No. 7 Gregoire.

1:27 p.m.: **GREEN.**

1:37 p.m.: **YELLOW.** Tow-in for No. 8 Scott Sharp. Cars on track so far: No. 28 Mark Dismore, No. 91 Buddy Lazier, No. 8 Scott Sharp, No. 4T Sam Hornish Jr., No. 7, Stephan Gregoire, No. 92 Stan Wattles, No. 90 Lyn St. James, No. 15 Sarah Fisher, No. 5 Arie Luyendyk, No. 99T Davey Hamilton.

\*\*\*

**Top speeds of the day, 1:37 p.m.:**

	<b>Car No.</b>	<b>Driver</b>	<b>Speed</b>
1.	28	Mark Dismore	216.735 mph
2.	91	Buddy Lazier	213.778
3.	8	Scott Sharp	211.620
4.	4T	Sam Hornish Jr.	209.285
5.	7	Stephan Gregoire	199.573

1:53 p.m.: **GREEN.**

\*\*\*

Yellow Freight System announced today that it will be the primary sponsor of the No. 7 Dick Simon Racing Dallara/Oldsmobile/Firestone, driven by Stephan Gregoire in the 85<sup>th</sup> Indianapolis 500.

Yellow Freight sponsored the Dick Simon car driven by Lyn St. James in the 2000 Indianapolis 500.

Yellow is a worldwide provider of services for commercial transportation and related movement of goods and materials. Yellow Freight, based in Overland Park, Kan., is the largest subsidiary of Yellow Corporation (NASDAQ: YELL).

**GREG REID** (senior vice president and chief communication officer, Yellow Corporation): "At Yellow, we are known as the Yes We Can Company. With 44 IRL starts, including six Indianapolis 500s, Stephan Gregoire is one of the most experienced drivers, and we believe that he is a real contender in this year's race. Dick Simon Racing is one of the best Indy Racing teams and his team owner Dick Simon is one of the most recognized auto racing personalities."

**JAMES WELCH** (president, Yellow Freight): "Motorsports sponsorships have proven to be a cost effective way to increase our brand identity to an audience of millions of people that includes most of our current and prospective customers. Our involvement with Stephan Gregoire is symbolic. It's our way of telling the world that Yellow is a completely high-performance company just like Stephan Gregoire, we're going to be a tough, high-performance competitor every day. Our drivers may not drive as fast as Stephan, but they are just as committed to winning customers and proving that we are the best transportation services company in America, by far."

## DAY 1 – SUNDAY, MAY 6, 2001 – INDIANAPOLIS STAR OPENING DAY (cont.):

At 1 p.m. today, veteran driver Lyn St. James announced her retirement from Indy Racing competition with a ceremonial lap around the 2.5-mile historic oval in the No. 90 Dick Simon Racing Dallara/Oldsmobile/Firestone. She then pulled the car into the pits for the last time and presented her helmet to Indianapolis Motor Speedway President Tony George.

In 1992, St. James became the second woman in history to qualify for the Indianapolis 500. With an 11<sup>th</sup>-place finish that year, St. James became the first woman and, at age 45, the oldest driver to earn Bank One Rookie of the Year honors.

She drove in six more Indy 500s, including the 2000 event where she qualified less than 24 hours after a catastrophic crash totaled her primary car. St. James made history again that year, joining Sarah Fisher in the starting lineup. It was the first time two women had ever qualified for a “500” field.

Janet Guthrie broke the gender barrier at the Indianapolis Motor Speedway in 1977, but it was another 16 years before St. James became the second female driver at Indy.

**LYN ST. JAMES:** “It’s time. Sometimes you have to step back and take stock of what reality is. I’ve had a wonderful career, and I’m retiring from active Indy racing with many wonderful memories. Coming back and qualifying last year, pulling the team together the way we did after the crash, is one of the proudest moments of my career. It was overwhelming. I think it’s fitting that the 2000 race would be my last. If I had to end it, that was as good a way as any. People think this is a different experience (for women). It really isn’t. It’s the same for us as it is for the guys. The women who drive race cars are doing the same things the men are doing. For me to be a rookie at 45 was an accomplishment in itself. I just was starting my career when some drivers are considering retirement. To sustain that for nine years is more significant to me than the gender issue. I will always be a part of this. It’s who I am. I’ll miss driving, but as long as I’m breathing, I will always be a part of our sport.”

**TONY GEORGE:** “I told her (St. James) she was a pioneer. She said she wasn’t, but she was. Racing is in her blood, and I’m sure it was a tough decision. After a lot of thought, she decided to retire, and we’re happy that she was able to get one last ride around the Speedway.”

\*\*\*

### PRACTICE REPORT (cont.):

2:02 p.m.: No. 51 Cheever fastest of the day at 219.557.

3 p.m.: Temperature update: 90 degrees ambient; 117 track

3:18 p.m.: **YELLOW.** Track inspection. Possible debris on north end of short chute.

3:38 p.m.: No. 51 Cheever fastest of the day at 220.968.

3:31 p.m.: **GREEN.**

3:40 p.m.: **YELLOW.** Track inspection.

3:47 p.m.: **GREEN.**

4:06 p.m.: No. 2T Ray fastest of the day at 221.837.

\*\*\*

As of 4:16 p.m., 55 cars were in the Gasoline Alley garages, and 49 cars had passed technical inspection. According to Dr. Henry Bock, Indianapolis Motor Speedway medical director, 46 drivers have passed their physical examinations and are cleared to drive.

**DAY 1 – SUNDAY, MAY 6, 2001 – INDIANAPOLIS STAR OPENING DAY (cont.):**

**Event notes and changes:**

- Russ Marr is now the chief mechanic for the No. 3 Galles Racing Starz SuperPak Budweiser G Force/Oldsmobile/Firestone car driven by Al Unser Jr.
- The No. 41 car driven by Robby Gordon now is officially called the No. 41 Team Consec/Foyt Racing/RCR Childress Racing Dallara/Oldsmobile/Firestone. The change was made late Sunday after Consec announced sponsorship.
- Gil de Ferran and Helio Castroneves flew to Indianapolis today directly from Nazareth, Pa. where they finished 23<sup>rd</sup> and 11<sup>th</sup> respectively in the CART event. They made their first practice laps late in the afternoon.

\*\*\*

**PRACTICE REPORT (cont.):**

- 4:50 p.m.: Temperature update: 88 degrees ambient; 111 degrees track
- 5:09 p.m.: **YELLOW.** Tow-in for No. 30 Brandon Erwin. Crew reported a possible engine failure.
- 5:28 p.m.: **GREEN.**
- 5:46 p.m.: Greg Ray fastest of the day 224.301.
- 5:53 p.m.: **YELLOW.** Rain.
- 5:54 p.m.: **CHECKERED FLAG**

\*\*\*

**TOP 10 DRIVERS OF THE DAY**

1	2T	Greg Ray	40.1246	224.301
2	51	Eddie Cheever Jr.	40.7298	220.968
3	91	Buddy Lazier	40.8681	220.221
4	52	Scott Goodyear	40.8934	220.084
5	98	Billy Boat	40.9528	219.765
6	28	Mark Dismore	40.9749	219.647
7	5	Arie Luyendyk	41.0059	219.481
8	66	Gil de Ferran	41.0503	219.243
9	24T	Robbie Buhl	41.2460	218.203
10	35	Jeff Ward	41.4403	217.180

\*\*\*

A total of 58 cars are now at the Speedway, 89 have passed technical inspection. Thirty-three drivers have been on the track to date. There were six yellows for 67 minutes today.

\*\*\*

**PRACTICE QUOTES:**

**MARK DISMORE:** "I'm happy. We're working real hard on the race car. Depending on Mother Nature, we will see where we are. We had a good run for Opening Day. The car has a real nice balance to it, and it feels good."

**EDDIE CHEEVER JR.:** (About Lyn St. James): "Throughout her distinguished motorsports career, Lyn St. James has been a trailblazer not only for all the women who have a passion for speed and racing, but also for all the individuals who have the courage and dedication to follow their dreams. Lyn is a record breaker and role model both on and off the track. Lyn's affinity for the Indianapolis Motor Speedway, her focus in qualifying at Indy, and the grace and generosity she exhibits with her fans and competitors remain an outstanding example for all racers." (About practice): "I only ran for a couple of hours early in the

**DAY 1 – SUNDAY, MAY 6, 2001 – INDIANAPOLIS STAR OPENING DAY (cont.):**

**(Eddie Cheever Jr. -- cont.)** afternoon, but so far, so good. We're using the same Infiniti engine that we had for the test here (in mid-April) and the #51 Excite@Home car is fast on the straightaway. It's not as good as we want in the corners. We tried some things on the car that didn't really work. The back end is moving around too much, and it was pretty windy. Of the three days we've run here this year, we haven't had one day with great conditions. Today it was windy and dusty, and everyone is still just getting settled in. You try really hard not to peak too early in the first week before you qualify, and there are a lot of things we are trying to learn. We have a good game plan, and today was a very positive day for the Excite@Home team."

**GREG RAY:** (About picking up speed at the end of the day): "The wind kind of died down. We put on a new set of tires. We changed some things on the aero package. It was a combination of all those things. We are working on getting a balance on things. At Indy, the balance on your qualifying car is one way, and the balance on your race car is a little bit the other way. We are just working on a happy medium. We've been competitive all year long. Unfortunately, because of fuel problems, we had trouble at the first two races. We are trying to bring the momentum from (winning at) Atlanta. We know we are capable of doing some excellent things. This is a close team that gets along extremely well. This is the place that everyone wants to be. We are really trying to keep our nose down and stay focused. We want to do good things on the racetrack, but we want to mind our p's and q's and work hard. One day of testing doesn't mean anything. It is just all of the information you gather over the five-and-a-half days of running. It isn't about getting it exactly right but about not missing it. It is just about being better than the rest on qualifying day and better than the rest on race day. If we live up to our potential, I believe we can have a very good month of May. There are literally 20 combos of teams and drivers that can go out there and put a car on the pole and win the race. The competition is the fun part, and there is going to be a lot of competition here."

**BUDDY LAZIER:** "We have struggled a little bit in 2001, even though we've been competitive, and we have had a podium. My manager and engineer called today a learning day. I think it really was. We learned some important things today, some setup intricacies and maybe some things we've been struggling with. It was a very positive day for us. The race car felt really good on the fast laps, and my motor was pulling hard."

**SAM HORNISH JR.** "They learned quite a few things today. We learned that we are not as fast as we would like to be, and if you're not as fast as you'd like to be, it is never a good day. But we have a few days to practice before qualifying."

**ROBBIE BUHL:** "We're very happy with today considering that the only thing we could salvage from Atlanta was our mirrors. This is our backup car, and it feels comfortable. I think it's a good race car, but today is just the first day."

**DAY 1 – SUNDAY, MAY 6, 2001 – INDIANAPOLIS STAR OPENING DAY (cont.):**

**AL UNSER JR.:** “Today has been a good Opening Day at the Indianapolis Motor Speedway. We ran later in the day and did what we needed to do, which was work on getting the car dialed in. I feel comfortable with our direction, and the team is in good spirits and working hard. It was also great to get out and spend some time with the folks from the Special Olympics today. That is an event (Save Arnold Barbecue) I have been doing since I was a rookie, and I think it is a very important event during the month of May that I truly enjoy participating in. They all gave it everything they had in the events they competed in, and that is a great thing to see any time.”

**BILLY BOAT:** “For our first day on track I think we’re pretty happy. We made huge gains throughout the day with the balance of the race car. At the end of the day we had the car balanced good. We have a really good base to push the envelope. I think we might get some weather, and we might lose a couple of track days. I felt it was real important that we get a handle on the race car today. Last year I struggled, struggled, struggled to make the top 10 on the chart. The goal is to be in the top 10 everyday. I feel confident we can put the car in (the field) on the first day. I feel like if we had to go out right now and qualify, we could do it.”

**SCOTT GOODYEAR:** “The day went well for Cheever Indy Racing. I’m starting to settle in with these guys. We’re looking forward to a good month. We turned a good lap today, but there is more left in the car.”

**HELIO CASTRONEVES:** “Things didn’t go the way we wanted in Nazareth, but fortunately we got to come over here and shake down the cars. It’s going to be a long week, and there is a lot of work to do.”

**GIL de FERRAN:** “It was a good day for us. It’s good to shake down the cars in case there is a problem; we can fix it tonight.”

**ROGER PENSKE:** “Everything went smoothly today. We got four cars out and around the race track. Both drivers are pretty happy. We’ve got some work to do. Greg Ray has been a master of this place lately. He reminds me of Rick Mears, the way he goes around from 4-6 (p.m.). He’s got the speed to beat.”

**ARIE LUYENDYK:** “I’m excited to be back in Indy. Today, it took some time to get up to speed in the Treadway/Hubbard Racing Meijer car due to windy conditions. I just wanted to take my time and get comfortable with the car. I do not think that it is important to be at the top of the speed charts on the first day, but it was nice not to be too far off the pace for the day. We ended up calling it an early day. We didn’t feel like we could learn any more about the car once again due to the windy conditions.”

**SCOTT SHARP:** “We had a tougher day than we expected. Our brand new car felt really strong, and we probably could have picked up where we left off in testing had the motor not blown. We tried new things with our backup car, but still need to sort out our direction a little more. Overall, we weren’t trying to go super fast today. In my opinion, it’s a little too early for that.”

## RAY FASTEST ON OPENING DAY; CHEEVER INDY RACING STRONG

INDIANAPOLIS, Sunday, May 6, 2001 – Greg Ray turned the fastest lap of *Indianapolis Star* Opening Day for the 85<sup>th</sup> Indianapolis 500 on May 6 with a speed of 224.301 mph as preparations for the Greatest Spectacle in Racing got underway.

Ray's top time around the 2.5-mile oval was 40.125 seconds in the No. 2T Johns Manville/Menards Dallara/Oldsmobile/Firestone as he aims for his second consecutive pole position at Indy. He turned his top lap late in the day. "The wind kind of died down," 1999 Indy Racing champion Ray said. "We put on a new set of tires. We changed some things on the aero package. It was a combination of all those things.

"This is the place that everyone wants to be. We are really trying to keep our nose down and stay focused. We want to do good things on the racetrack, but we want to mind our P's and Q's and work hard. One day of testing doesn't mean anything."

Heavy rain ended practice six minutes ahead of schedule despite most of the day's activity taking place under sunny skies.

1998 Indy winner Eddie Cheever Jr. led half of the opening 4 ½-hour practice and ended up second overall at 220.968 in the #51 Excite@Home Indy Race Car Dallara/Infiniti/Firestone. 1996 Indianapolis 500 winner Buddy Lazier was third at 220.221 in the No. 91 Tae-Bo/Coors Light/Life Fitness/Delta Faucet Dallara/Oldsmobile/Firestone.

Two-time Indianapolis 500 runner-up Scott Goodyear, driving this year as Cheever's teammate, climbed into the fourth spot overall just before the rain arrived with a speed of 220.084 in the No. 52 Cheever Indy Racing Dallara/Infiniti/Firestone. 1998 pole winner Billy Boat rounded out the top five at 219.765 in the No. 98 CURB Records Dallara/Oldsmobile/Firestone.

One of the more impressive performances of the day came from two drivers who only were on track for a brief spell.

Penske Racing teammates Gil de Ferran and Helio Castroneves combined to turn 28 laps late in the afternoon despite racing in the CART event earlier in the day at Nazareth, Pa. de Ferran was ninth overall at 219.243 in the No. 66 Marlboro Team Penske Dallara/Oldsmobile/Firestone, while Castroneves was 14<sup>th</sup> at 216.608 in the No. 68 Marlboro Team Penske Dallara/Oldsmobile/Firestone.

de Ferran and Castroneves, team owner Roger Penske and other team members took a 1-hour, 17-minute private jet flight from Nazareth to Indy so preparations could start in Penske's first attempt to qualify for the 33-car field since 1995.

"It's great," Penske said about returning to Indy. "We have to be real careful. We have two rookie drivers (de Ferran didn't complete a lap in his only start in 1995). We don't want to make any mental mistakes. This place can jump on you. We've got to concentrate on making the race."

Longtime Indy driver turned team owner Dick Simon continued his Brickyard tradition by putting the first car on track, driven by Stephan Gregoire. It was a momentous day for Simon, who watched his former driver Lyn St. James announce her Indy Racing retirement. Simon also unveiled Yellow as Gregoire's sponsor for the month of May.

1992 Bank One Rookie of the Year St. James turned two ceremonial laps in Simon's car before pulling into the pit lane and handing her helmet to Indianapolis Motor Speedway President Tony George. She was the second female driver in history to start at Indy and has made seven starts at the Speedway, more than any other woman.

**RAY FASTEST ON OPENING DAY; CHEEVER INDY RACING STRONG (cont.):**

Other Indianapolis 500 champions on track today were two-time winner Arie Luyendyk, seventh fastest at 219.481 in the No. 5 Meijer G Force/Oldsmobile/Firestone; and two-time winner Al Unser Jr., 13<sup>th</sup> overall at 216.639 in the No. 3 Galles Racing Starz SuperPak Budweiser G Force/Oldsmobile/Firestone.

Northern Light Cup points leader Sam Hornish Jr. was 12<sup>th</sup> overall at 216.878 in his No. 4T Pennzoil Panther Dallara/Oldsmobile/Firestone.

A total of 38 cars and 35 drivers turned 874 incident-free laps today. Practice resumes from noon-7 p.m. (EDT) Monday. MBNA Pole Day is May 12; Race Day is May 27.

###

## DAY 2 – MONDAY, MAY 7, 2001

Target Chip Ganassi Racing, the defending Indianapolis 500 champions, announced this morning that veteran drivers Tony Stewart and Jimmy Vasser will drive for the team in this year's event. Stewart will drive the No. 33 Target G Force/Oldsmobile/Firestone, and Vasser will drive the No. 44 Target G Force/Oldsmobile/Firestone.

Stewart, the 1996 Indianapolis 500 Bank One Rookie of the Year and 1997 Indy Racing League champion, has driven full time on the NASCAR Winston Cup Series circuit for Joe Gibbs Racing since 1999. He was the Winston Cup rookie of the year that season. Stewart, 29, has three-career Indy Racing Northern Light Series victories and 10-career Winston Cup wins, including last Saturday's Pontiac Excitement 400 at Richmond International Raceway.

Stewart's best finish in the Indianapolis 500 is fifth in 1997. This will be his fifth "500."

Vasser, who won the 1996 CART series championship with Target/Chip Ganassi Racing, is driving full time for the Patrick Racing team on the CART circuit this year. Vasser led five laps during the 2000 Indianapolis 500 and finished seventh for the Ganassi team. This will be Vasser's sixth Indianapolis 500.

Stewart will work with Team Target engineer Bill Pappas, and Vasser will reunite with engineer Julian Robertson, who was his engineer from 1995-2000.

\*\*\*

### Entry updates:

- No. 41 and 41T car name changed to Team Conseco/Foyt Racing/RCR Childress Racing
- No. 44 and 44T driver changed from Bruno Junqueira to Jimmy Vasser
- No. 33 and 33T driver changed from Nicolas Minassian to Tony Stewart

\*\*\*

### PRACTICE REPORT:

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

Fastest lap Sunday: 224.301, Greg Ray

At 10:55 a.m., the ambient temperature was 81 degrees with south winds at 15 mph and a relative humidity of 78 percent under partly cloudy skies. The track temperature was 106 degrees, according to Firestone engineers. Today's weather forecast calls for a 70 percent chance of thunderstorms this afternoon and evening.

11 a.m. – **GREEN.** Stan Wattle, testing the No. 94 Hemelgarn Racing Dallara/Oldsmobile/Firestone, is first on the track, followed by No. 51 Eddie Cheever Jr. and No. 68 Helio Castroneves. The No. 33 Target/Chip Ganassi Racing entry, to be driven by Tony Stewart, is on pit lane.

11:06 a.m. – No. 39 Michael Andretti on track, his first official Indianapolis 500 practice laps since 1995.

11:10 a.m. – No. 66 Gil de Ferran on track, his first official Indianapolis 500 practice laps since 1995.

11:12 a.m. – **YELLOW.** Debris on the track.

11:17 a.m. – **GREEN.**

11:25 a.m. – No. 5 Arie Luyendyk fastest of the day at 218.890. No. 8T Scott Sharp second at 217.410.

11:35 a.m. – **YELLOW.** Debris on the track.

11:42 a.m. – **GREEN.** No. 2T Greg Ray, fastest of the day Sunday, on track for first time today.

11:43 a.m. – Tony Stewart, driving the No. 33T, on track for the first time this year.



**DAY 2 – MONDAY, MAY 7, 2001 (cont.):**

11:44 a.m. – No. 2T Ray fastest of the day on sixth lap at 220 mph. Faster on seventh lap at 221.081.

11:51 a.m. – **YELLOW.** Race control reports debris – a bolt – on the track.

11:57 a.m. – **GREEN.** Tony Stewart now on track in the No. 33 car. He was previously in the backup car.

11:59 a.m. – No. 2T Ray fastest of the day at 222.976 mph.

As of 12:15 p.m., the ambient temperature was 80 degrees and the track temperature 112 degrees, according to Firestone engineers. Winds are from the south at 16 mph. Skies are mostly cloudy and the relative humidity is 66 percent.

\*\*\*

**Top 10 drivers of the day, as of 12:42 p.m.:**

	<b>Car No.</b>	<b>Driver</b>	<b>Speed</b>
1.	2T	Greg Ray	222.976
2.	5	Arie Luyendyk	221.340
3.	51	Eddie Cheever Jr.	220.037
4.	4	Sam Hornish Jr.	219.185
5.	91	Buddy Lazier	219.082

\*\*\*

Sarah Fisher still can be the youngest winner in the history of Indy-style racing. To do so, she must win the Indianapolis 500-Mile Race on May 27, or any of the four Indy Racing Northern Light Series races that follow it.

Sunday, Scott Dixon, born in Auckland, New Zealand, on July 22, 1980, won the CART race at Nazareth, Penn., making him the youngest winner in modern championship open wheel racing history. He was 288 days past his 20<sup>th</sup> birthday.

However, Fisher, who finished second to Sam Hornish Jr. at Homestead-Miami Speedway on April 8, is younger than Dixon. She won't be 21 until Oct. 4, 74 days beyond Dixon's birthday.

This gives her five chances starting with the Indy 500 to get a victory and still be younger than him. Also, within that time span are races at Texas Motor Speedway on June 9, Pikes Peak International Raceway on June 17, Richmond International Raceway on June 30 and Kansas Speedway on July 8.

Indy Racing's Sam Hornish Jr., who won his first race at Phoenix International Raceway on March 18, had been the previous youngest winner at 21 years, 259 days.

\*\*\*

According to Dr. Henry Bock, IMS medical director, 48 drivers have passed physical examinations to date, the most recent being Jimmy Vasser.

\*\*\*

Fifty-four cars have passed technical inspection.

\*\*\*

**PRACTICE REPORT (cont.):**

1:17 p.m. – No. 44 Jimmy Vasser on track for the first time in 2001.

1:20 p.m. – **YELLOW.** No. 16 Cory Witherrill did a 180-degree spin exiting Turn 1 and through the south short chute. The car's nose made light contact with the inside wall in the south short chute, then did a quarter spin, stopping facing backward at the entrance to Turn 2. Witherrill exited the car under his own power.

1:35 p.m. Medical Report from Dr. Henry Bock, IMS medical director: Driver Cory Witherrill has been examined and released from the Clarian Infield Medical Center.

1:37 p.m. – **GREEN.**

**DAY 2 – MONDAY, MAY 7, 2001 (cont.):**

**EDDIE CHEEVER JR.:** “We did some more work on the car for today, but we’re very unhappy with how it is handling. We can’t get the back end to settle down. On a more positive note, we mileage out another Infiniti engine. This is the third 35A we have put more than 500 miles on, and that’s very encouraging. We have a scheduled engine change on the #51 Excite@Home Indy Race Car this afternoon.”

1:42 p.m. – No. 66 de Ferran sixth fastest at 218.860.

**CORY WITHERILL:** “The right rear tire went down. I felt something when I was coming off of Turn 4. It was pushing really bad, and something didn’t seem right. I was going to bring it in, but then when I entered Turn 1, it started bouncing around and spun. I bumped my elbow in the car, and I have a little scrape, but I’m fine.”

1:59 p.m. – **YELLOW.** Tow-in for No. 77 Jaques Lazier.

2 p.m. – Heavy rains are reported approximately 30 miles west of Indianapolis, moving to the northeast.

\*\*\*

Tony Stewart’s second attempt at “double duty,” driving in both the 85<sup>th</sup> Indianapolis 500-Mile Race and NASCAR’s Coca-Cola 600 on May 27, will result in charitable donations to The Victory Junction Gang Camp, a permanent, year-round center that will accommodate children with chronic and life-threatening diseases at no cost.

For each lap Stewart completes at each event, he will donate \$100 to the camp. Home Depot, Stewart’s sponsor on the NASCAR Winston Cup Series circuit, and Target/Chip Ganassi Racing will match Stewart’s donation. With the possibility Stewart could complete a total 600 laps of competition for the day, the total contribution to The Victory Junction Gang Camp could reach \$180,000.

The camp is the creation of NASCAR driver Kyle Petty and his wife, Pattie, and will be built in Randleman, N.C., as a tribute to their late son, Adam. It is affiliated with actor Paul Newman’s The Hole In The Wall Gang Camp and six similar organizations.

**TONY STEWART:** “A lot of thought and effort has gone into this deal, and I think that’s pretty apparent by the charity aspect we’ve incorporated into the program. Not only is Kyle a friend, but I believe in what he’s doing. I wanted to help him, and this is a good way to do it. We’ll generate a lot of money for his dream while I pursue mine – winning the Indy 500.”

\*\*\*

**PRACTICE REPORT (cont.):**

2:06 p.m. – **GREEN.**

2:25 p.m. – No. 24T Robbie Buhl on track for the first time today.

2:30 p.m. – Scott Goodyear and the No. 52 Cheever Indy Racing car on pit lane for the first time today.

2:45 p.m. – Greg Ray on track in the No. 22 Johns Manville/Menards Dallara/Oldsmobile/Firestone.

2:46 p.m. – No. 24T Robbie Buhl seventh fastest of the day at 219.621. No. 52 Goodyear on track.

2:49 p.m. – Ray records third fastest speed of the day, 221.130, in the No. 22 entry.

2:58 p.m. – **YELLOW.** Rain showers moving over the track. Track is closed for the day.

\*\*\*

Thirty-two drivers were on the track in 39 cars today, completing a total of 1,070 laps. There were six cautions for a total of 50 minutes.

**DAY 2 – MONDAY, MAY 7, 2001 (cont.):**

**TOP 10 CARS OF THE DAY**

1	2T	Greg Ray	Johns Manville/Menards	222.976
2	5	Arie Luyendyk	Meijer	221.340
3	22	Greg Ray	Johns Manville/Menards	221.130
4	14	Eliseo Salazar	Harrah's A.J. Foyt Racing	220.634
5	8	Scott Sharp	Delphi Automotive Systems	220.340
6	51	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	220.037
7	41	Robby Gordon	Team Conesco/Foyt Racing/RCR Childress Racing	220.028
8	98	Billy Boat	CURB Records	219.994
9	24T	Robbie Buhl	Team Purex Dreyer & Reinbold Racing	219.621
10	44T	Jimmy Vasser	Target Chip Ganassi Racing	219.381

\*\*\*

According to Dr. Henry Bock, IMS medical director, 48 drivers have passed physical examinations to date.

\*\*\*

**Tuesday's Schedule:**

8 a.m.: WorldComplex Media Center opens

9 a.m.: Public Gates Open

11 a.m.-6 p.m.: Track open for practice

6 p.m.: Track closes for the day

\*\*\*

**PRACTICE QUOTES:**

**ROGER PENSKE:** "It's wet. Everything is rolling along fine."

**RON HEMELGARN:** "Both cars ran well. We got the second car out before the rain. We are trying different setups. We played with cars, ran in the wind. We're trying to get a baseline for all conditions."

**ELISEO SALAZAR:** "I'm delighted today. We have a brand-new car. We ran one car the first three races, and we got this one out and went 218 pretty easy, and then pushed it some. I was a bit apprehensive because it was a new car. But we're doing well, and A.J. likes to peak late. A.J. and I get along 95 percent of the time. He is so competitive, but we have been running well. The only thing that could have been better is to have won a race. But we have been on the front row twice here, and people discount us."

**DIDIER ANDRÉ:** "Every time I get into the car we gain a bit more, and my goal is to be my fastest on Saturday, which is what we are gearing towards. Yesterday was a very ceremonial day and today was more of a day of getting back to work. All I am thinking about is my car and qualifying weekend."

**CASEY MEARS:** "We are still searching for rear grip and once we get that sorted out then we should be able to gain some speed. We have a lot of data every evening coming from all of the cars, so I feel good we will find what we need."

**AL UNSER JR.:** "We are testing some things we didn't get a chance to test during the winter and we are learning a lot about the car."

**DAY 2 – MONDAY, MAY 7, 2001 (cont.):**

**JIMMY VASSER:** “We did a few laps just to get used to it. We will certainly find the speed we need in the few days forthcoming. The car was setup pretty conservative. It is great to be back at the Speedway. We would like to win that trophy. It’s kind of weird wearing the red suit. I was starting to like my plain black one.”

**TONY STEWART:** “We just knocked the cobwebs off. We didn’t set the world on fire, and we didn’t get too many laps in. It’s a great group of guys. We’re really excited. This is a really good opportunity. It was just a great feeling riding out on the golf cart, and people were screaming and cheering for me. It’s nice to be home. But it will be a long month. There are lots of people who want to see me and talk to me and sign autographs. But I have to talk to my engineers. This is a whole new team for me, and we have to get to know each other.” (About his golf game): “My golf game is actually improving, in part because of my temperament. I’m actually calming down. And I have a driving coach that’s helping me.” (About the No. 33 Ganassi racing car): “We have to get the car flat. By that, I mean we need to get it where I can flatfoot it all around here. Right now I’m lifting a lot, so I’m not as quick as Jimmy.”

**GREG RAY:** “We’ve only been in two cars trying two different setups. I was pleasantly surprised with the 22 car. I had a feeling that I wouldn’t like the setup, but it was coming off the corner strong. I was very pleased with how it handled.” (About Sunday’s run of 224.301) “We’re here for the biggest race in the world. The conditions were good. We had a light fuel load and new tires. It wasn’t throwing down the gauntlet. I don’t think that is the gauntlet, I think the gauntlet will be 225 or 226.” (About the limit of 25 sets of tires for the month) “You have to look at the whole month. You have to look at Friday or Saturday. You have to scrub some in for the race, and if you find the super special set, you put them in a corner for when you need them. I think we’ve only used three sets of tires.” (About the season so far): “We’ve been a front runner all year. We’ve had some problems and some of them have left us really scratching our heads. We needed Atlanta. We’ve got guys that put their heart, blood and sweat into these cars.” (About the car being put in tech yesterday after the quick run. The car passed inspection): “Anybody that ever accuses you of bending the gray area of the rules at the end of the day, that’s the ultimate compliment. If they are accusing you, then they aren’t working hard enough. You can push the boundaries of a motor, but if you push it too far, you’ll blow it up.” (About qualifying well at Indy but not finishing well): “Anything I’ve done, whether it be business or personal, my feeling has always been that I’ve learned something. Is my ideology any different? No, I think I’m more experienced.” (Does it help starting on the pole?) “My personal opinion is starting on the pole is always good. It’s good for the sponsors, and it’s good for the team. Being up front is good. You get clean air and set the pace. Even if a guy is a half mph faster than you, he still may not be able to pass you.” (Do you think you could have run in CART had the IRL not been created in 1996?) “Yeah, I think I cut my teeth in Formula 2000 and ‘96, ‘97, and ‘98 was my window and there were some opportunities. It was a difficult decision not to pursue that. I dreamed of the Indy 500 and it’s ironic that some of the guys that I would have been competing against are here now. I don’t regret the decision. I think that the IRL has tremendous potential. It’s a huge snowball going downhill. With all the TV contracts with ABC and ESPN and the new tracks with the France family and Bruton Smith, there is a great future.”

## DAY 2 – MONDAY, MAY 7, 2001 (cont.):

**GIL DE FERRAN:** “We had a good day today. We worked on the Marlboro car focusing primarily on race setup. Due to the rain we weren’t able to do our qualifying simulation, but we’re taking it one at a time and getting our rhythm going.”

**HELIO CASTRONEVES:** “We were a bit surprised that we weren’t able to run as fast today as we did at our test last month. The wind was holding us back a bit, but then it was the same for everybody. We had some changes to make to the Marlboro car but then the rain came and ended our day. We’re going to try some new aero packages tomorrow and see what happens.”

**SARAH FISHER:** “The difference between running last year and this year is having a year of experience in the league. I’m more comfortable running the car as far as feeling out what’s wrong with it. However, we didn’t get any testing done here at Indianapolis and it’s a completely different racetrack compared to anywhere else we go. It’s basically like starting from scratch again when you come back and start off the first two days. We’re just looking to get a good balance in the race car. With the weather the way it is, it’s getting kind of tough to do that. We’ll keep plugging away at it and keep inching our way to a good balance.”

**MICHAEL ANDRETTI:** “I think the goals were just to get settled in a little bit. We had something to go by with what Sam (Hornish Jr.) had done yesterday. I think we had some of the same trouble that he had yesterday.” (About the race): “It’s going to be real tough competition. I don’t think I was doubting that when I was thinking about returning. You’ve got the IRL regulars that know these cars well, and you’ve got the best CART has to offer.” (About the rain shortening today’s track activity): “It messes you up a little bit. I hope it doesn’t do this too much this week. Losing these couple of hours doesn’t help us any.” (Is it difficult to switch engineers?): “It’s a little difficult, but I think we’re doing well. I think we have a great bunch on the CART side and great guys like Andy Brown (Panther Racing’s engineer) here. They’re all really good engineers, and they’re racers. It doesn’t take too long (to adjust), but it is different.” (Did you test an Indy Racing car prior to today’s testing?): “Yeah, I ran at Homestead, and I ran here at Indianapolis a few weeks ago in heavy wind.” (Will your experience here help you for the race?): “I’m hoping that experience is going to help. I’m hoping that the experience on our race team is going to help. I hope it makes the difference.” (Was it hard not to compete at Indianapolis last year?): “Yeah. It was a little tough. I was thinking, ‘This isn’t right. If they can be there, why can’t we?’” (About the difference in speed and cars today than the cars that he raced here years ago): “I think the formula they have now is much better for this racetrack.” (About testing at Homestead-Miami Speedway with Panther Racing and Sam Hornish Jr. in Feb.): “I told the guys, ‘I wish I was racing here this weekend because this car is going to win here this weekend.’” (About young drivers in Indy Racing): “I think it just shows you where this sport is going. It’s just like all the other sports – basketball, hockey – they are taking them right out of high school. That’s just where our sport is going. You don’t have to have as much experience to drive these cars. It’s almost like you can race them with the way you qualified. That has to do more with the way the cars are now.” (Are you looking forward to competing against Tony Stewart, even though you didn’t compete against him here, and now he’s gone on to bigger things in Winston Cup?): “Let’s not call it bigger things, just different things. Fine, he’s another guy we’ve got to beat. He’s

## DAY 2 – MONDAY, MAY 7, 2001 (cont.):

**(Michael Andretti – cont.)** fortunate to be teamed up with a great team.” (About qualifying): “I don’t think anybody’s going to beat Ray for the pole. I just want to qualify in the top 10. I’ve never qualified real well anyway.” (About younger drivers in CART not knowing what Indy means): “If you don’t know what you’re missing, it’s no big deal. For those of us who have been here, we know exactly what we were missing.”

**ARIE LUYENDYK:** “So far things have gone well. I’m having fun and I’m making laps that make sense. We’re making full fuel runs. I stayed in shape by racing shifter karts, and I tested at Vegas and here. But yesterday I still hurt in some new places. Today was much better.” (About the competition): “All the IRL teams are getting stronger and stronger, and then we’ve added some of the CART teams. But because of the equipment and the rules of the IRL, there are no unfair advantages.” (About his success on ovals, given his road-racing background): “I always seemed to excel on high speed corners. I like them, and I think that helped me on the ovals.” (About the progress of his son, Arie Jr., in F2000 racing, and when he sees his son moving up to Indy-style cars): “He’s doing well in F2000, but I guess I would like to see him have a bit more success there first. But he likes fast places at IRP (Indianapolis Raceway Park).” (Are you extra critical of him on the track?): “I try to believe what he says. When he comes in and says how the car is behaving, I take him at his word. Because engineers and crew chiefs are always discounting what you say, and I couldn’t stand that, and I’m not going to do that to him. I suspect I would like him to run Toyota Atlantics or Indy Lights, or something like that.” (Would you want him to take an Indy-style ride if the opportunity presented itself?): “If someone offers funding or an Indy car team, what are you going to do? Look, Scott Dixon won yesterday (at Nazareth), and he’s 20 years old. You look at Sarah (Fisher) and you look at Sam (Hornish Jr.), and you ask yourself, ‘should they have waited until they were 22 or 24?’ Well, why?”

**ROBBY GORDON:** “I’m pretty happy. I haven’t driven an Indy car in a year, so to come out and finish in the top 10 (seventh) on the first day, that’s pretty good. We haven’t even tried to go fast yet. I just want to get used to working with the team and driving the Indy car. I’m happy for the opportunity to be back with A.J. again, and I’m looking forward to working with Consec. It’s going to be a fun, tough and competitive month. It’s great to be back at Indianapolis.” (About the difference between racing here and in NASCAR): “I’ve made a name for myself in Indy car racing, but not in NASCAR. I haven’t done anything in NASCAR to make a name for myself.” (Will you ever go back to NASCAR?): “I don’t know what direction my career will take at this point.” (About previous performances here at Indianapolis): “If you look back, I could have won nearly every race that I have been in. I was behind Goodyear on that pace car deal (in 1995), but I pitted a lap before, thinking I had a flat tire, which I didn’t. I passed Arie, then caught on fire (in 1997), and of course I ran out of fuel while leading (in 1999). I have had a good run here, and my career could use a win right now.”

**DAY 2 – MONDAY, MAY 7, 2001 (cont.):**

**BILLY BOAT:** “I think the biggest thing you want on the second day at the track is to be sure you can repeat what you did the day before. Sometimes a setup will be good with certain track conditions, but then when you come back the next day you can’t find the handle. What’s good about where we’re at right now is that we came right back out and went the same speed or just a little bit faster than yesterday with minimal laps. So that tells me we have a setup that’s solid, and now we can start trimming the car a little bit and start edging up and finding a little more speed. The main thing is to get the car comfortable and get it balanced all the way around the racetrack. That’s the key. Once you do that you can start trimming the car and pick up speed while maintaining that important balance.”

## RAY REIGNS AGAIN AS RAIN RETURNS TO INDY

INDIANAPOLIS, Monday, May 7, 2001 – There have been two constants in the first two days of practice for the 85<sup>th</sup> Indianapolis 500: Rain ending practice early, and Greg Ray leading the speed charts.

Defending pole winner Ray was the fastest driver at the Indianapolis Motor Speedway for the second consecutive day, leading the speed charts May 7 with a top lap of 40.363 seconds, 222.976 mph in the No. 2T Johns Manville/Menards Dallara/Oldsmobile/Firestone. He was fastest on *Indianapolis Star* Opening Day on May 6 at 224.301 in the same car.

“We’ve only ran two cars so far,” Ray said. “Really, we’re just trying two different setups. I was pleasantly surprised this afternoon. I had a feeling like I really wasn’t going to like the setup. But I was pleasantly surprised.”

Ray also was third fastest overall at 221.130 in the No. 22 Johns Manville/Menards Dallara/Oldsmobile/Firestone, the other Team Menard entry for this race. No driver has been assigned to that car.

Strong winds slowed the cars on the 2.5-mile oval before rain washed out practice with approximately three hours remaining in the schedule. Rain ended practice about 10 minutes early Sunday.

Two-time Indianapolis 500 winner Arie Luyendyk was second fastest at 221.340 in the No. 5 Meijer G Force/Oldsmobile/Firestone. Eliseo Salazar was fourth fastest at 220.634 in the No. 14 Harrah’s A.J. Foyt Racing Dallara/Oldsmobile/Firestone, while Scott Sharp rounded out the top five at 220.340 in the No. 8 Delphi Automotive Systems Dallara/Oldsmobile/Firestone.

While today’s top speed was slower than Opening Day, more cars found speed in the blustery conditions. Seven cars exceeded 220 mph; only four broke that barrier Sunday.

Michael Andretti turned his first official practice laps at the Speedway since 1995, ending up 19<sup>th</sup> overall at 217.636 in the No. 39T Motorola/Archipelago Dallara/Oldsmobile/Firestone.

In the major off-track story of the day, Target Chip Ganassi Racing owner Chip Ganassi announced that 1996-97 Indy Racing League champion Tony Stewart and 1996 CART champion Jimmy Vasser will replace his CART rookies, Bruno Junqueira and Nicolas Minassian this year at Indy.

Stewart also will drive in the NASCAR Winston Cup race in Charlotte, N.C., on May 27, the same day as the Indianapolis 500, for his full-time owner Joe Gibbs. Vasser rejoins his old boss at Indy after they parted company in late 2000 after six seasons together. Vasser now drives full time in CART for Patrick Racing.

Ganassi’s new drivers wasted no time after the announcement, each turning laps. Vasser was 10<sup>th</sup> fastest overall at 219.381 in the No. 44T Target Chip Ganassi Racing G Force/Oldsmobile/Firestone. Stewart was 26<sup>th</sup> at 215.474 in the No. 33T Target Chip Ganassi Racing G Force/Oldsmobile/Firestone.

The first incident of the event occurred this afternoon, as rookie Cory Witherill nudged the inside wall between Turns 1 and 2 after performing a full spin in the No. 16 WSA/MOTORS/Indy Regency Racing G Force/Oldsmobile/Firestone. He was unhurt.

A total of 39 cars and 32 drivers turned 1,070 laps today. Practice resumes from noon-7 p.m. (EDT) Tuesday. MBNA Pole Day is May 12; Race Day is May 27.

###



### DAY 3 – TUESDAY, MAY 8, 2001

Shipping services via United Parcel Service and FedEx are available on the first floor of the WorldCom *plex* Media Center. UPS picks up packages and envelopes at 10 a.m. and 6:30 p.m., and FedEx picks up at 10 a.m. and 5 p.m. Special services from both shippers are available at the Brickyard Crossing Inn, located outside the Speedway's Turn 2.

\*\*\*

#### Today's schedule:

9 a.m.: Public Gates Open  
11 a.m.-6 p.m.: Track open for practice  
6 p.m.: Track closes for the day

\*\*\*

#### PRACTICE REPORT:

Official one-lap track record: 237.498 mph, Arie Luyendyk, May 12, 1996  
Fastest qualifying lap in a normally-aspirated Indy Racing car: 225.643 mph, Arie Luyendyk, May 22, 1999

Fastest lap Monday: 222.976 mph, Greg Ray

Fastest lap of the event: 224.301 mph, Greg Ray, Sunday, May 6

At 10:59 a.m., the ambient temperature was 75 degrees with northwest winds at 8 mph and a relative humidity of 51 percent under sunny skies. The track temperature was 106 degrees, according to Firestone engineers.

11 a.m. – **GREEN**. No. 39T Michael Andretti is the first car on the track today.

11:06 a.m. – Seven cars have turned at least one lap. Seven more are on pit lane.

11:08 a.m. – No. 8 Scott Sharp fastest of the morning at 218.707 mph.

11:09 a.m. – No. 68 Helio Castroneves fastest of the morning at 220.435.

11:11 a.m. – Sixteen cars have already turned at least one lap today.

11:17 a.m. – **YELLOW**. Track inspection.

11:27 a.m. – **GREEN**. Thirteen cars immediately leave pits.

11:30 a.m. – No. 35 Jeff Ward fastest of the day at 221.126. No. 68 Castroneves second at 220.435, No. 44T Jimmy Vasser third at 220.257.

11:32 a.m. – No. 91 Buddy Lazier second fastest of the day at 220.938.

11:34 a.m. – No. 52 Scott Goodyear second fastest of the day at 221.036.

11:37 a.m. – **YELLOW**. Race control reports debris on the track.

11:42 a.m. – **GREEN**.

11:47 a.m. – **YELLOW**. No. 88 Airton Daré did a quarter spin exiting Turn 4, and lost his right-rear wheel as he entered the main straightaway. Daré drove the car into the pits on three wheels. No contact was made.

#### Top-five drivers of the day, as of noon:

	Car No.	Driver	Speed
1.	35	Jeff Ward	221.126
2.	8	Scott Sharp	221.083
3.	52	Scott Goodyear	221.036
4.	91	Buddy Lazier	220.938
5.	3	Al Unser Jr.	220.630

Noon: **GREEN**.

12:02 p.m. – No. 35 fastest of the day at 223.716.

**DAY 3 – TUESDAY, MAY 8, 2001 (cont.):**

**MARK WEIDA (Chief mechanic for No. 88 Airton Daré, on the No. 88 losing a wheel):** “We know the wheel came off, but we were on our eighth lap and usually when a wheel comes off it’s on the first lap. The suspension was intact, and the lug nuts were on, so we’re just going to have to go back and look at it.”

\*\*\*

**PRACTICE REPORT (cont.):**

12:10 p.m. – No. 2T Greg Ray second fastest of the day at 222.467.

12:38 p.m. – **YELLOW.** Track inspection.

12:51 p.m. – **GREEN.**

1:04 p.m. – **YELLOW.** Track inspection.

1:13 p.m. – **GREEN.**

\*\*\*

**SCOTT GOODYEAR (On his morning practice run today):** “I’m pleased. Again we ran strong with tires that had a lot of laps on them. We put a new set of Firestones on and only went half a lap before we had something happen in the gearbox, so we never really had a chance to run on new tires. We haven’t done that all month yet, actually, so we’re anxious to get out and see what that is like. But so far it’s gone well. I think that we just need to do some more running in the next couple of days to see if we have a chance at the front row in Saturday’s qualifying. We’ve just been running by ourselves, and I think with new tires there is more speed left in the car. We haven’t even started trimming the car out yet.”

\*\*\*

Sam Schmidt Motorsports has signed Indianapolis 500 veteran driver Gary Bettenhausen to be a driver coach for Davey Hamilton this month. Bettenhausen competed in the “500” 21 times between 1968 and 1993. Bettenhausen’s best finish at the Speedway was third in 1980. He finished fifth in 1973 and 1987 as well.

\*\*\*

Bill Vukovich II, who finished second in the 1973 Indianapolis 500 and drove in the race 12 times, returned to the Speedway today for the first time in nearly a decade.

Vukovich, whose father won the “500” twice and was leading when he was killed in a crash during the 1955 race, separated himself from racing after his son, Billy III, was killed in a sprint car race in California on Nov. 25, 1990.

“It finally dawned on me that my niche is in racing,” said Vukovich, 57. “I built a new home 25 miles from the entrance to Yosemite Park and I’ve been laying on my butt for four years.”

Vukovich talked to Brian Barnhart, vice president of racing operations for the Indy Racing League, about a job.

“I’m open to anything,” said Vukovich, who worked for Bill Simpson as a sales rep for racing products after his retirement from racing. “This is where I belong.”

The Vukovich family is the only one in racing where the father, son and grandson all drove in the Indianapolis 500. Bill Sr. started in five, winning consecutively in 1953 and 1954. Bill Jr. has six top-10 finishes, while Bill III drove in three, scoring a best finish of 12<sup>th</sup> in 1989. Bill Jr. earned rookie of the year honors in 1968, and Bill III earned them in 1988.

Vukovich Jr. also is an accomplished golfer who often battled Lloyd Ruby for the annual pre-race drivers’ golf tourney championship. After walking the Gasoline Alley Garage Area today, Vukovich headed to the pro shop to visit old friends and get his first view of Brickyard Crossing Golf Course, which was rebuilt (in 1992) since the last time he was at the Speedway.

**DAY 3 – TUESDAY, MAY 8, 2001 (cont.):**

**PRACTICE REPORT (cont.):**

1:57 p.m. – **YELLOW.** Debris on the track.

1:59 p.m. – **GREEN.**

\*\*\*

**DARRELL SOPPE (Engineer, No. 2 Team Menard Johns Manville/Menards Dallara/Oldsobile/Firestone, general comments on the Indianapolis 500 and Team Menard driver Greg Ray):** “Greg is a fantastic driver. He’s very quick. Donnie (Beechler – for whom Soppe was engineer at Cahill Racing last season) is a very good driver too, but the thing is this year we can test.” (About the competition at the Indianapolis 500): “The guy we’re worried about is (Tony) Stewart. He is with a good team, and he is a very great driver. It is unusual when Ganassi’s team was on the pole at Nazareth but hires an ex-Indy Racing League driver for Indy. But the competition will be tough. Along with the other Indy Racing League teams you now have Arie (Luyendyk) and Penske Racing. But really, you compete against yourself – you see what you can do.” (About his relationship with Greg Ray): “We seem to click. I think we could have won Phoenix but the car broke. What can you do? People talk about Hornish being dominate, but we were leading when we broke. At Homestead we just missed on the pole, but then we probably only had a second or third-place car. That’s my fault, we just missed it. At Atlanta we were pretty good.”

\*\*\*

A revolutionary form of television technology will be used during coverage of the opening weekend of time trials for the 85th Indianapolis 500 on May 12-13.

Dartfish’s SimulCam™ images will be produced in conjunction with the Indianapolis Motor Speedway and used during the ABC Sports and ESPN/ESPN2 telecasts of the first weekend of time trials. The SimulCam™ technology makes it possible for the qualifying laps of two different race cars to appear on the screen at the same time. Using the technology, the television producers will be able to demonstrate to viewers the varied paths that drivers take around the 2.5-mile Indianapolis Motor Speedway oval.

The SimulCam™ technology has been used in the telecasts of other sporting events, including the 2000 Summer Olympics in Sydney, Australia. In auto racing, the technology has most recently been used during the V8Star series in Germany and debuted in America at the Petit Le Mans last September. Its use at Indianapolis will be its first in American oval-track racing.

The SimulCam™ technology made its world premiere in January 1999 during the World Cup Ski Championships in Switzerland and in Vail, Colo.

**BUDDY McATEE (Indianapolis Motor Speedway assistant vice president of broadcast communications & business development):** “This technology will give the Indianapolis Motor Speedway and the Indy Racing League the edge in communicating to the viewer a clearer understanding of exactly how the greatest race drivers in the world vie for the richest pole in auto racing. In short, the technology illustrates the different line each driver takes to find the quickest way around the world’s greatest oval. For the first time in Indy history, the viewer will see it on the screen. The Indy Racing League is all about fan access, and we want that access to extend to our television audience, as well.”

**DAY 3 – TUESDAY, MAY 8, 2001 (cont.):**

**PRACTICE REPORT (cont.):**

**Top-five drivers of the day, as of 2 p.m.:**

	<b>Car No.</b>	<b>Driver</b>	<b>Speed</b>
1.	35	Jeff Ward	223.716 mph
2.	28T	Mark Dismore	223.450
3.	2T	Greg Ray	222.467
4.	68	Helio Castroneves	222.346
5.	5	Arie Luyendyk	222.312

2:13 p.m. – **YELLOW**. Race control reports No. 44 Jimmy Vasser hit a bird.

2:20 p.m. – **GREEN**.

\*\*\*

Veteran Indy Racing driver Dr. Jack Miller announced today that he will not make an attempt to qualify for the 85<sup>th</sup> Indianapolis 500. Miller was one of 11 drivers caught in a fiery accident at the zMAX 500 at Atlanta Motor Speedway on April 28. He was hospitalized overnight at Atlanta Medical Center with signs of a concussion. He returned the following day to Indianapolis for examination and consultation with doctors locally.

**DR. JACK MILLER:** “I have pushed myself in the last week to get ready for Indy, but after evaluating my injuries, I realize I need some time to get healthy. I must step away and take a break from racing. I have to think about protecting my health for my dental career as well. I am disappointed that I will not be able to participate in the 85<sup>th</sup> running of the greatest race in the world, but after careful consideration of all the issues, I believe my decision is in the best interest of my health and my family.”

**BRIAN BARNHART (Indy Racing League vice president of operations):** “Dr. Jack has a real passion for the sport of auto racing, and I know this must be a tough time for him. Dr. Jack has been a positive presence here in the IRL for the last five years; he has been a very popular driver among fans and has been a great ambassador for his sponsors and his teams. Everyone here at the Indianapolis Motor Speedway and Indy Racing League wish Dr. Jack the very best and a speedy recovery.”

\*\*\*

More than \$100,000 was raised for the Sam Schmidt Paralysis Foundation at a benefit and auction May 6 at Morton’s of Chicago, The Steakhouse in downtown Indianapolis. Seventeen Indy Racing Northern Light Series drivers were among the more than 300 people that attended.

Fred Treadway, co-owner of Treadway-Hubbard Racing, purchased for \$35,000 the 2000 Indianapolis 500 Titan custom motorcycle, serial number 001, that was donated by IMS President and CEO Tony George.

\*\*\*

**Entry update:**

The car name of the No. 30 entry is McCormack Motorsports. The chief mechanic is David C. Breidenbach.

\*\*\*

**PRACTICE REPORT (cont.):**

2:42 p.m. – No. 5 Luyendyk third fastest of the day at 222.475.

2:55 p.m. – No. 61 Memo Gidley on track for the first time this week in the No. 61 Team Cure Autism Now/Brayton Engineering G Force/Oldsmobile/Firestone.

3:14 p.m. – **YELLOW**. Track inspection.

3:23 p.m. – **GREEN**.

**DAY 3 – TUESDAY, MAY 8, 2001 (cont.):**

**CORY WITHERILL (No. 16 WSA/MOTORS/Indy Regency Racing):** “The track conditions and weather are good. It’s a lot better out there today and there’s not so much wind. We’re making big steps. I’ll finally be able to get some more laps around the track.”

\*\*\*

Average Joe’s and its adjacent sister nightclubs, Rock Lobster and Mineshaft, will host a benefit for the Sam Schmidt Paralysis Foundation at 6 p.m. on Tuesday, May 22. The event is sponsored by radio station WRZX-FM 103.3 in Indianapolis. The \$5 cover charge will go to the foundation.

An auction of racing memorabilia and other special items is slated for 9 p.m. at Average Joe’s. Popular local musicians Dave and Ray will play at 10:30 p.m., the same time a karaoke session will begin in another section of the bar. Three Indy Racing show cars will also be on display to add to the festivities.

Donations can be made to the foundation at any time. Checks should be made out to The Sam Schmidt Paralysis Foundation and mailed to 411 Dorman St., Indianapolis, IN, 46202-3647. For more information call (317) 236-9999 or access [www.samschmidt.org](http://www.samschmidt.org) on the World Wide Web.

\*\*\*

At 3:30 p.m., the ambient temperature was 82 degrees and the track was 123 degrees, according to Firestone tire engineers. The relative humidity is 40 percent and winds are from the west at 8 mph under mostly sunny skies.

\*\*\*

Sixty cars are currently in the IMS Gasoline Alley garage area, and 55 have passed technical inspection.

\*\*\*

Five spots remain open in the 12-car field for the 2001 Indianapolis 500 Coors Pit Stop Challenge. Two will be determined by the two fastest times posted during pit stop competition trials that are scheduled for Wednesday, May 9, from 9-11 a.m. The drivers and teams scheduled to compete in the pit stop trials include: the Kelley Racing team of No. 8 Scott Sharp; the Hemelgarn Racing team of No. 91 Buddy Lazier; the Penske Racing teams for No. 66 Gil de Ferran and No. 68 Helio Castroneves; the Galles Racing teams for No. 31 Casey Mears and No. 32 Didier André; the Team Green team for No. 39 Michael Andretti and the Heritage Motorsports team for No. 35 Jeff Ward.

The three remaining spots for the Coors Pit Stop Challenge will be filled by the fastest first-day qualifiers for the 85<sup>th</sup> Indianapolis 500 who have not previously earned a position in the contest.

\*\*\*

**PRACTICE REPORT (cont.):**

4:17 p.m. – **YELLOW.** Debris reported at the south end of the main straightaway.

4:28 p.m. – **GREEN.**

4:35 p.m. – **YELLOW.** Debris reported on the track. Smoke is trailing from the car of No. 8 Sharp. The team reports they will have to take the car to Gasoline Alley for inspection.

4:42 p.m. – **GREEN.**

**DAY 3 – TUESDAY, MAY 8, 2001 (cont.):**

**PRACTICE REPORT (cont.):**

**Top-five drivers of the day, as of 4:55 p.m.:**

	<b>Car No.</b>	<b>Driver</b>	<b>Speed</b>
1.	35	Jeff Ward	223.716 mph
2.	28T	Mark Dismore	223.450
3.	51	Eddie Cheever Jr.	223.145
4.	68	Helio Castroneves	222.997
5.	5	Arie Luyendyk	222.475

\*\*\*

5:02 p.m. – No. 28T Dismore fastest of the day at 223.780.

5:08 p.m. – **YELLOW**. Debris reported, track inspection.

5:17 p.m. – **GREEN**.

5:19 p.m. – No. 91 Buddy Lazier third fastest of the day at 223.315.

5:20p.m. – No. 5 Luyendyk fastest of the day at 223.986.

5:21 p.m. – **YELLOW**. No. 31 Casey Mears does a 180-degree spin exiting Turn 1 and hits the outside retaining wall with the left rear of the car. His car slides to a stop near the end of the south short chute. No. 5 Luyendyk does a half-spin to the left then to the right through the end of Turn 1 and the south short chute to avoid Mears. Luyendyk does not make any contact. No. 60 Carlson slowed to a stop at the end of the short chute and is towed back to the pits. Mears exits his car under his own power.

5:41 p.m. Medical update from IMS Medical Director Dr. Henry Bock: Driver Casey Mears is being transported to Methodist Hospital for evaluation. He is complaining of lower back pain, but is awake and alert.

5:47 p.m. – **GREEN**.

5:56 p.m. – No. 28 Dismore fastest of the event at 224.823.

6 p.m. – **CHECKERED**. End of practice for the day.

\*\*\*

Mark Dismore was fastest of the day during practice for the 81<sup>st</sup> Indianapolis 500 on May 17, 1997. His speed was 217.360 mph.

\*\*\*

Thirty-five drivers were on the track in 45 cars today, completing a total of 1,783 laps. There were 12 cautions for a total of two hours, 1 minute. Sixty-one cars are now at the Speedway, and 52 have passed technical inspection.

\*\*\*

**TOP 10 DRIVERS OF THE DAY**

1	28T	Mark Dismore	Delphi Automotive Systems/Bryant Heating & Cooling	224.823
2	5	Arie Luyendyk	Meijer	223.986
3	35	Jeff Ward	Heritage Motorsports/Firestone/Menards	223.716
4	91	Buddy Lazier	Tae-Bo/Coors Light/Life Fitness/Delta Faucet	223.315
5	51	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	223.146
6	68	Helio Castroneves	Marlboro Team Penske	222.997
7	44T	Jimmy Vasser	Target Chip Ganassi Racing	222.587
8	2T	Greg Ray	Johns Manville/Menards	222.487
9	14	Eliseo Salazar	Harrah's A.J. Foyt Racing	222.166
10	52	Scott Goodyear	Cheever Indy Racing	222.132

### DAY 3 – TUESDAY, MAY 8, 2001 (cont.):

#### Wednesday's Schedule:

8 a.m.: WorldComplex Media Center opens  
9 a.m.: Public Gates Open  
9-11 a.m.: Coors Pit Stop Challenge qualifications  
11 a.m.-6 p.m.: Track open for practice  
3:45 p.m.: Salute to Marmon Wasp 1911 winning car, track lap  
6 p.m.: Track closes for the day

\*\*\*

#### PRACTICE QUOTES:

**FELIPE GIAFFONE:** "We went pretty good this morning, and then we developed an electrical problem. The car felt good. We went 219 mph on two old tires. We put on new tires, but then we had the problem. We tried to fix it over lunch hour, but we could never solve it so we'll come back tomorrow." (About his chances at the Indianapolis 500): "This is a hard place. If we can get a top 10, that would be really big. Maybe we can get a top five, but we would have to be lucky, have good pit stops and have everything work well."

**SAM HORNISH JR.:** "It's just not where we want it to be right now. There are some teams who tested here who are ahead of us, but that's just the way it is." (Are you frustrated?): "Well, sort of, but there's a long way to go before qualifying."

**JOHN PAUL JR.:** "We just got the engine today, and we hope to be out Thursday. I'm chomping at the bit." (The difference between running Indy-style cars and sports cars): "There's a big difference. You can throw sports cars around. They like to be abused. You can't do that with these cars. You have to be much more careful."

**STEPHAN GREGOIRE:** "This is our third day of practice today, and we have some difficulties in finding speed. We believe there is something broken in the car. Since our crash in Phoenix, we have been unable to go very fast. We have checked almost everything in the car including the bell housing. Even if we x-ray it, we will put a new one on the car tonight and see what we do tomorrow. We have a great engine, great Firestone tires and a fantastic crew, but we need to find the problem on the car. I hope it's the bell housing. Tomorrow we plan to be ready at 11 a.m., and our goal is to finish in the top 10 tomorrow night."

**SCOTT GOODYEAR:** "We got some good running in today. We went through a lot of things with shocks and springs and bars. We found some things that worked very well for us and we ran throughout the heat of the day, which I think was also beneficial. Tomorrow I think we will just continue working on doing some things to the car to get ready for qualifying. There's more speed left in the car. We decided not to run in happy hour today just to keep some tires and some miles for the heat of the day tomorrow, when the race will be and when qualifying for us will be. We have yet to use a fresh set of sticker tires. We put a set on today, went out, and there was a yellow. When we went back out and started to get up to speed, we had a gearbox problem. Tomorrow hopefully we'll find a bit more speed just by being able to bolt some tires on that are fresh."

### DAY 3 – TUESDAY, MAY 8, 2001

**HELIO CASTRONEVES:** “It was good. We were happy.” (About not going on out after Mears’ accident): “We didn’t want to take a chance because of the dust. We still have three days to go. We are not there yet. There is a lot of drafting going on. I was trying to work by myself. I want to work tomorrow to go faster by myself.”

**JAQUES LAZIER:** “For the third day we’re well ahead of the pace that we wanted to be on. We feel we can do a 222 mph by ourselves. It feels like heaven being with TeamXtreme and Jonathan Byrd. The car and the team are awesome. We’re looking for a great qualifying run on Saturday.”

**EDDIE CHEEVER JR.** “We made a lot of progress today. As usual, the Firestone tires were great, and I think the Infiniti engine is capable of running 225 mph, but our handling is lagging behind. We can’t get the car to handle well in Turn 1. Two things I’m not worried about, however, are our Infiniti engine and our Firestone tires. Scott (Goodyear) seems to have the No. 52 car working a bit better than our #51 Excite@Home car at the moment. I think he could have been in the high 223s or low 224s today, but he has been very unlucky. Every time that he has put on a new set of tires it has either rained or something has broken.”(About his role as owner/driver and teammate Goodyear): “It’s very strange when you are a driver and a team owner because you go from wanting to beat everybody to trying to find the right people to build a team around. The whole Cheever Indy Racing team, with our partners Infiniti and Excite@Home and the addition of Scott Goodyear, is really coming together. The funny thing is that when Scott and I first met each other 10 years ago, we didn’t really like each other. I wouldn’t say we hated each other or anything, but we were definitely wary of each other. I’m sure that neither one of us would have guessed that we’d be working so well together as teammates at the Indy 500. When Scott and I first discussed the possibility of him joining Cheever Indy Racing, I guaranteed him that there would be no “number one” driver. The same equipment and the same effort that is being put forth on the #51 Excite@Home car is being applied to the No. 52 car, and if I can’t win the 500 on May 27, I’d be more than happy to see Scott win it.”

**JIMMY VASSER:** “Hopefully the weather stays good, and we can get some of our planned tests done. We ran a mid-222 (mph) today, and I didn’t see anybody on either straightaway. Guys are running good times. I’m not sure what kind of tows they are getting.” (About wind): “It’s not so bad. It was blowing me out a little in (Turn) 2. If I get my car right, the wind shouldn’t affect me at all.”

**GREG RAY:** “We learned a lot about race setup and what to do, and more importantly, what not to do. We’ve been frugal with our tires. We’ve only used four sets so far. We ran 221.5 in the No. 22 car with tires over 35 laps on them. Right now we feel we’ve got a good balance in the race car with our race trim. This morning we went out looking for some speed, but never got a good, clean track. Had a yellow that probably cost us a really big lap. Right now, some of these drivers are getting some good times by getting a tow. It’s misleading because on Saturday you’re all by yourself.”



### DAY 3 – TUESDAY, MAY 8, 2001

**GIL DE FERRAN:** “Around lunchtime, when the weather was hot, we worked on the race setup with heavier fuel loads and older tires. Our plan for the end of the day was to focus on qualifying setup, but we weren’t able to do that before the session ended. Marlboro Team Penske will get back at it tomorrow.”

**SCOTT SHARP:** “It was a mixed feeling day. Certainly we had elation after our morning run. We went out with full fuel and ran 35 laps to post our best speed of the month in race trim. We were quite happy with the car. We decided to go out this afternoon with our backup car and simulate things we’re working on for qualifying. As the crew called the yellow on the radio during our second lap, I saw a little smoke coming out of the rear of the car as I went into Turn 1. When I tried to ask my crew what it was, our radio communication broke down. They couldn’t hear me ask what was wrong, and I couldn’t hear if they were telling me to pit. I coasted to the entrance and made my way to our pit box. By the time I got there I had shut the engine off, but the fire had started and quickly burned a lot of wiring. Until the crew gets the undertray off and the car disassembled, we won’t be able to determine the cause of the fire.”

**SARAH FISHER:** “We started out with a baseline from yesterday, and we were going really horrible. We started out pretty slow, and we just kept creeping up on it. We came here with a little different setup, a little freer than last year. So, we’ve been fine tuning that. We had a little bit of a problem here and there, but we finally got to the end of the day and reached up to the 220 (mph) mark. So (we) just keep chipping away at it a little bit every day.”

**MARK DISMORE:** (About comfort level at 224 mph): “I have ran 218 (mph) and it was more scary. You have to be comfortable. That is the trick.” (About Greg Ray’s comments on 226 mph being necessary for the pole): “I’ll buy that, but to do it for four laps consecutively and keep the car under you, I’m not sure about that. You will probably have to have one or two laps that fast. You have to try to make the car do the same thing in all four corners.” (About his bad luck at Indy): “My luck hasn’t been that great anywhere. We are so far ahead of where we have ever been, and I’m really excited. Tim Bumps oversees the day-to-day business of running the race team. The racing business is tough because you have guys working elbow-to-elbow seven days a week and eight to 20 hours a day.” (About his teammates engines failure): “Ilmor has only six months of experience. They know what is going on. They know why the engines failed, and I can’t worry about that. On a negative side, Scott (Sharp) has lost some track time. From a positive side, I can give him some feedback, and we have time to learn from our problems. If I win the pole, I will be real happy. If I win the race, you would probably have to call an ambulance. What I did today, will not win the pole. There are a lot of teams that are not showing all they have got including us.”

**BUDDY LAZIER:** “We’ve just been working on the car and learning things each day. We ran our quickest lap around five (p.m.). Unless you’re at the top of the charts, you’re not happy. Being fourth on the speed charts and having that kind of speed on Tuesday, you’re happy but not thrilled. The team is working really, really hard. The team is really focused through the month of May. At the end of the month if you’ve won, being on top the other days doesn’t matter.”

### DAY 3 – TUESDAY, MAY 8, 2001

**BILLY BOAT:** “Conditions are quite a bit different today than we’ve faced for a couple of days. We’re trying to trim the car out a little bit and haven’t really found the balance that we’re looking for. We can’t seem to break that 220 mph barrier. The car is good for a couple of laps on new tires, but we just haven’t quite found what we need and what the car wants with less aerodynamics - so we’ll continue to work. The good thing is it’s only Tuesday and we’re not really that far off. We’ve just got to find that little bit. The cars are so sensitive that just a little bit makes a big difference. I’m confident that as we keep working we’ll find the combination we need and put this car solidly in the field for race day.”

**ARIE LUYENDYK:** “I was heading into Turn 1 and saw the smoke. I knew that wasn’t a good sign. I had to decide where to go. I didn’t want to go high and get into the debris, so I turned just a little bit left. That was enough to make my car spin. I put my head back and waited for the hit that never happened. I was lucky but also smart to keep the wheel as straight as I could.” (About progress in practice today): “I was really pleased with that speed. I had actually turned what I thought would have been my best lap of the day earlier in the heat, and I thought that was really good to go that fast at that time of day.” (About 223 mph lap that came later in the day): “I was flat all the way around and so it’s obvious to me we’re making good progress with the car and that’s the most important thing this early in the week.”

**ELISEO SALAZAR:** “The car’s really good. We just need to free it up a little more and work on the gearing a little, but we’re reasonably happy.”

**ROBBY GORDON:** “We’re not the quickest but we learned a little today and I’m looking forward to getting back out tomorrow. We were in the 220s straight out this morning so I’m really comfortable with the car. We’ll just build on it from here.”

**JEFF WARD:** “Today we were tweaking and came away pleasantly surprised. This car is race worn and the motor has about 500 miles on it. So, we were really pushing it. We were trying to trim out the car as much as possible to get more speed. We were able to take out some of the drag, and I was surprised at how much speed we were able to pick up. Considering how worn it is, this car was really impressive today. Tomorrow we will bring out the new car for the first time. Our goal is to get it balanced and up to speed. We’ll be working a few different race and qualifying scenarios, and I’m really looking forward to getting out there.”

**TONY STEWART:** “We ran the car that we ran all day yesterday and got it up to 220 (mph) today, but it’s a little different configuration than the second car we’re running. We got a chance to bring it out in the afternoon, and it seems to be much better than the first car. It looks like we’ll probably stick with that car again tomorrow and roll it out and see if we can’t get a little bit more speed out of it. It’s pretty good. The thing that’s interesting this year compared to previous years is that guys in the top 15 are within 2 mph of one another. It’s pretty impressive to see how good everyone is and how even the series is this year. It’s going to force us to get every little bit that we can get out of it now. This is the most competitive I’ve ever seen this series. This is my fifth year being here. In the last four years I was here, it was never this competitive. It’s pretty impressive to see how much this series has grown and how competitive it is now.”

## DISMORE LEADS PRACTICE WITH FASTEST LAP OF MONTH

INDIANAPOLIS, Tuesday, May 8, 2001 – It was only fitting that on the fastest day of the 85<sup>th</sup> Indianapolis 500 that Mark Dismore would turn the fastest lap of the event with just minutes remaining in practice.

Dismore turned a lap of 40.0315 seconds, 224.823 mph in the No. 28T Delphi Automotive Systems/Bryant Heating & Cooling Dallara/Oldsmobile/Firestone with less than five minutes remaining in practice May 8. Dismore's lap surpassed the previous top speed of 224.301 set by 2000 Indy pole sitter Greg Ray on *Indianapolis Star* Opening Day on Sunday.

"It was really good," Dismore said. "We made some good strides today. We're so far ahead of where we've been. I think it's due to a lot of things."

Four drivers with impressive Indy credentials rounded out the top five.

Two-time winner Arie Luyendyk was second fastest today at 223.986 in the No. 5 Meijer G Force/Oldsmobile/Firestone. It was the second straight day he ended in the No. 2 position.

1997 Indianapolis 500 Bank One Rookie of the Year Jeff Ward was third at 223.716, with 1996 Indy winner Buddy Lazier fourth at 223.315 in the No. 91 Tae-Bo/Coors Light/Life Fitness/Delta Faucet Dallara/Oldsmobile/Firestone. 1998 winner Eddie Cheever Jr. was fifth at 223.146 in the #51 Excite@Home Indy Race Car Dallara/Infiniti/Firestone.

This was the fastest day of the event as teams had a full day to dial in their setups. Twenty-one cars turned at least one lap faster than 220 mph. Only seven cars broke that barrier Monday, with just four surpassing 220 mph on Opening Day.

1999 Indy Racing champion Ray, fastest during the first two days, slipped to eighth today with a top lap of 222.467 in his No. 2T Johns Manville/Menards Dallara/Oldsmobile/Firestone.

The final hour of practice displayed the usual exciting shuffle atop the speed chart absent in the first two rain-shortened practice days. Ward was fastest at 6 p.m. (EDT), but Luyendyk took over the top spot in the last 30 minutes, only to be bounced from the top by Dismore in the final moments.

Rookie Casey Mears was transported to Methodist Hospital complaining of back pain after hitting the outside wall in Turn 1 in his No. 31 Galles Racing SportsLine.com Budweiser G Force/Oldsmobile/Firestone during the final hour of practice. He was awake and alert.

A total of 45 cars and 36 drivers turned 1,783 laps today, all bests for the event. Practice resumes from noon-7 p.m. (EDT) Wednesday. MBNA Pole Day is May 12; Race Day is May 27.

###

## DAY 4 – WEDNESDAY, MAY 9, 2001

### TODAY AT THE TRACK:

9 a.m.: Public Gates Open  
9-11 a.m.: Coors Pit Stop Challenge qualifications  
11 a.m.-6 p.m.: Track open for practice  
3:45 p.m.: Salute to Marmon Wasp 1911 winning car. Rick Mears will drive the car for a ceremonial track lap.  
6 p.m.: Track closes for the day

\*\*\*

According to IMS Medical Director Dr. Henry Bock, 49 drivers have passed their physical examination.

\*\*\*

Results of this morning's qualifications for the Coors Pit Stop Challenge:

No. 35 Jeff Ward – No time. Did not leave pit box under power.  
No. 32 Didier Andre – No time. Did not leave pit box under power.  
No. 91 Buddy Lazier – 19.22 seconds.  
No. 39 Michael Andretti – 10.38 seconds.  
No. 68 Helio Castroneves – 12.44 seconds.  
No. 66 Gil de Ferran – No time.

Five spots remain open in the 12-car Coors Pit Stop Challenge field. Three will be filled by the fastest first-day qualifiers for the 85<sup>th</sup> Indianapolis 500 who have not already earned a spot in the competition. The two fastest drivers and crews from today's qualifications who do not make the Coors Challenge field on their MBNA Pole Day qualifying speeds will fill the two remaining spots.

\*\*\*

The National Hockey League's Stanley Cup was at the Speedway this morning for the filming of a promotional commercial for the NHL's Stanley Cup Finals, which will be televised on ABC Sports. Jason Priestley, who is a commentator for the ABC and ESPN Indy Racing Northern Light Series telecasts, was featured in the commercial along with the Stanley Cup. ABC will televise the 85<sup>th</sup> running of the Indianapolis 500 Mile-Race on Sunday, May 27 at noon (EDT).

\*\*\*

Medical update from IMS Medical Director Dr. Henry Bock: No. 31 Casey Mears met with Dr. Henry Bock today at 10 a.m. Bock has not yet cleared Mears to drive due to soreness in the lower back. Bock will clear Mears to drive once the soreness subsides.

\*\*\*

The number of laps completed, drivers on track and cars on track has increased with each day of practice:

<b>Date</b>	<b>Drivers on Track</b>	<b>Cars on Track</b>	<b>Total Laps</b>
May 6	30	38	874
May 7	32	39	1,070
May 8	35	45	1,783

The last time 50 cars were on the track in a single practice day was Thursday, May 20, 1999, the sixth day of practice for the 83<sup>rd</sup> Indianapolis 500. Greg Ray was fastest of the day at 227.192 mph.

\*\*\*

**CASEY MEARS:** "My back is a little sore, but I think we will be ready to go soon. I feel that this just shows how safe these cars really are. We are just evaluating everything right now and will formulate a plan for the rest of the month later today."

**DAY 4 – WEDNESDAY, MAY 9, 2001 (cont.):**

**PRACTICE REPORT:**

Official one-lap track record: 237.498 mph, Arie Luyendyk, May 12, 1996  
Fastest qualifying lap in a normally-aspirated Indy Racing car: 225.643, Arie Luyendyk, May 22, 1999

Fastest lap of the 2001 event: 224.823, Mark Dismore, Tuesday, May 8 11 a.m. – **GREEN**. No. 2T Greg Ray first car on the track.  
11:01 a.m. – No. 2T Ray turns lap of 221.925 on his second lap of the day.  
At 11:12 a.m., the ambient temperature was 80 degrees and the track temperature 112 degrees, according to Firestone tire engineers. Skies were sunny with a 5 mph wind from the west-southwest.

11:15 a.m. – No. 2T Ray fastest of the day at 223.848.  
11:15 a.m. – No. 15T Sarah Fisher second fastest of the day at 220.251.  
11:19 a.m. – **YELLOW**.  
11:27 a.m. – **GREEN**.  
11:30 a.m. – No. 41 Robby Gordon second fastest of the day at 221.093  
11:31 a.m. – No. 8 Scott Sharp second fastest of the day at 221.125.  
11:32 a.m. – No. 14 Eliseo Salazar second fastest of the day at 221.292.  
11:45 a.m. – No. 8 Scott Sharp second fastest of the day at 223.504.  
11:56 a.m. – No. 8 Scott Sharp fastest of the day at 224.382. This is the second fastest speed of the month. His teammate, No. 28 Mark Dismore, remains fastest of the month with his speed of 224.823 from Tuesday.

12:04 p.m. – **YELLOW**. Track inspection.  
12:13 p.m. – **GREEN**.  
At 12:45 p.m., the ambient temperature was 84 degrees and the track 126 degrees, according to Firestone tire engineers. Skies are mostly sunny with a relative humidity of 47 percent and a southwesterly wind at 7 mph.  
12:58 p.m. – **YELLOW**. Debris on the track.

**Top-five drivers of the day, as of 1 p.m.:**

	<b>Car No.</b>	<b>Driver</b>	<b>Speed</b>
1.	8	Scott Sharp	224.382 mph
2.	2T	Greg Ray	223.848
3.	14	Eliseo Salazar	221.864
4.	41	Robby Gordon	221.756
5.	28T	Mark Dismore	221.616

1:04 p.m. – **GREEN**.

\*\*\*

**EDDIE CHEEVER JR.:** “We have a totally different setup today, so we’re throwing some things in the air trying to make it work.”

\*\*\*

The apartment complex fire on Indianapolis’ eastside Tuesday drew several safety personnel away from Indianapolis 500 practice. Mark DeLong, a member of the Indy Racing League Safety Crew and Dave Carlson of the Indianapolis Motor Speedway fire crew were called to the fire. DeLong is fire chief for the city of Lawrence, and Carlson is battalion chief, C Shift for the Lawrence fire department.

\*\*\*

At 2:05 p.m., the ambient temperature was 87 degrees and the track temperature 130 degrees, according to Firestone tire engineers. These are the warmest temperatures recorded on pit lane yet this month. According to the National Weather Service, the relative humidity is 41 percent with mostly sunny skies and winds from the south at 11 mph. The forecast for Thursday calls for continued mostly sunny skies and high temperatures 4 to 5 degrees warmer than today.

#### DAY 4 – WEDNESDAY, MAY 9, 2001 (cont.):

Tony Stewart is scheduled to compete in the United States Auto Club event at Kentucky Speedway May 11 in a midget car prepared by Bob East. Stewart will compete in the event's A-main and then sign autographs for a short period of time. He will return to Indianapolis late Friday evening in preparation for MBNA Pole Qualifying on Saturday.

\*\*\*

Andy O'Gara, the 17-year-old son of John O'Gara, chief mechanic for the No. 24 Team Purex Dreyer & Reinbold Racing entry, is occasionally driving Kenyon midgets this year. He is also a junior at Indianapolis Roncalli High School.

**JOHN O'GARA:** "Andy crashed last week at the Speedrome. He was pushing and wouldn't lift to settle the car down. It was a silly mistake, and he knew it. He thought he could get two more spots. He actually helped us last night until midnight, when I looked up and said, 'you've got school tomorrow.'" (About Andy's future racing career): "He would love to be here someday, and I'm comfortable with that. He's a good kid and smart kid, and he's got a good head on his shoulders. When he was racing karts he told me not to worry. He understood the risks and to not feel bad if he got hurt. His mother loves racing too, but I'm not saying she's not nervous. The only thing I regret is that I don't have the time now to help him. I would like to get him with a team and maybe he can run a midget this year."

\*\*\*

Despite a busy schedule of competing in the Indy Racing Northern Light Series with Sam Schmidt Motorsports, Davey Hamilton remains dedicated to competing in and promoting short-track racing. Hamilton is the founder and promoter of the Supermodified Racing League, a western United States-based sanctioning body for the fast, winged supermodified race cars. He also drove in and won the supermodified race at the Pennzoil Copper World Indy 200 at Phoenix International Raceway in March.

**DAVEY HAMILTON** (About why he still runs in short-track racing series): "First of all, I do it because it's fun. I like to race. It doesn't matter what, when or how. I just like to race. Plus it helps me get more exposure, and I hope the exposure helps me attract sponsors for this deal (his Sam Schmidt Motorsports Indy Racing car)." (About him starting the Supermodified Racing League): "I'm glad I did it, but I would like to take it to the next level. You don't realize how hard it is. In this day and age, for example, if you don't update your Web page, everyday somebody reams you about that. So before you know it, you have to hire someone to do that. But I'm really hoping to make it better because those supermodified guys deserve it." (About having Gary Bettenhausen as his driving coach at the 85<sup>th</sup> Indianapolis 500): "I'm certainly not a rookie, but Gary B. has helped me on details like how these cars react the same and differently than supermodifieds, sprint cars and all that. And until I win here, I can still learn from anybody. Gary B. and I raced supermodifieds as teammates in the 1990s, plus I have known his twins for a long time now."

\*\*\*

Dave Darland, the 1999 USAC Stoops Freightliner Sprint Car series champion and 1997 USAC Coors Light Silver Bullet Series champion, is hopeful his goal of running in the Indy Racing Northern Light Series will come true later this year.

**DAVE DARLAND:** "I passed my rookie test (Indy Racing League driver's test, at Texas Motor Speedway) and we're in the process of finding some funds to race this year. I'm involved with someone who's been successful in helping guys find a ride, and we have had contact with two or three teams. We are really hoping to run two or three races this year, possibly Kentucky, Texas and one other. But we also want to maintain our rookie status."

**DAY 4 – WEDNESDAY, MAY 9, 2001 (cont.):**

**PRACTICE REPORT (cont.):**

2:10 p.m. – **YELLOW.** Track inspection.

2:19 p.m. – **GREEN.**

**SCOTT GOODYEAR:** “We put a few more miles on this morning and tried some things. Some of them worked, and some of them didn’t. One in particular will be very helpful for qualifying and the race. We had some electrical problems this morning and we’re fighting a couple of things on the car. I anticipate going out again later this afternoon.”

3:21 p.m. – **YELLOW.** Debris reported on the track.

3:25 p.m. – **GREEN.**

3:43 p.m. – **YELLOW.** Track cleared for the salute to the 1911 Indianapolis 500 winning car, the Marmon Wasp.

4 p.m. – **GREEN.**

\*\*\*

Three-time Indianapolis 500 winner Johnny Rutherford drove the 1911 Indianapolis 500-winning car, the No. 32 Marmon “Wasp,” around the 2.5-mile Speedway oval for two ceremonial laps today. The car was driven by Ray Harroun at the inaugural “500,” completing the race in six hours, 42 minutes and averaging 74.602 mph. Four-time Indianapolis 500 winner Rick Mears was originally scheduled to drive the car today, but could not due to foot injuries suffered during his racing career. The throttle was in a position on the Marmon Wasp that didn’t allow Mears to place his foot correctly on the pedal.

**JOHNNY RUTHERFORD:** “Having the opportunity to drive something like that is a great thrill. It’s something I’ll never forget. To think about what Ray Harroun did, driving that car for six hours, 500 miles, at 74 miles an hour, it’s a phenomenal feat.”

**RICK MEARS:** “Sure it’s disappointing. I was looking forward to it. It would have been great to get into a car that’s twice as old as I am. It would make me feel young again.”

\*\*\*

**Top-five drivers of the day, as of 4:20 p.m.:**

	<b>Car No.</b>	<b>Driver</b>	<b>Speed</b>
1.	8	Scott Sharp	224.382
2.	2T	Greg Ray	223.848
3.	5	Arie Luyendyk	222.122
4.	51T	Eddie Cheever Jr.	221.879
5.	14	Eliseo Salazar	221.864

At 4:30 p.m., the ambient temperature was 87 degrees and the track temperature 116 degrees, according to Firestone tire engineers. According to the National Weather Service, the relative humidity is 38 percent with mostly sunny skies and winds from the south at 8 mph.

\*\*\*

**PRACTICE REPORT (cont.):**

5:02 p.m. – No. 77 J. Lazier fourth fastest of the day at 222.151.

5:04 p.m. – **YELLOW.** Debris on the track.

5:13 p.m. – **GREEN.**

5:16 p.m. – No. 33 Tony Stewart fourth fastest of the day at 222.263. No. 41 Gordon third fastest of the day at 223.032.

**DAY 4 – WEDNESDAY, MAY 9, 2001 (cont.):**

**DANE HARTE** (Chief mechanic, No. 52 Cheever Indy Racing Dallara/Infiniti/Firestone): "The team is working really well for as new as it is, and Scott and I are working very well together. The communication is really good. We've got a new bunch of guys and it usually takes a bit of time to gel, but for us, it didn't take any time at all."

5:27 p.m. – **YELLOW**. Smoke from the back of the No. 51 Cheever car as it exits Turn 3. Race control reports no fluids or debris on the track.

5:32 p.m. – **GREEN**.

5:36 p.m. – No. 8 Scott Sharp fastest of the event at 226.137. No. 5 Luyendyk third fastest of the day at 223.499.

**EDDIE CHEEVER JR.**: "It was just a small problem inside the motor. I think we were able to catch it before it became a big problem. We made good progress today on the handling and the balance of the car. I think we're in really good shape."

5:52 p.m. – No. 33 Stewart second fastest of the event at 225.004.

5:54 p.m. – **YELLOW**. No. 52 Goodyear stopped on backstretch and will be towed in.

5:58 p.m. – **GREEN**.

5:59 p.m. – **YELLOW, then CHECKERED**. Debris on the track. End of practice for the day.

\*\*\*

Thirty-five drivers were on the track in 38 cars today, completing a total of 1,713 laps. There were 10 cautions for a total of one hour, 14 minutes. Sixty-three cars are now at the Speedway, and 55 have passed technical inspection.

\*\*\*

The last time Scott Sharp was fastest of the day was May 16, 2000, when he turned a lap of 223.936 mph.

\*\*\*

**TOP-10 DRIVERS OF THE DAY**

1.	8	Scott Sharp	Delphi Automotive Systems	226.137
2.	33	Tony Stewart	Target Chip Ganassi Racing	225.004
3.	2T	Greg Ray	Johns Manville/Menards	223.848
4.	5	Arie Luyendyk	Meijer	223.499
5.	77	Jaques Lazier	Jonathan Byrd's Cafeteria TeamXtreme	223.310
6.	41	Robby Gordon	Team Consec/Foyt Racing/RCR Childress Racing	223.032
7.	44T	Jimmy Vasser	Target Chip Ganassi Racing	222.907
8.	68	Helio Castroneves	Marlboro Team Penske	222.527
9.	66T	Gil de Ferran	Marlboro Team Penske	222.271
10.	21	Felipe Giaffone	Hollywood	222.055

\*\*\*

According to Dr. Henry Bock, IMS medical director, as of 6 p.m., 50 drivers have passed their physical examination.

\*\*\*

**Thursday's Schedule:**

8 a.m.: WorldComplex Media Center opens

9 a.m.: Public Gates Open

11 a.m.-6 p.m.: Track open for practice

3:45 p.m.: Salute to 1922 Duesenberg winning car, track lap

6 p.m.: Track closes for the day



**DAY 4 – WEDNESDAY, MAY 9, 2001 (cont.):**

**PRACTICE QUOTES:**

**EDDIE CHEEVER JR.** “We took the #51 Excite@Home T-car out this afternoon, and we made some gains. I think we're starting to get a handle on the handling. We had a problem yesterday in Turn 1, so that's what we focused on today, and I'm very happy with how the #51 Excite@Home car is handling right now. Turn 1 has gotten very bumpy and it takes a lot of commitment to go in at 230mph. If you get one of those tank-slappers, you're screwed. I'm very confident for qualifying. I think both Scott and I have a good shot at the first two rows. These one-lap specials that guys are doing now don't count in qualifying - you've got to do four of them. This is a very hard place to qualify at.”

**ARIE LUYENDYK:** “We didn't get on the track until after 3 o'clock (today) because there was some damaged pieces from when I ran over debris from Mears' accident (yesterday). I did a 221 (mph) lap with a setup that wasn't very comfortable. We made some changes late in the afternoon and that's when I did my best lap (223.499 mph).”

**BUDDY LAZIER:** “Today we were just trying some things on the race car. We intentionally ran at the hottest part of the day. We ran our fastest lap, which I think was over 221 (mph), during the hottest part of the day. Basically we did all our runs in the middle of the day. We made one run around 4:30 and that run was just to get a read on a change. It is a constant process of deductions. Today was another working day. At the end of the week we'll put all these deductions together and see what we have.”

**MARK DISMORE:** “We just worked on race setup. We found some things that aren't working, and some of that is good. It eliminates things we need to try.” (About sunny conditions): “I thought a couple of times it was cool in the morning and in the evening. Unless you get into those conditions, it is hard to say what will work. I think we will have cooler days this month. It's nice to have the extra three days. It's nice for everybody. I think it will make for a more competitive race. The Indy 500 is the greatest race period.” (About his karting business): “It is going pretty good. Anybody that reads this can come out and buy a go-kart. We can use all the business we can get. It just seems like karting keeps growing and growing.”

**ELISEO SALAZAR:** “We tried a few things that I wasn't happy with, so we will go back to a setup I like. Sometimes during the month, you get into a rut, and this was a small rut since we still ran 221s, but we'll go back to what we know works. We still have two days.”

**ROBBY GORDON:** “I'm pretty happy. The speeds keep climbing, and I am getting more comfortable. A.J. and I are communicating better about setting up the car to suit my driving style. Today the car felt the best it has so far. We've got two more days to work on it for qualifying. Scott Sharp's lap was pretty impressive.”

**RICK GALLES:** “The main thing that matters to me after Casey's accident yesterday is that he is OK. The safety of our drivers is always our No. 1 priority on this team. Casey hitting the wall as hard as he did and not having any serious injuries just shows strength of the safety in the IRL cars. We are planning to have

#### DAY 4 – WEDNESDAY, MAY 9, 2001 (cont.):

**(Rick Galles – cont.)** Casey run again on Friday if all goes well, and we would like to try and qualify him this weekend. The crew has done a fantastic job, and their resilience just shows what true racers they are.”

**ROBBY MCGEHEE:** “Obviously we are a little behind after the crash at Atlanta. Today we wanted to shake down the car after we completely rebuilt it. We accomplished everything we need to for today. Thursday and Friday we need to work on speed. We feel we need to get in the low 220s for qualifying. Today was getting reacquainted with the speedway. The last time I was here was the last lap of last year’s race. It just feels great to be back in Indianapolis and getting ready for the biggest race in the world.”

**JAQUES LAZIER:** “I tell you what, today we did a lot of fine tuning, and it resulted in a great speed (223.310 mph). We’ve been consistent from the first time we hit the track. Right now we are just trimming the car out. I don’t know how much is left as far as speed. We need to work on race setup now. I’m really proud of the Byrd/Extreme Team. We’ve been together for three weeks and to be fifth fastest for today is amazing.” (About his brother Buddy Lazier): “I hope we can run together, start together and finish together. Because I guarantee you he is going to be right up front.”

**TONY STEWART:** “We had great speed for today since when we started this morning we were going backwards. Jimmy (Vasser) and I stood around and scratched our heads, talked about what direction we needed to go and the team listened, and we gained a lot. This is by far the fastest I have gone in these new IRL cars. You still need to get around the Speedway without lifting. Right now I’m cracking it, mostly for my safety. Today was a monumental jump for our team. The credit goes to all the guys working on the car. After the pow-wow, we made big changes, and they really worked hard. I think a lot of the IRL regulars are sandbagging, and they are just teasing us right now.”

**SCOTT SHARP:** “They (fast laps) were fun more than anything. Obviously, that lap (226.137 mph) was great for numbers but not too realistic. I got a great tow from Airton Daré. He carried me all the way to the frontstretch. It was a pretty awesome draft I got.” (About recovering from electrical problem and fire yesterday): “The guys were up until 2 or 3 (a.m.) last night fixing that.” (About Ilmor engines): “They didn’t have an IRL engine on the dyno until December. I’m really impressed with their progress.” (About pole speed): “For the pole, I don’t know. Menard, that seems to be their goal this year. They’ve sort of shocked us all when it comes down to qualifying everywhere we’ve gone.” (Goals for team): “Next week all the qualified cars I think you’ll see them working on long runs. If you’re not, then I just think you’re wasting your time.” (About Panther Racing not showing a lot of speed early in the week): “They’ve been showing incredible speed this year. This track is an animal in itself, and people always say this track changes so much. We thought that with Michael and Sam as a combination they would be showing a little bit more at this point. We all have a burning desire to put Kelley Racing at the front where it should be.” (About Chip Ganassi Racing): “I knew they would get rocking soon. Somebody read off a list earlier of people we need to watch out for, and I said, ‘Don’t forget Ganassi.’ Last year they were in the middle of the front row, so we know they can

**DAY 4 – WEDNESDAY, MAY 9, 2001 (cont.):**

**(Scott Sharp – cont.)** qualify well.” (How close is your qualifying setup to your race setup?): “Pretty far away. Greg Ray has won a lot of poles, but doesn’t win every race because the setups are different. You need a car in the race that can go in and out of traffic and make it 35 to 40 laps. During Happy Hour it’s easy to get air, anybody can get air out there. How many guys are going to run qualifications in Happy Hour? After tech and waiting in line, four maybe five guys will get to go out. I’m not a big proponent of Happy Hour. If you’re lucky enough to pull out of line, and get to run during Happy Hour you’ll get that extra mile-an-hour. Happy Hour is almost just for fun.”

**STAN WATTLES:** “We found some speed thanks to the No. 91 crew. They gave us a hand with our setup, and we knocked off a 219.5 mph this afternoon. There is more to come. It seems that I always wait until the last minute, but it was getting a little frustrating. I feel better now that we’re getting up to speed and look forward to getting back at it tomorrow.”

**ROBBIE BUHL:** “Yesterday we had the day off, because the guys were working on our new car. It still needs some work, but it will be our primary car. We are more confident with some things that are on that car. Hopefully we will be out in that car tomorrow, since it is the car we plan to qualify. We ran the T-car (backup) again today, and ran a 221 (mph) pretty comfortably in the heat of the day. In the final hour of practice today it got pretty busy out there and with the headaches we’ve had, we don’t need to bring anymore upon us. We are real happy with our power. We just want to get out there with our primary car and see where that thing goes.”

**CASEY MEARS:** (About yesterday’s accident): “I made a mistake yesterday, but I know what I did, so I can take that and use that knowledge when I get back into the car. Everyone keeps telling me that this place is all about patience, and I know that first hand now. The entire team has been working so hard, and they have all remained extremely positive. They have a lot of experience here, and that is really going to come into play with our program during the next few days. We are hoping to get back on the track on Friday, and Dr. Bock has said he will clear me to drive after my soreness goes away, which has already started to happen.”

**SCOTT GOODYEAR:** “We put a few more miles on this morning and tried some things. Some of them worked, and some of them didn’t. One in particular will be very helpful for qualifying and the race. We had some electrical problems this morning and didn’t get a lot of running in. We’re fighting a couple of things on the car. We went back out this afternoon, but had a possible drive-line problem. The next two days we’ll start focusing in on speed for qualifying on Saturday.”

**AL UNSER JR.:** “We ran a little bit this morning and then planned on running this afternoon when it got cooler, but then we decided against it. We have a full day of things we want to try, and we did not want to do them during Happy Hour, because we can’t accomplish what we want with a lot of traffic and the possibility of long yellows.”

**DAY 4 – WEDNESDAY, MAY 9, 2001 (cont.):**

**BUZZ CALKINS:** “We ran this morning and made some progress with the Bradley Food Marts/Sav-O-Mat car, turning our fastest speed of the month. However, we have been having some trouble with the car hitting the rev limiter as we cross the Yard of Bricks the last few days, and that has slowed us down. We found out today that the gearbox seal broke and that led to the clutch slipping so the guys had to work on that. That took us out of the picture for most of the day. We got back out late this afternoon but with all of the yellows we never really got to find out what the car would do. We have a few more days to get it sorted out.”

**BILLY BOAT:** “We gained some speed this afternoon getting up over 221 mph, so the car was working pretty well. Then we made some more changes later in the afternoon to try and go a little quicker, and we didn’t really get the results we wanted. So we’ll go back to where we were and try to pick up where we left off. The thing about the Speedway here is that it’s constantly changing. You battle changing conditions every day, and every day there’s something different, so we’ll keep plugging away and be ready for qualifications on Saturday.”

**GIL DE FERRAN:** “Marlboro Team Penske had a good day today. We made gains from yesterday posting our fastest lap so far this week (222.271 mph), and both Helio (Castroneves) and I finished in the top 10. We were also able to get a qualifying simulation done, which we weren’t able to do on Tuesday.”

**HELIO CASTRONEVES:** “So far my first few days at the Speedway have gone well. It’s been quite a learning experience for me. Every day we learn more and more about the car, and we’re slowly improving, but we’re not there yet. We did some full tank runs today as well as some qualifying runs. Everyone at Marlboro Team Penske has been working flat out to try to find more speed in the car.”

## SHARP REACHES 226, STEWART 225 AS SPEEDS CLIMB AT INDY

INDIANAPOLIS, Wednesday, May 9, 2001 – Former Indy Racing champions Scott Sharp and Tony Stewart flexed their horsepower in the final hour of practice for the 85<sup>th</sup> Indianapolis 500 on May 9, taking the top two spots on the speed chart with the fastest laps of the month.

1996 Indy Racing co-champion Sharp led with a lap of 39.7988 seconds, 226.137 mph in the No. 8 Delphi Automotive Systems Dallara/Oldsmobile/Firestone. 1996-97 champion Stewart was second at 225.004 in the No. 33 Target Chip Ganassi Racing G Force/Oldsmobile/Firestone.

“They were fun, more than anything,” Sharp said of his final, fast few laps of practice. “Obviously, that lap was great for numbers but not too realistic. I got a great tow from Ayrton Daré. He carried me all the way to the frontstretch. It was a pretty awesome draft I got.”

Another Indy Racing champion, 1999 winner Greg Ray, was third fastest at 223.848 in the No. 2T Johns Manville/Menards Dallara/Oldsmobile/Firestone. Two-time Indianapolis 500 winner Arie Luyendyk was fourth at 223.499 in the No. 5 Meijer G Force/Oldsmobile/Firestone, while Jaques Lazier was arguably the biggest surprise of the day in fifth at 223.310 in the No. 77 Jonathan Byrd’s Cafeteria TeamXtreme G Force/Oldsmobile/Firestone.

Sharp’s speedy show came just one day after his car encountered an electrical problem, causing a fire and substantial damage.

“The guys were up until 2 or 3 last night, fixing that,” Sharp said.

It was the second consecutive day that a Kelley Racing car was fastest. Sharp’s teammate, Mark Dismore, was No. 1 on Tuesday at 224.823 in his No. 28T Delphi Automotive Systems/Bryant Heating & Cooling Dallara/Oldsmobile/Firestone but could muster only a top lap of 221.616 – 16<sup>th</sup> overall – today in the same car.

An event-best 23 cars exceeded 220 mph today, one more than Tuesday.

One of the highlights of the day came from a car that never approached triple-digit speed during its trip around the historic 2.5-mile oval. Three-time Indianapolis 500 winner Johnny Rutherford drove ceremonial laps in the Marmon Wasp that Ray Harroun raced to victory in the inaugural Indianapolis 500 in 1911, to the delight of the sun-drenched crowd.

Rookie Casey Mears has not been cleared to drive by Indy Racing Director of Medical Services Dr. Henry Bock after an accident Tuesday. Mears was released Tuesday night from Methodist Hospital in good condition with a sore back and will be cleared to drive when his soreness subsides.

A total of 38 cars and 35 drivers turned 1,713 laps today. Practice resumes from noon-7 p.m. (EDT) Thursday. MBNA Pole Day is May 12; Race Day is May 27.

###

## DAY 5 – THURSDAY, MAY 10, 2001

### TODAY AT THE TRACK:

9 a.m.: Public Gates Open  
11 a.m.-6 p.m.: Track open for practice  
3:45 p.m.: Salute to 1922 winning car. A.J. Watson will drive the car for a ceremonial track lap.  
6 p.m.: Track closes for the day

\*\*\*

According to IMS Medical Director Dr. Henry Bock, 50 drivers have passed their physical examination.

\*\*\*

Indy Racing Online hit a milestone on Wednesday with more than 10 million hits in a single day. Prior to yesterday, the largest number of hits on a single day was 5.3 million, which came on race day last year. In order, news, timing and scoring, video streaming and photos are the most popular sections of indyracing.com.

\*\*\*

While Al Unser Jr. continues to lead the voting for this year's IRL Crew "Most Popular Driver Award," a strong challenger emerged late last month. After the zMAX 500 in Atlanta, Sarah Fisher jumped to second place in the standings, only 31 votes out of the lead. Billy Boat, Eddie Cheever, Jr. and Davey Hamilton round out the top five.

The annual award is determined by the vote of the fans at each Indy Racing event of the season. The IRL Crew, the official fan support organization of Indy Racing, conducts balloting. Past IRL Crew MPDA winners include Unser Jr., Scott Goodyear and Arie Luyendyk.

\*\*\*

The number of laps completed, drivers on track and cars on track for each day of practice to date:

<b>Date</b>	<b>Drivers on Track</b>	<b>Cars on Track</b>	<b>Total Laps</b>
May 6	30	38	874
May 7	32	39	1,070
May 8	35	45	1,783
May 9	35	38	1,713

\*\*\*

### PRACTICE REPORT:

Official one-lap track record: 237.498 mph, Arie Luyendyk, May 12, 1996  
Fastest lap of the 2001 event: 226.137, Scott Sharp, Wednesday, May 9  
At 10:55 a.m., the ambient temperature was 80 degrees and the track temperature 104 degrees, according to Firestone tire engineers. Skies were mostly cloudy with a 12 mph wind from the southwest.  
11 a.m. – **GREEN**. No. 4 Sam Hornish Jr. first car on the track. No. 39 Michael Andretti and No. 99T Davey Hamilton also on track.  
11 a.m. – **YELLOW**. Pace car was on the track.  
11:01 a.m. – **GREEN**. No. 4 Hornish, No. 39 Andretti and No. 99T Hamilton on track.  
11:08 a.m. – **YELLOW**. No. 4 Hornish parked in Turn 3.  
11:24 a.m. – **GREEN**.  
11:29 a.m. – No. 66T Gil de Ferran fastest of the day at 221.364.  
11:30 a.m. – Seventeen cars have been on track today.  
11:44 a.m. – **GREEN**.

**DAY 5 – THURSDAY, MAY 10, 2001 (cont.):**

11:46 a.m. – **YELLOW**. No. 27 Jim Guthrie spun in the short chute exiting pit road. He stopped on the inside in Turn 2.

\*\*\*

Jim Guthrie was checked and released from the Clarian Medical Center with no injuries.

**JIM GUTHRIE:** “You never think an accident can happen in the warm-up lane. This is the stupidest thing I have done in 27 years. I was already in Turn 3 in my mind and wasn’t paying attention.”

\*\*\*

**SAM HORNISH JR:** “I came off (Turn) 2 on the first lap that we were going to run fast. We had a little motor trouble. It shortens our day a little bit, but we weren’t planning on running in the heat of the day anyway.”

\*\*\*

**PRACTICE REPORT (cont.):**

11:55 a.m. – **GREEN**.

12:14 p.m. – No. 2T Greg Ray fastest of the day at 224.542.

12:30 p.m. – Temperature update: 86 degrees ambient; 126 degrees track

12:39 p.m. – **YELLOW**. No. 68 Helio Castroneves brushed the wall in Turn 1.

12:49 p.m. – **GREEN**.

12:59 p.m. – No. 33 Tony Stewart reportedly hit a bird.

1:03 p.m. – **YELLOW**. Debris.

1:07 p.m. – **GREEN**.

\*\*\*

Thermos® Grill2Go™, built by Char-Broil®, will sponsor Scott Goodyear’s No. 52 Thermos® Grill2Go™ Cheever Indy Racing Dallara/Infiniti/Firestone for the 85th running of the Indianapolis 500, Char-Broil® CEO Tim Horne announced Thursday.

**TIM HORNE:** “Char-Broil® has been interested in getting involved with motorsports for a number of years. With Thermos® Grill2Go™ and the opportunity to support the Cheever Indy Racing team at the Indy 500, Char-Broil® saw this as an excellent vehicle to support its leading position in the outdoor grill industry. Auto racing and tailgating go hand-in-hand, and Thermos® Grill2Go™ is a product that helps bring these two American pastimes together.”

**SCOTT GOODYEAR:** “I’m very excited and pleased that Thermos® Grill2Go™ has joined us for the world’s biggest motor race, the Indianapolis 500. My family and I will certainly have use for a product like this, as will the numerous fans who watch our sport across North America.”

\*\*\*

**Top-five drivers of the day, as of 1 p.m.:**

	<b>Car No.</b>	<b>Driver</b>	<b>Speed</b>
1.	2T	Greg Ray	224.542
2.	33	Tony Stewart	222.300
3.	68	Helio Castroneves	221.996
4.	66T	Gil de Ferran	221.436
5.	77	Jaques Lazier	221.398

**DAY 5 – THURSDAY, MAY 10, 2001 (cont.):**

**HELIO CASTRONEVES:** “I was just going flat out and unfortunately the car had too much understeer. It was just a little kiss. I don’t think we damaged anything. To go fast, you have to use the whole track. That’s what I’m trying to do. (Team manager Tim) Cindric was joking with me that the rookie that brushes the wall has to go out and paint it. I don’t want to be this kind of rookie.”

\*\*\*

**PRACTICE REPORT (cont.):**

1:43 p.m. – **YELLOW.** Track Inspection.  
1:53 p.m. – **GREEN.**  
2:44 p.m. – Temperature update: 88 degrees ambient, 130 degrees track.  
2:57 p.m. – **YELLOW.** Debris.  
2:59 p.m. – **GREEN.**  
3:08 p.m. – **YELLOW.** Debris.  
3:20 p.m. – **GREEN.**  
3:45 p.m. – **YELLOW.** Track cleared for the salute to the 1922 Indianapolis 500 winning car, the Murphy Special.  
4:11 p.m. – **GREEN.**

\*\*\*

Michael Andretti reportedly will log more than 13,000 air miles in a 20-day span from May 6 until May 27. Andretti started in Nazareth, Pa. on May 6. He then traveled to Indianapolis for practice from the 7<sup>th</sup>-12<sup>th</sup>. He plans to depart for Chicago on the 13<sup>th</sup>, Tokyo, Japan on the 14<sup>th</sup> and Motegi, Japan on the 16<sup>th</sup>. He will return to Tokyo on the 19<sup>th</sup>, and he will then fly to Indianapolis later that day. He arrives in Indianapolis on the 20<sup>th</sup>, where he will remain through the “500”.

\*\*\*

**ENTRY UPDATE:**

The No. 52 and 52T has changed car names from Cheever Indy Racing to #52 Thermos® Grill2Go™ Cheever Indy Racing Infiniti.

\*\*\*

Legendary Indianapolis 500 car builder A.J. Watson drove the 1922 Indianapolis 500-winning car, the No. 35 Murphy Special, around the 2.5-mile Speedway oval for two ceremonial laps today. The car was driven by Jimmy Murphy in the 1922 “500,” completing the race in five hours, 17 minutes and averaging 94.484 mph.

**A.J. WATSON** “This car was a little bit before my time. It was built two years before I was born so I never saw it run. It runs nice and it handles well. They built nice cars back then.” (What was your best win?): “I’d say ’56 when we had Pat Flaherty on the pole, and he won the race. It was the first roadster we’d built. After that it was easy. Everybody wanted one, so we’d build two or three a year. Of course in those days, cars were used year after year. I think that ’56 car was used three or four years. Some cars were used eight years. I think the most cars I built in a year was eight.”

\*\*\*

**PRACTICE REPORT (cont.):**

4:32 p.m. – No. 35T Jeff Ward posted the second fastest speed of the day at 223.432.



**DAY 5 – THURSDAY, MAY 10, 2001 (cont.):**

**Top-five drivers of the day, as of 4:47 p.m.:**

	<b>Car No.</b>	<b>Driver</b>	<b>Speed</b>
1.	2T	Greg Ray	224.542
2.	35T	Jeff Ward	223.432
3.	33	Tony Stewart	223.188
4.	68	Helio Castroneves	221.996
5.	44T	Jimmy Vasser	221.988

4:54 p.m. – **YELLOW**. No. 9 Jeret Schroeder backed into the outside Turn 2 wall.

**JERET SCHROEDER:** “I’m OK. I’m just a little sore. The car felt great. I got into the middle of (Turn) 2, and it just snapped around on me quickly. I hope we can get back in the running. At this point, I don’t know.”

5:12 p.m. – **GREEN**.

5:25 p.m. – **YELLOW**. Tow-in No. 99 Davey Hamilton. The crew reported they ran out of fuel.

5:32 p.m. – **GREEN**.

5:33 p.m. – **YELLOW**. No. 30 Brandon Erwin spun in the warm-up lane exiting pit road.

5:40 p.m. – **GREEN**. 24 cars on track.

5:44 p.m. – **YELLOW**. No. 30 Brandon Erwin brushed the wall in Turn 2.

**BRANDON ERWIN:** “It’s been a very tough day today. We’re trying some new stuff in our front-end package, some new springs. We had a major push in the front end. I was pushing it just a little too hard and ran out of room coming out of Turn 2. I guess a soft brush against the wall is a lot better than a hard hit here at Indianapolis. We will take it back tonight and get it ready for tomorrow. Rain would be a major set back for us tomorrow.

5:49 p.m. – **GREEN**.

\*\*\*

According to Dr. Henry Bock, IMS medical director, Casey Mears is cleared to drive. Casey suffered from a sore back after an accident during practice Tuesday.

\*\*\*

5:54 p.m. – **YELLOW, then CHECKERED**. No. 14 Eliseo Salazar had a heavily smoking car on the frontstretch. End of practice for the day.

\*\*\*

A total of 67 cars are now at the Speedway. Sixty cars have passed technical inspection. Thirty-eight drivers have been on track to date. There were 15 yellows for 2 hours and 22 minutes today. Thirty-five drivers were on the track in 42 cars today, completing a total of 1,610 laps.

\*\*\*

**TOP-10 DRIVERS OF THE DAY**

1.	2T	Greg Ray	Johns Manville/Menards	224.542
2.	66	Gil de Ferran	Marlboro Team Penske	223.579
3.	35T	Jeff Ward	Heritage Motorsports/Firestone/Menards	223.432
4.	33	Tony Stewart	Target Chip Ganassi Racing	223.188
5.	5	Arie Luyendyk	Meijer	223.009
6.	39	Michael Andretti	Motorola/Archipelago	222.927
7.	51	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	222.021
8.	68	Helio Castroneves	Marlboro Team Penske	221.996
9.	44T	Jimmy Vasser	Target Chip Ganassi Racing	221.988
10.	14	Eliseo Salazar	Harrah’s A.J. Foyt Racing	221.972

## DAY 5 – THURSDAY, MAY 10, 2001 (cont.):

According to Dr. Henry Bock, IMS medical director, as of 6 p.m., 51 drivers have passed their physical examination. Jimmy Kite was the latest driver to pass his physical.

\*\*\*

### Friday's Schedule:

8 a.m.: WorldComplex Media Center opens  
8 a.m.: Public Gates Open  
11 a.m.-6 p.m.: Track open for practice  
12:30, 2, 4 p.m.: Pepsi Stage – Rhino Jones (contemporary rock)  
3:45 p.m.: Salute to 1931 Cummins Diesel winning car, track lap by Al Unser Sr.  
6 p.m.: Track closes for the day  
6 p.m.: Hot air balloon glow presented by Speedway Lions Club (Lot 1)  
6:15 p.m.: MBNA Qualifying Order Draw

\*\*\*

### PRACTICE QUOTES:

**MICHAEL ANDRETTI:** "It's been a busier week than we anticipated. We are still pushing. We're finding it a little bit at a time. We are going to pound it real hard tomorrow. The race setup is good, but we would like to find some more speed for qualifying."

**ROBBIE BUHL:** "We went out in the T-car today and did about what we've done the first four days. We went out to check a few things for the race and think we made some positive steps. Tomorrow we'll be bringing out a brand-new car. I had hoped to be out today in the new cars, but that just didn't work out. We know what the T-car can do. We anticipate the primary car to be much better."

**JONATHAN BYRD:** "It reminds me of how this month is suppose to be for Byrd Racing. We've had bad luck here for the last two years, but it seems all the choices we've made this year have been good choices. It's been fun watching Jaques and Nigel (Bennett) work together. They are a great team."

**EDDIE CHEEVER JR.:** "We experimented with a bunch of things over the last few days trying to fix how the #51 Excite@Home Infiniti handled in Turn 1. But not only did we not fix it, we totally destroyed the car's balance. One hour before the end of practice today, we finally made some positive changes."

**GIL DE FERRAN:** "We're continuing to go through our plan for the week and working on both qualifying and race setups. We're taking baby steps, and today we were able to post our fastest lap (223.579 mph). We'll continue to look for more speed tomorrow, but overall the Marlboro car is handling well, and I feel we're in good shape."

**SARAH FISHER:** "The day started out real slow. We had a big laundry list of things to try but only a couple of them worked out. We had a good run in midday, but then our laundry list only got bigger. I'm really pretty exhausted. I was in the car from 11 (a.m.) until 2 (p.m.) and then from 3 (p.m.) until 6 (p.m.). The main difference in driving on a short track and at Indy is that here you feel the car with your hands, and in midgets you feel it in your bottom."

**DAY 5 – THURSDAY, MAY 10, 2001 (cont.):**

**SCOTT GOODYEAR:** “It was great to have Thermos ®Grill2Go™ join the Cheever Indy Racing team today. We encountered a few electrical gremlins on our #52 Thermos ®Grill2Go™ car, but the guys have done a great job of fixing them as we go. We lost some time and a bit of speed since the other day, so we’re working on how to get it back tomorrow.”

**STEPHAN GREGOIRE:** “We’ve tried for five days to find some speed. We thought we had some challenges with the Dallara (that he crashed at Phoenix), and we tried a G Force today. I am really confused. We put on the new update kit, which means we should go faster than last year, but we just can’t find the speed for some reason. I have asked Dick Simon a lot of questions and for a lot of help, but right now I just can’t explain why we can’t find the speed. I hear that a driver here in Indianapolis can lose confidence. The car tells me, and my right leg tells me to back off the throttle. I have to trust myself. Yesterday I asked Eliseo (Salazar) to practice in my car, but A.J. (Foyt) felt that wasn’t a good idea, and I understand.”

**HELIO CASTRONEVES:** “There were a lot of yellows during happy hour, which limited our running. We were trying to get out there and run some clear laps, but unfortunately we weren’t able to get one in. So far I’m feeling very good in the Marlboro car, but we’re not fast enough yet. All in all, I had a good birthday today – I brushed the wall but was able to save it and not hit the wall, so that’s probably the best birthday gift yet.”

**JAQUES LAZIER:** “We found some speed yesterday, but today it seemed like we were chasing the track. We made some changes that helped the car be more consistent and be more stable. The more stable the car and the more consistent the car, that’s what we want.” (About the rest of the Indy Racing season): “I really hope to race the rest of the year, and I’m hoping that our performance here can make that happen.”

**ROBBY McGEHEE:** “We were real happy today. We shook down the cars yesterday, and we got after it today. We ran well. We ran our speed in the middle of the day, and we were going to go back out during happy hour, but it’s ridiculous. It’s so congested; it’s like the race. There is just so much commotion. Basically there were too many yellows. I was just trying to find a spot by ourselves, but it’s just too crowded out there. Since we have no gigantic sponsor to appease, there is no reason to be out there. Sometimes it’s fun, though.”

**GREG RAY:** “I think some of the teams are looking at the possibility of rain. We’re happy with our T-car, but I like the primary car. We went back and made a lot of changes, and I don’t like to make a lot of changes at 225 mph. I think the conditions right at the end with fewer cars on the track were faster. You never can tell what makes the car go faster in certain conditions. We’re happy with our primary and T-car. You look at the drivers and teams that are here, it’s arguably the most talented field ever. I wish I had some rocket in my back pocket that would guarantee us a good run, but I don’t.” (About qualifying): “It all depends on the draw, whether or not the conditions are going to be sunny or cool. Our game plan is to concentrate on one car.” (About the possibility of John Menard putting a driver in his second car): “We don’t have the personnel to run two cars. Anytime you go to two cars you’re

## DAY 5 – THURSDAY, MAY 10, 2001 (cont.):

**(Greg Ray – cont.)** setting yourself up for an excuse, and we don't want to do that." (Why does Team Menard have success?) "You can have the biggest budget, the best motors and cars, but if guys don't get along, it's not going to work. It's like a big corporation that has everything going for it but too many internal battles." (About the good runs this week): "It doesn't count today, it doesn't count tomorrow, it counts two days from now and in two weeks. We've got to match the settings to the conditions." (What happened in last year's race?): "We had a great car last year, but we missed it on Race Day. It's difficult to talk about, but we didn't communicate well. We had way too tall of gears. It was fine when I was in clean air, but in traffic I didn't have a gear to go to." (About other drivers' performances this week): "I really don't worry about what other people are doing. I try to keep my head in my cockpit and in my garage. When you listen to other things, sometimes you end up chasing the wrong things. Any race car driver will tell you it's about having confidence in your car's handling abilities and your mechanics."

**TONY STEWART:** "I'm fourth and fifth with two different cars, so I know I have two good race cars. We got a big lift yesterday and so we are fine-tuning. We are burning daylight each day. If I thought the car was perfect, I would be bored, but we have a lot of work to do." (About the pole): "The pole really doesn't mean anything to me. I never saw anyone's picture on the Borg-Warner Trophy for winning the pole."

**JIMMY VASSER:** "We keep on getting faster and faster each day. It is a good sign of things to come for this team. I have taken some ideas that Tony (Stewart) has given me, and it has really helped us. This is a great organization, and the teamwork here is phenomenal. It was a very good day for us."

**JEFF WARD:** "Everything went fine today. The car seems really good. At the end of the day, I couldn't get a good run with all the yellows and blown engines. We had the new car out today and shook it down and got 50-plus laps. We put on some suspension parts from the old car after lunch and made it better. We need some good weather tomorrow to prepare for Pole Day." (How many cars could win the pole?): "I feel at least eight to 10 cars have a good shot at the pole depending on your draw and the time of the day, that could make all the difference. I feel that on Race Day, the leader's speed will be around 218 mph with the last 20 to 30 laps at well over 220 mph."

**ELISEO SALAZAR:** "We really only did eight laps, but I got up to 222 (mph) before we blew an engine. It happened just as I was exiting Turn 4, so I'm lucky it happened where it did." (Was this one of your best engines?): "No, it was an old engine. It was a practice engine, not a race engine or qualifying engine. So, on the contrary, we are very happy, we got up to 222 (mph) in basically two laps, and some people spend all day trying to do that."

## RAY RETURNS TO TOP OF CHARTS AS MBNA POLE DAY NEARS

INDIANAPOLIS, Thursday, May 10, 2001 – Greg Ray appears ready to defend his MBNA Pole on May 12 after returning to the top of the speed charts during Indianapolis 500 practice on May 10 with a top lap of 224.542 mph.

Ray's time around the historic, 2.5-mile oval was 40.0185 seconds in the No. 2T Johns Manville/Menards Dallara/Oldsmobile/Firestone. It was his best lap of the month. Ray has been the fastest driver on three of the five practice days during this event, also leading May 6-7.

"I was very pleased because it was 117 or 120 degrees track temperature, and it was quite windy," Ray said of his top lap, which took place in the mid-afternoon. "It felt muggy. I thought I could run a couple more in that speed range."

Gil de Ferran was second fastest at 223.579 in the No. 66 Marlboro Team Penske Dallara/Oldsmobile/Firestone. Jeff Ward was third at 223.432 in the No. 35T Heritage Motorsports/Firestone/Menards G Force/Oldsmobile/Firestone.

Tony Stewart was the fourth-fastest driver in his No. 33 Target Chip Ganassi Racing G Force/Oldsmobile/Firestone at 223.188. Stewart also posted a lap of 223.186 in his backup car. Two-time Indy winner Arie Luyendyk was the fifth-fastest driver at 223.009 in his No. 5 Meijer G Force/Oldsmobile/Firestone.

The track was quite busy during the final hour of practice, as teams recognized that this could be the final "happy hour" of late-afternoon laps before MBNA Pole Day Saturday as rain is forecast for Friday. Ray turned laps in his primary car during the final hour, reaching just 219.251.

"We knew there was possibility of rain," Ray said. "We were happy with our T car, but we think our primary car might be better, but I'm not happy with it. The balance isn't there yet. With 25 cars on the racetrack, nothing is right. You can post a big number with the tow, but it doesn't mean much for qualifying. We tried to avoid the tow."

There were three incidents today with no injuries.

Jim Guthrie hit the wall 46 minutes after practice started in the No. 27 Blueprint Racing Special G Force/Oldsmobile/Firestone. With 65 minutes remaining in practice, Jeret Schroeder backed into the outside wall in Turn 2 in the No. 9 Purity Products Dallara/Oldsmobile/Firestone. Rookie Brandon Erwin brushed the wall in Turn 2 with 16 minutes remaining in practice in his No. 30 WorldBestBuy.com/McCormack Motorsports G Force/Oldsmobile/Firestone.

Rookie Casey Mears, involved in an accident Tuesday, was cleared to drive today by Dr. Henry Bock, Indy Racing League director of medical services.

A total of 42 cars and 34 drivers turned 1,610 laps today. Practice resumes from noon-7 p.m. (EDT) Friday. Race Day is May 27.

###

## DAY 6 – FRIDAY, MAY 11, 2001

### TODAY AT THE TRACK:

8 a.m.: Public gates open  
9:30 a.m. – Press conference with Al Unser Jr. and Rick Galles, Trackside Conference Room.  
10:15 a.m. – Press conference with Penske Racing, Trackside Conference Room.  
11 a.m.-6 p.m.: Practice  
3:45 p.m.: Salute to 1931 Cummins Diesel car. Four-time Indianapolis 500 winner Al Unser will drive the car on a ceremonial track lap.  
6:15 p.m. – Qualification order draw, Tower Terrace.

\*\*\*

Two-time Indianapolis 500 winner Al Unser Jr. and his team owner, Rick Galles, met with the media this morning to talk about this year's Greatest Spectacle in Racing.

Penske Racing officials, including owner Roger Penske, manager Tim Cindric, consultant Rick Mears, and drivers Gil de Ferran and Helio Castroneves, also met with the media this morning.

Complete transcripts of both press conferences will be available in the WorldComplex later in the day and also posted on [www.indyracing.com](http://www.indyracing.com) and [www.indy500.com](http://www.indy500.com).

\*\*\*

The record growth of Indy Racing Online, the official World Wide Web site of the Indy Racing League, continued Thursday. The site had 12.9 million hits Thursday, exceeding the previous record of 10 million set Wednesday.

The previous record before this week was 5.3 million hits, which came on Indianapolis 500 Race Day in May 2000.

\*\*\*

Roberto Guerrero is joining Dick Simon Racing for the 85<sup>th</sup> Indianapolis 500, team owner Dick Simon announced today.

Guerrero will help the team hone the setup for its No. 7 and 7T Jack K. Elrod Co./Tokheim/NADA Guides entries driven by Stephan Gregoire. Once Gregoire is safely qualified for the race, Guerrero will attempt to qualify in the team's No. 17 entry.

**DICK SIMON:** "I have usually had more than one driver at Indianapolis, and that really helps in setting up the cars. Stephan came to me at 5 o'clock (Thursday) and said, 'I need some help in getting this car set up.' It was Stephan's idea to find another driver. Roberto Guerrero is a logical choice because he is our neighbor. He lives 2 miles from our shop. In this relationship, no money exchanged hands. This is just the best situation for all of us. Our first goal is to get Yellow Freight a good run in the '500' and for Stephan Gregoire to make the show. We started this 2001 season with high hopes and a dream of winning the series. Since the Phoenix crash in March, we apparently have a problem with our race car, and despite the fact that we changed everything in our Dallara but the tub, Stephan Gregoire cannot yet put the car up to speed here at the Indianapolis Motor Speedway. Stephan is our primary driver, and we need to have him in the show. Stephan came up with the idea of putting another experienced driver in his two race cars to have a second opinion. What better driver than Roberto?"

**DAY 6 – FRIDAY, MAY 11, 2001 (cont.):**

**STEPHAN GREGOIRE:** “I decided at 5 o’clock today to stop. I don’t blame the team at all. They are working very hard, and they deserve better. I can’t wait to see Roberto get out to drive the car. If he makes it go fast, that will be terrible for me (laughing). I hear that many drivers can lose their confidence at this place. The car and my right foot are telling me to back off the throttle. I have to trust myself, so that’s what I’m doing. I know it’s hard for me to admit that we have a problem, but we cannot hide it, and we are here to find a solution. Roberto was at Indy, and Dick and I believe he is the best driver to help us understand our problem and try to solve it.”

\*\*\*

**PRACTICE REPORT:**

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

Fastest lap, Friday: 224.542, #2T Greg Ray

Fastest lap, event: 226.137, #8 Scott Sharp, Wednesday, May 9

At 11 a.m., the air temperature was 73 degrees, with southwest winds at 15 mph and relative humidity of 65 percent. Skies were cloudy. The track temperature was 93 degrees, according to Firestone engineers.

11:02 a.m. – **GREEN.** #14 Eliseo Salazar was first on track. Roberto Guerrero is driving the #7 Dick Simon Racing entry.

11:04 a.m. – **YELLOW.** Track inspection. Smoke trailing from #6 Jon Herb.

11:13 a.m. – **GREEN.**

11:16 a.m. – **YELLOW.** Rain.

\*\*\*

Classmates.com, the premier destination reuniting classmates, military personnel friends and more online, will be the primary sponsor of TeamXtreme driver Jaques Lazier in the 85<sup>th</sup> Indianapolis 500, Classmates.com and TeamXtreme Racing officials announced today.

Lazier is driving the No. 77 Jonathan Byrd’s Cafeteria TeamXtreme G Force/Oldsmobile/Firestone at this event. Lazier, younger brother of 1996 Indianapolis 500 winner Buddy Lazier, was the second-best finishing rookie last year at Indy in 13<sup>th</sup> place, trailing only winner Juan Montoya.

Classmates.com also will serve as an associate sponsor of the No. 88 1-800-BAR NONE TeamXtreme G Force/Oldsmobile/Firestone driven by Airton Daré.

The Classmates community serves 18 million members, adding 80,000 to 100,000 members each day. Classmates’ rapidly growing customer base, combined with the historical context of high-school attendance or military service dates, makes it easy for members to reconnect with friends online.

Additional member benefits including reunion resources, nostalgic trivia and the world’s largest celebrity yearbook archive.

\*\*\*

The Indianapolis Motor Speedway will conduct Mother’s Day on the Plaza festivities this Sunday in honor of all the mothers at the track on Mother’s Day.

IMS is offering a free Indy Racing 101 class for women. Indianapolis 500 veteran driver Lyn St. James and LP Racing co-owner LeeAnne Nash will teach the class. The sessions will be at the Pepsi Stage behind the Pagoda and will take place from 11:30 a.m.–noon; 1:30-2 p.m. and 4-4:30 p.m.

WZPL will broadcast from 11:30 a.m.–1:30 p.m. and offer free beauty products and free professional massages. The station also will conduct live one-minute interviews with drivers’ mothers, including the moms of Robbie Buhl, 2000 Indy pole winner Greg Ray and 1999 Bank One Rookie of the Year Robby McGehee.

## DAY 6 – FRIDAY, MAY 11, 2001 (cont.):

Children also can make homemade Mother's Day cards at a table complete with supplies.

\*\*\*

Rising USAC short-track star Dane Carter, son of 1985 Indianapolis 500 pole winner Pancho Carter, was in Gasoline Alley on Thursday. Pancho Carter works as a spotter and driving coach for Panther Racing and Indy Racing Northern Light Series points leader Sam Hornish Jr.

**DANE CARTER** (About possible Indy Racing League test this year): "I have been talking to the Panther guys, and I think I will get to test this year. It sure seems closer this year than last year. Of course, it helps to win races."

\*\*\*

The Agajanian family legacy lives on at Indy this year as Cary Agajanian is the co-owner of the No. 98 CURB Records Dallara/Oldsmobile/Firestone driven by Billy Boat. Agajanian's father, J.C. Agajanian, owned the car driven to victory in 1952 at Indianapolis by Troy Ruttman and the 1963 winning car driven by Parnelli Jones.

**CARY AGAJANIAN**: "It makes me real emotional. There are strong family ties between the Agajanian family and both Billy Boat and (co-owner) Greg Beck. Billy first showed up at Ascot (legendary, now-defunct short track in Gardena, Calif.) when he was around 15 or 16. Because he was so young, we sent him home. But he came back later and set the all-time track record. As for Greg Beck, his father, Rodger Beck, actually did the fabrication on Troy Ruttman's 1952 winning car." (About team's throwback paint scheme this month): "The team did this to surprise me. It ran as an all-blue car at Phoenix. It's special – it looks like Parnelli Jones' 'Old Calhoun' (1963 Indy winner). The league makes us use black numbers. I sure would like to replace that with gold-leaf."

\*\*\*

### PRACTICE REPORT (cont.):

12:08 p.m. – **GREEN**. Rain delay lasted 52 minutes. The ambient temperature is 79 degrees with a track temperature of 95 degrees, according to Firestone engineers.

12:27 p.m. – **YELLOW**. Track inspection.

12:35 p.m. – **GREEN**.

12:47 p.m. – **YELLOW**. #68 Castroneves brushed outside retaining wall exiting Turn 1. Car continued around track before stopping on inside of track in Turn 4. The right-front and right-rear suspension was bent on the car. Castroneves climbed from car without assistance.

**HELIO CASTRONEVES**: "I hope we stop there. Maybe it's the line. I don't know. The reason I clipped the wall is the understeer, I guess. I hope we find a good spot tomorrow."

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

12:58 p.m. – **GREEN**. Twenty-one cars enter track.

1:01 p.m. – **YELLOW**. #77 J. Lazier stopped in grass between track and warm-up lane. Team reported wheel-bearing problem.

**JAQUES LAZIER**: "I think we burned a bearing or something in the rear. We're not really sure at the moment." (Did you have trouble steering the car to safety after the problem?): "In motorcycle terms, and you could ask (former AMA motocross champion) Jeff Ward this, it was a tank-slapper. The car just kind of slid side to side, and I brought it to a stop."



**DAY 6 – FRIDAY, MAY 11, 2001 (cont.):**

1:13 p.m. – **GREEN.**

1:21 p.m. – **YELLOW.** #60 Tyce Carlson smoking on backstretch. Car stopped safely.

1:47 p.m. – **GREEN.**

2 p.m. – The air temperature was 84 degrees and track temperature 105 degrees, according to Firestone engineers.

2:03 p.m. – **YELLOW.** #55 Shigeaki Hattori smoking on track. Car stopped safely.

2:13 p.m. – **GREEN.**

\*\*\*

**Top Five Drivers of the Day, 2 p.m.**

	<b>No.</b>	<b>Driver</b>	<b>Car</b>	<b>Speed</b>
1	2T	Greg Ray	Johns Manville/Menards	225.403
2	51	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	223.981
3	5	Arie Luyendyk	Meijer	223.673
4	44	Jimmy Vasser	Target Chip Ganassi Racing	223.499
5	14	Eliseo Salazar	Harrah's A.J. Foyt Racing	223.182

\*\*\*

Entry updates:

•Roberto Guerrero was named as the driver of the #17 and #17T Dick Simon Racing entries.

•The name of the #30 and #30T G Force/Oldsmobile/Firestone entries fielded by McCormack Motorsports and driven by Brandon Erwin is Team Calcium McCormack Motorsports.

\*\*\*

**INDIANAPOLIS 500 QUALIFYING PROCEDURES:**

- 1) The qualifying draw for positions is conducted in first-come, first-serve order.
- 2) The fastest 33 qualifiers start the race, regardless of when or on which day they qualify.
- 3) The pole position is decided by the fastest qualifier on the first day, or the fastest qualifier after one trip through the original qualifying line, whichever comes LAST.
- 4) Each car can make three qualification attempts. When a car completes a four-lap, 10-mile qualification attempt, its speed becomes official. The car may not re-qualify. The driver, if the car is bumped or withdrawn, may qualify in another car.
- 5) When the field is full at 33 cars, the slowest qualifier, regardless of its position in the provisional lineup, is always "on the bubble" and may be bumped by a faster qualifier. A successful qualifier is always inserted into the field according to its speed ranking within the day on which it posted its official time and speed. This process continues until the allotted time for qualifications expires.
- 6) Each car must take two warm-up laps. The decision to take the green to start the attempt or wave off must be made the second time past the flagstand.
- 7) The team owner or designated representative must raise the green flag to signify the start of a qualification attempt or the yellow flag will be thrown, aborting the attempt.

**DAY 6 – FRIDAY, MAY 11, 2001 (cont.):**

**PRACTICE REPORT (cont.):**

2:17 p.m. – **YELLOW**. #14 Eliseo Salazar crashes in short chute between Turns 1 and 2 and again in Turn 2. Salazar's left wheels were below the white line entering Turn 1, and the #14 Harrah's A.J. Foyt Racing Dallara/Oldsmobile/Firestone wiggled exiting Turn 1, hitting the outside retaining wall in the short chute between Turns 1 and 2 with the right rear of the car. The car hugged the wall toward Turn 2 before hitting the outside wall again in the middle of Turn 2. The car slid across the track at the exit of Turn 2, making 2 ¼ spins before stopping near the apron. Heavy damage to right side of car. The Indy Racing League safety crew extinguished a brief fire, and Salazar climbed from the car without assistance.

Medical update from Dr. Henry Bock, Speedway medical director: Eliseo Salazar was evaluated at the Clarian Emergency Medical Center and released with a contusion to the right side of his face. But Salazar chose to stay in the medical center to apply an ice pack to the contusion. He is in good condition and was cleared to drive.

**ELISEO SALAZAR:** "The car got loose, hit the wall in (Turn) 1 and kept going toward (Turn) 2. It's a shame because the car was good. We were in the top five."

2:45 p.m. – **GREEN**.

\*\*\*

**TYCE CARLSON** (About electrical fire earlier in practice): "We had fuel leak into the airbox, and that sparked a fire. This is our qualifying engine. We will clean everything up, replace the electricals, and we hope the engine will still be good." (Will you run again today?): "By the time the guys do this job right, fixing the car, I suspect the rain will be here. So I doubt we'll get back out."

\*\*\*

**SHIGEAKI HATTORI** (About engine failure earlier in practice): "The motor blew up. We will go out in the T-car very soon."

\*\*\*

**PRACTICE REPORT (cont.):**

2:55 p.m. – **YELLOW**. #92 Stan Wattles hit the outside retaining at the exit of Turn 1. Wattles' car did a half-spin in Turn 1 and hit the outside retaining wall with the left side of the car. The car slid along the wall, stopping in Turn 2. Heavy damage to left side of car. The Indy Racing League safety crew removed Wattles from the car and transported him to an awaiting ambulance.

Medical update from Dr. Henry Bock, Speedway medical director: Stan Wattles is in good condition, awake and alert, and being transported via ambulance to Methodist Hospital in Indianapolis for further evaluation. An update will be provided later today.

3:26 p.m. – **GREEN**.

\*\*\*

Buzz Calkins was born Bradley Calkins Jr., named after his father, Bradley Motorsports owner Brad Calkins.

So where did the nickname "Buzz" come from?

Like many families with a junior, the Calkins' family looked for a way to call the younger Brad to the dinner table without confusing he and his father. The search for a nickname went no further than the "buzz cut" that 1996 Indy Racing League co-champion Buzz Calkins had for a haircut when he was younger.

**DAY 6 – FRIDAY, MAY 11, 2001 (cont.):**

Despite Buzz Calkins' best efforts to put the nickname behind him, even moving away from friends who had locked onto the nickname wasn't enough to break the trend. A family friend called the younger Calkins by his old nickname at his new house, and the secret was out.

From then on, he would be Buzz to his friends, family, fans and the world of professional sports.

**BUZZ CALKINS:** "With a name like Buzz, you don't get confused for many other people."

\*\*\*

Bradley Motorsports will open its garage in Gasoline Alley to the world this month with the introduction of the BuzzCalkins.com/WTHR Web cam. Starting today, Internet users can log on to either [www.BuzzCalkins.com](http://www.BuzzCalkins.com) or [www.wthr.com](http://www.wthr.com) and have a 24-hour-a-day view of what the Bradley Food Marts/Sav-O-Mat Bradley Motorsports team does to prepare for the world's most prestigious auto race.

Calkins also will provide daily audio and written updates on the site.

\*\*\*

3:30 p.m. – The ambient temperature was 83 degrees with a track temperature of 106 degrees, according to Firestone engineers.

3:43 p.m. – **YELLOW**. Debris.

\*\*\*

Four-time Indianapolis 500 winner Al Unser took a ceremonial lap around the Speedway at 3:45 p.m. in the Cummins Diesel driven from start to finish without a pit stop by Dave Evans in the 1931 Indianapolis 500. His son, Al Unser Jr., jumped from his Indy Racing car into the riding mechanic's seat of the Cummins Diesel just before his father left pit road. Al Unser wore the traditional leather driving helmet and goggles at the start of their first lap and handed them to his son midway around the track, with Al Jr. putting on the garb while the car was rolling.

**AL UNSER** (About Cummins Diesel): "It was very smooth. It had a little vibration in the upper gearshift, but other than that, the steering was very smooth. The brakes chattered a bit."

**AL UNSER JR.** (About his father driving the Cummins Diesel): "He looked very smooth out there. He got around out there, so it was very good." (Why did you take the driving helmet and goggles from your father?): "He had the sunglasses." (About the car's chattering brakes): "We made sure nobody was behind us!"

\*\*\*

3:55 p.m. – **GREEN**.

\*\*\*

An update on the medical condition of Stan Wattles, who crashed earlier today in Turn 1, will be provided when available. Wattles is in good condition, awake and alert at Methodist Hospital in Indianapolis, where he is undergoing further evaluation.

**STAN WATTLES:** "I was just getting the car up to speed trying to find another 1 or 2 miles an hour. I was going to stay in the throttle and just got too low going into Turn 1. I hooked it, and the car came around and slapped the left side. I was just told that the damage to the chassis is too severe to fix. We'll get the backup car back out and try to qualify it possibly this weekend."

\*\*\*

4:18 p.m. – **YELLOW**. Debris.

4:21 p.m. – **GREEN**.

**DAY 6 – FRIDAY, MAY 11, 2001 (cont.):**

4:20 p.m. medical update from Dr. Henry Bock, Speedway medical director: Stan Wattles was released from Methodist Hospital in Indianapolis in good condition after his accident earlier today. He has not been cleared to drive but will meet with Dr. Bock at 10 a.m. (EST) Saturday to determine his driving status.

4:43 p.m. -- #77 Jaques Lazier returns to track for first time since wheel-bearing problem earlier this afternoon.

5 p.m. – **YELLOW**. #55T Shigeaki Hattori did a half-spin in the short chute between Turns 1 and 2, sliding backward, before the car spun back forward in the same direction of the initial spin. No contact.

5:07 p.m. – **GREEN**.

\*\*\*

**Top Five Drivers of the Day, 5 p.m.**

	<b>No.</b>	<b>Driver</b>	<b>Car</b>	<b>Speed</b>
1	2T	Greg Ray	Johns Manville/Menards	225.403
2	8	Scott Sharp	Delphi Automotive Systems	224.715
3	51	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	223.981
4	5	Arie Luyendyk	Meijer	223.673
5	35T	Jeff Ward	Heritage Motorsports/Firestone/Menards	223.504

\*\*\*

5:25 p.m. – **YELLOW**. Tow-in for #51 Cheever.

5:30 p.m. – **GREEN**.

5:38 p.m. – Stephan Gregoire has returned to the #7 car that Roberto Guerrero drove today for Dick Simon Racing.

5:48 p.m. – **YELLOW, then CHECKERED**. #99 Davey Hamilton did a half-spin while exiting Turn 2 and hit the inside retaining wall at the start of the back straightaway with the rear of the car. The car slid along the apron and stopped at the start of the grass on the inside of the front straightaway. Heavy damage to rear of car. Hamilton climbed from car without assistance.

\*\*\*

Driver Roberto Guerrero and passenger Scott Schroepfer were unhurt this morning when the Indy Racing Experience two-seater car made light contact with the outside retaining wall in Turn 1.

Illinois resident Schroepfer said: "It was fun. Can I go to the front of the line?"

\*\*\*

**TOP 10 DRIVERS OF THE DAY**

	<b>No.</b>	<b>Driver</b>	<b>Car</b>	<b>Speed</b>
1	2T	Greg Ray	Johns Manville/Menards	225.403
2	8	Scott Sharp	Delphi Automotive Systems	224.715
3	51	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	223.981
4	5	Arie Luyendyk	Meijer	223.673
5	35T	Jeff Ward	Heritage Motorsports/Firestone/Menards	223.504
6	44	Jimmy Vasser	Target Chip Ganassi Racing	223.499
7	24	Robbie Buhl	Team Purex Dreyer & Reinbold Racing	223.326
8	14	Eliseo Salazar	Harras's A.J. Foyt Racing	223.162
9	93	Buddy Lazier	Metro Management/Super Fitness/Firestone	223.088
10	33T	Tony Stewart	Target Chip Ganassi Racing	222.834

## DAY 6 – FRIDAY, MAY 11, 2001 (cont.):

Forty-six cars and 39 drivers were on the track today, running 1,654 laps. Cars on track today: #2 Ray, #2T Ray, #3 Unser, #4 Hornish, #5 Luyendyk, #6 Herb, #7 Guerrero/Gregoire, #8 Sharp, #8T Sharp, #10 McGehee, #12 Calkins, #12T Calkins, #14 Salazar, #15 Fisher, #15T Fisher, #16 Witherill, #21 Giaffone, #24 Buhl, #28 Dismore, #28T Dismore, #31T Mears, #32 Andre, #33 Stewart, #33T Stewart, #35T Ward, #39 Andretti, #41 Gordon, #44 Vasser, #44T Vasser, #51 Cheever, #52 Goodyear, #55 Hattori, #55T Hattori, #60 Carlson, #61 Knapp, #66 de Ferran, #68 Castroneves, #68T Castroneves, #77 J. Lazier, #88T Dare, #91 B. Lazier, #92 Wattles, #93 B. Lazier, #98 Boat, #99 Hamilton, #99T Hamilton.

\*\*\*

There were 14 yellow flags for three hours, 30 minutes. Sixty-two cars have passed initial technical inspection, with 67 cars on the grounds. Fifty-one drivers have passed physicals by 6 p.m. Friday, said Dr. Henry Bock, Speedway medical director.

\*\*\*

6:25 p.m. medical update from Dr. Henry Bock, Speedway medical director: Davey Hamilton is en route to Methodist Hospital in Indianapolis for evaluation after complaining of a headache after his crash at 5:48 p.m. Hamilton is in good condition, awake and alert. A further update will be provided when available.

\*\*\*

### MBNA Pole Day Schedule:

- 7 a.m. – Public gates open
- 8-9 a.m. – Preliminary practice (Two groups, 30 minutes each)
- 9-10 a.m. – Preliminary practice (All cars)
- 10:01 a.m. – Qualification ceremonies
- 11 a.m.-6 p.m. – MBNA Pole qualifications
- 6 p.m. – Track closes
- 6 p.m. – MBNA Pole Sitter Ceremony – Victory Circle area
- 6:15 p.m. – Draw for Sunday qualifications order

\*\*\*

### PRACTICE QUOTES:

**JEFF WARD:** “We had a good day. Everything is moving according to Mitch's (Davis, Heritage Motorsports team manager) plan. We were in the top five, which is where we wanted to be. This afternoon we ran out of gear, so we'll take care of that tonight and come out running hard tomorrow. The car feels really good. I felt too much push going through Turn 1, but this team knows how to work out the kinks. Mitch can make this motor do whatever he wants it to do, so I'm confident in my ride tomorrow. I think that people just think we're a small team going for the pole, but everyone is small compared to Penske and Ganassi. What's important is what everyone is taking away each day of practice, and we're learning a lot everyday out. The people on this team have been successful in Indy before, and we know what it takes to be the leader. We're going for it tomorrow.”

**BUDDY LAZIER:** “You never feel 100 percent comfortable. We didn't want to go chase the weather conditions today. The (No.) 91 car, the one we plan on qualifying tomorrow, it's been over 223 (mph). I'd love to go out during Happy Hour and put down a super fast speed, but that doesn't always help you to accomplish what we are here today. Maybe it's a good thing the driver doesn't have the final say on that

**DAY 6 – FRIDAY, MAY 11, 2001 (cont.):**

**(Buddy Lazier – cont.)** because we'd be out there trying to put the top time of the day. Emotionally for the driver it's the month of May, and you always want to post the top time of the day. The thought is to wait until tomorrow to do the fine-tuning."

**SAM HORNISH:** "We've got an excellent race car but it's not so good for qualifying. We have a real good race setup, but it's not as good for a qualifying setup. But if we can run like we did late today, we will be pretty good."

**TONY STEWART:** "I think that we are ready for tomorrow. We have a very good car that should be a threat for the pole. I'm hoping for at least a top-10 starting position for the race. The race is the most important thing right now. We are here to win the race."

**JIMMY VASSER:** "We had a good day today. The car was pretty consistent all day long. We made a few changes to make the car more comfortable on long runs. Like Tony (Stewart) says, the race is what we are here for, and that is what we worked on today. It's great to be back here at the Speedway."

**GIL DE FERRAN:** "I'm happy with what we were able to accomplish today, and I think we're ready for qualifying. Overall, the Marlboro car is handling well. We'll see what the conditions are like tomorrow and do any fine-tuning during morning warm-up."

**HELIO CASTRONEVES:** "Unfortunately I kissed the wall a little harder today, so we had to switch to our backup car (68T), which we'll qualify tomorrow. The whole Marlboro crew worked hard to get the T car ready, but I wasn't happy with the setup so we spent the afternoon session improving the balance, and now we're ready to go for practice tomorrow morning. Hopefully we'll get an uninterrupted practice session in the morning, and we'll be ready to go for qualifying. I'll be happy if I can get a top-10 starting spot."

**ARIE LUYENDYK:** "I am pleased with how our day went. I don't see the need to run a lot of laps. My engineer, Tim Wardrop, and I know what we plan to do with the car in practice Saturday morning. And then we'll just see how it works out in qualifying."

**CASEY MEARS:** "Right now we're so far behind, I'm not even thinking about tomorrow. The last couple of days the team has been busy getting the car back in order. We went back out this afternoon, and they put a lot of wing in the car just to let me get comfortable, but it's almost harder to drive it than it was before."

**SARAH FISHER:** "This week has been longer than I expected. We're not exactly where we want to be, but then again I doubt anyone is. I'm really confident with the car I'm going to qualify though. Every time we tried to go out for a short run or simulated qualifying run, we ran into a yellow, so it's been really frustrating and not very productive."

**DAY 6 – FRIDAY, MAY 11, 2001 (cont.):**

**STEVE KNAPP:** “I’m not going a whole lot faster than Memo (Gidley) was going. I’ve got the car good and balanced and trimmed out and safe, but this throttle pedal situation is definitely costing us some speed. I have a lot of respect for Gidley. I raced with him a little bit in Atlantics in 1997. The race that sticks out in my mind was the Vancouver street race, when he won and I finished second. He’s a hard charger. I really, really enjoyed that race, because I was giving it everything I had to stay with him. We’re both going to get in this event solid and have a great race.”

**MEMO GIDLEY:** “We helped each other today. Steve’s (Knapp) car is not quite ready yet, so it seemed like a good idea to give him an opportunity to run some laps. He’s been around Indy quite a bit, so it killed two birds with one stone to get him out there and see if he could make the car a little bit better. Steve is a very smart driver, and the team made some steady progress today. We’re still quite a ways off. We’re not really in the ballpark right now.”

**EDDIE CHEEVER JR:** “We got lost two days ago with some wrong settings, but we made some progress on the #51 Excite@Home car today. I’m not so sure we can get the pole. I think that is between Menards and the Kelley drivers, but I think that the front row is definitely possible. With some new Firestones and a couple of other changes, we’ll be OK. All I’m looking for is a car that can do four laps relatively easily. I don’t want to be holding my breath. I don’t know what the pole speed is going to be, but I think you’ll have to be above 220 mph to avoid being on the bubble.”

**BILLY BOAT:** “The CURB Records/Beck Motorsports (team) worked hard today, but we didn’t really seem to get where we wanted to be. We were trying to find a good balance on the race car and then later on we had an engine problem that frustrated us for pretty much the whole afternoon. It’s going to be a little bit of a guessing game going into qualifying, even though I feel I have a fairly good idea of where I’m at with the race car as far as our balance. But I’m not as confident as I’d like to be, so we’ll try to get a little practice in the morning and look for the car to come to us. With the cooler temperatures it’s going to be a guessing game for everybody. We haven’t had any cold temperatures this week, but we’ll see what kind of qualifying number we draw, and we’ll go from there.”

**GREG RAY:** (Did you learn more today?): “I wish I had a yes answer for you. We had a good car this morning. I guess it was after lunch when we ran our best lap, around 1 p.m. We thought we could go a little quicker. We threw everything but the kitchen sink at that (backup) car, but it didn’t help.” (How do you determine primary car?): I’m the wrong person to ask. I think it’s the rotation of the cars.” (About cooler weather for qualifying): “Really the cooler weather is an equalizer. Normally the grip is better. The downforce is better. It really is an equalizer. It makes it tighter and tighter. It really hasn’t been cool since we’ve been here, but yes, cool conditions will make it quicker.” (About increased track activity today): “It was a little frustrating with all the yellows.” (About tire temperature and setup): “The balance is the same on the car cold or hot, but you have to be extremely easy on the throttle.” (About Ray leading speed charts last four days and his prediction of pole winner): “I think it’s totally wide open. We’ve had an opportunity to go out there and get some really good laps in excellent conditions. I said that speeds could get up to 226 (mph) depending on the conditions, and I think Scott Sharp rolled his eyes. Then he was the one that

**DAY 6 – FRIDAY, MAY 11, 2001 (cont.):**

**(Greg Ray – cont.)** went out there and posted that speed.” (About comfort in car and ability to post those top speeds): “If you have a good feeling about the people working on your car and have a close personal relationship (with your team) it calms you. You have to be focused and committed, and very smoothly and cautiously keeping it right on the edge.” (About motivation to win the pole at Indianapolis): “Well, it pays 100 grand first of all. This is the most prestigious race in the world. This is the most photographed, most covered, most well documented. It’s a reward for the guys working so hard, a reward for the driver, and the trophy looks pretty good sitting on your desk. I have a lot of respect for the teams and the drivers here. It’s going to be competitive.”

**MICHAEL ANDRETTI:** “I don’t know what I’m going to run. I hope we can put in a decent time. That way we don’t have to worry in Japan. I don’t think there’s more pressure than qualifying. If you mess up one lap, you mess up the whole run. I don’t think there’s more pressure than qualifying here at Indianapolis.”

**JIMMY VASSER:** “I think we’re gonna be OK tomorrow. We’ll adjust to the conditions tomorrow morning. We know where we’re at. We didn’t run too much today, and we didn’t want to mess with Happy Hour. It’s just too much commotion. There’s a lot more to be lost than gained.”

**STEPHAN GREGOIRE:** “It was an interesting day for me. Roberto Guerrero is a very good driver. He has a lot of experience. There’s proof the car can go fast. Roberto showed that. I got in the car and did a 218 (mph), and I almost lost it in Turn 2. There’s something making me uncomfortable, and I’m not sure what it is. One thing is for sure. Roberto Guerrero is capable of qualifying this car.”

**ROBERTO GUERRERO:** “It’s a great opportunity. I think it will be good for me and the whole team. I get a chance to qualify and help the team.” (About tomorrow’s MBNA Pole qualifying): “Same thing as always. We need to get a good draw and string four good laps together. The earlier the better.” (Asked if he has been selected to qualify the No. 7 Dick Simon Racing entry): “It looks like it, but nothing has been decided. But it looks like it, from what we were talking about on the way back. Really, it’s just what is best for the team.”

**SCOTT SHARP:** “It was a rougher day than expected for everyone. It was real hard to get momentum with all the yellows and accidents. Every time something happened, more fluid and oil dry was added to the track. Combine that with winds from the east and west, it was hard to put two fast laps together. Overall, I feel pretty good. The track conditions will be different tomorrow, but we expect those changes to be better for us.”

**MARK DISMORE:** “I’m disappointed about how the day went. I’m just puzzled at how we lost the handle on our car. We got through Turns 3 and 4 fine but struggled in (Turns) 1 and 2. We’ve got to figure it out. The team will make some adjustments tonight, and we’ll go back out in the morning and see if we’ve solved the problem. I have all the faith in my Delphi Bryant crew, and I know they’ll figure it out by tomorrow, whatever it takes.”



**DAY 6 – FRIDAY, MAY 11, 2001 (cont.):**

**SCOTT GOODYEAR:** “We are not as quick today as I would like to be, which is disturbing because at the beginning of the week I had anticipated that we had a shot at the front row. I am not counting out a front-row result for tomorrow, but we are not going quick enough today to do that. We are going to sit down and look at some things tonight to see if we could pick up some speed for tomorrow.”

**ROBBIE BUHL:** “Today was a pretty stressful day for all of us here at Dreyer & Reinbold. The crew has worked 24 hours, around the clock, last night to get our new car ready, which is the same spec as the car we destroyed in Atlanta. We thought it would be better. We got out at about 1:30 and had some electrical problems. We actually thought we might have to change the engine. We got back here and all the Infiniti engineers swarmed around the car, and as it turned out it was only an injector. We made a few changes on the car and got back out. The car did what we thought it would do, which doesn't often happen in this game. There is still more in it, but right now we want to get solidly in the show. I think it will be a good race car. Power-wise, the way the Infiniti motor comes up when you breath it will make for a good race motor. It was a lot of work to get to this point, but it paid off, the new car is really good.”

## RAY IS MBNA POLE FAVORITE AFTER RULING INDY PRACTICE

INDIANAPOLIS, Friday, May 11, 2001 – Greg Ray is the favorite to win the MBNA Pole for the 85<sup>th</sup> Indianapolis 500 after leading practice May 11 with a speed of 225.403 mph, the fourth time in the first six days of the event that he was fastest.

Ray's speed in the No. 2T Johns Manville/Menards Dallara/Oldsmobile/Firestone was the second fastest of the event, trailing only the 226.137-mph lap turned by Scott Sharp on Wednesday.

Sharp was second fastest today at 224.715 in the No. 8 Delphi Automotive Systems Dallara/Oldsmobile/Firestone, with 1998 Indianapolis 500 winner Eddie Cheever Jr. third at 223.981 in his #51 Excite@Home Indy Race Car Dallara/Infiniti/Firestone.

Two-time Indy winner Arie Luyendyk was fourth at 223.673 in the No. 5 Meijer G Force/Oldsmobile/Firestone. Jeff Ward rounded out the top five at 223.504 in the No. 35T Heritage Motorsports/Firestone/Menards G Force/Oldsmobile/Firestone.

The top 10 drivers today were separated by less than one-half of a second as the battle for the MBNA Pole, which starts at noon (EDT) Saturday, should be one of the tightest in the long history of the event.

Despite his impressive speed this week, 2000 Indy pole winner Ray is still concerned entering qualifications as high temperatures are only expected to reach the mid-60's Saturday in Indianapolis, anywhere from 10 to 20 degrees cooler than the daytime highs since this event started Sunday.

"Really, the cooler weather probably is an equalizer," Ray said. "It's going to make all of the cars faster. The downside of cooler weather is that sometimes you don't get the tire temperatures up. It's going to make it tighter and tighter.

"We know we have a good car in hot conditions. Cool conditions? It hasn't been that cool since we've ran here."

There were four one-car accidents today, with the only injury a facial contusion suffered by Eliseo Salazar. Other drivers crashing were Helio Castroneves, Stan Wattles and Davey Hamilton. Wattles was released from Methodist Hospital a few hours after his crash this afternoon in good condition. Davey Hamilton was transported to Methodist Hospital after his accident, which ended practice 12 minutes early, complaining of a headache. He was in good condition, awake and alert.

A total of 47 cars and 39 drivers turned 1,610 laps in today's practice, which was delayed for 52 minutes by rain shortly after the session began.

Pre-qualifying practice takes place from 9-11 a.m. (EDT) Saturday.

###

## DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY

#99 Davey Hamilton was released from Methodist Hospital in Indianapolis at 7:45 p.m. Friday in good condition. Hamilton was evaluated and underwent tests at the hospital after complaining of a headache after a crash during the final 15 minutes of practice Friday.

\*\*\*

### TODAY AT THE TRACK:

7 a.m.: Public gates open  
8-9 a.m. – Preliminary practice (Two groups, 30 minutes each)  
9-10 a.m. – Preliminary practice (All cars)  
10:01 a.m. – Qualification ceremonies  
11 a.m.-6 p.m. – MBNA Pole qualifications  
6 p.m. – Track closes  
6 p.m. – MBNA Pole Sitter Ceremony – Victory Circle area  
6:15 p.m. – Draw for Sunday qualifications order

\*\*\*

Friday was another day of record growth for Indy Racing Online, the Indy Racing League's official Web site. The site had 13.2 million hits Friday, exceeding the previous record of 12.9 million hits set Thursday.

The site has received a record 56 million hits from May 1-11.

\*\*\*

### INDIANAPOLIS 500 QUALIFYING PROCEDURES:

- 1) The qualifying draw for positions is conducted in first-come, first-serve order.
- 2) The fastest 33 qualifiers start the race, regardless of when or on which day they qualify.
- 3) The pole position is decided by the fastest qualifier on the first day, or the fastest qualifier after one trip through the original qualifying line, whichever comes LAST.
- 4) Each car can make three qualification attempts. When a car completes a four-lap, 10-mile qualification attempt, its speed becomes official. The car may not re-qualify. The driver, if the car is bumped or withdrawn, may qualify in another car.
- 5) When the field is full at 33 cars, the slowest qualifier, regardless of its position in the provisional lineup, is always "on the bubble" and may be bumped by a faster qualifier. A successful qualifier is always inserted into the field according to its speed ranking within the day on which it posted its official time and speed. This process continues until the allotted time for qualifications expires.
- 6) Each car must take two warm-up laps. The decision to take the green to start the attempt or wave off must be made the second time past the flagstand.
- 7) The team owner or designated representative must raise the green flag to signify the start of a qualification attempt or the yellow flag will be thrown, aborting the attempt.

\*\*\*

This weekend's Video News release schedule. Feeds include highlights of qualifications and driver interviews:

#### Saturday, May 12:

- Time: 8:30-8:45 p.m. (EDT)
- Coordinates: GE 2, Transponder K7; Audio 6.2-6.8

#### Sunday, May 13:

- Time: 8-8:15 p.m. (EDT)
- Coordinates: GE 2, Transponder K7; Audio 6.2-6.8

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

8:25 a.m. driver status update from Dr. Henry Bock, Speedway medical director: #92 Stan Wattles and #99 Davey Hamilton have been cleared to drive. Both were involved in separate accidents Friday.

\*\*\*

The first hour of today's practice, from 8-9 a.m., will be separated into two groups, each half of the qualifying draw. The second hour of practice, from 9-10 a.m., will be open to all cars.

\*\*\*

**PRACTICE REPORT:**

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

Fastest lap, Friday: 225.403, #2T Greg Ray

Fastest lap, event: 226.137, #8 Scott Sharp, Wednesday, May 9

At 8 a.m., the air temperature was 50 degrees, with northwest winds at 9 mph and relative humidity of 86 percent. Skies were sunny. The track temperature was 63 degrees, according to Firestone engineers.

**FIRST GROUP:**

8 a.m. – **GREEN**. #5 Arie Luyendyk was first on track, followed by #88T Ayrton Daré and #60 Tyce Carlson.

8:25 a.m. – **YELLOW**. Debris.

8:29 a.m. – **GREEN**.

8:33 a.m. – **YELLOW**. Tow-in for #24 Buhl. Out of fuel.

8:37 a.m. – **GREEN**.

8:40 a.m. – **YELLOW**. End of session.

\*\*\*

**TOP FIVE DRIVERS OF FIRST GROUP**

	<b>No.</b>	<b>Driver</b>	<b>Car</b>	<b>Speed</b>
1	66	Gil de Ferran	Marlboro Team Penske	225.620
2	77	Jaques Lazier	Jonathan Byrd's Cafeteria TeamXtreme	223.018
3	5	Arie Luyendyk	Meijer	221.490
4	39	Michael Andretti	Motorola/Archipelago	221.482
5	52	Scott Goodyear	#52 Thermos@Grill2Go™ Cheever Indy Racing Infiniti	221.002

\*\*\*

**SECOND GROUP:**

8:42 a.m. – **GREEN**. #2T Greg Ray was first on track, followed by #21 Felipe Giaffone and #41 Robby Gordon.

8:50 a.m. – **YELLOW**. Debris.

8:56 a.m. – **GREEN**.

9:16 a.m. – **YELLOW**. Tow-in for #16 Witherill. Out of fuel.

9:21 a.m. – **GREEN**.

9:24 a.m. – Track is now open to all competitors. End of second group.

\*\*\*

**TOP FIVE DRIVERS OF SECOND GROUP**

	<b>No.</b>	<b>Driver</b>	<b>Car</b>	<b>Speed</b>
1	33	Tony Stewart	Target Chip Ganassi Racing	226.996
2	2T	Greg Ray	Johns Manville/Menards	226.108
3	35T	Jeff Ward	Heritage Motorsports/Firestone/Menards	225.061
4	4	Sam Hornish Jr.	Pennzoil Panther Dallara	224.873
5	41	Robby Gordon	Team Conesco/Foyt Racing/RCR Childress Racing	224.524

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

**OPEN PRACTICE:**

9:34 a.m. – **YELLOW**. Tow-in for #7 Guerrero. Apparent battery problem.

9:38 a.m. – **GREEN**.

9:55 a.m. – **YELLOW**. #14 Eliseo Salazar crashed. Smoke appeared from rear of car approaching Turn 1. Car did a ¾-turn spin, hitting the outside retaining wall in Turn 1 with the left front of the car. The entire left side of the car then hit the wall, and the car slid along the wall through Turn 1 before drifting down the track and stopping on the track at the exit of Turn 1. Heavy damage to the left side of the car. Salazar climbed from car without assistance.

Medical update from Dr. Henry Bock, Speedway medical director: Eliseo Salazar was evaluated and released without injury from the Clarian Emergency Medical Center. He was cleared to drive.

**ELISEO SALAZAR:** “The engine blew about 50 yards before going into (Turn) 1. In a way, I’m lucky because it blew when I was so close to the wall. It wasn’t that bad of an impact. It’s unbelievable, that Turn 1. Two days in a row. I’m still limping from yesterday.”

10:22 a.m. – **GREEN**.

10:25 a.m. – **CHECKERED**. End of practice.

\*\*\*

**TOP 10 DRIVERS OF MORNING PRACTICE**

No.	Driver	Car	Speed	
1	33	Tony Stewart	Target Chip Ganassi Racing	226.996
2	2T	Greg Ray	Johns Manville/Menards	226.108
3	66	Gil de Ferran	Marlboro Team Penske	225.620
4	35T	Jeff Ward	Heritage Motorsports/Firestone/Menards	225.061
5	4	Sam Hornish Jr.	Pennzoil Panther Dallara	224.873
6	28	Mark Dismore	Delphi Automotive Systems/Bryant Heating & Cooling	224.592
7	41	Robby Gordon	Team Conesco/Foyt Racing/RCR Childress Racing	224.524
8	44	Jimmy Vasser	Target Chip Ganassi Racing	224.394
9	68T	Helio Castroneves	Marlboro Team Penske	224.190
10	91	Buddy Lazier	Tae-Bol/Coors Light/Life Fitness/Delta Faucet	223.920

\*\*\*

The MBNA Pole Award of \$100,000 and a 2001 Oldsmobile Aurora worth \$40,000 head the list of qualifying awards for the 2001 Indianapolis 500. Other awards include:

Verizon “Front Runner Awards” -- \$30,000 (\$10,000 to each front-row qualifier)

Monarch Beverage “Inside Track” Awards -- \$11,000 (\$1,000 to each of the 11 inside-row starters)

American Dairy Association “Fastest Qualifying Rookie” Award -- \$5,000 (also \$250 to each qualifying rookie)

Mi-Jack “Top Performance” Award -- \$5,000

Ferguson Steel Co., Inc. “Most Consistent Qualifier” Award -- \$5,000

Buckeye Machine/Race Spec “Final Measure” Award -- \$5,000

The Gregory and Appel “Fastest Qualifier” Award -- \$5,000

Ameritech “Youngest Starting Driver” Award -- \$5,000

Buildings To Go “Most Consistent Rookie Qualifier” Award -- \$5,000

T.P. Donovan “Top Starting Rookie” Award -- \$5,000

Snap-On/Championship Association of Mechanics “Top Wrench” Award -- \$5,000, plus commemorative tool box and custom ring

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

Entry updates:

- Roberto Guerrero has replaced Stephan Gregoire as the driver of the #7 and #7T Yellow/Jack K. Elrod Co./NADA Guides/Hoosier Park entries.
- The #77 and #77T entries driven by Jaques Lazier now are known as the Classmates.com/Jonathan Byrd's Cafeteria G Force/Oldsmobile/Firestone.

\*\*\*

At 11:04 a.m., the air temperature was 56 degrees with north winds at 14 mph and a relative humidity of 56 percent. Track temperature was 96 degrees, according to Firestone engineers.

\*\*\*

**MBNA POLE QUALIFYING CHRONOLOGY:**

11:02 a.m.	#5	ARIE LUYENDYK/Scottsdale, Ariz. Meijer - G/O/F	
	QA – 1	1 – 40.0334 – 224.812 2 – 40.0360 – 224.798 3 – 40.1754 – 224.018 <u>4 – 40.2856 – 223.405</u> T 2:40.5304 – 224.257	Q – 1
11:09 a.m.	#12T	BUZZ CALKINS/Denver Bradley Food Marts/Sav-O-Mat - D/O/F	
	QA – 2	1 – 40.9249 – 219.915 2 – 40.9426 – 219.820 3 – 40.7666 – 220.769 <u>4 – 40.9731 – 219.656</u> T 2:43.6072 – 220.039	Q – 2
11:16 a.m.	#52	SCOTT GOODYEAR/Toronto #52 Thermos® Grill2Go™ Cheever Indy Racing Infiniti - D/I/F	
	QA – 3	1 – waved off ***	UA - 1

**SCOTT GOODYEAR:** "We got a low battery voltage signal on the #52 Thermos Grill2Go car and decided to call off our run. It's just unfortunate that it didn't happen before the green flag because now we've been charged with an attempt. Now instead of being one of the first three to qualify, we have to wait all day since we waved off. We're shooting for the 222-223-mph area by ourselves. I have confidence in our package. The Infiniti engine has been reliable, and the guys on the #52 Thermos Grill2Go team have been doing a great job."

\*\*\*

At 11:20 a.m., PDM Racing pulled the #9T out of the qualifying line.

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

11:21 a.m. #35T JEFF WARD/San Juan Capistrano, Calif.  
Heritage Motorsports/Firestone/Menards - G/O/F

Car pulled into pits after first warm-up lap.

\*\*\*

11:27 a.m. #3 AL UNSER JR./Albuquerque, N.M.  
Galles Racing Starz SuperPak Budweiser - G/O/F

QA – 4	1 – 40.5727 – 221.824	Q – 3
	2 – 40.5729 – 221.823	
	3 – 40.6414 – 221.449	
	<u>4 – 40.6566 – 221.366</u>	
	T 2:42.4436 – 221.615	

\*\*\*

At 11:30 a.m., Hemelgarn Racing pulled the #94 out of the qualifying line.

\*\*\*

11:35 a.m. #66 GIL DE FERRAN/Paris  
Marlboro Team Penske - D/O/F

QA – 5	1 – 40.0213 – 224.880	Q – 4
	2 – 40.0200 – 224.888	
	3 – 40.2023 – 223.868	
	<u>4 – 40.1799 – 223.993</u>	
	T 2:40.4235 – 224.406	

11:41 a.m. #15T SARAH FISHER/Commercial Point, Ohio  
Walker Racing Kroger Special - D/O/F

QA – 6	1 – 40.5946 – 221.704	UA – 1
	2 – waved off	

11:44 a.m. #77 JAQUES LAZIER/Vail, Colo.  
Classmates.com/Jonathan Byrd's Cafeteria - G/O/F

QA – 7	1 – 40.3610 – 222.988	Q – 5
	2 – 40.4365 – 222.571	
	3 – 40.5406 – 222.000	
	<u>4 – 40.7181 – 221.032</u>	
	T 2:42.0562 – 222.145	

\*\*\*

At 11:50 a.m., Penske Racing pulled the #68 out of the qualifying line.

\*\*\*

11:50 a.m. #7 ROBERTO GUERRERO/San Juan Capistrano, Calif.  
Yellow/Jack K. Elrod Co./Tokheim/NADA Guides - D/O/F

QA – 8	1 – 41.0434 – 219.280	Q – 6
	2 – 40.8883 – 220.112	
	3 – 40.8395 – 220.375	
	<u>4 – 40.8249 – 220.454</u>	
	T 2:43.5961 – 220.054	

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

11:57 a.m.	#39	MICHAEL ANDRETTI/Nazareth, Pa. Motorola/Archipelago - D/O/F	
	QA – 9	1 – 40.7127 – 221.061 2 – 40.6624 – 221.335 3 – 40.8023 – 220.576 <u>4 – 40.9053 – 220.020</u> T 2:43.0827 – 220.747	Q – 7
12:02 p.m.	#24	ROBBIE BUHL/Cleveland Team Purex Dreyer & Reinbold Racing - G//F	
	QA – 10	1 – 40.2511 – 223.596 2 – 40.0592 – 224.667 3 – 40.0704 – 224.605 <u>4 – 40.1806 – 223.989</u> T 2:40.5613 – 224.213 ***	Q – 8
		At 12:03 p.m., Team Menard pulled the #22 out of the qualifying line. ***	
12:07 p.m.	#6	JON HERB/Chicago Tri Star Motorsports Inc. - D/O/F	
	QA – 11	1 – 40.4846 – 222.307 2 – 40.4807 – 222.328 3 – 40.5963 – 221.695 <u>4 – 40.5899 – 221.730</u> T 2:42.1515 – 222.015	Q – 9
12:12 p.m.	#8	SCOTT SHARP/Norwalk, Conn. Delphi Automotive Systems - D/O/F	
	QA – 12	1 – 39.8613 – 225.783 2 – 39.8194 – 226.020 3 – 39.7486 – 226.423 <u>4 – 39.8365 – 225.923</u> T 2:39.2658 – 226.037	Q – 10
12:18 p.m.	#33	TONY STEWART/Rushville, Ind. Target Chip Ganassi Racing - G/O/F	
	QA – 13	1 – 39.9815 – 225.104 2 – 40.0268 – 224.849 3 – 40.2297 – 223.715 <u>4 – 40.2985 – 223.333</u> T 2:40.5365 – 224.248	Q – 11



**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

12:23 p.m. #10 ROBBY McGEHEE/St. Louis  
Cahill Racing – D/O/F

QA – 14 1 – 40.7710 – 220.745 UA – 1  
2 – 40.7361 – 220.934  
3 – 40.8783 – 220.166  
4 – waved off

12:28 p.m. #4 SAM HORNISH JR./Defiance, Ohio  
Pennzoil Panther Dallara – D/O/F

QA – 15 1 – 40.0103 – 224.942 Q – 12  
2 – 40.7675 – 220.764  
3 – 40.2130 – 223.808  
4 – 40.2033 – 223.862  
T 2:41.1941 – 223.333

12:33 p.m. #88T AIRTON DARÉ/Bauru, Brazil  
1-800-BAR NONE TeamXtreme – G/O/F

QA – 16 1 – 40.6515 – 221.394 Q – 13  
2 – 40.6638 – 221.327  
3 – 40.7728 – 220.735  
4 – 40.8326 – 220.412  
T 2:42.9207 – 220.966

12:38 p.m. #2T GREG RAY/Plano, Texas  
Johns Manville/Menards – D/O/F

QA – 17 1 – 40.0245 – 224.862 UA – 1  
2 – waved off  
\*\*\*

At 12:39 p.m., Target Chip Ganassi Racing pulled the #33T out of the qualifying line.

\*\*\*

The WorldComplex Media Center will open at 7 a.m. (EST) Sunday, one hour earlier than scheduled, for those media members who wish to watch the Austrian Grand Prix Formula 1 race on the TV monitors.

\*\*\*

12:41 p.m. #44 JIMMY VASSER/Las Vegas  
Target Chip Ganassi Racing - G/O/F

QA – 18 1 – 40.3004 – 223.323 Q – 14  
2 – 40.2287 – 223.721  
3 – 40.2821 – 223.424  
4 – 40.2953 – 223.351  
T 2:41.1065 – 223.455

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

12:46 p.m. #21 FELIPE GIAFFONE/Sao Paulo, Brazil  
Hollywood - G/O/F

QA – 19	1 – 40.7310 – 220.962	Q – 15
	2 – 40.6919 – 221.174	
	3 – 40.6766 – 221.257	
	<u>4 – 40.7224 – 221.009</u>	
	T 2:42.8219 – 221.100	

12:52 p.m. #98 BILLY BOAT/Phoenix  
CURB Records - D/O/F

QA – 20	1 – 40.9718 – 219.663	UA – 1
	2 – 41.1391 – 218.770	
	3 – waved off	

At 12:52 p.m., Walker Racing pulled the #15 out of the qualifying line.  
\*\*\*

12:56 p.m. #28 MARK DISMORE/Greenfield, Ind.  
Delphi Automotive Systems/Bryant Heating & Cooling -  
D/O/F

QA – 2 1	1 – 40.6878 – 221.197	UA – 1
	2 – waved off	

1:01 p.m. #68T HELIO CASTRONEVES/Sao Paulo, Brazil  
Marlboro Team Penske - D/O/F

QA – 22	1 – 40.2845 – 223.411	Q – 16
	2 – 40.0505 – 224.716	
	3 – 40.0600 – 224.663	
	<u>4 – 40.2174 – 223.784</u>	
	T 2:40.6124 – 224.142	

At 1:05 p.m., the end of the initial qualifying line was reached. The  
qualifying line is now broken, and the MBNA Pole will be officially decided today.  
\*\*\*

1:07 p.m. #35T JEFF WARD/San Juan Capistrano, Calif.  
Heritage Motorsports/Firestone/Menards - G/O/F

QA – 23	1 – 41.0266 – 219.370	UA – 1
	2 – waved off	

At 1:11 p.m., Vertex-Cunningham Racing pulled the #55 out of the  
qualifying line.  
\*\*\*

1:12 p.m. – **YELLOW**. Debris.

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

1:14 p.m. #15T SARAH FISHER/Commercial Point, Ohio  
Walker Racing Kroger Special - D/O/F

QA – 24	1 – 40.5046 – 222.197	Q – 17
	2 – 40.4258 – 222.630	
	3 – 40.3970 – 222.789	
	<u>4 – 40.4358 – 222.575</u>	
	T 2:41.7632 – 222.548	

At 1:14 p.m., Walker Racing pulled the #15 from the qualifying line.

1:20 p.m. #91T BUDDY LAZIER/Vail, Colo.  
Tae-Bo/Coors Light/Life Fitness/Delta Faucet - D/O/F

QA – 2 5	1 – 39.9284 – 225.403	Q – 18
	2 – 40.0899 – 224.495	
	3 – 40.1958 – 223.904	
	<u>4 – 40.3637 – 222.973</u>	
	T 2:40.5778 – 224.190	

At 1:20 p.m., Sam Schmidt Motorsports pulled the #99T out of the qualifying line.

1:27 p.m. – **YELLOW**. Track inspection.

1:37 p.m. – **GREEN**. No cars were in the qualifying line, so an open practice started.

1:46 p.m. – **YELLOW**. Smoke trailed from #60 Carlson on back straightaway. Car stopped at bottom of track midway through Turn 3. Carlson climbed from car. No contact.

2 p.m. – **GREEN**. Open practice resumes.

1:45 p.m. entry update: Jimmy Kite has replaced Brandon Erwin as the driver of the #30 and #30T Team Calcium McCormack Motorsports G Force/Oldsobile/Firestone entries.

At 2 p.m., the air temperature was 65 degrees with northwest winds at 20 mph and a relative humidity of 44 percent. Track temperature was 117 degrees, according to Firestone engineers.

2:09 p.m. – **YELLOW**. Track inspection.

2:19 p.m. – **GREEN**. Open practice resumes.

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

McCormack Motorsports announced a new driver and a new affiliation with a marketing and public relations program that promotes the consumption of calcium-rich products today.

Three-time Indianapolis 500 starter Jimmy Kite will replace rookie Brandon Erwin as the driver of the No. 30 and 30T Team Calcium McCormack Motorsports G Force/Oldsobile/Firestone this month.

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

**DENNIS McCORMACK** (Team owner): “It was a hard decision because Brandon is doing a great job, but the competition is extremely stiff. It’s important that we make the race, and as a rookie, Brandon hasn’t had the opportunity to make many laps here. I know this is difficult for him because he’s a racer, but he’s also a great team player. We are doing what we feel is best for our team, and Brandon remains an integral part of the that team and helped to make the decision.”

\*\*\*

4:13 p.m. – **GREEN**. Open practice resumes.

\*\*\*

Chip Ganassi Racing Teams rookies Bruno Junqueira and Nicolas Minassian will attempt to qualify Sunday for this year’s Indianapolis 500, team owner Chip Ganassi announced today after his primary Indianapolis drivers, Tony Stewart and Jimmy Vasser, qualified for the field.

Stewart and Vasser replaced Junqueira and Minassian – Ganassi’s full-time drivers in CART this season – on May 6 for this race. But Junqueira and Minassian, who each passed the Indianapolis 500 Rookie Orientation Program in April, will try to be the third and fourth Ganassi drivers in the field in Stewart and Vasser’s backup cars.

2000 Formula 3000 champion Junqueira was the fastest driver in the Rookie Orientation Program in April with a top lap of 40.9132 seconds, 219.978 mph. Minassian was fourth fastest in ROP at 41.6502, 216.085.

Chip Ganassi Racing Teams won the Indianapolis 500 last year with Juan Montoya behind the wheel.

**CHIP GANASSI** (Owner, Target Chip Ganassi Racing): “Since we have two cars available, it will be great experience for the two rookies. Bruno and Nicolas are great drivers and now they get a chance to race at Indy. They’ve shown they can compete in the FedEx Series, and I want to give them this opportunity to qualify for the race. If nothing else, it will be invaluable experience for next year.”

**BRUNO JUNQUEIRA**: “I can’t wait to get in the car tomorrow. This has always been a dream of mine, and I want to make the most of this opportunity. We were the fastest rookie here at rookie orientation, and I am confident that I will be able to get into the field.”

**NICOLAS MINASSIAN**: “The Indianapolis 500 is the biggest race in the world, and I am ready to go qualify. I want to thank Chip for giving me this opportunity. We will not have much practice time tomorrow, but I learned a lot here in testing. I’ll be ready to get in the car and try to make the field.”

\*\*\*

Jaques Lazier has been one of the surprises this week in his first Indy Racing Northern Light Series start of the season in the No. 77 Classmates.com/Jonathan Byrd’s Cafeteria G Force/Oldsmobile/Firestone. He consistently has turned top-10 practice laps and qualifying earlier today with a four-lap average of 222.145 mph.

The secret of his success? It must be the shoes.

Lazier started practice May 6 with a pair of bright red Puma driving shoes. After teasing from the crew, he switched to black shoes. His speeds dropped.

So Lazier returned to the red shoes, and his speeds climbed again.

**JAQUES LAZIER**: “It was time to go back to my lucky shoes. Last year when I wore those red shoes, my qualification times improved, and the shoes have worked for me ever since.”

**JOHN LOPES** (General manager, TeamXtreme): “Now I only allow him to wear the red shoes. We have a saying in the garage, ‘Red shoes stay.’”

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

4:20 p.m. – Cheever Indy Racing pulls the #52 from the qualifying line.

4:30 p.m. – Kelley Racing pushes #28 car to technical rack in advance of possible qualification attempt for Mark Dismore.

4:35 p.m. – **YELLOW**. Clear track for qualification attempt by #28 Mark Dismore. At 4:35 p.m., the air temperature was 65 degrees with a relative humidity of 39 percent and north winds at 10 mph. The track temperature was 105 degrees, according to Firestone engineers.

\*\*\*

4:39 p.m. #28 MARK DISMORE/Greenfield, Ind.  
Delphi Automotive Systems/Bryant Heating & Cooling -  
D/O/F

QA – 26	1 – 39.9788 – 225.119	Q – 19
	2 – 39.9439 – 225.316	
	3 – 40.0616 – 224.654	
	<u>4 – 40.0412 – 224.768</u>	
	T 2:40.0255 – 224.964	

4:52 p.m. #41 ROBBY GORDON/Orange, Calif.  
Team Consec/Foyt Racing/RCR Childress Racing -  
D/O/F

QA – 27	1 – 39.8247 – 225.990	Q – 20
	2 – 39.9351 – 225.366	
	3 – 40.1265 – 224.291	
	<u>4 – 40.1180 – 224.338</u>	
	T 2:40.0043 – 224.994	

4:57 p.m. #35T JEFF WARD/San Juan Capistrano, Calif.  
Heritage Motorsports/Firestone/Menards - G/O/F

QA – 28	1 – 39.8669 – 225.751	Q – 21
	2 – 39.9959 – 225.023	
	3 – 40.2822 – 223.424	
	<u>4 – 40.4104 – 222.715</u>	
	T 2:40.5554 – 224.222	

5:07 p.m. #52 SCOTT GOODYEAR/Toronto  
#52 Thermos® Grill2Go™ Cheever Indy Racing Infiniti -  
D/I/F

QA – 29	1 – 40.4760 – 222.354	Q – 22
	2 – 40.3922 – 222.815	
	3 – 40.4479 – 222.508	
	<u>4 – 40.4607 – 222.438</u>	
	T 2:41.7768 – 222.529	

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

5:11 p.m.	#2T	GREG RAY/Plano, Texas Johns Manville/Menards – D/O/F	
	QA – 30	1 – 39.9596 – 225.227 2 – 39.8872 – 225.636 3 – 39.9282 – 225.405 <u>4 – 40.0869 – 224.512</u> T 2:39.8619 – 225.194	Q – 23
5:16 p.m.	#32	DIDIER ANDRÉ/Lyon, France Galles Racing - G/O/F	
	QA – 31	1 – 40.8640 – 220.243 2 – 40.6586 – 221.355 3 – 40.6825 – 221.225 <u>4 – 40.7021 – 221.119</u> T 2:42.9072 – 220.985	Q – 24
5:21 p.m.	#10	ROBBY McGEHEE/St. Louis Cahill Racing – D/O/F	
	QA – 32	1 – 40.4247 – 222.636 2 – 40.3776 – 222.896 3 – 40.4601 – 222.441 <u>4 – 40.4575 – 222.456</u> T 2:41.7199 – 222.607	Q – 25
5:26 p.m.	#51T	EDDIE CHEEVER JR./Phoenix #51 Excite@Home Indy Race Car - D/I/F	
	QA – 33	1 – 40.8170 – 220.496 2 – 40.8018 – 220.579 3 – 40.7528 – 220.844 4 – waved off	UA – 1
5:31 p.m.	#55T	SHIGEAKI HATTORI/Okayama, Japan EPSON - D/O/F	
	QA – 34	1 – 40.7958 – 220.611 2 – 40.7234 – 221.003 3 – 40.6514 – 221.395 <u>4 – 40.6528 – 221.387</u> T 2:42.8234 – 221.098	Q – 26

\*\*\*

5:36 p.m. – **YELLOW**. Track inspection.

5:44 p.m. – **GREEN**. No cars in qualifying line, so track opens for practice.

5:48 p.m. – **YELLOW**. Cars cleared from track for qualification attempt by  
#51T Eddie Cheever Jr.

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

5:52 p.m. #51T EDDIE CHEEVER JR./Phoenix  
#51 Excite@Home Indy Race Car - D/I/F

QA – 35	1 – 40.7825 – 220.683	Q – 27
	2 – 40.8194 – 220.483	
	3 – 40.8140 – 220.513	
	<u>4 – 40.8399 – 220.373</u>	
	T 2:43.2558 – 220.513	

\*\*\*

6 p.m. – **CHECKERED.** End of MBNA Pole Day qualifications.

\*\*\*

Entry changes at 5 p.m.:

•Nicolas Minassian is the driver of the #33T Target Chip Ganassi Racing G Force/Oldsmobile/Firestone.

•Bruno Junqueira is the driver of the #44T Target Chip Ganassi Racing G Force/Oldsmobile/Firestone.

•The name of the #30 and #30T entries driven by Jimmy Kite is the McCormack Motorsports Team Calcium G Force/Oldsmobile/Firestone.

\*\*\*

Paul Morgan, co-founder of Ilmor Engineering, died today in England when the plane he was piloting crashed during landing. Morgan, 52, was a partner in Ilmor with Mario Illien, Roger Penske and Mercedes-Benz.

Ilmor also builds Indy Racing League engines for Kelley Racing, including 2001 Indianapolis 500 MBNA Pole winner Scott Sharp, Sam Schmidt Motorsports and Penske Racing.

**ROGER PENSKE** (Owner, Penske Racing): “All of us at Penske Racing are deeply saddened by the loss of Paul. He and Mario were the driving force at Ilmor, and Paul will be greatly missed by all of his colleagues and friends. I greatly respected Paul as an astute businessman, who became a close personal friend. My wife, Kathryn, and I extend our deepest sympathy to his wife, Liz, and children Lucy and Patrick.”

\*\*\*

**MBNA POLE QUALIFYING NOTES:**

•This is Scott Sharp’s first career Indianapolis 500 pole.

•This is Scott Sharp’s third career Indy Racing League pole. His other poles came in 1997 at Pikes Peak International Raceway in Colorado Springs, Colo., and 1999 at Walt Disney World Speedway in Orlando, Fla.

•This is Kelley Racing’s fifth Indy Racing pole. The team’s last pole came in April 2000 at Las Vegas, with Mark Dismore taking the top spot.

•Greg Ray has extended his Indy Racing League-record of front-row starts to 20 by qualifying second for this race. He has started either first or second in the three prior Indy Racing Northern Light Series events this season.

\*\*\*

**MBNA POLE DAY HISTORICAL NOTES:**

•Twenty-seven cars qualified for the field today, the fourth-highest total in Indianapolis 500 history for Pole Day. The record is 33, set in 1999 when the field was filled on Pole Day. In 1984 and 1985, respectively, 28 cars qualified on Pole Day.

•Greg Ray qualified second today, the fourth consecutive year in which he has qualified on the front row for the Indianapolis 500. He was second in 1998 and

## **DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

1999, and won the pole last year. Rick Mears holds the record for the four best consecutive starting positions. He won the pole in 1988 and 1989, qualified second in 1990 and won the pole again in 1991. Mears also holds the record for the most consecutive front-row starts with six, from 1986-1991. Harry Hartz started on the front row for five consecutive years from 1922-26, and Leon Duray repeated that feat from 1925-29.

- This is the fourth consecutive year in which a car owned by four-time Indianapolis 500 winner A.J. Foyt will start from the front row. Billy Boat won the pole in Foyt's car in 1998, Boat started third in 1999, Eliseo Salazar started third in 2000, and Robby Gordon also will start third this year in the car that Foyt co-owns with NASCAR Winston Cup championship-winning owner Richard Childress. In 1995, Childress' car won the Brickyard 400 at the Indianapolis Motor Speedway with the late Dale Earnhardt driving.

- Michael Andretti is poised to join his father, Mario, as the fourth father-son combination to make Indianapolis 500 starts in at least three decades. Mario Andretti made starts in the 1960s, 1970s, 1980s and 1990s. Michael Andretti will make Indy starts in the 1980s, 1990s and 2000s. The other father-son combinations to accomplish this feat are Tony and Gary Bettenhausen, Duane and Pancho Carter, and Al Unser and Al Unser Jr.

\*\*\*

### **SECOND-DAY QUALIFICATION ORDER:**

#9T Jeret Schroeder  
#33T Nicolas Minassian  
#44T Bruno Junqueira  
#27 Jim Guthrie  
#99T Davey Hamilton  
#93 TBA  
#61 Memo Gidley  
#94 TBA  
#30 Jimmy Kite  
#7T Roberto Guerrero  
#31T Casey Mears  
#60 Tyce Carlson  
#37 Steve Knapp  
#98 Billy Boat  
#16 Cory Witherill  
#14 Eliseo Salazar

\*\*\*

### **SECOND-DAY QUALIFYING SCHEDULE:**

8 a.m. – Public gates open  
8 a.m. – Front-row photo shoot  
9 a.m. – Front-row press conference (Fourth floor, WorldCom *plex*)  
10 a.m.-11:15 a.m. – Preliminary practice  
Noon-6 p.m. – Qualifications



**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

**POST-QUALIFYING QUOTES:**

**ARIE LUYENDYK** (#5 Meijer G Force/Oldsmobile/Firestone): “It doesn’t seem that long ago. I know I’m in there, but I want to be up there. Actually it had gone really smooth except one (lap) a day like today when it really counts. On the backstraight I heard a clunk. I felt it (engine going soft) this morning already. It didn’t feel like it did yesterday. We thought about changing the engine this morning. We weren’t sure. There were no signs on any of the data. So, we decided to still take this first (qualifying) run. I guess my instinct was right. I didn’t really experience the thrill of qualifying here today because I was the first one out. I definitely went into Turn 1 a lot harder than I have all week because that’s what you have to do, save the best for last. It feels good to know that I’m still able to feel the car and work with the guys to set up the car even with feeling that don’t show up on the data. So the next time I tell the guys to change the engine, they’ll know just to do it.” (Is it different for you racing with a lot of new faces?): “It is, but you know it is the same for a lot of the drivers in the field. You just have to pay attention and look at the history of the drivers that are qualifying here today. A lot of times I’ll be coming up on a car and I’ll ask Skip (Faul) who it is. After I know the name, then I know how to react.”

**BUZZ CALKINS** (#12T Bradley Food Marts/Sav-O-Mat Dallara/Oldsmobile/Firestone): “It was disappointing from what we’ve done all week. We were quicker all week. We haven’t run this slow since Monday. It was a defensive run for us. We ran faster in the backup car all week, but it was a little windy. It would have been nicer to get in more solid. We thought with the cooler conditions we would run faster. We lost a little. We will go get the primary car up to speed if we need it. We were running out of the draft just to see how fast we could really go.”

**AL UNSER JR.** (#3 Galles Racing Starz SuperPak Budweiser G Force/Oldsmobile/Firestone): “We missed it by a little bit. This morning we ran a little bit better. I’m very happy about it (being back in the field). I just want to thank everybody for coming out and enjoying this great weather and seeing the boys go super fast. The run was OK. We had a push on the front end too much so we lost some speed. It didn’t stick as well as I’d like. What can I say? We’re in the show, and it’s a long race. I’ll be in the middle of the pack, and I wish we were up a little further. You can win this race from anywhere. The main thing to do is take a solid qualifying run and get ready for the show. It’s definitely where you finish on Memorial weekend that counts, and to win it, you got to be in it. I don’t think we have a big worry of getting bumped. We can start thinking of the race. What wins this race is a good, consistent race car, good pit stops and a whole hell of a lot of luck. If you’re starting first or last, there’s segments of this race where you’ve got to get on it and segments when you’ve got to be careful. It’s been a tough week for the team with Casey’s (Mears) crash. With Casey running into his problem on Tuesday, it really bit us. My guys were working on Casey’s car, and Didier’s (Andre) guys were working on Casey’s car. Now that we’re in the show, it will give us time to regroup.”

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

**ROBERTO GUERRERO** (#7 Yellow/Jack K. Elrod Co./NADA

Guides/Hoosier Park Dallara/Oldsmobile/Firestone): “We’re very happy for Yellow and the whole Dick Simon team. I can’t believe that I’m a little disappointed. How can I be disappointed? A couple of days ago I was walking around, and now hopefully I’m in the Indy 500. It was a very good car and I thought I could go faster. I didn’t want to be too greedy. The car was perfect. It’s good to be a first-day qualifier.”

**JAQUES LAZIER** (#77 Classmates.com/Jonathan Byrd’s Cafeteria G

Force/Oldsmobile/Firestone): “I’m so proud of the entire team. We just put this together three weeks ago, and here we are inside the second row. I’m just ecstatic. We had planned on taking around a 221.5 (mph), but I stepped it up a bit. I’m really proud. We’re going to try to carry this (team) on through the rest of the year. I adjusted the car through the run, and it was flawless – the whole team, the chassis, the tires, the engine, everything. That thing was a bull out there.” (About winds possibly picking up in the afternoon): “That is a definite possibility. I’m just extremely happy. Even though we are inside of (row) two right now, it probably won’t stay that way, but we know we’ve done a phenomenal job.”

**MICHAEL ANDRETTI** (#39 Motorola/Archipelago

Dallara/Oldsmobile/Firestone): “We’ll take it. We are in the field. We’ve done a lot of work here. I think we’ve been making steady progress. Getting in the field is the most important thing. It is great to see all the old faces and all the great fans of Indianapolis. It is just a really great feeling. We struggled a little to get speed this month. I think we got it in the field safely, and we’re ready for the race. The race is why we’re all here anyway. I will sleep comfortably in Motegi (Japan), and then we’ll come back in two weeks and be ready to go. I couldn’t find the balance in Turn 1. I’m older now, a little bit wiser, and I hope that experience will help me on race day. I’ve got to be patient. It’s a long race here. It’s going to take good pit strategy.” (Where are you on your race setup?): “We’re not there yet. We did a little yesterday, and I’m hoping we’ll be all right.” (About drivers from other series competing at Indy): “This is the biggest race in the world, and it is always going to happen. We’ve had F1 champions come here to race, and it shows how big this event is. I think that is why you are seeing it happen.”

**JON HERB** (#6 Tri Star Motorsports Inc. Dallara/Oldsmobile/Firestone):

“It feels pretty good. I never really doubted we’d get in the show. It just took longer to get up to speed than we expected. Turn 1 is a little hairy going in at 230 (mph), or whatever our straightaway speeds were. It wasn’t turning very good, but I kept it off the wall, and we’re in the show. It’s another day at the track for me, and I did what I was supposed to do. I’m satisfied with where we came from. I had about 100 laps coming into this deal, and maybe 80 laps at rookie orientation, so I’m proud of the job we did with what we had.” (Asked if he was nervous about qualifying): “I was a little under the weather last night, so I took a Sudafed last night and went right to sleep. The first thing on my mind was practice this morning, wondering what the car would do in these conditions.”

## **DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

**SAM HORNISH JR.** (#4 Pennzoil Panther Dallara Oldsmobile/Firestone): “It was easier getting into the first “500” than the second “500.” It’s harder because you are expected to. We struggled during the week, so we couldn’t help each other (Michael Andretti). After five days we found the right combo. If we’d have found it sooner, we could have gone faster. The first two races we won at were handling tracks. The Panther guys are good on handling tracks. I’m confident going in because I know I have a ride in the next race and you don’t have to overdrive the car. Pancho (Carter) helps me with my patience. He has a lot of experience.

**TONY STEWART** (#33 Target Chip Ganassi Racing G Force/Oldsmobile/Firestone): “We didn’t have a problem. We just missed the balance a little bit. The guys have given me a great race car. I would have loved to have been on the pole, but I’m more worried about getting my picture on the Borg-Warner Trophy in a couple of weeks. I had a good run. It’s not quite what we had been hoping for, but we’re in. This morning we lost the balance a little bit, and the wind definitely changed. I also missed a little on the gear changes. By the end of the second lap the car was a little tighter, but this wasn’t a situation where we were trying to go for the pole. I’m sticking to my guns. I’ve never seen anyone on the Borg-Warner Trophy for winning the pole. I was taking the conservative approach to the qualifying run. I said this morning that Scott (Sharp) and Greg Ray were the ones to watch. It is a chess match. All we wanted was to be in the first three rows. I’m happy to get this part out of the way. I don’t have to worry about qualifying anymore. I can just concentrate on the race. This is small stakes poker today. If you want to swim in the kiddie pool then do that, but I got my sights set higher than that. I’m very happy with what we’ve done so far.”

**AIRTON DARÉ** (#88 1-800-BAR-NONE TeamXtreme G Force/Oldsmobile/Firestone): “We struggled quite a bit. We had a setup that wasn’t working very well. We tried a setup that Jaques (Lazier) was using, but the car was horrible, and we realized that they used measurements that were different than ours.” (About teammate Jaques Lazier): “He is faster than me. We’ve tried to learn from him. It helps the whole program.”

**GIL DE FERRAN** (#66 Marlboro Team Penske Dallara/Oldsmobile/Firestone): “I’m hoping that speed will put us in the show, which will be a nice thing for me. I had a tough time early today getting up to speed because it was a bit colder. There was a tailwind in the middle of Turn 1, and it was more difficult, but I think it is early in the day. You’re always a little anxious before you get in the car. My first job was to get it up to speed. At least we qualified, hopefully good enough to keep us in the field. We left a little on the table in the last couple of laps, but it was a good, solid run. I knew what I had to do. It’s been a great week for us. We just have to concentrate. The team is pretty well prepared. The wind is strong, and it makes it hard to handle. I was quite relaxed when I was in the car. We don’t have a lot of experience in this car. We didn’t have any heart-stopping moments. I was very relaxed going into the qualifying run. It’s certainly very different from a mile oval perspective. Here you run wide open all around. At the end of the day, I’m a rookie here. I’ve got to figure out the drafting and the line of the racetrack. There is a great aura about this place. It’s great to be here. I always saw Indianapolis

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

**(Gil de Ferran – cont.)** as an arena where the great champions of our sport ran – not only the great racers of America, but also Europe. You can just feel the tradition. The more talent you have on the track, the better – not just drivers, but the teams. That's not only here; that's in any series.

**BUDDY LAZIER** (#91 Tae-Bo/Coors Light/Life Fitness/Delta Faucet Dallara/Oldsmobile/Firestone): “The car was perfect. I saw a 225 (mph lap). The tires had not come up to temperature, and on the second lap it started to nose off. After that, something went wrong. I'm not exactly sure (what happened), but it nosed off. The car was handling perfectly. I couldn't have asked for a better car. My engineer (Ron Dawes) hit the setup exactly, and Speedway Engines gave me a lot of horsepower. After 10 years, you would think you would get used to the emotional roller coaster, but you don't. Our emphasis now is on Race Day, and that is encouraging. The team is working on new heights – to win the championship, the '500' and back-to-back championships. You hope to be the baddest cats on Race Day, so far so good. I'm happy to be in the position that I'm in.”

**SCOTT SHARP** (#8 Delphi Automotive Systems Dallara/Oldsmobile/Firestone): “At the moment, it's (the pole) pretty temporary. I'll be on pins and needles all afternoon long. I couldn't be happier with the Delphi team. It will be interesting to see what my teammate (Mark Dismore) does. I turned to the man upstairs and said this is the time to excel. If we end up being on the pole, it would be tremendous, but we are focused on the (May) 27<sup>th</sup>. He gave me the confidence and a smile came over my face. It's going to be a long afternoon. There are some other guys that have a shot – Jeff Ward, Mark Dismore – my teammate and Greg Ray. This says a lot for Kelley Racing. We've really stepped up our program. I can't say enough about the Delphi team. Ilmor gave us great engines. Our goal wasn't the pole, really. If we got it, that was great. It would be great if we were on the front row. We really had no idea what would happen on our third or fourth lap. We actually got faster on the third lap, and that is when I knew we were going to have a good run. I think we've got a great race car. Qualifying and the race are two different things.”

**ROBBIE BUHL** (#24 Team Purex Dreyer & Reinbold Racing G Force/Infiniti/Firestone): “We didn't get out with this car until last night. The guys pulled an all-nighter. There is a special bond that is built at 3 o'clock in the morning. The car is set up identical to the one we lost at Atlanta. The only parts that are the same are the dashboard and the steering wheel. We knew that it would be a better race car for this track. We tested it here in really windy conditions before Atlanta, and I said: 'Wow. This will be a great race car.' But that is the car we lost at Atlanta. I really like the race car I have. I think it can win this race. It has awesome drivability.” (Were you surprised with the speed the Infiniti produced today?): “Not really surprised. We've been really happy with the Infiniti power. We're still on an incredibly steep learning curve with the Infiniti engines. Eddie (Cheever Jr.) and Scott (Goodyear) have logged a lot of miles and made incredible gains with the Infiniti engine. If they're learning stuff with Eddie, it's applied to us and vice versa. We're going to log a lot of miles on the new 35A next week.” (About qualification run): “We had a tire vibration right from the get go. Normally a vibration goes away into the run, but this one picked up. We're just happy to be in the show solid. I think we've got a great race car. Last night I was thinking, 'Man, we could really think about the front row.’”

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

**JIMMY VASSER (#44 Target Chip Ganassi Racing G**

Force/Oldsmobile/Firestone): “The car was fantastic. It was as best as it has been all week long. I just think we are a little down in power. The car was great. I have to hand it to my guys, my guys for this race anyway. I think we are going to be real formidable on Race Day.” (About the qualifying car): “It was really free, just a little lift going into (Turn) 1. I’m really happy with the handling of the chassis. You’re never satisfied if you’re not on the pole. Obviously, we had higher expectations than that. You have to respect this place. You can’t get greedy. The car is really good. We’re good for the race. I’m happy with the way the car felt. It just didn’t have the speed, the straightaway speed. The engine might be down a little bit.”

**SARAH FISHER (#15 Walker Racing Kroger Special**

Dallara/Oldsmobile/Firestone): “We’ve been working really hard all week. It’s all about finishing the race. It’s all about having the persistence to do it.” (Regarding the wave off): “It wasn’t a matter of choice. My headrest popped off and got stuck in the air intake. Since it was in the back, it just about pulled my head off. For our team and what we’ve prepared for, and the budget we’ve had to work with, this was the best we could do. I’ve been stressed out all week, but the team is really behind me. They are like a second family to me. Our position seems to be good right now, but we may get bumped off a few. Still, we’re definitely better than where we were last year. The car was consistent the entire four laps. I have a good, solid race car. The team really takes over and takes good care of me regarding my confidence. It’s been really tough for me this month. The best advice Derrick (Walker) has given me is to be really consistent. What we got on the run was all we had. We even got a little more than we thought we would have. I’m very hard on myself, because there are a lot of drivers out there like Tony (Stewart), Gil (de Ferran) and Michael (Andretti) who have an amazing talent. This year is harder compared to last year because the competition has been stepped up about 10 notches, but I’m definitely having a lot more fun this year. It’s tough to keep focused. We’ve not had the budget to do the testing we need to do. We need to get out there more to do testing. It was just awesome to be in the car for the last five days. My comfort level is not based on just going around the track, it’s also to be in the car itself. This is only my 14<sup>th</sup> race, but I feel much more comfortable, consistent and patient. The team did an awesome job on the counter balance for the aero.” (What are you going to do for the next two weeks?): “I’m going to go home, I am going to sleep a lot. Then I’m going to meet with the engineers and plan for the 500 miles. We’re going to do some long-distance runs and make a plan for that.” (Who will be in the backup car?): “Tora (Takagi) is in California. Unless he jumps on a jet or a Lear Jet, he won’t make it. He needs to focus on Japan. Derrick has a lot of tricks up his sleeve. He is very decisive, and I trust him.” (About winning): “We’ve done a lot of preparation. I’m not sure if we can win or not. It’s going to be very tough to win the race. I know Walker Racing is capable of winning. I just don’t know if it will be this year.”

**FELIPE GIAFFONE (#21 Hollywood G Force/Oldsmobile/Firestone):**

“I had too much push, but I’m really happy making the show. We’ve got a good car for the race, a 500-mile race. I can’t imagine what it will be like. I think it (qualifying run) could have been better. We could have waved off, but there’s no reason to take risks like that when we had a good run. Turn 1 has been more difficult than others all week. It seems a little tighter than the others.”

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

**HELIO CASTRONEVES (#68T Marlboro Team Penske**

Dallara/Oldsmobile/Firestone): “I think it was a good run, a little disappointing. I was flat out and expected to go faster, but it wasn’t the case. It’s the best we had. I had a little wiggle in Turn 1. I asked, ‘Should we wave off?’ They said no way; I only have one chance. This track is amazing. Four corners look the same, but they are completely different. The weather might have influenced, or not. We have to go to Japan Monday, and it will be 100 percent concentration on CART for a week. Then when we return, it’s 100 percent concentration on here. It’s amazing to qualify here, and to look up at the grandstands and all the people. It’s unbelievable. This is a special place. It’s a special feeling, a track where not only a race car driver but anyone would want to be.” (Asked which fence he will climb if he wins the race): “I don’t know. The fences look pretty stiff here. The dream to win a race within me, it’s something you can’t hold back. Everybody has emotions. I like to show my feelings with a victory. Let’s wait and see what happens.”

**CHIP GANASSI (Owner, Chip Ganassi Racing Teams):** “Mission

accomplished. We had a solid week. We can’t take chances, like some of these guys, with our qualifying engines. We just want to be in the show. With the fact that we have to be in Japan next week, gambling isn’t too on our priority list. Conditions were great. We gave him (Tony Stewart) a little front wing, and it was a little too much, so we had a push. Jimmy (Vasser) plugged into the team well and helped Tony. The guy (Stewart) really is somebody. Until two weeks ago I had never met him. The guys love him. The engineers think he’s great. I’ve been having a lot of fun with him. Hopefully it’s not a one-race deal. It was tough to tell our two rookies that we were going to slow their careers by one race, but we plugged Jimmy and Tony in, and they’ve done well. It’s a good, solid week.”

**MARK DISMORE (#28 Delphi Automotive Systems/Bryant Heating &**

Cooling Dallara/Oldsmobile/Firestone): “This is a team. Kelley Racing is a team. We get along great. It’s not us against the other side of the garage. We all pull in the same direction. Turn 1 has really been tough. I’ve had a hard time getting around Turn 1. I told the guys before they rolled me out, ‘Just be glad it’s not the two-seater.’ It’s been trying this morning. We ran 224.58 (mph). I felt we could run 226 (mph). What’s a little disappointing is there’s more left in the car than we showed. I just couldn’t get through Turn 1. You can’t make things happen here. You can, but when you do, something big happens. We rolled it out to qualify and the track temperature was about 20 degrees hotter than this morning. It really took the car away from me in Turn 1. When we went out for the qualifying run, I was really neutral, really neutral in 2, 3, and 4. In Turn 1 I was turning the wheel the right direction half the time and the wrong direction the other half. I can tell you starting fifth was a whole lot easier than starting 11<sup>th</sup>.” (Directed to A.J. Foyt at the end of the press conference): “Congratulations A.J., you old dog. You bumped me off.”

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

**ROBBY GORDON** (#41 Team Conseco/Foyt Racing/RCR Childress Racing Dallara/Oldsmobile/Firestone): “I thought we had a real shot of getting the pole. We waited until weather conditions were ideal. My fastest lap was my warm-up lap. My warm-up lap surprised me. The car was loose going into Turn 1 on the first lap. I tightened the bar two notches for the second lap. Then I had to back it off one more notch because I had to let off. Then on lap three I loosened the bar some more. The big advantage to being up front is I’ve seen accidents happen back in the middle. I’m going to beat Greg Ray into Turn 1 this year. I am excited to be in the front row. A.J. (Foyt) knows how to make a car go fast. We’re going to work on our race setup. My race strategy is to go out, sit back and cruise. With 75 to 50 laps to go to I’ll turn it up. There are a lot of obstacles to get around. You have to have a little luck because you still have 10 pit stops.”

**JEFF WARD** (#35T Heritage Motorsports/Firestone/Menards G Force/Oldsmobile/Firestone): “I’m a little disappointed at how it dropped off a little bit, but we are happy to be in it. It made a long day knowing the car wasn’t quite perfect. It worked out well though. We are in the show. We had zero downforce on our first lap out this morning. We changed the balance to try to get some grip back. The first lap was good but then it was pushing a bit so I eased off. It was challenging in Turn 1. It always is when the wind is going down the frontstraight. Our motor is strong. It’s got great reliability. It’s got power. The G Force is great. In the race I think the G Force is the one to have. When the track heated up it got loose. It had no grip, so we didn’t take the green. We decided to come back late in the afternoon where we’d been good earlier in the week. We had a push on my first lap. It wasn’t too bad, but I knew I had to back out of it. For whatever reason, it just floated up the track. I downshifted between the short chute.”

**ROBBY McGEHEE** (#10 Cahill Racing Dallara/Oldsmobile/Firestone): “It feels really good. We had a real long week after Atlanta. After that crash at Atlanta, it really put us behind the Eight Ball. My hat’s off to all of the guys at Cahill Racing. They worked their tails off. It’s more than we expected. We put in a new motor, a different motor, actually it had 300 miles on it. We ran it at Homestead. It was huge power. I’ve go to thank Comptech (engine builders).”

**GREG RAY** (#2T Johns Manville/Menards Dallara/Oldsmobile/Firestone): “I’m very proud of Team Menard. I’m honored to be a part of this team. I’m pleased with the car. That is all we could get out of it. The whole day has been stressful, stressful, stressful. The conditions on the track didn’t match the car at all. I don’t know where (Scott) Sharp pulled that rabbit out of his hat, but I have to tip my hat to them. I’m proud for them. It’s pretty exciting, more than I ever wanted it to be. I don’t think under any conditions we could have done a 226 (mph) plus. When I saw Sharp do it, I thought: ‘Oh, no. It’s going to be a long day at the office.’ I have five starts and four front rows. Every qualifying gets a little more fun. Today we lost the balance of the car. It was really loose, but I was able to hold onto it. I’m pretty happy with it. There was nothing left we could do with the car. We added all we could to the car. I’m very proud. I’m proud for Team Menard. The conditions were different today than they were mid-week. Everyone tells you that all four corners here are the same, but I’m here to tell you they are not all the same. This was a tough ride.” (About starting in the back vs. the front): “Anytime you start up front it’s a good thing, especially

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

**(Greg Ray – cont.)** here. I remember back in '97 when I started at the back row of the Indy 500 you see all the sand and haze. You can't breath back there. That haze is all the pavement being thrown up on you. My eyes were burning and tearing up because of all the methanol. I'll tell you, I never ever want to be back there ever again. That year they stopped the race at 10 laps because of the rain. When I got out of the car, I literally had a pound of sand in my lap."

**SHIGEAKI HATTORI** (#55 EPSON Dallara/Oldsmobile/Firestone): "I have no experience at this track. This track is famous in Japan. I've dreamed to drive this race. I didn't have a good test here. We went out and drove four to five races and that helped."

**SCOTT GOODYEAR** (#52 Thermos® Grill2Go™ Cheever Indy Racing Infiniti Dallara/Firestone): "We're about 15<sup>th</sup> or 16<sup>th</sup>, not where we thought we would be when we unloaded the trailers. We (Eddie Cheever Jr. and Goodyear) were second and fourth early in the week, then eighth and 10<sup>th</sup> later in the week. Then we fell out of the top 10, unfortunately. We took a run at it today just to get in the field. I think before I came here in 1990 I studied Rick Mears, and I saw how if something wasn't right he communicated well with the team to fix the problem. There are three races here – qualifications, the race to 450 miles and then going racing for the last 50 miles. It's like Mears used to do, adjust with every pit stop. If we're around after 450 miles, we're usually competitive even amongst controversy. I think we will have a competitive car in the race. We get along very well. It's like when I was with (Arie) Luyendyk, we aren't trying to outdo each other. He's a big help because he is experienced, and he's won here."

**DIDIER ANDRÉ** (#32 Galles Racing G Force/Oldsmobile/Firestone): "This is a very special track. It is famous even in my native France. I came here for the first time in 1988 and 1989, and this is my first time as a driver and it's fabulous. We've improved our times all week. We did our fastest lap all week today, a 221 (mph) so that's a good sign. I've never been that fast in my life. We've worked hard all week, so I'm happy with the result for my team. I had a talk with Rick Galles. He told me if we weren't quick enough we would go out and try tomorrow." (About teammate Al Unser Jr.'s advice): "Al said, 'Don't worry about speed; it'll come to you.' He said to take it step by step and that has helped. We had a good speed for qualifying, and now the teams will focus on helping Casey (Mears) get back up to speed. I know he can go fast. We just need to pull together to get the whole team in the field."

**EDDIE CHEEVER JR.** (#51T #51 Excite@Home Indy Race Car Dallara/Infiniti/Firestone): "There's not much to say. It took us too long to run four laps. We had an electrical problem and didn't get to run any laps this morning. We changed engines and broke an alternator. We decided to go with the 51T car because it did a (2)22.4 (mph), but it was just too slow. We didn't do much justice for the Infiniti, so I was happy to see (Robbie) Buhl up there. Everything just kept catapulting after the morning, and this is definitely one of the worst first days I've ever had here. But, tomorrow is another day. This place brings you the highest highs and the lowest lows. Tomorrow our goal is to be the fastest car out there as is our goal everyday. If I can't win and Scott (Goodyear) can't win, I want Buhl to win. We



## DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):

**(Eddie Cheever Jr. – cont.)** are very much an Infiniti company.” (About the IRL and CART): “I think the IRL has grown enormously. The technical talent has improved. I think the other series should focus on road racing. That is what they do well. The embarrassment in Texas was bad for open-wheel racing. It was bad for the IRL. If I owned stock in CART, I’d be selling it. I wish there wasn’t a race in Charlotte because I’ve raced against (Dale) Jarrett and (Mark) Martin, and I guarantee you they would race here. This is the biggest race in the world.”

### **SCOTT SHARP** (#8 Delphi Automotive Systems

Dallara/Oldsmobile/Firestone): “It really had been major emotions today. I certainly would call it my greatest accomplishment so far in racing. As a race driver, I think qualifying for the Indy 500 is the hardest single day you have. Honestly, I got up this morning, and I didn’t know where I was going to sit. I thought I could be as high as the pole, or as far back as sixth or seventh. Today was the first race. I guess you could say we won that. Now it’s on to the next race.” (What did you do to occupy the six hours?): “I was fidgeting a lot. I wasn’t able to relax a whole lot. I went up to support my teammate. My engineer and I watched the minutes tick.” (About new engine program): “I tell you, we need to take a big hats off to Ilmor. They’ve bridged a huge gap from not having an engine on a dyno until December, til today.” (About other drivers having trouble in Turn 1 today): “It’s been a balance issue. The wind has changed on us all week. Yesterday was really bad with it blowing east to west. Today it was better because it was more north to south. I never had any of the understeer problems that everyone else had.” (About feelings when Kelley Racing drivers were one and two): “For one, Mark had a rough day. He went out and ran a simulation run and really stepped it up in qualifying from this morning. Mark and I have a great relationship, now going into our fourth year (as teammates). It was like pit lane erupted when Mark went out there and posted that lap.” (About the importance of a strong engine): “I think it truly is a package here. It’s not just the engine. I expected Greg Ray to come out with a 227 (mph) or something. I carried some great corner speed here today. This is my favorite racetrack. I love it here.”

**TOM KELLEY** (Owner, Kelley Racing): “This is a lot more fun than making a hole in one. To have the opportunity to go out and compete against (Team) Penske, (Michael) Andretti, (Chip) Ganassi (Racing Teams), Sam Hornish and the Panther (Racing) guys who won the first two races of the year and beat them is incredible. I was sitting in a restaurant with Mark (Dismore), my dad and PDM Racing and I told my dad, ‘I want to race in the Indy 500,’ and he said, ‘This had better not cost me more than \$500,000 before it’s over.’” (About Dismore’s accomplishment today): “I was crying. Mark has gone through a lot at this place. I have heard people say you should not become close with your drivers. Scott and Mark and I are the best of friends, and for me to give Mark the opportunity to go out and qualify fourth and do this (win the MBNA Pole with Sharp) is a tremendous honor.” (His thoughts on the death of Ilmor founder Paul Morgan): “I found out this morning. (Roger) Penske and I were talking. Paul Morgan was the open-wheel racing fan in Ilmor. I know they approached this as a business decision, but they really wanted to be here. I know Ilmor put a lot of their own resources into this program. I can’t say enough about what Ilmor has done for Kelley Racing. They didn’t even have a car on the dyno six months ago. For them to put together a pole-

**DAY 7 – SATURDAY, MAY 12, 2001 – MBNA POLE DAY (cont.):**

**(Tom Kelley – cont.)** winning engine in six months is phenomenal. It breaks my heart for Paul Morgan to miss this.” (About his motivation to join the Indy Racing Northern Light Series): “We came to the IRL because it was a league where we saw an opportunity to win. You can’t win in any series right out of the box, but we felt that opportunity was here. I came to my first Indy 500 when I was 11 and fell in love with the place.” (About today): “I’m really proud of the job Scott’s done. Him doing what he did and Mark having the opportunity to show his stuff is the highlight of my racing career.”

## SHARP WINS MBNA POLE AT INDY

INDIANAPOLIS, Saturday, May 12, 2001 – The wait was worth it at Indy for Scott Sharp.

Sharp, from Indianapolis, won the MBNA Pole for the 85<sup>th</sup> Indianapolis 500 on May 12 with a four-lap average of 226.037 mph in the No. 8 Delphi Automotive Systems Dallara/Oldsmobile/Firestone. It was the first Indy pole of Sharp's career.

The pole came after a wait of nearly six hours for Sharp. He posted his run just 72 minutes after qualifying started and was forced to watch and wait while 23 other drivers made attempts to knock him from the top spot.

"The emotion, the anxiety, the nervousness, certainly it is the toughest day of the month if not the year," Sharp said. "I just can't say enough about this team.

"Our goal wasn't the pole, really. If we got it, that was great. It would be great if we were on the front row."

1996 Indy Racing co-champion Sharp covered four laps of the 2.5-mile oval – 10 miles total – in 2 minutes, 39.2658 seconds to earn his third career Indy Racing Northern Light Series pole.

Last year's pole winner, Greg Ray, qualified second at 225.194 in the No. 2T Johns Manville/Menards Dallara/Oldsmobile/Firestone. Ray made his run with just 49 minutes remaining in qualifying after waving off an earlier attempt after just one lap.

Robby Gordon qualified third at 224.994 in the No. 41 Team Consec/Foyt Racing/RCR Childress Racing Dallara/Oldsmobile/Firestone. Gordon made his run with just 68 minutes remaining in qualifications.

Twenty-seven cars qualified for the 33-car field today. Second-day qualifying will take place from 1-7 p.m. (EDT) Sunday. Bump Day, the final day of qualifications, is May 20.

Sharp's pole was the pinnacle of a strong day for Kelley Racing. Sharp's teammate, Mark Dismore, qualified fourth at 224.964 in the No. 28 Delphi Automotive Systems/Bryant Heating & Cooling Dallara/Oldsmobile/Firestone.

Gil de Ferran qualified fifth at 224.406 in the No. 66 Marlboro Team Penske Dallara/Oldsmobile/Firestone, putting team owner Roger Penske back safely into the race for the first time since 1994. de Ferran's teammate, Helio Castroneves, also qualified. Penske's team failed to qualify in 1995 with drivers Emerson Fittipaldi and Al Unser Jr. and did not participate in the race from 1996-2000.

Two-time Indianapolis 500 winner Arie Luyendyk, the first driver to make an attempt today, qualified sixth at 224.257. Other past Indy winners to make the field were 1996 champion Buddy Lazier, 10<sup>th</sup> at 224.190 in the No. 91 Tae-Bo/Coors Light/Life Fitness/Delta Faucet Dallara/Oldsmobile/Firestone; two-time winner Al Unser Jr., 19<sup>th</sup> at 221.615 in the No. 3 Galles Racing Starz SuperPak Budweiser G Force/Oldsmobile/Firestone; and 1998 winner Eddie Cheever Jr., 25<sup>th</sup> at 220.513 in the #51 Excite@ Home Indy Race Car Dallara/Infiniti/Firestone.

1996-97 Indy Racing champion Tony Stewart qualified seventh at 224.248 in the No. 33 Target Chip Ganassi Racing G Force/Oldsmobile/Firestone. His teammate, Jimmy Vasser, qualified 12<sup>th</sup> at 223.455 in the No. 44 Target Chip Ganassi Racing Oldsmobile/Firestone.

With two cars in the field, team owner Chip Ganassi has decided to bring his full-time rookie drivers, Bruno Junqueira and Nicolas Minassian, to the Speedway on Sunday to make qualification attempts in Stewart and Vasser's backup cars.

###

## DAY 8 – SUNDAY, MAY 13, 2001 – SECOND-DAY QUALIFYING

### TODAY AT THE TRACK:

8 a.m. – Public gates open  
8 a.m. – Front-row photo shoot  
9 a.m. – Front-row press conference (Fourth floor, WorldCom *plex*)  
10 a.m.-11:15 a.m. – Preliminary practice  
Noon-6 p.m. – Qualifications

\*\*\*

MBNA Pole Day was another day of record growth for Indy Racing Online, the Indy Racing League's official Web site. The site had 19.1 million hits Saturday, exceeding the previous record of 13.2 million hits Friday.

The site has received a record 75.5 million hits from May 1-12.

\*\*\*

### INDIANAPOLIS 500 QUALIFYING PROCEDURES:

- 1) The qualifying draw for positions is conducted in first-come, first-serve order.
- 2) The fastest 33 qualifiers start the race, regardless of when or on which day they qualify.
- 3) The pole position is decided by the fastest qualifier on the first day, or the fastest qualifier after one trip through the original qualifying line, whichever comes LAST.
- 4) Each car can make three qualification attempts. When a car completes a four-lap, 10-mile qualification attempt, its speed becomes official. The car may not re-qualify. The driver, if the car is bumped or withdrawn, may qualify in another car.
- 5) When the field is full at 33 cars, the slowest qualifier, regardless of its position in the provisional lineup, is always "on the bubble" and may be bumped by a faster qualifier. A successful qualifier is always inserted into the field according to its speed ranking within the day on which it posted its official time and speed. This process continues until the allotted time for qualifications expires.
- 6) Each car must take two warm-up laps. The decision to take the green to start the attempt or wave off must be made the second time past the flagstand.
- 7) The team owner or designated representative must raise the green flag to signify the start of a qualification attempt or the yellow flag will be thrown, aborting the attempt.

\*\*\*

Today's Video News release schedule. Feeds include highlights of qualifications and driver interviews:

#### Sunday, May 13:

- Time: 8-8:15 p.m. (EDT)
- Coordinates: GE 2, Transponder K7; Audio 6.2-6.8

\*\*\*

### PRACTICE REPORT:

Official one-lap track record: 237.498 mph, Arie Luyendyk, May 12, 1996  
Fastest lap, Saturday practice and event: 226.996, #33 Tony Stewart  
MBNA Pole four-lap qualifying average: 226.037, #8 Scott Sharp  
At 10 a.m., the air temperature was 52 degrees, with east winds at 6 mph and relative humidity of 58 percent. Skies were sunny. The track temperature was 96 degrees, according to Firestone engineers.

10 a.m. – **GREEN**. #44T Bruno Junqueira was first on track, followed by #94 Stan Wattle and #68 Helio Castroneves.  
10:10 a.m. – **YELLOW**. Debris.  
10:15 a.m. – **GREEN**.

**DAY 8 – SUNDAY, MAY 13, 2001 – SECOND-DAY QUALIFYING (cont.):**

10:17 a.m. – **YELLOW**. #61 Gidley hit outside retaining wall between Turns 3 and 4. The car did a one-quarter spin exiting Turn 3 and made light contact with the outside retaining wall in the short chute between Turns 3 and 4 with the right-rear and rear of the car. #30 Jimmy Kite, trailing Gidley, spun at the entrance of Turn 3 to avoid Gidley's car. No contact between the cars. Gidley's car stopped on the inside of the entrance of Turn 4. Minor damage. Gidley stayed in the car to assist the Indy Racing League safety crew in its efforts to return the car to the pits.

10:25 a.m. – **GREEN**.

10:34 a.m. – **YELLOW**.

10:38 a.m. – **GREEN**.

10:45 a.m. -- #44T Junqueira fastest at 223.582.

10:50 a.m. -- #44T Junqueira fastest at 225.243.

10:52 a.m. – **YELLOW**. #16 Witherill stopped in warm-up lane on inside of Turn 2. Team reported gearbox problem.

**MEMO GIDLEY:** "It was my second lap of the day. The car got a little loose going into Turn 3. I tried to save it, but it spun. The impact was limited to the rear crash box and rear wing. I'm fine, and we're going to fix the minor damage and get right back out there."

10:59 a.m. – **GREEN**.

11:01 a.m. – **YELLOW**. Debris.

11:06 a.m. – **GREEN**. #16 Witherill back on track after crew fixed gearbox problem.

11:15 a.m. – **CHECKERED**. End of practice.

\*\*\*

**TOP 10 DRIVERS OF MORNING PRACTICE**

	No.	Driver	Car	Speed
1	44T	Bruno Junqueira	Target Chip Ganassi Racing	225.243
2	51	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	223.183
3	99T	Davey Hamilton	Sam Schmidt Motorsports Racing Special	222.979
4	94	Stan Wattle	Hemelgarn Racing	222.683
5	12	Buzz Calkins	Bradley Food Marts/Sav-O-Mat	222.533
6	9T	Jeret Schroeder	Purity Products	222.327
7	33T	Nicolas Minassian	Target Chip Ganassi Racing	222.054
8	14	Eliseo Salazar	Harrah's A.J. Foyt Racing	221.837
9	27	Jim Guthrie	Blueprint Racing Special	221.454
10	66T	Gil de Ferran	Marlboro Team Penske	220.229

\*\*\*

MBNA Pole winners Kelley Racing has provided Sam Schmidt Motorsports with an Ilmor-built Oldsmobile engine for Schmidt driver Davey Hamilton to use in qualifying today. Schmidt and Kelley are the two full-time Indy Racing League teams that use Oldsmobile engines built by Ilmor.

\*\*\*

Entry update at 10 a.m.:

•Stephan Gregoire was named the driver of the #7T Yellow/Jack K. Elrod Co./NADA Guides/Hoosier Park G Force/Oldsmobile/Firestone. Roberto Guerrero remains the driver of the primary car.

**DAY 8 – SUNDAY, MAY 13, 2001 – SECOND-DAY QUALIFYING (cont.):**

MBNA Pole Day at the Indianapolis Motor Speedway on May 12 was followed live by more people worldwide than any other in history, said Fred J. Nation, vice president of corporate communications and public relations for IMS.

“The combination of our crowd on hand, viewers on ABC, ESPN and ESPN2, the Indianapolis Motor Speedway Radio Network and Indy Racing Online, is reaching more people worldwide than ever before,” Nation said.

The largest increase in numbers comes from visitors to Indy Racing Online (www.indyracing.com) and indy500.com, where Live Timing and Scoring is being viewed by record numbers of people.

“Our servers had record traffic all day,” Nation said. “On Saturday, we had 19.1 million hits, which is nearly four times what we had on Race Day last year. So far this month, we have had already 75 million hits. That tops total hits to the Web site last year and doubles the entire month of May 2000.”

Indy Racing Online and indy500.com offer live timing and scoring, streaming video of track action when ABC and ESPN are not live, and continuous live shots from the WorldCom Webcam showing garage activity in Gasoline Alley all the time.

Live reports from the IMS Radio Network are also carried live on both sites. MBNA Pole Day activities were broadcast nationwide Saturday by 125 affiliates of the radio network.

\*\*\*

At noon, the air temperature was 60 degrees with variable winds at 5 mph and a relative humidity of 51 percent. Skies were sunny. Track temperature was 114 degrees, according to Firestone engineers.

\*\*\*

**SECOND-DAY QUALIFYING CHRONOLOGY:**

Noon	#9T	JERET SCHROEDER/Vineland, N.J. Purity Products - D/O/F	
	QA-36	1 – 40.3182 – 223.224 2 – 40.2679 – 223.503 3 – 40.4191 – 222.667 <u>4 – 40.5851 – 221.756</u> T 2:41.5903 – 222.786	Q – 28
12:05 p.m.	#33T	NICOLAS MINASSIAN/Marseilles, France Target Chip Ganassi Racing - G/O/F	
	QA-37	1 – 40.5409 – 221.998 2 – 40.2696 – 223.494 3 – 40.3097 – 223.271 <u>4 – 40.3105 – 223.267</u> T 2:41.4307 – 223.006	Q – 29

\*\*\*

12:10 p.m. entry update: Bradley Motorsports has withdrawn the qualified #12T Bradley Food Marts/Sav-O-Mat Dallara/Oldsmobile/Firestone driven by Buzz Calkins and will attempt to qualify its #12 primary car.

**DAY 8 – SUNDAY, MAY 13, 2001 – SECOND-DAY QUALIFYING (cont.):**

12:10 p.m. #44T BRUNO JUNQUEIRA/Belo Horizonte, Brazil  
Target Chip Ganassi Racing - G/O/F

QA-38 1 – 40.0159 – 224.911 Q – 30  
2 – 40.0435 – 224.756  
3 – 40.1498 – 224.161  
4 – 40.3559 – 223.016  
T 2:40.5651 – 224.208

12:15 p.m. #99T DAVEY HAMILTON/Las Vegas  
Sam Schmidt Motorsports Racing Special - D/O/F

31 QA-39 1 – 40.5824 – 221.771 Q –  
2 – 40.5859 – 221.752  
3 – 40.6273 – 221.526  
4 – 40.5891 – 221.734  
T 2:42.3847 – 221.696

12:20 p.m. #94 STAN WATTLES/Sewall's Point, Fla.  
Hemelgarn Racing – D/O/F

QA-40 1 – Accident Turn 1 UA-1  
\*\*\*

12:24 p.m. – **YELLOW**. #94 Stan Wattles crashed in Turn 1. Wattles did a half-spin entering Turn 1 and hit the outside retaining wall with the left rear and left side of the car. The car slid backward down the short chute between Turns 1 and 2 before brushing the outside retaining wall in Turn 2 again with the left side of the car. The car then slid down the turn, stopping on the middle of the track in Turn 2.  
\*\*\*

12:45 p.m. medical update from Dr. Henry Bock, Speedway medical director: Stan Wattles was evaluated and released without injury from the Clarian Emergency Medical Center. He was cleared to drive.

**STAN WATTLES:** "This is extremely frustrating, extremely frustrating. The car just pivoted around the nose. The conditions didn't call for the setup we had. After Friday's situation, it's been tough getting back up to speed. It's a real shame. If God wanted me in there (the starting field), I would have been in there." (Are you done for May?): "I'm going to evaluate it, but to speak off the cuff, it's possible." (About his thoughts during the accident): "Not again, not again. There are people that have had worse luck. I'm still standing, and I have all four limbs. This is the way the season has been for me so far. I'm a little stiff from Friday, still."  
\*\*\*

12:48 p.m. – **GREEN**. Track open for practice. #12 Calkins in qualifying line.

12:52 p.m. – Bradley Motorsports pulls #12 Calkins from qualifying line.

1 p.m. – The track temperature was 127 degrees, according to Firestone engineers.

1:05 p.m. -- #37 Steve Knapp is first car on track for this practice session.

**DAY 8 – SUNDAY, MAY 13, 2001 – SECOND-DAY QUALIFYING (cont.):**

Patsy Erwin, the mother of Indianapolis 500 and Indy Racing Northern Light Series rookie Brandon Erwin, died Saturday night in Texas. Brandon Erwin, who drives for McCormack Motorsports, has returned to Texas.

**DENNIS McCORMACK** (Owner, McCormack Motorsports): "McCormack Motorsports was saddened to hear about the death of Brandon Erwin's mother last night. The team sends its condolences to Brandon and his family."

\*\*\*

1:35 p.m. -- #39T Michael Andretti is on track.

\*\*\*

Chip Ganassi Racing Teams has four qualified cars for the 85<sup>th</sup> Indianapolis 500, with drivers Tony Stewart, Jimmy Vasser, Bruno Junqueira and Nicolas Minassian. The last time a single team put more than four cars into the starting field was 1997, when the Andy Evans-owned Team Scandia put five cars in the race with drivers Fermin Velez, Marco Greco, Vincenzo Sospiri, Eliseo Salazar and Alessandro Zampedri.

\*\*\*

1:50 p.m. – **YELLOW**. Debris.

1:55 p.m. – **GREEN**. Open practice resumes.

2:08 p.m. – **YELLOW**. Track inspection.

2:17 p.m. – **GREEN**.

2:23 p.m. – **YELLOW**. Debris.

2:27 p.m. – **GREEN**.

3:12 p.m. – **YELLOW**. Debris.

3:15 p.m. – **GREEN**.

3:30 p.m. – Track temperature is 130 degrees, according to Firestone engineers.

3:35 p.m. – Greg Ray has turned laps in #22, and Buddy Lazier has turned laps in #93.

\*\*\*

Stan Wattles met with his Hemelgarn Racing crew at 2:50 p.m. today, and they decided to repair the #94 Hemelgarn Racing Dallara/Oldsobile/Firestone damaged when Wattles crashed earlier today during a qualification attempt, according to a Wattles' press release.

The car's left side, bell housing, gear box and engine were damaged, but the "tub" of the chassis appears intact, the release said. Wattles expects to return to the track as early as Wednesday if no further damage is discovered.

\*\*\*

3:46 p.m. – **YELLOW**. Track inspection.

3:57 p.m. – **GREEN**. Guerrero turning laps in #7T.

4:09 p.m. – **YELLOW**. #93 B. Lazier crashed while exiting Turn 1. The car twitched while in Turn 1 and then did a quarter-spin, hitting the outside retaining wall with the left rear and rear of the car in the short chute between Turns 1 and 2. The car slid backward through the short chute and into Turn 2, stopping in Turn 2. Light damage to rear of car. Lazier climbed from car without assistance.

4:15 p.m. medical update from Dr. Henry Bock, Speedway medical director: Buddy Lazier was evaluated and released without injury from the Clarian Emergency Medical Center. He was cleared to drive.

**BUDDY LAZIER**: "Out she came. For whatever reason, she just turned around in (Turn) 1. I'm very fortunate I didn't hit the wall very hard. (About the car): "This is my backup car. We're using it to run full tanks. Our full intentions are to do a lot of work this week. That's our work car. There's no reason to take the primary out."



**DAY 8 – SUNDAY, MAY 13, 2001 – SECOND-DAY QUALIFYING (cont.):**

4:19 p.m. – **GREEN.** Tony Stewart turning laps in #44T.

4:35 p.m. – **YELLOW.** Track cleared for qualification attempt by #12 Buzz Calkins.

\*\*\*

At 4:40 p.m., the air temperature was 68 degrees with a relative humidity of 33 percent. Winds were calm. Skies were sunny. The track temperature was 115 degrees, according to Firestone engineers.

\*\*\*

Bradley Motorsports has withdrawn #12T car qualified Saturday by Buzz Calkins and entered #12 for a qualifying attempt by Calkins.

\*\*\*

4:39 p.m. #12 BUZZ CALKINS/Denver  
Bradley Food Marts/Sav-O-Mat - D/O/F

QA-41 1 – 40.4852 – 222.303 Q – 32  
2 – 40.4615 – 222.434  
3 – 40.4726 – 222.373  
4 – 40.4022 – 222.760  
T 2:41.8215 – 222.467

4:45 p.m. #14 ELISEO SALAZAR/Santiago, Chile  
Harrah's A.J. Foyt Racing - D/O/F

QA-42 1 – 40.3797 – 222.884 UA – 1  
2 – 40.3270 – 223.176  
3 – 40.4431 – 222.535  
4 – **YELLOW.** Car smoking in Turn 4. Run negated when Indy Racing League officials turned on yellow lights in Turn 4 due to oil even though car took checkered flag at start-finish line. Run counts as an attempt.

\*\*\*

**ELISEO SALAZAR:** "I only had two corners to go. I felt the motor going as I went into Turn 3, but I thought I could make it. I had to fight to keep it off the wall in Turn 4. I don't know how, but I did it. I say I don't believe in luck, but this month, I'm not sure. I came into this race second in points and thought I had a good run for the pole. Now I have to fight for my life just to make the race. I was hoping to go home tonight to be with my wife and help with the baby. I just can't believe this." (About returning to track today in #14): "There's nothing we can do with this car right now. The crew has slept six hours in the last three days to keep this going. We've all done our best. This is just something unreal. Now I have to pray for no rain next Sunday." (Happy there is an extra day of qualifying this year?): "Absolutely, I'm glad we have an extra day. I'm glad Tony (George) came up with this new plan." (About his emotions today): "If someone says qualifying at Indy is somebody's idea of having fun, they must be a masochist."

\*\*\*

5:10 p.m. – **GREEN.** Track opens for practice after 19-minute caution period.

**DAY 8 – SUNDAY, MAY 13, 2001 – SECOND-DAY QUALIFYING (cont.):**

5:38 p.m. #30 JIMMY KITE/Stockbridge, Ga.  
McCormack Motorsports Team Calcium - G/O/F

Pulled off track after second warm-up lap.

\*\*\*

Team Green has withdrawn #39 car qualified Saturday by Michael Andretti and entered #39T for a qualifying attempt for Andretti.

\*\*\*

5:42 p.m. #39T MICHAEL ANDRETTI/Nazareth, Pa.  
Motorola/Archipelago - D/O/F

QA-43	1 – 40.3035 – 223.306	Q – 33
	2 – 40.2594 – 223.550	
	3 – 40.2566 – 223.566	
	<u>4 – 40.2966 – 223.344</u>	
	T 2:41.1161 – 223.441	

5:47 p.m. #60 TYCE CARLSON/Indianapolis  
Tri Star Motorsports Inc./Immke Racing - D/O/F

QA-44	1 – 40.8114 – 220.527	Q – 34
	2 – 40.7908 – 220.638	
	3 – 40.8081 – 220.544	
	<u>4 – 40.8695 – 220.213</u>	
	T 2:43.2798 – 220.480	

\*\*\*

Cheever Indy Racing has withdrawn #51T car qualified Saturday by Eddie Cheever Jr. and entered #51 for a qualifying attempt for Cheever.

\*\*\*

5:52 p.m. #51 EDDIE CHEEVER JR./Phoenix  
#51 Excite@Home Indy Race Car - D/I/F

QA-45	1 – 40.5617 – 221.884	Q – 35
	2 – 40.5060 – 222.189	
	3 – 40.4838 – 222.311	
	<u>4 – 40.4999 – 222.223</u>	
	T 2:42.0514 – 222.152	

5:56 p.m. #16 CORY WITHERILL/Santa Monica, Calif.  
WSA/MOTORS/Indy Regency Racing – G/O/F  
Team did not signal to start official attempt after second warm-up lap, negating the attempt. Witherill stayed on track for a lap after the run was negated and was black-flagged by Indy Racing League officials.

**DAY 8 – SUNDAY, MAY 13, 2001 – SECOND-DAY QUALIFYING (cont.):**

5:59 p.m. #7T STEPHAN GREGOIRE/Vittel, France  
Yellow/Jack K. Elrod Co./Tokheim/NADA Guides/Hoosier  
Park - G/O/F

QA-46 1 – 41.2830 – 218.007 UA – 1  
2 – 41.1799 – 218.553  
3 – 41.3859 – 217.465  
4 – waved off

\*\*\*

6 p.m. – Gun fired. End of qualifying.

\*\*\*

Thirty-two cars have qualified for the 33-car field after two days of qualifying.

\*\*\*

The track is closed to activity Monday and Tuesday. Practice resumes at 11 a.m. (EST) Wednesday and continues through Saturday. Bump Day qualifying starts at noon Sunday.

\*\*\*

**BUMP DAY QUALIFICATION ORDER:**

#27 Jim Guthrie  
#88 Airton Daré  
#37 Steve Knapp  
#98 Billy Boat  
#61 Memo Gidley  
#55 Shigeaki Hattori  
#31T Casey Mears  
#30 Jimmy Kite  
#7T Stephan Gregoire  
#16 Cory Witherill  
#14 Eliseo Salazar  
#25 TBA  
#94 TBA  
#93 TBA  
#14T Eliseo Salazar  
#60T Tyce Carlson

\*\*\*

**SECOND-DAY QUALIFYING QUOTES:**

**NICOLAS MINASSIAN** (#33T Target Chip Ganassi Racing G Force/Oldsmobile/Firestone): (About not getting to drive or qualify until today): "Target team and Chip (Ganassi) just want to win the race. I am with the best team, Target Chip Ganassi Racing. Tony Stewart and Jimmy Vasser did a hell of a job this week. I just jumped in the car this morning and ran a few laps. You just have to get in and do it. The only thing I think, I probably didn't push hard enough on my way out (of pit exit when qualifying)." (Do you think you can win this race?): "Why not, but you know I'm just going to take the experience. I think Jimmy and Tony are going to be fighting for the win. I never do a 500-mile race. I race in Nazareth and that's quite different than here. The Target team just put the car together for me, and I qualified it." (When did you find out you were going to qualify today): "I was on my way back home (in Indianapolis). They called me and said you have to come back out to the

**DAY 8 – SUNDAY, MAY 13, 2001 – SECOND-DAY QUALIFYING (cont.):**

**(Nicolas Minassian – cont.)** track. You're going to run Indianapolis. It just came as a surprise, but it's a good one. It's exciting. Everywhere you go is racing. I go to the supermarket and racing is everywhere."

**DAVEY HAMILTON** (#99T Sam Schmidt Motorsports Racing Special Dallara/Oldsmobile/Firestone): "We were trying so hard to get that team together (for the Indy 500) without sponsorship. This is what it is all about. All the others are warm-ups for the Indy 500, but thank God the streak is still alive (streak of starting in every Indy Racing event)." (About run): "Actually, I went faster the first lap out than my best of the month. If it wasn't for Kelley Racing, Treadway-Hubbard (Racing), Firestone and Sam Schmidt, who knows where we'd be. My goal was to make the Indy 500, but my next one is to win this race and then the championship. We finally got it. The car is as free as we've had it. The Ilmor (engine) gave us the power. Thank God we're in, and we're in with a decent speed. I feel better than I ever have as a race driver. I've got the confidence, but you've got to have the equipment and the funding. Today it's so calm that my car didn't really change at all in the four laps. I was able to run flat out. I've got guys who have won so many races (referring to Gary Bettenhausen, Billy Vukovich Jr., and his father, Kenny Hamilton), trying to help me get in this race. That is so special."

**JERET SCHROEDER** (#9T Purity Products Dallara/Oldsmobile/Firestone): "It's a major relief. PDM has built two cars this past week. Yesterday we took the new car out – it was built in 24 hours – and went 210 (mph). Last night, the crew worked real hard to get the car ready. We went out this morning, and the car went 222 (mph). I knew we were ready. Conditions today were the best I've seen all week. No wind, temperatures optimal. The car had good balance, so I knew I could attack the corners at speed. I had confidence PDM would give me a good car to do this. I looked down, and I saw 223 (mph). I didn't think it was right, but I knew it was right. The car had a little push in three corners. On the last lap, I went into (Turn) 3, if I had no problems, I knew we would be in the show. I was thinking about my mom. Today, this one's for her. Her name is Nadine."

**CHIP GANASSI:** "My hat's off to Tony Stewart and Jimmy Vasser. They did the work to get the guys into the show. Without them it wouldn't have been possible."

**SAM SCHMIDT:** "It's fantastic. I told myself to not think about being in the show. Everyone has given 120%. I want to thank Tom Kelley and Jim Freudenburg for lending us a motor. The last time they did that, I finished second at Vegas. Maybe they are my lucky charm. I'm still a little concerned about the time, but I think I'll go out to dinner tonight."

**BRUNO JUNQUEIRA** (#44T Target Chip Ganassi Racing G Force/Oldsmobile/Firestone): "I was happy to get the opportunity. I knew I had one shot. I had no idea. I thought I was supposed to concentrate on the Japan race, then Chip (Ganassi) gave me this opportunity. It's a big race, the biggest race in the world. This morning was fast. I thought I could be faster. I knew I had to do laps of 222 (mph) to be safe, and when I saw three laps of 224 I slowed down on the fourth (lap) to be safe. I came here everyday (this week), tried to learn from Tony (Stewart)

**DAY 8 – SUNDAY, MAY 13, 2001 – SECOND-DAY QUALIFYING (cont.):**

**(Bruno Junqueira – cont.)** and Jimmy (Vasser) because they have much more experience than me. I have to thank Jimmy and Tony for giving me a great car. I went out on one outing this morning and did a 225. I said, 'This car is awesome. We can qualify on, like, the front row.' If I had the opportunity to win the pole, I would've tried harder. I look forward to the race now. I know it will be really tough. Now I have to practice and get my marks down. I know we have to have good pit stops, good restarts; I think we can be good. It's the biggest race ever in my life. All the drivers in the world dream of racing here. It was a big surprise yesterday afternoon when Chip (Ganassi) called me to race. A very funny thing happened. The guys said, 'Bruno and Nicolas can go home.' I just got to 16<sup>th</sup> Street and the phone rings. I thought maybe I had an appearance, but they said, 'No, you're going to race.' I only had one hour to practice. Even the Formula One drivers I know – I know a lot of Formula One drivers – say, 'When I retire from Formula One maybe I'll try Indy.'" (Asked if he wishes he had the opportunity to qualify on MBNA Pole Day): "I don't think so. The decision is done. You can't look back. Scott Dixon won the (CART) race (May 6) starting 20<sup>th</sup>." (Asked if he is comfortable at Indianapolis, given his limited track time): "On this track I'm never, ever comfortable. Any driver who says he is, is lying. If you do two laps well, then the wind will change. You can run really good then suddenly the wind or conditions change. The race will be more difficult. The important thing here is to get good experience and a good car. Tony and Jimmy gave me a good car." (Asked if he thinks he will be uncomfortable wearing the HANS device for 500 miles here): "No. I'm very comfortable with the HANS device. I thank Jimmy because I'm wearing his HANS device because mine is in Japan." (Asked if he thinks Ganassi intended to run him and Minassian all along): "I don't think so. He was very brave to do it. The wind and conditions could have changed considerably from yesterday, so things could have been very different for us."

**BUZZ CALKINS (#12 Bradley Food Marts/Sav-O-Mat**

Dallara/Oldsmobile/Firestone): "Honestly, when I was sitting here (conference room) yesterday, I kinda had a pit in my stomach. Even if we didn't get bumped, I knew we would have to get the car back up to speed to be prepared to qualify. Feeling wise, this car isn't that different from the other car. I think this car is a little better. This is actually the car we were intending to qualify earlier in the week, until we took the T car out and decided to qualify it." (About withdrawing No. 12T to qualify the No. 12): "A little unexpected change of plans. It's amazing because we had a relatively easy week. We had been running well all week. But, sure enough on Saturday we lost a mile and a half per hour from what we had been running all month. I think that was the clue that our car was a little better suited for the heat. I think you have to be a little proactive. We knew we were going to get bumped. Looking back on the decision (to take the qualifying run) yesterday, it was probably pretty foolish, but we got lucky. There have been so many instances where you've seen teams wave off runs they should've taken in hopes to move up the grid when they shouldn't have been so greedy. I would guess that the field is going to be set today. I don't think this afternoon was as agonizing as last night." (About waiting until this afternoon to qualify): "That's the other risk that you have to consider. You could have something happen like what happened to Eliseo (Salazar) out there and blow an engine."

**DAY 8 – SUNDAY, MAY 13, 2001 – SECOND-DAY QUALIFYING (cont.):**

**TYCE CARLSON (#60 Tri Star Motorsports Inc./Immke Racing**

Dallara/Oldsmobile/Firestone): “The car was flawless. We were able to go flat out all the way around, but I think we lost a gear. But we had to take a time. Do I think my speed is going to make it? If it’s a nice day, no, but we’ve got our T car. It wasn’t as tough as last year at this time when they were pulling me out of the car and taking me to the hospital.”

**MICHAEL ANDRETTI (#39T Motorola/Archipelago**

Dallara/Oldsmobile/Firestone): “I didn’t miss this stuff. I’ve never experienced this (qualifying late). I feel sorry for guys that go through this. It’s a high-pressure situation. I didn’t sleep well last night. It’s very stressful. It was a team decision (to withdraw the qualified car). We discussed it this morning. We put Sam’s (Hornish) setup on the car, exactly. It was a team effort between Panther (Racing) and Archipelago. We ran a 220 (mph) in the heat, which was good for me. We would have done well yesterday if I’d have had this setup. I didn’t get many laps late because of the problem (Elis eo) Salazar had and him coming down right in the groove, which I thought was unsportsmanlike, by the way. I’m going to be able to sleep now. I didn’t need to go to Motegi (Japan) sitting on 220.7 (mph). We wouldn’t have been in this situation, but yesterday we had a miscommunication and put too much tape on the radiator and overheated the engine on the last two laps. It was just a weird week. We never seem to mesh. None of us could seem to get it right. We had a lot of other plans. If we weren’t quick enough, we were going to wave off the run and put someone else in the car to get it up to speed next week. We had plans B, C and D. I didn’t think I’d do a 223 (mph). I was hoping for a 221 (mph). It’s been tough. It’s been draining. It did catch me out, and it surprised me. I was thinking: ‘What have I done wrong to this place? Geez, what’s going on?’ I know Sam is going to do a lot this week. We trust what he is doing. We’ll probably just be here on Carburetion Day.”

**CORY WITHERILL (#16 WSA/MOTORS/Indy Regency Racing G**

Force/Oldsmobile/Firestone): (About getting the black flag after team member didn’t throw the green flag): “I assumed I just wasn’t up to the proper speed. The car felt pretty good on the warm-up lap. I think I would have had a really good speed.” (What was your plan?): “We really didn’t talk about what we were going to do. We were just really focused on having four quality laps. We continue to improve, especially today. We seem to gain 1 mph every time we go out. Some teams are struggling. We continue to improve, so the extra day should help.” (About support from Native American community): “The support the native community has given me is 110 percent. I have thousands of family and friends that are following me daily with their spiritual prayers and thoughts.”

**STEPHAN GREGOIRE (#7T Yellow/Jack K. Elrod Co./NADA**

Guides/Hoosier Park G Force/Oldsmobile Firestone): “I feel much better. I’ve gained my confidence back. I was in a confusing situation in my mind. Roberto (Guerrero) really made a difference. He did a great job for us. He was helping me today knowing he could get bumped by me. He is incredible. I have a lot of respect for him. He deserves to be in this race. When you lose confidence at this racetrack it eventually is going to hurt you.” (Why did you wave off your attempt with one spot

**DAY 8 – SUNDAY, MAY 13, 2001 – SECOND-DAY QUALIFYING (cont.):**

**(Stephan Gregoire – cont.)** left?): “We didn’t accept this speed, because if we would have accepted it and got bumped we would have missed the show. We were hoping for a speed of at least 220(mph), and we would have been around 218 (mph), which is not good enough to make the show. Accepting 218 (mph), our only hope would have been rain all day next Sunday.”

**EDDIE CHEEVER JR. (#51 Excite@Home Indy Race Car**

Dallara/Infiniti/Firestone): “As much as I like Scott (Goodyear), I didn’t want to work in his pit on Race Day. It was a nightmare, a horrible week. It’s Indy. It has knocked out people like Penske. I was afraid. It was good until Thursday, then we started having an electrical problem. We thought we had found something this morning, but I think it crept its way back in. We have not done the Infiniti engine justice. I’m glad Robbie (Buhl) had a good qualifying run. Qualifying at Indy is a very pressure-filled situation, even if things go well. I’m going back to Orlando tonight, I can’t wait.” (Asked if he thought Michael Andretti found out how competitive the Indy Racing Northern Light Series is): “The IRL is competitive. The cars by nature are really close. Michael Andretti is a very talented driver, as are many here. This is the meanest, nastiest race course, and qualifying is very difficult. It was very touch and go whether we were going to qualify, and when Michael ran 223 (mph), we had no choice. I can’t think of anything more humiliating than not qualifying at Indy. You put humility and reason aside. I am amazed at the speed Ilmor found in qualifying trim. In the race, if you don’t have a good pit stop you can make up for mistakes. In qualifying you’ve got four laps and there’s no room for error. I’m just elated. I actually do feel like I qualified on the pole. I’m just glad I just qualified for the last row, or whatever. The last row parties are fun. I had a lot more fun when I qualified on the last row than up front. Missing the Indy 500 is unthinkable. The track conditions changed a lot here.”(Where do you go from here?): “Forward.”

## ONE SPOT LEFT IN INDY FIELD AFTER TENSE SECOND QUALIFYING DAY

INDIANAPOLIS, Sunday, May 13, 2001 – One day to go, one spot to go.

Just one spot in the 33-car field for the 85<sup>th</sup> Indianapolis 500 remains after second-day qualifying on May 13 at the Indianapolis 500, as eight drivers qualified for the race May 27.

Three drivers – Michael Andretti, Buzz Calkins and 1998 Indy winner Eddie Cheever Jr. – each gambled by pulling the cars they qualified Saturday out of the field and requalifying in their second cars. The risk paid off, as all three were faster today than Saturday.

“Qualifying at Indy is a very pressure-filled situation, even if things go well,” Cheever said. “I’m going back (home) to Orlando tonight. I can’t wait.”

Other drivers earning a spot in the world’s most prestigious auto race were veterans Tyce Carlson, Davey Hamilton and Jeret Schroeder, and rookies Nicolas Minassian and Bruno Junqueira.

One day of qualifying remains, Bump Day next Sunday. Practice continues Wednesday through Saturday.

Junqueira was the fastest second-day qualifier at 224.208 in the No. 44T Target Chip Ganassi Racing G Force/Oldsmobile/Firestone, earning him the 25<sup>th</sup> starting spot. Junqueira was the third driver to make an attempt today, following his teammate Minassian, who qualified 27<sup>th</sup> at 223.006 in the No. 33T Target Chip Ganassi Racing G Force/Oldsmobile/Firestone.

Ganassi Racing now has four drivers in the field, as Tony Stewart and Jimmy Vasser qualified on MBNA Pole Day. This is the first time since 1997 in which one team will have at least four cars in the race, as Team Scandia had five cars that year.

The high drama for the day was reserved for the last 90 minutes of qualifying.

Calkins was the first driver to decide to withdraw his qualified car for a second car, at 4:39 p.m. (EST). He qualified the No. 12 Bradley Food Marts/Sav-O-Mat Dallara/Oldsmobile/Firestone in 29<sup>th</sup> at 222.467, faster than the 220.039 he posted Saturday in the No. 12T.

Andretti followed suit at 5:42 p.m. (EST), just 18 minutes before the end of qualifying for the day. He put his No. 39T Motorola/Archipelago Dallara/Oldsmobile/Firestone into the field in 26<sup>th</sup> at 223.441, faster than the 220.747 posted in the No. 39 Saturday.

Cheever continued the risky trend at 5:52 p.m. (EST). He qualified 30<sup>th</sup> at 222.152 in the #51 Excite @Home Indy Race Car Dallara/Infiniti/Firestone. His previous speed in the No. 51T on Saturday was 220.513.

Within that last 90 minutes of qualifying, Indy Racing Northern Light Series standout Eliseo Salazar appeared to be safely in the field when smoke poured from the No. 14 Harrah’s A.J. Foyt Racing Dallara/Oldsmobile/Firestone in Turn 4 on his fourth and final qualifying lap. Now Salazar will be forced to find a spot in the field on Bump Day.

“Now I have to fight for my life just to make the race,” Salazar said. “If someone says qualifying at Indy is somebody’s idea of having fun, they must be a masochist.”

Memo Gidley, Stan Wattles and 1996 Indianapolis 500 winner Buddy Lazier were unhurt in separate crashes. Gidley and Lazier each crashed in practice, while Wattles crashed on the first lap of his first qualification attempt.

Gidley and Wattles still haven’t qualified for the race. Lazier made the field on MBNA Pole Day and was testing race setups in a backup car when he crashed.

###



## DAY 9 – WEDNESDAY, MAY 16, 2001

### TODAY AT THE TRACK:

9 a.m. – Public gates open  
11 a.m.-6 p.m. – Practice  
3:45 p.m. – Ceremonial lap by Mauri Rose Jr. in the 1941 Noc-Out Hose  
Clamp Special that his father, Mauri Rose, co-drove to victory in the 1941 Indianapolis 500.  
6:05 p.m. – End-of-day driver press conference, Trackside Conference Room, WorldCom *plex*

\*\*\*

Indy Racing Online continues its record-breaking growth this month, as the official Web site of the Indy Racing League recorded more than 100 million hits and served more than 44 million pages from May 1-15.

The site recorded 22 million hits for the entire month of May last year.

\*\*\*

### PRACTICE REPORT:

Official one-lap track record: 237.498 mph, Arie Luyendyk, May 12, 1996  
Fastest lap, event: 226.996, #33 Tony Stewart, May 12  
MBNA Pole four-lap qualifying average: 226.037, #8 Scott Sharp  
At 11 a.m., the air temperature was 77 degrees, with west winds at 12 mph and relative humidity of 66 percent. Skies were cloudy. The track temperature was 90 degrees, according to Firestone engineers.

11 a.m. – **GREEN.**

11:04 a.m. -- #3 Al Unser Jr. was first on track.

11:30 a.m. – Three cars on track so far: #3 Unser, #25 Fisher, #31 Mears.

11:56 a.m. – **YELLOW.** Debris.

12:06 p.m. – **GREEN.**

\*\*\*

Indy Racing Northern Light Series standout Eliseo Salazar and his wife, Kari, easily won the pole position at South Miami Hospital early May 15 with the birth of their first son, Eliseo Salazar VI.

Born at 3:53 a.m., the newest A.J. Foyt Racing pit crew member weighed in at a whopping 10 pounds, 6 ounces and measured 20 ½ inches. Mother and son are resting comfortably. Salazar witnessed the birth after flying home from Indy.

Salazar will return to Indy this evening to drive the Harrah's A.J. Foyt Racing Dallara/Oldsobile/Firestone cars in practice Thursday. Foyt will have two cars available for Salazar, who will attempt to qualify for his sixth Indianapolis 500 this Sunday.

**ELISEO SALAZAR:** "I sound like all new parents, but he's beautiful. I was hoping he would be born on the 14<sup>th</sup>, which is my birth date (in November) and favorite number, but A.J. was teasing me that his birth date is the 16th (in January), and that should be the day. I guess my son didn't want to take sides, so he's between us both. Most new fathers hand out cigars. But I have something bigger in mind. On May 27, I hope to give my son a sip of the winner's milk from this year's Indy 500."

\*\*\*

2000 Indianapolis 500 rookie Andy Hillenburg and his wife, Michelle, welcomed son Dustin Dwight Hillenburg into the world May 11. Dustin was 21 ½ inches long and weighed 8 pounds, 13 ounces.

Dustin is the Hillenburg's fourth child. His name continued Andy and Michelle's tradition of naming their children in alphabetical order. The couple's first three children are named Ashley, Brittany and Casey.

**DAY 9 – WEDNESDAY, MAY 16, 2001 (cont.):**

NASCAR standout Jimmy Spencer will visit the Indianapolis Motor Speedway today as a guest of Dick Simon Racing.

Spencer drives a Yellow-sponsored car in the NASCAR Busch Series. The freight company also is sponsoring Simon's team for the 85<sup>th</sup> Indianapolis 500.

\*\*\*

The Indiana Section of the Society of Automotive Engineers (SAE) has announced the candidates for this year's Louis Schwitzer Award.

Now in its 35<sup>th</sup> year, the prestigious award honors early racing pioneer Louis Schwitzer and recognizes innovative engineering excellence in race car design and development.

The 2001 slate of candidates includes engineers from five prominent racing organizations, who are responsible for the following technologies:

- Dallara 2001 Chassis Update Kit
- G Force 2001 Chassis Update Kit
- Hubbard/Downing Inc. Head and Neck Support (HANS) Device
- Infiniti Indy 35A Engine
- Indy Racing League Electronic Timing and Scoring System

The 35<sup>th</sup> Louis Schwitzer Award winner will be announced at a press conference at 10 a.m. (EST) May 18 in the Trackside Conference Room in the WorldComplex at the Indianapolis Motor Speedway.

Each May, SAE members interview candidates and select the winner, who receives a \$5,000 check from Borg-Warner, as well as a plaque and garage sign. All winners' names are listed on the Louis Schwitzer Award pedestal in the Hall of Fame Museum.

Paul Burgess, chief designer for the Indy Racing G Force GF05 chassis, won the Louis Schwitzer Award last year.

Other past winners of the award have included Bruce McLaren, Smokey Yunick, A.J. Foyt, Parnelli Jones and Gian Paolo Dallara.

\*\*\*

12:28 p.m. – **YELLOW**. Debris.

12:37 p.m. – **GREEN**.

12:41 p.m. – **YELLOW**. Tow-in for #28T Dismore. Team reports injector problem.

12:47 p.m. – **GREEN**.

12:58 p.m. – **YELLOW**. Light rain in Turns 3 and 4.

1:13 p.m. – **GREEN**.

\*\*\*

1998 Indianapolis 500 winner Eddie Cheever Jr. and two-time Indy runner-up Scott Goodyear have formed arguably the most experienced team this year at the Speedway, as Goodyear is driving for Cheever Indy Racing this year in the "Greatest Spectacle in Racing."

**EDDIE CHEEVER JR.:** "Scott and I have a very good relationship. We're like the odd couple. Scott's very detailed in everything he does. He's like a painter who paints with a very small brush, whereas I just throw big buckets of paint on the canvas. Scott's very talented, very dedicated to what he's doing and very hungry. I know that Infiniti has been very happy with the work that he has been doing developing the 35A since that has been his primary responsibility since the beginning of the season. The good thing about having a teammate like Scott, who has so much experience at Indy, is that at the end of the day he can be working on some things on the car, I can be working on something else, and we get to where we want to be quicker."

**DAY 9 – WEDNESDAY, MAY 16, 2001 (cont.):**

1:25 p.m. -- #2 Ray fastest at 222.266. Only driver faster than 220 mph.  
Guerrero turning laps in #7T.

1:30 p.m. – The track temperature was 93 degrees, according to Firestone engineers.

1:38 p.m. – **YELLOW**. Track inspection.

1:45 p.m. – **GREEN**.

2:45 p.m. – Nineteen cars have turned a total of 381 laps so far today.

\*\*\*

**TOP FIVE DRIVERS OF THE DAY, 2:45 P.M.**

No.	Driver	Car	Speed	
1	2	Greg Ray	Johns Manville/Menards	222.266
2	88	Airton Daré	1-800-BAR NONE TeamXtreme	220.369
3	98	Billy Boat	CURB Records	219.203
4	12	Buzz Calkins	Bradley Food Marts/Sav -O-Mat	218.370
5	52	Scott Goodyear	#52 Thermos® Grill2Go™ Cheever Indy Racing Infiniti	218.063

\*\*\*

The Racing for Corey organization will play host to a special luncheon for the Indiana Children's Wish Fund's children and families at 11 a.m. (EST) Sunday at the Gordon Johncock hospitality suite located in Legends Row at the Indianapolis Motor Speedway.

Festivities include a special appearance by the Indiana Children's Wish Fund mascot, "Sunny," and a meet and greet session with selected Indy Racing drivers. Racing for Corey's quarter-midget also will be on display for the kids to sit in and enjoy.

The Indiana Children's Wish Fund grants wishes to children ages 3 to 18 diagnosed with terminal or life-threatening illnesses. Through funds provided through corporate sponsorships, private donations and fund-raising events, this organization is able to grant wishes of children that might otherwise be out of reach. There is no affiliation to any other wish-granting organization.

Racing for Corey is a program designed to bring together the sport of auto racing and kids suffering from life-threatening illnesses.

\*\*\*

The Racing for Corey organization announced that the first Racing for Corey Grand Prix charity karting event May 7 in Indianapolis raised more than \$6,000 for its designated charities: Indiana Children's Wish Fund, IRL Ministry, Sam Schmidt Foundation and Racing for Corey. More than 250 people participated.

\*\*\*

Reigning short-track champions from around the United States, Canada and even New Zealand were honored today during Champions Day festivities at the Indianapolis Motor Speedway.

2000 champion drivers who were guests of the Speedway today included: Kenny Adams, United Sprint Car Series; Keith Dempster, Southern Ontario Sprints; Kenny Johnson and John Burdette, American Motor Racing Association; Jeremy Campbell, Sprints On Dirt; Terry Goff, United Midget Racing Association; Bill Rice, Virginia Sprint Series; Robbie Ray, Winged Three-Quarter Midget Association; Joe Roe, Interstate Racing Association; Travis Welpott, NAMARS; Michael Kendall, New Zealand National Midget Association; Dale Hammaker, KARS; and Tracy Hines, Kasey Kahne, Michael Lang and Darryl Campbell, United States Auto Club.

**DAY 9 – WEDNESDAY, MAY 16, 2001 (cont.):**

This year's Indianapolis 500 Fashion Show will take place May 25 at the Westin Hotel in Indianapolis, as CARA Charities plays host to its 20<sup>th</sup>-annual event to raise funds benefiting local and national children's charities.

The event coincides with the 20<sup>th</sup> anniversary of CARA Charities.

In recognition of her long-term participation in this event, actress/singer Florence Henderson has been named honorary chairperson. ESPN/ABC Sports anchor Bob Jenkins will serve as the master of ceremonies.

The CARA (Championship Auto Racing Auxiliary) event has become an annual ritual for many, in which fashions are modeled by the drivers of the Indianapolis 500 and their families, as well as local dignitaries.

Drivers expected to participate include Greg Ray, Gil de Ferran, Eddie Cheever Jr., Sarah Fisher, Jeret Schroeder, Robby McGehee and Tyce Carlson.

The event will open at 11 a.m. with a social hour, followed by a noon luncheon. The fashion show is scheduled to begin at 1 p.m. CARA Charities members Diana Hubbard and Pam Jenkins are the co-chairs of the event.

Tickets are still available for the event with individual tickets priced at \$60 per person. For more information on tickets, corporate tables or event sponsorships, call the CARA Charities office at (317) 299-2277 or e-mail carachar@aol.com.

\*\*\*

If Eliseo Salazar qualifies easily on Bump Day this Sunday, Indy Racing veteran Donnie Beechler will get his ultimate birthday present – attempting to qualify for the Indianapolis 500 in a car owned by A.J. Foyt. Beechler turns 40 Friday.

Foyt made an arrangement with Beechler over the weekend to put him in the second car for Bump Day qualifying, Beechler said today in the Gasoline Alley garages. But Salazar comes first in his qualifying effort in the Harrah's A.J. Foyt Racing entries.

Still, the team is preparing the second car, first as a backup should Salazar encounter problems Sunday and then as a qualifying car for Beechler if all goes well. Salazar has crashed twice – once caused by an engine failure. He also suffered an engine problem as he entered his final lap of qualifying late Sunday.

**DONNIE BEECHLER:** "We're trying to get Salazar in the race. Everyone is focused on that. I was sitting in Turn 1 when his engine went. If I do have the opportunity, I will drive it. A.J. talked to me, took me out to Turn 1 and kind of schooled me. He doesn't win five of these (four as a driver, one as an owner) without knowing what to do. He's a true, true racer. You don't go to him and just say, 'I want to drive for you.'" (About other teams contacting him this month): "I've been in three in a row (finishes of 32<sup>nd</sup>, 29<sup>th</sup> and 12<sup>th</sup>), and it's wonderful. But I will sit out before I pick a team that can't give me a chance to win. I'm not getting any younger. I'll be 40 on Friday. I don't know how many more chances I'll have."

\*\*\*

3:30 p.m. – The ambient temperature was 88 degrees and the track temperature was 117 degrees, according to Firestone engineers.

3:44 p.m. – **YELLOW.** Track cleared for ceremonial lap by Mauri Rose Jr. in the 1941 Noc-Out Hose Clamp Special that his father, Mauri Rose, co-drove to victory in the 1941 Indianapolis 500.

**MAURI ROSE JR.:** "It sure is nice to come back here. I was (first) here in 1946 when I was 5 years old. There is no other place in the world quite like this." (About his father's retirement in 1951): "He rolled it a little bit in Turn 1 near the Snake Pit. He got out and said, 'You know, some days you just can't make a dime.' He dug out his pipe, lit the pipe, somebody gave him a Coca-Cola, and that was it."

**DAY 9 – WEDNESDAY, MAY 16, 2001 (cont.):**

4:05 p.m. – **GREEN.**

4:39 p.m. – **YELLOW.** Tow-in for #10 McGehee. Car ran out of fuel.

4:44 p.m. – **GREEN.**

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

\*\*\*

Raul Boesel will practice Thursday in a Treadway-Hubbard Racing backup car, team vice president Scott Cronk said today.

Boesel arrived in Indianapolis last night. Team officials will decide soon whether Boesel will make a qualification attempt in a Treadway-Hubbard car on Bump Day, Cronk said.

Twelve-time Indianapolis 500 starter Boesel finished 16<sup>th</sup> in the 2000 Indianapolis 500 driving for Treadway-Vertex Cunningham Racing.

\*\*\*

Dick Simon Racing driver Stephan Gregoire turned 32 Monday. Gregoire and the team celebrated in the pits this afternoon with a birthday cake.

\*\*\*

**TOP-10 DRIVERS OF THE DAY**

	No.	Driver	Car	Speed
1	2	Greg Ray	Johns Manville/Menards	222.266
2	55	Shigeaki Hattori	EPSON	220.639
3	88	Airton Daré	1-800-BAR NONE TeamXtreme	220.369
4	98	Billy Boat	CURB Records	219.203
5	10	Robby McGehee	Cahill Racing	219.128
6	12	Buzz Calkins	Bradley Food Marts/Sav -O-Mat	218.370
7	52	Scott Goodyear	#52 Thermos® Grill2Go™ Cheever Indy Racing Infiniti	218.312
8	7T	Roberto Guerrero	Yellow/Jack K. Elrod Co./NADA Guides/Hoosier Park	218.215
9	28	Mark Dismore	Delphi Automotive Systems/Bryant Heating & Cooling	217.726
10	4T	Sam Hornish Jr.	Pennzoil Panther Dallara	217.042

\*\*\*

A total of 67 cars are now at the Speedway. Sixty-three cars have passed technical inspection. Forty-four drivers have been on track to date. There were eight yellows for 1 hour and 14 minutes today. Twenty-two drivers were on the track in 21 cars today, completing a total of 691 laps.

\*\*\*

According to Dr. Henry Bock, IMS medical director, as of 6 p.m., 54 drivers have passed their physical examination. Drivers recently passing their physical were Oriol Servia, Dan Drinan and Raul Boesel.

\*\*\*

**Thursday's Schedule:**

8 a.m.: WorldComplex Media Center opens

9 a.m.: Public gates open

11 a.m.-6 p.m.: Track open for practice

3:45 p.m.: Salute to 1951-winning Belanger Special, track lap by Gary Bettenhausen

6 p.m.: Track closes for the day

**DAY 9 – WEDNESDAY, MAY 16, 2001 (cont.):**

**PRACTICE QUOTES:**

**AIRTON DARÉ:** “Today we focused on suspension adjustments, especially the shocks and spring configurations. I was content with my morning laps; I hit a little over 218 mph. The air was so thick, though. It was very humid, not real high temperatures, but lots of humidity. There were a few other drivers who couldn't get past 215 mph. I think I was the second fastest in the morning session. This afternoon it seemed a bit cooler. With our new suspension setup we broke the 220 mph mark. Basically, we are fine tuning our setup and getting it prepared for Sunday if we have to use the No. 88 1-800 BAR NONE primary car. The next three days will be very busy for the crew and I, but we are taking big strides and making lots of progress.”

**SCOTT GOODYEAR:** “We spent the day finding a comfortable race pace with fuel. We're checking the balance of the car and identified areas to work on over the next couple of days. As the week wears on we'll try to run in traffic and get a better handle on the car. We'll see how the week progresses.”

**SARAH FISHER:** “We had a problem with our oil pressure; it wasn't up to par. We went out and tried to fix it. We pulled out an oil filter, changed it and saw there was a little camshaft material in there. So, the lobes on the camshaft are probably grinding off. We're not really sure, but we don't want to run a motor that's on the verge of blowing up. So we just decided to can it for the day and wait for an engine tomorrow.”

**STEPHAN GREGOIRE:** “We ran the car this morning with low downforce, and it was OK. Roberto (Guerrero) went out with more downforce, and it was faster but not fast enough. The trick is to run with low downforce to have more straightaway speed. Right now, Roberto can run flat all the way around but the speed is not there. There will be no problem adjusting the car to be comfortable for me. We know how to adjust the car for our different driving styles. That won't be a problem.”

**SHIGEAKI HATTORI:** “We tried our race setup today. It was good, very consistent. I have a good feeling for what the car will do. It's pretty good in traffic. It's very consistent in any conditions.”

**ROBBY MCGEHEE:** “We're probably done until Carb Day. Our Race Day setup is perfect. We're going to do everything else that is associated with Indy. The car was great. We're very happy with the car.” (About the extra week in the schedule): “I like it. It kind of extends the ambiance of Indy. As a race driver you want to be here, and to be here for an extra week is great. It's great if you're qualified. If you're not, it gives you another week to stress.”

**MEMO GIDLEY:** “Our clutch went out this morning when we went out to try to learn some things. Unfortunately when it slipped, it zinged the motor. So we have to check both the clutch and the motor. It's hard to know right now (what we are capable of). I know how fast we need to be, at least 221 plus. How we are going to get there? I am not sure. We have a lot to do with only a short time. Many teams have been here for a long time so they can find more speed. Not just this month, but many teams have been here for years. With a new group like ours, we need to get consistency and need to take steps forward. It's great to be here, but I want to run up

**DAY 9 – WEDNESDAY, MAY 16, 2001 (cont.):**

**(Memo Gidley – cont.)** front. I'm not here just to be here but to run up front with my team and to eventually come back and win this thing. Right now, we're focused on the "500", but hopefully we will be able to continue to some other events later this summer one step at a time."

**STEVE KNAPP:** "This car only has 35 laps on it with a high speed of 219 (mph) on Sunday. I was even lifting when I ran that 219, so we know there is more. Today we put on different suspension looking for more speed. After we went out, we found the lower wishbones are pushing on the undertray affecting the aerodynamics and handling. I've driven G Forces here with Mitch Davis in the past. He is the one who has given us the suspension and setup here today. We just need to get out and run a few laps. Mitch is smart. He has a great history here at the Speedway. I plan on being up front on Race Day, but I guarantee you Jeff Ward will be (up front) with the experience Mitch has here. He's almost untouchable here. I'm not worried about any pressure on Sunday. Last year I had only 27 laps in a car, and this car already feels very comfortable. I'm actually thinking about going for the fastest speed of the day tomorrow. Everyone else says just work on getting your car in the race. I expect to go at least 223."

**GREG RAY:** "We worked hard on race setup running with full tanks. We were looking for more balance in muggy, thick air like we had today. It makes the car a lot different in this type of air. We've been really conservative with our tire usage this month. With only 25 sets per driver, you've got to watch how you are using your tires." (About Bump Day): "There are a lot of great teams and drivers but their pressure is much different than what we faced last week. Most of them are really chasing their cars. The first weekend was much more exciting than myself, (Eddie) Cheever, (Buzz) Calkins and (Eliseo) Salazar wanted it to be. But that is what makes Indy, Indy. This weekend should be great for the fans but tough on the teams trying to make it."

**ROBBIE BUHL:** "We actually had three days off track. We took Sunday off as well, which was good for the guys. We needed to regroup. Today we got out there in race mode. We tried some new bits with the Infiniti guys. We want to get comfortable with our durability and reliability. We will do that again tomorrow. We'll check gears, check ride heights with full tanks. Most importantly, we'll put some mileage on some new bits so that we have 100 percent confidence going into the race."

**JEFF WARD:** "We had a great plan going out early today. We wanted to do as many short and long runs as we could with a race setup, and the car was really running well for awhile. But, the engine we were practicing with began to vibrate, and it was just miled out. The team got the car in the garage, switched motors, and we were back out for the last 20 minutes of practice. It's tough when you miss valuable hours on the track like that, because these practice days mean everything to the team. With this Indiana weather, we have to run in every possible condition, because no one knows what to expect on Race Day. We want to be sure we have all our bases covered."

**DAY 9 – WEDNESDAY, MAY 16, 2001 (cont.):**

**BILLY BOAT:** “The CURB Records Beck Motorsports team is working real hard. What we’re working for now is consistency. We think we found some things today that will help with that. The problem is that you run out of tires. Obviously, you run the fastest with new tires, but you have to save tires for the race. Firestone brought a great tire here, but they are best when they are new. That’s when you can really tell if you’re making gains.” (About rumors that drivers, including Billy Boat, might end up in a TBA entry): “Right now, my focus is to put the CURB Records Beck Motorsports car in the race. We have two attempts with this car, and there is another car in the garage.” (About strategy with remaining days of practice and few tires): “That’s the trouble we have four days before qualifying. You can either make gains or loose ground here. You can lose ground here real easy in four days. I obviously wouldn’t have scripted this situation for me again this year. This is the Indy 500. There are no guarantees here. Until you are really qualified for this field when the gun goes off Sunday (to end qualifying), it’s hard to be really sure, if you’re in the back six or eight, that you can be there. I’m hoping we can run a solid 222.” (What is it going to take to make the show?): “I’m hoping we can run a solid 222. That’s our goal. Two-twenty one and a half will probably make it. I think anything in the 20s, and you’re going to be sweating it.” (About point when you push it to max): “Usually that point becomes the qualifying effort on Sunday. As a driver, you want to push it all the time, but you don’t want to put yourself further back than you already are with a torn-up race car. You want to push it hard enough to know where you are at, but not hard enough to go over the edge. It can be frustrating, and that’s the whole challenge of Indianapolis. It can be taxing. We know we need a couple more miles an hour to make the race. What we’re looking for is consistency with our laps. We’ve been struggling with a mid- to corner-exit understeer. You can’t qualify here if you’re lifting off the throttle.”



## RAY FASTEST, BOAT SEARCHING FOR QUALIFYING SPEED AT INDY

INDIANAPOLIS, Wednesday, May 16, 2001 – Greg Ray posted the two fastest speeds during practice May 16 for the 85<sup>th</sup> Indianapolis 500, while Billy Boat was the fastest non-qualified driver as track activity resumed at the Indianapolis Motor Speedway after a two-day break.

Ray, who qualified second on MBNA Pole Day May 12, was fastest today at 222.266 mph in the No. 2 Johns Manville/Menards Dallara/Oldsmobile/Firestone earlier in the practice. He posted the second-fastest speed, 221.085, in the last hour of practice in his No. 22 Johns Manville/Menards Dallara/Oldsmobile/Firestone.

“We worked hard on race setup, running with full tanks,” Ray said. “We’re looking for more balance in muggy, thick air like we had today. It makes the car a lot different in this type of air.”

Shigeaki Hattori was the second-fastest driver at 220.639 in the No. 55 EPSON G Force/Oldsmobile/Firestone, followed by 2000 Indy Racing Northern Light Series Rookie of the Year Airton Dare at 220.369 in the No. 88 1-800-BAR NONE TeamXtreme G Force/Oldsmobile/Firestone.

Boat was next at 219.203 in the No. 98 CURB Records Dallara/Oldsmobile/Firestone. Unlike the top three drivers of the day, he still must earn a spot in the 33-car field on Bump Day this Sunday.

“We know we need a couple more miles an hour to make the race,” Boat said. “What we’re looking for is consistency with our laps. We’ve been struggling with a mid- to corner-exit understeer. You can’t qualify here if you’re lifting off the throttle.”

Boat is hoping to avoid the drama of his qualifying effort last year, in which he entered the track less than one minute before Bump Day qualifying ended and earned a spot in the field.

“This is the Indy 500,” Boat said. “There are no guarantees here. Until you are really qualified for this field when the gun goes off Sunday (to end qualifying), it’s hard to be really sure, if you’re in the back six or eight, that you can be there. I’m hoping we can run a solid 222. That’s our goal.”

This was the quietest day of practice since the event started May 6, as 22 drivers turned a total of 691 incident-free laps in 21 cars. It was the first track activity since second-day qualifications May 13.

Practice continues from 11 a.m.-6 p.m. (EST) Thursday.

###

**TODAY AT THE TRACK:**

9 a.m. – Public gates open

11 a.m.-6 p.m. – Practice

3:45 p.m. – Ceremonial lap by Gary Bettenhausen in the Belanger Special that Lee Wallard drove to victory in the 1951 Indianapolis 500.

6:05 p.m. – End-of-day driver press conference, Trackside Conference Room, WorldCom *plex*

\*\*\*

Rain started to fall this morning at the Indianapolis Motor Speedway at approximately 9 a.m. (EST). The start of practice, scheduled for 11 a.m., was delayed due to the rain and wet track.

\*\*\*

1999 Indianapolis 500 Bank One Rookie of the Year Robby McGehee is an avid fan of the professional sports teams in his hometown of St. Louis. He's trying to monitor the progress of the St. Louis Blues in the NHL Western Conference Finals against the Colorado Avalanche and of the St. Louis Cardinals in baseball as he concentrates on driving in the 85<sup>th</sup> Indianapolis 500.

McGehee is a diversified athlete who played football, hockey, baseball and golf in high school.

**ROBBY McGEHEE:** "I think the Blues are losing right now. I think they're good, though. It's hard because I'm busy racing. I try to stay away from games because they always seem to lose when I'm there. St. Louis is without a doubt the best sports town. It's got everything. And now that the IRL is going to be racing there rather than CART, it completes it for me. We've got the best racing series there now." (On the Cardinals' recent success): "I love it that they're doing well. It's hard to go from racing to watching baseball. Not to take anything away from those athletes, it's just a big change of pace. I do like to watch Big Mac (Mark McGwire) get up to the plate and hit home runs. It's kind of weird, though, because baseball was probably my best sport in high school."

\*\*\*

Two-time Indianapolis 500 winner Al Unser Jr. will be available for media interviews from 6:30-6:45 p.m. today in the Galles Racing garage, A-11 in Gasoline Alley.

\*\*\*

The legend of four-time Indianapolis 500 winner A.J. Foyt continues to grow through the 1-year-old son of John Bombatch, sports editor and motorsports writer for the *Middletown (Ohio) Journal*.

Bombatch and his wife, Christy, were adopting a child last May, and the child's due date was close to May 28, Race Day for the 84<sup>th</sup> Indianapolis 500. When Bombatch returned from covering the Indianapolis 500, he jokingly suggested to his wife that the child should be named A.J. since he would be born so close to Race Day.

Much to Bombatch's surprise, his wife agreed with him. On May 30, 2000, Andrew Joseph Bombatch was born. Foyt's birth name is Anthony Joseph, but the Bombatches figured the initials would be close enough.

Now Bombatch and his "A.J." son – the family calls him Drew – watch races together on television.

**DAY 10 – THURSDAY, MAY 17, 2001 (cont.):**

Three Indianapolis 500 winners will be featured in new “SportsCentury” shows on ESPN Classic in the next week. Each show is broadcast at 8 p.m. (EDT). Columns about the shows also will be available at [www.espn.com](http://www.espn.com). The schedule:

- May 18: Rick Mears
- May 21: Mario Andretti
- May 23: A.J. Foyt

\*\*\*

**PRACTICE REPORT:**

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

Fastest lap, event: 226.996, #33 Tony Stewart, May 12

Fastest lap, Wednesday, May 16: 222.266, #2 Greg Ray

MBNA Pole four-lap qualifying average: 226.037, #8 Scott Sharp

At 2:35 p.m., the air temperature was 76 degrees, with variable winds at 6 mph and relative humidity of 82 percent. Skies were partly cloudy. The track temperature was 111 degrees, according to Firestone engineers.

2:37 p.m. – **GREEN**. #4T Hornish first on track, followed by #35 Ward and #61 Knapp. Eliseo Salazar will drive #14, while Donnie Beechler will drive #14T.

2:43 p.m. – **YELLOW**. #98 Boat spun while exiting Turn 2. Boat did a half-spin to the left while exiting Turn 2 and slid toward the inside retaining wall. The car then turned front wheels forward, with the left-rear wheel making very light contact with the inside retaining wall. The car then jerked to the right and stopped on the track on the back straightaway, with the nose pointed toward the outside retaining wall. Light damage. Boat climbed from the car without assistance.

**BILLY BOAT:** “We have been struggling with exit understeer for some time. We made some adjustments, but we just went too far the other way. I made very slight contact, did some damage to the rear suspension, but not much.”

\*\*\*

Billy Boat will return to the track today in the #98 CURB Records Dallara/Oldsmobile/Firestone in which he spun and made light contact with the inside retaining wall, team co-owner Greg Beck said. The car only requires minor rear suspension repairs, Beck said. Boat will attempt to qualify for the field in this car on Bump Day Sunday, Beck said.

\*\*\*

2:53 p.m. – **GREEN**. Raul Boesel is driving the #5T.

2:57 p.m. – **YELLOW**.

3:11 p.m. – **GREEN**.

3:14 p.m. – **YELLOW**. Tow-in for #30 Kite. Team reports electrical problem.

3:18 p.m. – **GREEN**.

3:23 p.m. – **YELLOW**. Tow-in for #30 Kite. Team reports recurring electrical problem.

3:30 p.m. – **GREEN**. The track temperature was 120 degrees, according to Firestone engineers.

3:42 p.m. – **YELLOW**. Track inspection. Track also cleared for ceremonial laps by Gary Bettenhausen in the Belanger Special that Lee Wallard drove to victory in the 1951 Indianapolis 500. Bettenhausen’s father, Tony, won the National Championship in this car in 1951. Gary Bettenhausen, who made 21 Indianapolis 500 starts, wore his father’s leather driving helmet during the ceremonial laps. Gary Schroeder, a collector from California, loaned Bettenhausen the helmet for today’s festivities.

**DAY 10 – THURSDAY, MAY 17, 2001 (cont.):**

**GARY BETTENHAUSEN** (Before ceremonial laps): “I’ve never driven it before. But it is the car that made me want to be a race car driver. I used to sit in it and go ‘Vroom’ and pretend. My dad didn’t run it at the Speedway because he thought it wouldn’t win, but he ran it and won almost all the other races that season and went on to win the championship in it. My favorite number to run was the #99 because of this car.” (After ceremonial laps): “It felt so good. That thing has a lot more horsepower than I realized. I sat in this race car in 1951, I was 10 years old. This race car had a lot of what caused me to become a driver. I would sit in the car and play race driver.”

4 p.m. – **GREEN.**

\*\*\*

Donna Haniford and Jo Schmal were in for quite a surprise today when they visited the Indianapolis Motor Speedway for the first time in 40 years.

Their father, Merle Belanger, owned the Belanger Special that Lee Wallard drove to victory in the 1951 Indianapolis 500. Haniford and Schmal came to the track today and visited the Hall of Fame Museum, looking for their father’s 1951-winning car. Museum officials informed them that the car was on display in the Pagoda Plaza because it was taking a ceremonial lap today around the Speedway with Gary Bettenhausen behind the wheel.

Talk about coincidence: Haniford and Schmal had no idea their father’s car would be honored today.

**DONNA HANIFORD** (Resident of Crown Point, Ind.) (About searching for her father’s car in the Museum and learning it was going to be on track today): “We couldn’t find it. And so we dashed over to the track. It’s just amazing. A complete surprise.” (About the appearance of the car): “My dad was very fussy about how it looked. It had to be immaculate.”

**JO SCHMAL** (Resident of San Gabriel, Calif.): “We’re in shock. I thought somebody stole the car because it wasn’t in the Museum.”

\*\*\*

4:42 p.m. – **YELLOW.** Debris.

4:44 p.m. – **GREEN.**

5:12 p.m. – **YELLOW.** Debris.

5:17 p.m. – **GREEN.**

5:28 p.m. – **YELLOW.** Debris.

5:35 p.m. – #41 Gordon also preparing to enter track.

5:42 – **YELLOW.** #7T Roberto Guerrero did a full spin in the short chute between Turns 1 and 2 and continued around the track. No contact.

5:45 p.m. – **GREEN.**

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

\*\*\*

**TOP 10 DRIVERS OF THE DAY**

No.	Driver	Car	Speed	
1	2	Greg Ray	Johns Manville/Menards	222.283
2	98	Billy Boat	CURB Records	220.866
3	5T	Raul Boesel	Meijer	220.518
4	24	Robbie Buhl	Team Purex Dreyer & Reinbold Racing	220.222
5	52	Scott Goodyear	#52 Thermos® Grill2Go™ Cheever Indy Racing Infiniti	219.959
6	14	Eliseo Salazar	Harrah’s A.J. Foyt Racing	218.891
7	35	Jeff Ward	Heritage Motorsports/Firestone/Menards	218.872
8	99	Davey Hamilton	Sam Schmidt Motorsports Racing Special	218.658
9	28T	Mark Dismore	Delphi Automotive Systems/Bryant Heating & Cooling	218.606
10	4T	Sam Hornish Jr.	Pennzoil Panther Dallara	218.564

## DAY 10 – THURSDAY, MAY 17, 2001 (cont.):

A total of 67 cars are now at the Speedway. Sixty-four cars have passed technical inspection. Forty-seven drivers have been on track to date. There were nine yellows for 1 hour and three minutes today. Twenty-six drivers were on the track in 26 cars today, completing a total of 786 laps.

\*\*\*

According to Dr. Henry Bock, IMS medical director, as of 6 p.m., 55 drivers have passed their physical examination. Joe Gosek passed his physical today.

\*\*\*

### Friday's Schedule:

8 a.m.: WorldComplex Media Center opens  
9 a.m.: Public gates open  
9:30 a.m. – Louis Schwitzer Award press conference, Trackside Conference Room, WorldComplex  
11 a.m.-6 p.m.: Track open for practice  
3:45 p.m.: Salute to 1961-winning Bowes Seal Fast car  
6 p.m.: Track closes for the day  
6:05 p.m. – End-of-day driver press conference, Trackside Conference Room, WorldComplex

\*\*\*

### PRACTICE QUOTES:

**A.J. FOYT:** "We're preparing two cars for Eliseo (Salazar) for qualifying on Sunday. If he gets the primary car into the race without any problems, then we'll put Donnie Beechler in the back-up car and try to qualify him too. But my main concern is to get Eliseo in the race."

**GREG RAY:** "We worked with a heavy, full race setup trying to find a good balanced car and also on aerodynamic downforce. Darrell Sophe and I communicate very well together. He can help build a very solid race car. I try to be very open minded and listen to them. As a driver you sometimes are concerned about your input and don't listen to the crew chief, but I have been giving 100 percent attention to him, and we are working very well together."

**RAUL BOESEL:** (About his last time in an Indy car): "It is a long time. It was last year here." (About today's practice): "It was a good day. We made good progress. We just hope the weather will cooperate on Sunday. We hope it doesn't get too sticky because it gets more difficult to run good speeds. Indianapolis is so special and every opportunity you have to run here is wonderful. It's so special. I'm sure I'm going to improve myself the next few days."

**DAVEY HAMILTON:** "We were doing race setups. I found a full-load setup that I'm pretty happy with. If the conditions are just like today on Race Day, we feel pretty confident. We feel we have a really balanced car. We're just hoping that conditions on Race Day are like today."

**SCOTT GOODYEAR:** "Things are going well on full tanks. We did a lot of full tank testing today. We made the car better than it was last week. Now I wish we could qualify again, but we've made a lot of progress in the last day, and we will have a good car on race day."

**DAY 10 – THURSDAY, MAY 17, 2001 (cont.):**

**JEFF WARD:** “We had a good practice today. The car felt great. We ran a full race setup, and everything went very consistent. We got the car up to 218 (mph) with a full fuel load, so the team is very confident with the run we had today. There were a lot of yellows, but you’ll have yellows on Race Day. So it helps the team prepare for all aspects for Race Day. Of course, we’d like to stay out longer to run the full fuel load. It’s good to see all different scenarios during practice.”

**SAM HORNISH JR.:** “We went out and worked on our race setup. We’re happy with the race car, and right now we’re waiting for the race to come.”

**BILLY BOAT:** “I think we are making progress. We made a big change to the setup, and we had more success. We’ve got something very good to work with and tweak. Conditions are constantly changing and we’re working with them.”

**BUDDY LAZIER:** “We learned a lot. It was a hot and slippery day. We played with a lot of things. Business is normal.” (About ideal conditions on Race Day): “Whatever it is, is fine with me. It could be hot and slippery or cold and slippery. It is going to be slippery no matter what. We’re going to keep on running. Now is the crutch of the work we’re going to do. We’re going to do everything to get me and the car happy. I’m blessed with a great team. I have total confidence in them.”

**DONNIE BEECHLER:** “I’ve been fortunate because Robby (Gordon) and Eliseo (Salazar) have already shaken down the cars. They are already set up. It makes my job easier. We’re still taking it easy. Our main objective right now is to get Eliseo in the show. I have no doubt in his ability. I am confident in it. I’m praying for him. We’ll run a little tomorrow. Saturday is the day we will really get up to speed. Today was more of an orientation. I haven’t been in a car since October and haven’t been here since last year. We weren’t planning on going fast, but I took some laps and A.J. slapped some tires on. We clicked off a 218 (mph), and I stayed in the car and did some more laps. We brought it in, and he said we’ll take it back and work on it tomorrow.”

**ROBBIE BUHL:** “We had a good day. We accomplished everything we set out to do in practice today. We were focusing on our race setups, so we were pleased to see our times were so quick.”

**SARAH FISHER:** “Today we just wanted to shake the car down after changing the motor last night. Now the guys can start fine tuning it. We wanted to run between normal race hours, but the rain held us back a little bit.”

**ELISEO SALAZAR:** (About his new baby Eliseo Salazar VI): “I have to keep the tradition. I like the name. It’s not that common in Chile, it’s not that common in Spanish. Being the fifth, I hope we can carry it to the tenth.” (About today’s practice): “You know, I always say, racing is a bit like the checkered flag, you have black and white. We had the blackest moment, you know, last week, we had four days in a row with incidents and crashes. So, I hope this will turn around things. The birth of Eliseo the sixth happened Tuesday morning at 3:53 and that was a turnaround for us. And now, we are taking out a brand-new car. We had the backup

## DAY 10 – THURSDAY, MAY 17, 2001 (cont.):

(Eliseo Salazar – cont.) car at 223 and a half when we had the engine problem on Sunday. So, we have that, but, you know, A.J. is just a big racer, and he wants to do the best he can. So, he bought a new car, and we're shaking that down, and we have the other car that's also up to 223, even quicker if we want. So, it's not a question about having the speed, it's just a question of do you get spooked, and if something's going to happen, it's going to happen like last week. But as we said, hopefully, that has turned around and will be different." (About the birth of his child): "We spent a hectic 48 hours there preparing to go to the hospital, and then it was a big baby 10 pounds, 6 ounces. So it couldn't come naturally, you know, we had to do a C-section in the middle of the night. Obviously during those hours you're not thinking of anything else, but now that they are both fine and healthy, Kari and Eliseo, we have to concentrate on this. We came back last night, and we had to. This is our life. It is her life, too. We live for this. It's an important part of our life, too. We need to qualify on Sunday and make the race and keep collecting points toward our big goal -- that is to win the championship. As you said before, we are second in the championship, and we need to get as many points here as possible. We've always done well. Out of five participations, we have a third, a fourth and a sixth place and a couple of front rows. This is quite unusual and disappointing, but that is what motor racing is all about and especially at Indy. You can never expect everything to be normal. It happens. Things like this happen, and we just expect to correct them on Sunday. The weather is very hot and muggy. I don't think it was a day conducive to really find the setup for speed. So we're just shaking down a brand-new car and getting some minor problems, we had a fuel pickup problem and stuff like that, you know, getting ready for the weekend. If The Weather Channel is right, it should be much cooler, and then we should be back to the mid 20s laps that we can do." (About Beechler in a third car): "We're going to try to put this brand-new car in the field, and then we have this 14 car, which is actually the car that has put us second in the championship so far and is the car that I tried to qualify on Sunday that blew in the last corner. That car was up to mid-223. We're going to wait and hopefully put this brand-new car early on Sunday then concentrate on getting Donnie in the field, too. So that is not a problem." (About how engine failure while attempting to qualify ranks among frustrations in his career): "It was one of those deals that I say all the time that if some Hollywood screenwriter writes that, we would all say it is too much fantasy. How can it happen, you know, on the last corner of the last lap after everything that has happened the previous two, three days? So I just couldn't believe it. I was astounded. I just couldn't believe it. I knew the engine was getting tight going into (Turn) 3, and they said one more corner and we could coast. We had like a 223 average. Even a 218 lap would have given us a very good average, good enough to qualify. So I just couldn't believe it when it happened. I tried to steer toward the wall not to pinch the car, and thankfully it worked. At the time you don't have much time to think. Afterward, it was unreal. It was like I was looking from above, and I just couldn't believe what was going on." (About Race Day speeds): "I think 218 or 217 will be more realistic. I feel it is about 6 mile an hour difference (from qualifying to race). So if Scott Sharp did 226, that was quite out of the ordinary, really. I would expect the quickest lap of the race being (2)19.5 maybe a (2)20. If it is like today, I don't see it being quicker than 218." (About A.J.'s last-minute qualifying experience): "I think he is at his best when he is down. He's really trying every single thing as I said before, buying a new car and getting the best engine. When a guy like him is in a difficult situation, that is when they thrive. Definitely, he is thriving. He is full of

**DAY 10 – THURSDAY, MAY 17, 2001 (cont.):**

**(Eliseo Salazar – cont.)** confidence. We are not even taking it into consideration that we won't qualify." (About bruised right eye): "First, fortunately, the eye is OK. I had it checked in Miami, and I could see 20/20. Starting from the back is not our plan. People say always, 'It is a long race, you have time.' I agree with that, but the IRL is so competitive, so evenly matched, it is hard to pass cars. We've been in the top five every race so far. And when you get to about March or sometime, it is not that easy to pass. We will try to do it patiently. Hopefully we will be top 10 by the middle of the race. Coming back last night, my flight was Miami/Charlotte, and I came with Robby Gordon, and we were talking. In '95, he started from the pits. He still made it to fifth place in the end. It all depends how the race goes that day. It's not as easy as in the past to get to the front." (About winning 500 vs. winning the championship): "I don't know the answer. I put it like that one day to A.J., and he wisely said we are looking to get in, and then we are going to talk strategy. Even though you don't want to think about it, obviously you do at some point of the day. I've been leaning toward let's try to get in a top-five finish and keep collecting points toward the championship, but then you say this race is not just another race, so should we try to win it anyhow? I'd like to answer that on the 23<sup>rd</sup>." (About when to attempt to qualify on Sunday): "I want to be there at 6 o'clock in the morning. We are going to try immediately. That was the only, I wouldn't say mistake, but hindsight is real easy, but on Sunday we had 223 and a half at 2 o'clock, but we waited until 5. We didn't really have time to change then. Maybe we shouldn't have gone straight to qualify. We would have blown the engine and had time to replace it. We want to be ready at 12."



## RAY TOPS CHARTS, SALAZAR FINDING COMFORT ZONE

INDIANAPOLIS, Thursday, May 17, 2001 – Greg Ray reigned supreme for the sixth time in eight Indianapolis 500 practices this month, topping the daily speed chart May 17 at 222.283 mph.

It was the second consecutive day that Ray led in his No. 2 Johns Manville/Menards Dallara/Oldsmobile/Firestone as he prepares to start from the middle of the front row on Race Day, May 27. Former Indy Racing champion Ray led Wednesday at 222.266.

1998 Indianapolis 500 pole sitter Billy Boat was second fastest during today's rain-abbreviated practice at 220.866 in his No. 98 CURB Records Dallara/Oldsmobile/Firestone. He was the fastest non-qualified driver in the practice, trying to find enough speed to make the 33-car field on Bump Day this Sunday.

Twelve-time Indy starter Raul Boesel was third fastest at 220.518 in the No. 5T Meijer G Force/Oldsmobile/Firestone – Arie Luyendyk's primary car -- in his first day on track.

"Indianapolis is so special, and every opportunity you have to run here is wonderful," Boesel said. "It's so special. I'm sure I'm going to improve myself the next few days."

Two of the three Infiniti-powered cars in the field rounded out the top five. Robbie Buhl was fourth at 220.222 in the No. 24 Team Purex Dreyer & Reinbold Racing G Force/Infiniti/Firestone, while Scott Goodyear was fifth at 219.959 in the #52 Thermos® Grill2Go™ Cheever Indy Racing Infiniti Dallara/Infiniti/Firestone.

Eliseo Salazar was next at 218.891 in the No. 14 Harrah's A.J. Foyt Racing Dallara/Oldsmobile/Firestone in his first practice since his engine failed on the final lap of his strong qualifying run Sunday, forcing him to try and qualify on Bump Day.

Since then, Salazar and his wife, Kari, welcomed their first child, a son named Eliseo VI, on Tuesday morning in Miami. That capped a whirlwind 48 hours of emotion for Salazar, second in the Indy Racing Northern Light Series point standings.

"I always say that racing is a bit like the checkered flag, you have black and white," Salazar said. "We had the blackest moment last week. The birth of Eliseo the sixth happened Tuesday at 3:53 (a.m.), and that was a turnaround for us.

"It's not a question of having the speed. It's just a question that you get spooked that something is going to happen. Especially at Indy, you can never expect everything to be normal. Things like this happen, and we just expect to correct them on Sunday."

Twenty-six drivers turned 786 laps in 26 cars today, as morning showers delayed the start of practice by three hours and 37 minutes. The only incident occurred when Billy Boat brushed the inside retaining wall on the back straightaway after a spin. Boat was unhurt.

Practice continues from 11 a.m.-6 p.m. (EST) Friday.

###

**DAY 11 – FRIDAY, MAY 18, 2001**

**TODAY AT THE TRACK:**

8 a.m.: WorldCom *plex* Media Center opens  
9 a.m.: Public gates open  
9:30 a.m. – Louis Schwitzer Award press conference, Trackside Conference Room, WorldCom *plex*  
11 a.m.-6 p.m.: Track open for practice  
3:45 p.m.: Salute to Bowes Seal Fast car that A.J. Foyt drove to victory in the 1961 Indianapolis 500, including ceremonial lap  
6 p.m.: Track closes for the day  
6:05 p.m. – End-of-day driver press conference, Trackside Conference Room, WorldCom *plex*

\*\*\*

The start of practice, scheduled for 11 a.m., was delayed due to the rain and wet track. It was the second consecutive day that practice was delayed by rain.

\*\*\*

The 35<sup>th</sup> annual Louis Schwitzer Award was awarded this morning to Dr. Robert Hubbard and James Downing, inventors of the HANS® Device.

The safety device is designed to reduce the occurrence of basilar skull fractures experienced by racing drivers during high-speed crashes.

The HANS Device was invented by Hubbard, biomechanics professor at the College of Engineering at Michigan State University, in collaboration with his brother-in-law, longtime IMSA sports car driver Downing. When no motorsports safety equipment manufacturers were interested in the product, Hubbard and Downing formed Hubbard/Downing Inc. to manufacture and distribute the HANS Device. Hubbard holds U.S. and foreign patents for the HANS Device.

Hubbard and Downing received \$5,000 from BorgWarner during a press conference at the Indianapolis Motor Speedway, and their names will be added to the permanent trophy in the Indianapolis Motor Speedway Hall of Fame Museum.

The safety device consists of a yoke that fits around the driver's shoulders and is held tightly to the chest by the vehicle shoulder harness. Extending from up the yoke behind the driver's head is a collar, and tethers attach the collar to either side of the driver's helmet. The HANS Device limits the movement of the head relative to the torso during an impact, significantly reducing the loads on the neck and the base of the skull and reducing the accelerations of the head.

Approximately 600 drivers are using the HANS Device worldwide in many different classes of racing cars and boats, including drivers participating in the 85<sup>th</sup> Indianapolis 500.

The Louis Schwitzer Award, named after the dynamic automotive pioneer, has been presented annually in conjunction with the Indianapolis 500-Mile Race since 1967. It recognizes those individuals with the courage and conviction to explore and develop new concepts in auto racing technology.

The award recipient is selected by a committee of seven members of the Society of Automotive Engineers, Indiana Section, and two representatives from the Indy Racing League technical department.

BorgWarner, sponsor of the Borg-Warner Trophy, presents the award. BorgWarner enjoys a long-standing tradition of engineering excellence and product leadership, and the company sponsors this award to highlight its appreciation of superior design and implementation.

**DAY 11 – FRIDAY, MAY 18, 2001 (cont.):**

**ROBERT HUBBARD:** “The recognition of the Louis Schwitzer Award is very poignant and positive for Jim and me. It’s hard for me to explain the joy I feel ... we know we’re really helping drivers be safe.” (About the HANS Device): “The concept is simple, just to keep the head on top of the shoulders. I can’t see any reason why every driver who races cars and boats with a shoulder harness shouldn’t be wearing one of these things. I think that day will come someday.”

\*\*\*

Today’s practice was canceled at 2 p.m. (EST) due to rain. The last time a practice day for the Indianapolis 500 was completely washed out was May 3, 1997.

\*\*\*

According to Dr. Henry Bock, IMS medical director, as of 2:30 p.m., 55 drivers have passed their physical examination. No drivers took their physicals today.

\*\*\*

**Saturday’s Schedule (Pepsi Fun Day):**

8 a.m.: WorldComplex Media Center opens

8 a.m.: Public gates open

11 a.m.-6 p.m.: Track open for practice

3:45 p.m.: Salute to STP Lotus Wedge turbine-powered car that competed in the 1968 Indianapolis 500, including a ceremonial lap by 1968 pole winner Joe Leonard

6 p.m.: Track closes for the day

6:05 p.m. – End-of-day driver press conference, Trackside Conference Room, WorldComplex

\*\*\*

**PRACTICE CANCELLATION QUOTES:**

**ELISEO SALAZAR** (Does today’s rain hurt your qualifying chances?): “Not really. To the contrary. We have the speed. We just need 15 to 20 laps to put the qualifying speed together. We can do it tomorrow or even Sunday morning. This just keeps the other guys from getting up to speed.”

**CORY WITHERILL:** “It’s the same for everyone, so there’s no difference to us. We’re confident we can make it. We’ll let the rain go by, get a good run tomorrow and be ready for Sunday. It’s been a good learning curve. Each day I go out, I learn more about the car. The track is difficult enough to learn by itself, but then you throw in a new type of car, and it’s been quite an experience. If it were an Indy Lights car, I’d know what to do and what feedback to give. My program was put together so quickly that it’s been a tough, quick learning curve.”

**BUZZ CALKINS:** “We got to do quite a bit Wednesday and more Thursday. There’s a few things we would have liked to have tried, but it can wait until tomorrow.”

**STEVE KNAPP:** “I’m confident that the speed is in the car. We got only 12 laps in yesterday, four at speed. We got enough to get some direction, but you can’t do much with the car in the garage. We had an intermittent cutout problem, though. We’re going to replace the wiring harness. I think the bump speed will be 221.4. I’ve been driving Memo’s (Gidley) car, trying to help him.”

**DAY 11 – FRIDAY, MAY 18, 2001 (cont.):**

**GREG RAY:** “It’s the same for everybody. You have to expect some bad weather here. Compared to some race weekends, we have an incredible amount of time here. But this is the Indy 500. We’re working on race setup. We think we’re one of the quickest cars out there. But just because the car is fast, it doesn’t mean it’s good in traffic. What makes our car fast isn’t necessarily what makes it good in traffic.” (Does the rainout work in your favor because tomorrow’s session should be busy, and you want to work in traffic?): “Absolutely. Last week we worked on full tanks and then worked our way in traffic a lot. But we didn’t work our way on full fuel much because you only have 25 sets of tires, so you have to allocate to keep your tire situation in good shape. Last week we looked for a clean track with full tanks to get a feel on our race car. Now we’re looking for anybody on the racetrack – and their mother, brother, father and sister – with a race car, to get on their gearbox and run with them.”

**BILLY BOAT:** “We had an engine change scheduled for today anyway, so we hadn’t really planned on going out to practice until later in the day. The rain only sets us back a little bit. We still feel we’ve got a pretty good baseline, but we need to work a little bit more tomorrow and make sure the consistency is there. Hopefully we’ll have some good weather conditions so we can do a simulated qualifying run and be ready to go first thing on Sunday.”

## DRIVERS CONTINUE TO PREPARE AS RAIN WASHES OUT INDY PRACTICE

INDIANAPOLIS, Friday, May 18, 2001 – Persistent rain forced the cancellation of Indianapolis 500 practice May 18, the first time a practice day was completely washed out at the Indianapolis Motor Speedway in four years.

The last time no cars turned laps on a scheduled practice day due to rain was May 3, 1997.

Non-qualified drivers in the field now have just one day of practice to prepare for the final day of qualifications, Bump Day, on Sunday. The final full practice takes place from 11 a.m.-6 p.m. (EST) Saturday.

Two of the fastest drivers still trying to gain a spot in the 33-car field, Eliseo Salazar and Billy Boat, said the washout did little to affect their plans to find speed and qualify for the May 27 race.

“We have the speed,” said Salazar, who drives the Harrah’s A.J. Foyt Racing Dallara/Oldsmobile/Firestone entries. “We just need 15 to 20 laps to put the qualifying speed together. We can do it tomorrow or even Sunday morning.

“This just keeps the other guys from getting up to speed.”

1998 Indy pole sitter Boat is taking a similar approach. He has been the fastest non-qualified driver in the last two days of practice in the CURB Records Dallara/Oldsmobile/Firestone.

“We had an engine change scheduled for today anyway, so we hadn’t really planned on going out to practice until later in the day,” Boat said. “The rain only sets us back a little bit.

“We still feel we’ve got a pretty good baseline, but we need to work a little bit more tomorrow and make sure the consistency is there. Hopefully we’ll have some good weather conditions so we can do a simulated qualifying run and be ready to go first thing on Sunday.”

In an odd twist, the cancellation actually may help front-row starter Greg Ray. He will start second in the No. 2 Johns Manville/Menards Dallara/Oldsmobile/Firestone.

Ray and Team Menard worked last week before MBNA Pole Day on running alone on the track with full tanks, trying to learn more about the handling characteristics of the car. Now Ray wants to test the car in full tanks in traffic, simulating race conditions.

He should get his wish Saturday, as the track should be busy.

“Now we’re looking for anybody on the racetrack – and their mother, brother, father and sister – with a race car, to get on their gearbox and run with them,” Ray said.

###

**DAY 12 – SATURDAY, MAY 19, 2001 – PEPSI FUN DAY**

**TODAY AT THE TRACK (Pepsi Fun Day):**

8 a.m.: WorldCom *plex* Media Center opens

8 a.m.: Public gates open

11 a.m.-6 p.m.: Track open for practice

3:45 p.m.: Salute to STP Lotus Wedge turbine-powered car that competed in the 1968 Indianapolis 500, including a ceremonial lap by 1968 pole winner Joe Leonard

6 p.m.: Track closes for the day

6:05 p.m. – End-of-day driver press conference, Trackside Conference Room, WorldCom *plex*

\*\*\*

Sarah Fisher will be available for media interviews from 6:15-6:35 p.m. today in the Walker Racing garages, A6-A8 in Gasoline Alley.

\*\*\*

“NBC Nightly News with Tom Brokaw” will include a feature on Indy Racing Northern Light Series driver Sarah Fisher on May 23.

NBC News correspondent Ann Thompson and a crew filmed the segment this week at the Indianapolis Motor Speedway.

\*\*\*

A memorial service for the late driver Bob Hurt will take place from 9:05-9:25 a.m. Sunday in the WorldCom *plex* Trackside Conference Room following morning religious services.

Hurt suffered paralyzing injuries in a practice crash at the Speedway in May 1968. Over the next 32 years, Hurt remained wheelchair-bound but never gave up his fight to regain his mobility. He traveled to Russia and Sweden for experimental treatments and helped with similar spinal-injury research in the United States.

He made his home in Daytona Beach, Fla., but spent much time in a Toronto hospital as his health slowly deteriorated over the years. He never lost his love for racing and the Indianapolis 500, in particular. He showed up at the track virtually every May and greeted old friends. His last visit was in 2000. He died Sept. 23, 2000.

All are invited to attend the short memorial service conducted by IRL Ministry Chaplain Mark Wingler.

\*\*\*

**PRACTICE REPORT:**

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

Fastest lap, event: 226.996, #33 Tony Stewart, May 12

MBNA Pole four-lap qualifying average: 226.037, #8 Scott Sharp

At 11 a.m., the air temperature was 68 degrees, with east winds at 12 mph and relative humidity of 81 percent. Skies were partly cloudy. The track temperature was 97 degrees, according to Firestone engineers.

11 a.m. – **GREEN**. Green flag waved by Ronnie Mund, the limousine driver for radio personality Howard Stern, star of the nationally syndicated “The Howard Stern Show.” #4T Hornish first on track, followed by #31T Mears and #30 Kite.

11:12 a.m. – **YELLOW**. Track inspection.

11:21 a.m. – **GREEN**.

11:45 a.m. – **YELLOW**. Tow-in for #25 Fisher. Car out of fuel.

11:49 a.m. – **GREEN**.

**DAY 12 – SATURDAY, MAY 19, 2001 – PEPSI FUN DAY (cont.):**

Ronnie Mund, the limousine driver for radio personality Howard Stern, took a ride in the Oldsmobile Bravada Pace Vehicle this morning with this year's MBNA Pole Winner, Scott Sharp. Mund will spend today in Sharp's pit.

Mund, known just as "Ronnie The Limo Driver" on Stern's radio and TV show, will interview drivers in the garage area and pit lane Sunday for Stern's program.

**RONNIE MUND** (About waving the green flag to start practice): "That was pretty cool. It's an incredible feeling to be up there. It's a little shaky when you first get up there. Maybe that was just my legs. It was a little shaky, but it's incredible once you get used to it. When the first car came under us ... what a rush. We took some laps earlier, and what a phenomenal place. Scott Sharp took us around. Now we're going to go to his pit for a while. He invited us down. Scott's a very nice guy, great guy."

\*\*\*

Noon – The track temperature was 114 degrees, according to Firestone engineers.

12:11 p.m. – **YELLOW**. Track inspection.

12:20 p.m. – **GREEN**.

12:27 p.m. – **YELLOW**. Debris.

12:32 p.m. – **GREEN**.

12:47 p.m. – **YELLOW**. Debris.

12:52 p.m. – **GREEN**.

1 p.m. – The track temperature was 125 degrees, according to Firestone engineers.

1:02 p.m. – **YELLOW**. Track inspection.

1:10 p.m. – **GREEN**.

1:32 p.m. – **YELLOW**. Tow-in for #9T Schroeder. Car out of fuel.

1:35 p.m. – **GREEN**.

\*\*\*

McCormack Motorsports is installing a new Oldsmobile engine this afternoon into the McCormack Motorsports Team Calcium G Force/Oldsmobile/Firestone driven by Jimmy Kite.

It is a scheduled change, and Kite should return to the track between 5 and 6 p.m. today.

\*\*\*

The #9 Purity Products Dallara/Oldsmobile/Firestone driven by Jeret Schroeder has a new paint scheme starting today. The car is blue and silver instead of white. The design was done by Graph to Graphics of Pompano Beach, Fla. The company has designed and produced graphics that have covered entire buildings, so sprucing up Schroeder's car was no problem.

\*\*\*

TeamXtreme Racing worked until early this morning to build another backup car that Airtón Daré can use Sunday if he is bumped from the starting field.

Daré qualified 23<sup>rd</sup> with a four-lap average of 220.966 mph in the #88T 1-800 BAR NONE TeamXtreme G Force/Oldsmobile/Firestone. His speed is the third slowest in the field. Just in case, TeamXtreme has built a backup with help from the Daré's crew and the crew of his teammate, Jaques Lazier, who qualified 17<sup>th</sup> at 222.145 in the Classmates.com/Jonathan Byrd's Cafeteria G Force/Oldsmobile/Firestone.

**DAY 12 – SATURDAY, MAY 19, 2001 – PEPSI FUN DAY (cont.):**

**JOHN LOPES** (General manager, TeamXtreme Racing): “Under normal circumstances, the team would take about a week to build a car. But this is the Indy 500, and there is no such thing as ‘normal circumstances.’ We have pieced this car together in two days, and it couldn’t have happened without the teamwork and synergy that exists between both the Classmates and the 1-800 BAR NONE crews.”

\*\*\*

Stan Wattles withdrew from the 85<sup>th</sup> Indianapolis 500 today. Wattles drove the #94 Hemelgarn Racing Dallara/Oldsmobile/Firestone this month but was hampered by a practice crash May 11 and another crash during his qualification attempt on second-day qualifying May 13.

Wattles’ chassis will be taken to Aerodine Composites Group for evaluation after this event. He likely will test that car after the evaluation and then decide whether he will compete in the rest of the Indy Racing Northern Light Series season.

**STAN WATTLES:** “After two accidents during the month, I’ve decided not to compete at Indy. The car just didn’t feel right. It was extremely unstable even with a lot of downforce and new tires. The front end felt strange through the corners and down the straightaway, and that’s something that doesn’t need to be explored the day before ‘Bubble Day.’ This was the most difficult decision that I’ve had to make in my racing career. After all, this is the Indy 500. I want to wish all my competitors the best of luck come Race Day and extend my thanks to the Hulman-George family for putting on such a great event. I also want to thank my crew for everything they’ve done this month. I could not have asked for a more dedicated and talented group of individuals.”

\*\*\*

2:55 p.m. – **YELLOW.** #60T Tyce Carlson crashed after exiting Turn 4. Carlson did a quarter-spin while exiting Turn 4, and his car hit the inside retaining wall at the exit of the turn with the nose of his car. The car then turned right and moved forward on the front straightaway, hitting the inside retaining wall adjacent to pit road with the left side of his car. Moderate damage to the front and left side of the car. Carlson removed from the car by the Indy Racing League safety crew.

3 p.m. – The track temperature was 112 degrees, according to Firestone engineers.

3:11 p.m. – **GREEN.**

\*\*\*

3:15 p.m. medical update from Dr. Henry Bock, Speedway medical director: #60T Tyce Carlson is being transported to Methodist Hospital in Indianapolis after his accident at 2:55 p.m. He is awake, alert and in stable condition. He is complaining of back pain.

\*\*\*

Oldsmobile will make the dream of driving an Indianapolis 500 pace vehicle come true for Susan Wagener of Bloomington, Ind.

Wagener, the grand-prize winner in Oldsmobile’s “Pace the Race” contest, will drive a 2002 Bravada Official Pace Vehicle before the start of “The Greatest Spectacle in Racing” on May 27. She will lead a parade of historic Oldsmobile pace cars on a ceremonial lap as Oldsmobile celebrates its 11<sup>th</sup> and final appearance as the pacesetter at the Indianapolis 500.

Wagener’s winning entry was selected from 1,350 e-mails submitted to Oldsmobile’s Web site. Contestants were asked to describe why they wanted to participate in the pageantry of the Indianapolis 500. Wagener cited the memory of her late father in her essay.



**DAY 12 – SATURDAY, MAY 19, 2001 – PEPSI FUN DAY (cont.):**

“I would like to drive the Bravada Pace Vehicle as a tribute to my father, Don Rice, who worked for Indianapolis Oldsmobile dealers for 51 years until he passed away suddenly last fall,” Wagener wrote. “The last afternoon we spent together, we went for a drive in my new Bravada, which he had just sold me. The next day he passed away. For as many years as I can remember, he went to the ‘500’ time trials and race with his fried chicken lunch. This would be a wonderful and fitting tribute to my dad and his 51 years with Oldsmobile.”

The first runner-up was James Lawson of Indianapolis. The second runner-up was Bruce Bisping of Edina, Minn. Oldsmobile will play host to the three finalists and their guests at the Indianapolis 500.

\*\*\*

Delegates from four African nations – Madagascar, Mali, Benin and Cote D’Ivoire – visited the Indianapolis Motor Speedway today as part of an official tour of U.S. cities.

\*\*\*

3:45 p.m. – **YELLOW**. Track cleared for ceremonial lap by 1968 Indianapolis 500 pole sitter Joe Leonard in the Bowes Seal Fast car that A.J. Foyt drove to victory in the 1961 Indianapolis 500.

4:02 p.m. – **GREEN**.

4:40 p.m. -- #98 Boat turned lap of 222.177, fastest of day.

4:52 p.m. – **YELLOW**. Tow-in for #51 Cheever. Car smoking, stops on inside of short chute between Turns 1 and 2.

**EDDIE CHEEVER JR.:** “We were supposed to have stopped 10 laps ago. We went way past the 500-mile mark (on this engine).”

5:04 p.m. – **GREEN**.

\*\*\*

1968 Indianapolis 500 pole winner Joe Leonard met with the media this afternoon in the WorldCom plex Trackside Conference Room after he took ceremonial laps in the Bowes Seal Fast car that A.J. Foyt drove to victory in the 1961 Indianapolis 500.

**JOE LEONARD:** “It was really a thrill to go around Indianapolis again. My last year was ‘73, and that didn’t go so well, and then I got hurt in ‘74. I’ve been treated so well here. I want to say that Tony George and Mari George have done so many improvements, and I haven’t been here in 10 years, but all the improvements are a plus.” (About his driving career): “Smokey Yunick was probably the easiest to drive for. Anything you needed, even a little thing, wasn’t a problem. He just wanted you to produce. I grew up in San Diego, California, and Billy Vukovich Sr., Rodger Ward, Johnnie Parsons, Jimmy Bryan all ran midgets. They’d run midgets every Wednesday night. My Grandpa would take me. And I didn’t have much money, and I was a wild kid, so that’s how I got started in motorcycles.” (About not winning at Indianapolis): “I just never could get that win. I won the California 500, the Pennsylvania 500, three motorcycle championships and two triple crowns. I would trade one motorcycle championship and both ‘500s’ for a win here.” (About his 1974 injury at Ontario Motor Speedway): “It was March 9<sup>th</sup> or 10<sup>th</sup>, and they had moved the Ontario date from Labor Day to that date because the last year it was too hot and they didn’t get a very good crowd. Back then the radiator was in the front so the driver had the hot air blowing on him for three hours. My ankle was crushed, and it took them 20 minutes to get me out of the car. I wish it had been later, because now Dr. Trammell does miracles. He fixed up Rick Mears. Fortunately, I had a little

**DAY 12 – SATURDAY, MAY 19, 2001 – PEPSI FUN DAY (cont.):**

**(Joe Leonard – cont.)** investment, and I'm pretty good financially. I was supposed to be here last year, but I lost my mother and my wife within six days. I've got a 12-year-old at home, and I look after her. I usually check on my units and take her to private school. I'm hoping to come to Indianapolis again. This is my life, and I do not care what anybody says, this is the granddaddy of them all. It's the biggest, the best and the greatest. I feel wonderful. They had a nice itinerary for me. I had breakfast with the CEO, Mr. George. The family is great, Mari and all of them. All the improvements are a positive. A lot of these big overhauls are not all they proclaim to be, but there are no negatives here." (Summing up his career): "I was pretty lucky, not many drivers got to be nursed along by Dan Gurney, A.J. Foyt, and Parnelli Jones."

\*\*\*

5:15 p.m. medical update from Dr. Henry Bock, Speedway medical director: Tyce Carlson was released today from Methodist Hospital in good condition. He was not released to drive and will meet with Dr. Bock at 10 a.m. Sunday for further evaluation about his driving status.

\*\*\*

5:15 p.m. – Stephan Gregoire on track in #35 Heritage Motorsports/Firestone/Menards G Force/Oldsmobile/Firestone.

5:25 p.m. -- #27 Jim Guthrie crashed in Turn 4. Guthrie hit the outside retaining wall in Turn 4 with the right side of the car. The car slid down the front straightaway and stopped along the outside retaining wall just past the start-finish line. Heavy damage to the right side of the car. Guthrie climbed from the car without assistance.

**JIM GUTHRIE:** "It didn't turn." (About tomorrow's plans): "Done. Done. The sponsorship potential is gone. We had to be in the show. We're only about \$100,000 upside down and a totaled car. This is worse than a broken leg."

\*\*\*

5:40 p.m. medical update from Dr. Henry Bock, Speedway medical director: Jim Guthrie was evaluated and released without injury from the Clarian Emergency Medical Center at the track. He was not cleared to drive and will meet with Dr. Bock on Sunday morning for further evaluation about his driving status.

\*\*\*

5:50 p.m. – **GREEN.**

5:53 p.m. – **YELLOW.** #37 Steve Knapp brushed the outside retaining wall between Turns 1 and 2, stopping on the inside of the rear straightaway. No visible damage to car. Knapp stayed in car to assist in towing back to the pits.

**STEVE KNAPP** (How did the crash happen?): "Don't know. We've had limited track time with this suspension. It felt good. It got to the bottom, like it should. All of a sudden, it started to move. It started going up toward the wall. I let off and couldn't recover it, hit the wall. I got on the brakes before it could spin around and send me somewhere else."

5:57 p.m. – **CHECKERED.** End of practice.

**DAY 12 – SATURDAY, MAY 19, 2001 – PEPSI FUN DAY (cont.):**

**TOP 10 DRIVERS OF THE DAY**

	<b>No.</b>	<b>Driver</b>	<b>Car</b>	<b>Speed</b>
1	5T	Raul Boesel	Meijer	222.547
2	98	Billy Boat	CURB Records	222.177
3	8T	Scott Sharp	Delphi Automotive Systems	221.218
4	4T	Sam Hornish Jr.	Pennzoil Panther Dallara	221.059
5	14T	Donnie Beechler	Harrah's A.J. Foyt Racing	221.032
6	14	Eliseo Salazar	Harrah's A.J. Foyt Racing	220.410
7	52	Scott Goodyear	#52 Thermos® Grill2Go™ Cheever Indy Racing Infiniti	220.183
8	99	Davey Hamilton	Sam Schmidt Motorsports Racing Special	219.648
9	93	Buddy Lazier	Metro Management/Super Fitness/Firestone	219.264
10	28T	Mark Dismore	Delphi Automotive Systems/Bryant Heating & Cooling	219.202

\*\*\*

A total of 71 cars are now at the Speedway. Sixty-nine cars have passed technical inspection. Forty-seven drivers have been on track to date. There were 12 yellows for 1 hour and 59 minutes today. Thirty-five drivers were on the track in 37 cars today, completing a total of 1,724 laps.

\*\*\*

According to Dr. Henry Bock, IMS medical director, as of 6 p.m., 55 drivers have passed their physical examination. No drivers took their physicals today.

\*\*\*

Twelve-time Indianapolis 500 starter Bill Vukovich Jr. will take a ceremonial lap in the Bowes Seal Fast car in which A.J. Foyt won the 1961 Indianapolis 500 at 10:30 a.m. Thursday, Coors Carb Day.

\*\*\*

**Sunday's Schedule (Bump Day-Armed Forces Day):**

8 a.m.: WorldComplex Media Center opens

8 a.m.: Public gates open

10-11:15 a.m.: Track open for practice

Noon-6 p.m.: Qualifying

6 p.m.: Track closes for the day

6:05 p.m. – End-of-day driver press conference, Trackside Conference Room, WorldComplex

\*\*\*

**PRACTICE QUOTES:**

**AIRTON DARÉ:** "We are trying to find balance, and we aren't sure if we are battling the track or the tires. We were well on our way to finding the perfect setup, and then the gearbox failed. We have consistently been in the top 10 in practice today, so we are OK with that, but we know with more neutrality we could be up there in the top three."

**SAM HORNISH JR.:** "We just went out and worked on race setup then did some pit-stop practice. We won't go out on Carb Day much. I think we're in good shape." (About running backup car today): "We did that to put some miles on it and not do anymore wear and tear to the primary car. Everything we learned today transfers over to the other car."

**DAY 12 – SATURDAY, MAY 19, 2001 – PEPSI FUN DAY (cont.):**

**BUZZ CALKINS:** “We got some things worked out on the Bradley Food Marts/Sav-O-Mat car today. We’ll go out and run about an hour tomorrow. We just want to get an idea of a different day and different weather conditions. There is really no way to tell what Race Day will be like. So, if we can get as many different weather days as possible, which we have this month, that will help us no matter what Race Day is like.”

**SCOTT SHARP:** “It was an up and down day. We were chasing a few different gremlins all day. We didn’t get all the track time we wanted, so we’ll probably run tomorrow. Overall, I’m really pleased with our No. 8 Delphi car. We had an extremely strong run this afternoon of about 31 laps. The guys have been working hard, and we appreciate that.”

**MARK DISMORE:** “This is the best car I’ve had all month. If I would have had this last Saturday, I would have qualified a lot stronger. We ran the same setup this afternoon as we did this morning but just under different track conditions. We learned a lot today. I’ve learned more in the last three days than the whole time I’ve been here. We actually had to go too far with the car to realize what we really wanted to do with it. I think we’ve got a fantastic race car.”

**MEMO GIDLEY:** “We’ve had a problem the last few days with the car jumping out of fourth gear. Because of that problem we have overrevved two motors. Last night, we thought we had fixed the problem, but we did it again this morning. We thought the motor was OK, but later we found out it wasn’t. Basically, we’ve had several problems this month that have kept us off the track. It’s been crunch time for us since the time we showed up. In two weeks, we’ve had to assemble a team, assemble cars and get track time. It’s been tough on everyone, but everybody is working their butts off. There are so many good teams and drivers here this year, much better than in the past years. You have to be really well prepared.” (Can you make the race?): “Ovals are funny. I’ve had cars that feel terrible then you make a change and all of a sudden you’re as good as everyone else. We still have tomorrow. Who knows? We make the right change then we have a shot to get in. Right now anything can happen.”

**JOHN PAUL JR.:** “We started out well this morning, came out conservative. We had a little push, and then we took the crossweight out of it. So we went back out, and for some reason we have no oil pressure. We are hoping that we found out what the problem is. We had good speed this morning and found a good, comfortable balance. We’ll have to go out tomorrow and see what the car has in it. Indianapolis is a horsepower game. I went out this morning and got the rust off. Now I feel I can pull whatever the car has out of it. It will be an interesting day that’s for sure.”

**JIMMY KITE:** “This is my fourth year of Bump Day. I’m use to it. We’ve got a good balance. If we didn’t have a setup, I’d be worried. We never really got a clean lap or a hot lap. We’re going to be OK. The car is going to make it. This is probably the best I will sleep before any qualifying day at Indy. I know what it’s like to be the rookie. This is the most relaxed I’ve ever felt. I’m use to it. Anybody in the mid 221s (mph) is going to be worried. I think that’s the cut off.”

**DAY 12 – SATURDAY, MAY 19, 2001 – PEPSI FUN DAY (cont.):**

**JIM GUTHRIE:** “It didn’t turn.” (About tomorrow’s plans): “Done. Done. The sponsorship potential is gone. We had to be in the show. We’re only about \$100,000 upside down and a totaled car. This is worse than a broken leg.”

**ROBBIE BUHL:** “We actually had a really good day today. We got a lot done. We went out with our race car this morning on full tanks and worked on race stuff. We are very happy with the Team Purex Dreyer & Reinbold Racing car. This afternoon we went out in our T car and really just shook that down and did in-and-outs with it to work on our pit stops and the pit lane speed limiter. We wanted to log some miles today for reliability and durability so that we and the Infiniti guys feel comfortable as we get closer to the race. I feel pretty confident that we have done that.”

**CASEY MEARS:** “I can’t predict what is going to happen tomorrow, but we have made some gains today, and we are going to go out tomorrow for qualifying and do the best we can.”

**ROBERTO GUERRERO:** “Very nervous. We can’t seem to get going in the G Force very fast. We’re going to try another setup on it, but I don’t believe we’ll get out today unfortunately. There is no Plan B. That’s it. We did get the Dallara up to speed quickly, but everyone got up to speed quickly also and put us at a disadvantage. The reason Dick (Simon) took the speed (in qualifying) was he said he wanted to get working on this car right away. Of course it’s easy to look at hindsight and say maybe we shouldn’t have done that. From the first time I got in the G Force it’s been a struggle. We’ve tried a million setups. When Stephan (Gregoire) left for Heritage (Motorsports), I felt this was my team and my responsibility. I’m going to test this car tomorrow and qualify it, so I feel this is it or nothing.”

**DONNIE BEECHLER:** “We’re playing the waiting game right now. Eliseo (Salazar) will have to have four good laps and make the race then I will get a shot at it. I tested today and things were good. I just hope I get the opportunity.” (About his birthday yesterday): “The best birthday present I could get would be to drive for A.J. Foyt in the 85<sup>th</sup> running of the Indianapolis 500.”

**CORY WITHERILL:** “I feel pretty good. I feel pretty confident. We’ve been working hard at it for the last week. It’s unfortunate that this crash (Steve Knapp at the end of the day) happened, because we were working on getting back to where we were. We were getting back up to speed, but we have an hour practice tomorrow, so we’ll work on speed again tomorrow.”

**EDDIE CHEEVER JR.:** “We worked on race balance all day and feel we have a very good car for Race Day. We may take the T car out tomorrow and work on a few other things. I’m much happier with our race balance than I was with qualifying. We covered more than a race distance with this engine. I’m just glad we don’t have to qualify tomorrow.”

**DAY 12 – SATURDAY, MAY 19, 2001 – PEPSI FUN DAY (cont.):**

**SCOTT GOODYEAR:** “It was a good day. We ran with fuel all day and made changes that were definitely better. We improved a fair amount with full fuel loads. My team is finished until Carb Day. We should be in good shape for the race. We plan to be there at the end.”

**SARAH FISHER:** “Today we wanted to get some good, consistent runs, and I think we accomplished that. We ran during the normal race hours, and the car felt very comfortable.”

**ELISEO SALAZAR:** “It was a productive day. We tried to run in the heat of the day and were able to do 220s (mph) in the Harrah’s No. 14 car. With new tires, a better engine and qualifying trim, we should pick up a couple miles an hour. It is not a situation we like to be in. It is very nerve-wracking until we get in the show. I am confident, but we’re not out of the woods yet.”

**RAUL BOESEL:** “The car’s really solid. I’m still coming up to speed myself, but I’m really comfortable in the car. The Treadway-Hubbard team does a great job, and it’s great to be working with them again. I know I have the speed, and I know the team has great cars, especially here at Indy. The weather will play a big part in the speeds tomorrow. So we’ll see what tomorrow brings.”

**JEFF WARD:** “I think our partnership with Stephan (Gregoire) will be good for the team in the long run. He’s a capable driver, and we’re giving him a fast car. So he has what he needs to get in the show. As far as our efforts go, we need more time with the car to get it where we want it. We’ll work very hard Thursday to get everything where we want it. I’m very confident in this team and package. We’ll be strong on Race Day.”

**STEPHAN GREGOIRE:** “For the first time out in the car, things were excellent. I got the car up to 217-218 (mph), so I’m very excited for tomorrow. This team has proved they know what they’re doing. So I’m confident we’ll produce the results we need to get in the show.”

**BILLY BOAT:** “I think the biggest thing that the CURB Records Beck Motorsports team found is that we had some discrepancies when we were setting up our race car, actually on our setup pad itself. Once we discovered that, we seemed to have made the car more consistent, a much happier race car to drive. Now we can actually put together those laps we need to qualify, which is something we’ve been lacking over the last week and a half. So that makes me feel real good now it’s just a matter of putting the speed together when we need to do it, which is when we roll out to qualify tomorrow. I would anticipate that we are going to be one of the first cars in the qualifying line. Right now our strategy is to go right away to see what the car has. Obviously we are going to run a few laps in practice. Hopefully the car will repeat and go right back to where we were before. Right now we’re planning to go right away before the track and temperature starts to heat up. We’re more confident than we were at this time last week. I’m more confident I have a race car underneath me that is capable of running quick enough to put it in the show. We’re not going to try to be the quickest; we’re going to try to be the most consistent. A 222 (mph) average is what we’re looking for to put the car solid in the field. Right now there is

**DAY 12 – SATURDAY, MAY 19, 2001 – PEPSI FUN DAY (cont.):**

**(Billy Boat – cont.)** no need really to go overboard to try to find speed. We just need consistency and put it solidly in. I think there are easily a half a dozen race cars that are fast enough to get in the field. That doesn't count a lot of the last minute crazy things that happen on Bump Day at Indy. Really, it's been the last six days that has been hardest. Those first couple of days were probably hardest because we didn't get to be on the racetrack. You just have to sit there and think about, 'Can I be fast enough?' Until you roll out to do it, you never really know if you can. You never know what the car's going to give you. You never know what the weather's going to do, the wind. There are a lot of variables and a lot of things that can change. But, right now, I feel pretty good. We're just going to wait until tomorrow and see what the weather is going to throw us. I don't think there is any way you are going to avoid the drama, you just don't want to be part of it. Bump Day at the Speedway is always going to involve some drama. We already see guys today that are out there searching for speed and having some problems. I think we are going to see the same thing tomorrow. The key for us and our strategy is to put it in early because once you get to that 4:30, 5:00 hour there are so many things that can happen. If you're in line you may not even get an opportunity. We were lucky last year, and I'd rather not try to press my luck. That's the beauty of the IRL. We have had a number of teams that have offered us assistance, and it's really given us a good opportunity to find some of our weaknesses. This is obviously one of the most competitive fields that we've had for the Indy 500 in many years. Obviously there's more teams, more well-funded teams here, which brings that competition level up even higher. Obviously the CART teams bring a well-funded very technical oriented operation to the Speedway, which is what it takes to run fast here. They've definitely raised the bar for us. It's up to teams like us, like my team and Greg Beck's team -- the smaller teams -- we have to raise our level of intensity, and I think it's better for the whole league. They're going to raise the bar higher. That's what we're trying to do. There is no doubt in my mind that without the IRL I never would have had the opportunity to run here at the Indianapolis Motor Speedway. Guys like A.J. Foyt were able to give me my start, but he had watched me run sprint cars and midgets, and I got that opportunity. I am very fortunate. I feel very lucky that I had that opportunity. I think as the league continues to grow and we get more sponsors involved that there is going to be more and more drivers from that circle of racing, from the short tracks across America. They are going to get that opportunity. Now the only thing stopping that is funding."

## BOESEL, BOAT FASTEST ON FINAL DAY OF INDY PRACTICE

INDIANAPOLIS, Saturday, May 19, 2001 – Raul Boesel and Billy Boat – both still seeking a spot in the 85<sup>th</sup> Indianapolis 500 – were the fastest drivers May 19 in the final practice for this year's race.

There's no question that 1998 Indy pole winner Boat will try to earn a spot in the 33-car field in Bump Day qualifying Sunday with his Curb-Agajanian/Beck Motorsports team. But it's still uncertain whether Boesel will attempt to qualify with Treadway-Hubbard Racing, team spokesman Scott Cronk said. Boesel only started turning laps with the team in Arie Luyendyk's cars Thursday.

Twelve-time Indy veteran Boesel led the speed charts at 222.547 mph in the No. 5T Meijer G Force/Oldsmobile/Firestone, turning the top lap in the final 30 minutes of practice.

"The Treadway-Hubbard team does a great job, and it's great to be working with them again," Boesel said. "I know I have the speed, and I know the team has great cars, especially here at Indy. The weather will play a big part in the speeds tomorrow. So we'll see what tomorrow brings."

Boat was second at 222.177 in the No. 98 CURB Records Dallara/Oldsmobile/Firestone. It was the second fastest speed of the month for Boat, whose top lap was 222.261 on May 12.

"I think the biggest thing the team has found was we found discrepancies on how we were setting up our race car," Boat said. "We found it on the setup pad. Now it's a much happier race car to drive."

Bump Day qualifications – the final day of qualifying – start at noon (EST) Sunday. Boat hopes to make his attempt early, hoping to avoid the drama of last year. He was the last driver to make the field, starting his run with less than one minute remaining in qualifying.

"I would anticipate that we're going to be one of the first cars on the racetrack in the qualifying line, so right now we're planning to get out there right away before the track and air temperatures heat up," Boat said.

MBNA Pole winner Scott Sharp was third fastest today at 221.218 mph in the No. 8T Delphi Automotive Systems Dallara/Oldsmobile/Firestone in his first laps since winning the pole. Indy Racing Northern Light Series points leader Sam Hornish Jr. was fourth at 221.059 in the No. 4T Pennzoil Panther Dallara/Oldsmobile/Firestone.

Donnie Beechler was fifth at 221.032 in the No. 14T Harrah's A.J. Foyt Racing Dallara/Oldsmobile/Firestone. Like Boesel, it's uncertain whether Beechler will make a qualifying attempt Sunday. Team owner A.J. Foyt has specified that the team must put its full-time driver, Eliseo Salazar, into the field before Beechler will get a qualification attempt.

Salazar was sixth overall at 220.410 in the No. 14 Harrah's A.J. Foyt Racing Dallara/Oldsmobile/Firestone.

Thirty-five drivers in 37 cars turned a total of 1,724 laps today. There were two incidents.

Tyce Carlson was released from Methodist Hospital in good condition with a back strain after crashing in the #60T Tri Star Motorsports Inc./Immke Racing Dallara/Oldsmobile/Firestone while exiting Turn 4. He was not cleared to drive.

Jim Guthrie was unhurt when his No. 27 Blueprint Racing Special G Force/Oldsmobile/Firestone crashed in Turn 4.

###



**DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY**

**TODAY AT THE TRACK (Bump Day-Armed Forces Day):**

8 a.m.: WorldCom plex Media Center opens

8 a.m.: Public gates open

10-11:15 a.m.: Track open for practice

11:16 a.m. – Armed Forces Day ceremony

Noon-6 p.m.: Qualifying

6 p.m.: Track closes for the day

6:05 p.m. – End-of-day driver press conference, Trackside Conference Room, WorldCom plex

\*\*\*

Stephan Gregoire joined Heritage Motorsports on Saturday as a teammate to 1997 Bank One Rookie of the Year Jeff Ward and will attempt to qualify today in the #35 Heritage Motorsports/Firestone/Menards G Force/Oldsmobile/Firestone.

Ward qualified eighth at 224.222 in the team's #35T car.

**STEPHAN GREGOIRE:** "I've been very impressed by the Heritage Motorsports team in prior races this season, and I've always respected Jeff. I'm very excited to have this opportunity to run with Heritage, but I also understand that they are giving me a lot of trust by letting me drive this race car. I want to go out there and qualify the second car and show the team I deserve their trust."

**JOHN MECOM III** (Co-owner, Heritage Motorsports): "Our first commitment is to Jeff and do everything we can to get him in the winner's circle at Indy and to win the series championship. After sitting down with Jeff, (team manager) Mitch Davis and (co-owner) Jim Rathmann Jr., we decided we have the assets to run the second car without affecting the primary goals of the team. Gregoire is a qualified and capable driver, and he deserves the best opportunity to get in the show. He's a respected member of this IRL family, and we believe he could be an asset to Heritage Motorsports' efforts in the long run."

\*\*\*

Entry update:

•Richie Hearn will drive the #60T Tri Star Motorsports Inc./Immke Racing Dallara/Oldsmobile/Firestone fielded by Tri Star Motorsports.

Tyce Carlson drove the car earlier during this event. He crashed Saturday afternoon, suffering a back strain, and has not been cleared to drive by Dr. Henry Bock, Speedway medical director.

\*\*\*

1998 Bank One Rookie of the Year Steve Knapp will attempt to qualify today in the #93 Metro Management/Super Fitness/Firestone Dallara/Oldsmobile/Firestone fielded by Hemelgarn Racing. He will be a teammate to 1996 Indianapolis 500 winner Buddy Lazier.

Knapp has turned laps this month at Indy in the #37 Brayton Engineering/Scott Brayton Special G Force/Oldsmobile/Firestone and the #61 Team Cure Autism Now/Brayton Engineering G Force/Oldsmobile/Firestone.

The crew of Stan Wattles will service Knapp's car if Knapp makes the field. Wattles withdrew from the event Saturday after two crashes during the first week of track activity.

**STEVE KNAPP:** "I had been talking to Ron the past two or three months, but nothing came of it. When I walked into the garage late last night, Ron welcomed me. The Hemelgarn crew is incredible; I watched how smoothly they worked to change the motor last night in preparation for me getting in the #93 car. I am looking forward to running a Dallara."

**DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY (cont.):**

**RON HEMELGARN** (Owner, Hemelgarn Racing): “Steve Knapp is no stranger to the Hemelgarn team. He has participated in past winter testing sessions with us, and Steve has always demonstrated the ability to give us vital feedback and bring the car up to speed.”

\*\*\*

**PRACTICE REPORT:**

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

Fastest lap, event: 226.996, #33 Tony Stewart, May 12

MBNA Pole four-lap qualifying average: 226.037, #8 Scott Sharp

At 10 a.m., the air temperature was 69 degrees, with southeast winds at 8 mph and relative humidity of 60 percent. Skies were sunny. The track temperature was 102 degrees, according to Firestone engineers.

10 a.m. – **GREEN**. #14 Salazar first on track, followed by #14T Beechler and #88 Daré.

10:11 a.m. – **YELLOW**. Debris.

10:17 a.m. – **GREEN**.

10:26 a.m. – **YELLOW**. Smoke trailing from #30 Kite.

**JIMMY KITE:** “We had a fitting crack on us. We’ll take it back and change the fitting. We’ll try to come back and practice. If not, the car is good. We’ll be ready to qualify.”

10:37 a.m. – **GREEN**.

11 a.m. – The track temperature was 110 degrees, according to Firestone engineers.

11:02 a.m. – **YELLOW**. Track inspection.

11:08 a.m. – **GREEN**.

11:11 a.m. – **YELLOW**. Left-rear wheel dislodged from #99 Hamilton on pit road.

11:13 a.m. – **GREEN**.

11:15 a.m. – **CHECKERED**. End of practice.

\*\*\*

**TOP 10 DRIVERS OF MORNING PRACTICE**

No.	Driver	Car	Speed	
1	35	Stephan Gregoire	Heritage Motorsports/Firestone/Menards	223.541
2	14	Eliseo Salazar	#51 Excite@Home Indy Race Car	223.167
3	14T	Donnie Beechler	Sam Schmidt Motorsports Racing Special	222.622
4	5T	Raul Boesel	Hemelgarn Racing	222.041
5	98	Billy Boat	Bradley Food Marts/Sav-O-Mat	221.541
6	60T	Richie Hearn	Purity Products	221.116
7	88	Airton Daré	Target Chip Ganassi Racing	220.542
8	2	Greg Ray	Harrah's A.J. Foyt Racing	219.723
9	99	Davey Hamilton	Blueprint Racing Special	219.476
10	55	Shigeaki Hattori	Marlboro Team Penske	219.432

\*\*\*

**Noon entry update:**

•Raul Boesel will drive the #5T Meijer G Force/Oldsmobile/Firestone and the #21T Hollywood G Force/Oldsmobile/Firestone, both entered by Treadway-Hubbard Racing.

•Stephan Gregoire will drive the #35 Heritage Motorsports/Firestone/Menards G Force/Oldsmobile/Firestone fielded by Heritage Motorsports.

**DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY (cont.):**

•The #14T Harrah's A.J. Foyt Racing Dallara/Oldsmobile/Firestone driven by Donnie Beechler now is the #84 Harrah's A.J. Foyt Racing Dallara/Oldsmobile/Firestone.

\*\*\*

At noon, the air temperature was 71 degrees, with southeast winds at 8 mph and relative humidity of 52 percent. Skies were partly cloudy. The track temperature was 126 degrees, according to Firestone engineers.

\*\*\*

**INDIANAPOLIS 500 QUALIFYING PROCEDURES:**

- 1) The qualifying draw for positions is conducted in first-come, first-serve order.
- 2) The fastest 33 qualifiers start the race, regardless of when or on which day they qualify.
- 3) The pole position is decided by the fastest qualifier on the first day, or the fastest qualifier after one trip through the original qualifying line, whichever comes LAST.
- 4) Each car can make three qualification attempts. When a car completes a four-lap, 10-mile qualification attempt, its speed becomes official. The car may not re-qualify. The driver, if the car is bumped or withdrawn, may qualify in another car.
- 5) When the field is full at 33 cars, the slowest qualifier, regardless of its position in the provisional lineup, is always "on the bubble" and may be bumped by a faster qualifier. A successful qualifier is always inserted into the field according to its speed ranking within the day on which it posted its official time and speed. This process continues until the allotted time for qualifications expires.
- 6) Each car must take two warm-up laps. The decision to take the green to start the attempt or wave off must be made the second time past the flagstand.
- 7) The team owner or designated representative must raise the green flag to signify the start of a qualification attempt or the yellow flag will be thrown, aborting the attempt.

\*\*\*

**BUMP DAY QUALIFYING CHRONOLOGY:**

Noon	#98	BILLY BOAT/Phoenix CURB Records – D/O/F	
	QA-47	1 – 40.6174 – 221.580 2 – 40.6198 – 221.567 3 – 40.6264 – 221.531 <u>4 – 40.6444 – 221.433</u> T 2:42.5080 – 221.528	Q – 36
12:04 p.m.	#30	JIMMY KITE/Stockbridge, Ga. McCormack Motorsports Team Calcium – G/O/F	
	QA-48	1 – 41.0358 – 219.321 2 – 40.9797 – 219.621 3 – 40.9480 – 219.791 4 – waved off	UA – 1

**DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY (cont.):**

12:08 p.m. #16 CORY WITHERILL/Santa Monica, Calif.  
WSA/MOTORS/Indy Regency Racing – G/O/F

QA-49 1 – 40.8843 – 220.133 UA – 1  
2 – 40.8768 – 220.174  
3 – 40.9180 – 219.952  
4 – waved off

12:12 p.m. #14 ELISEO SALAZAR/Santiago, Chile  
Harrah's A.J. Foyt Racing – D/O/F

QA-50 1 – 40.1336 – 224.251 Q – 37  
2 – 40.1710 – 224.042  
3 – 40.2278 – 223.726  
4 – 40.3684 – 222.947  
T 2:40.9008 – 223.740

Bumps #7 Roberto Guerrero

\*\*\*

12:18 p.m. #84 DONNIE BEECHLER/Springfield, Ill.  
Harrah's A.J. Foyt Racing – D/O/F

QA-51 1 – 40.0684 – 224.616 Q – 38  
2 – 39.9634 – 225.206  
3 – 40.1123 – 224.370  
4 – 40.2486 – 223.610  
T 2:40.9008 – 223.740

Bumps #60 Tyce Carlson

Beechler stalled when first attempting to leave pits. Car refired after about a 45-second delay.

Beechler's warm -up lap was 43.3463 seconds, 207.630 mph.

\*\*\*

12:21 p.m. -- #81 John Paul Jr. pulled from qualifying line.

\*\*\*

12:24 p.m. #5T RAUL BOESEL/Key Biscayne, Fla.  
Meijer – G/O/F

QA-52 1 – 40.5075 – 222.181 Q – 39  
2 – 40.5629 – 221.878  
3 – 40.5452 – 221.974  
4 – 40.6351 – 221.483  
T 2:42.2507 – 221.879

Bumps #88T Airton Daré.

**DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY (cont.):**

12:28 p.m. #35 STEPHAN GREGOIRE/Vittel, France  
Heritage Motorsports/Firestone/Menards – G/O/F

QA-53 1 – 40.3600 – 222.993 UA – 1  
2 – pulled into pits

**MITCH DAVIS** (Team manager, Heritage Motorsports): “The car was too neutral. We’re going to make an adjustment and send him back out.”

\*\*\*

12:38 p.m. – **GREEN**. Track open for practice.

12:45 p.m. -- #35 Stephan Gregoire returns to tech pad in advance of possible qualification attempt.

12:47 p.m. – **YELLOW**. Track cleared for qualification attempt by #35 Gregoire.

\*\*\*

12:49 p.m. #35 STEPHAN GREGOIRE/Vittel, France  
Heritage Motorsports/Firestone/Menards – G/O/F

QA-54 1 – 40.9410 – 219.829 UA – 2  
2 – 40.6331 – 221.494  
3 – 40.7704 – 220.748  
4 – waved off

\*\*\*

12:58 p.m. – **GREEN**. Track open for practice.

1 p.m. – Track temperature was 111 degrees, according to Firestone engineers.

1:01 p.m. -- #88 Airton Daré on tech pad in advance of possible qualification attempt.

1:05 p.m. – **YELLOW**. Track cleared for qualification attempt by #88 Daré.

\*\*\*

1:08 p.m. #88 AIRTON DARÉ/Bauru, Brazil  
1-800-BAR NONE Team Extreme – G/O/F

QA-55 1 – 40.4581 – 222.452 Q – 40  
2 – 40.4364 – 222.572  
3 – 40.5037 – 222.202  
4 – 40.5917 – 221.720  
T 2:41.9899 – 222.236

Bumps #32 Didier André.

\*\*\*

1:18 p.m. – **GREEN**.

1:37 p.m. – **YELLOW**. Track inspection.

1:45 p.m. – **GREEN**.

2:35 p.m. – **YELLOW**. Track inspection.

2:55 p.m. – Didier André turning laps in the #31T.

3 p.m. – The track temperature was 108 degrees, according to Firestone engineers.

3:02 p.m. – **YELLOW**. Debris.

3:55 p.m. – Kelley Racing brings #20 Dallara/Oldsmobile/Firestone to tech pad for inspection, followed by #55 Shigeaki Hattori.

**DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY (cont.):**

4:08 p.m. – MBNA Pole winner Scott Sharp turning laps in #20 Dallara/Oldsmobile/Firestone fielded by Kelley Racing.

4:12 p.m. – **YELLOW**. Debris.

4:13 p.m. – Walker Racing brings #25 Walker Racing Special Dallara/Oldsmobile/Firestone to tech pad for inspection.

4:18 p.m. – **GREEN**.

4:25 p.m. -- #16 Cory Witherill turned a lap of 222.006 mph.

4:30 p.m. – Raul Boesel turning laps in #21T Hollywood G Force/Oldsmobile/Firestone fielded by Treadway-Hubbard Racing.

4:40 p.m. – **YELLOW**. #93 Steve Knapp crashed exiting Turn 2. Knapp did a half-spin to the left while exiting Turn 2, did a complete spin to the right and hit the outside retaining wall on the back straightaway with the left rear wheel and rear wing. Minor damage. Knapp climbed from car without assistance.

4:45 p.m. - #16 Cory Witherill pulled toward tech pad for possible inspection before qualification attempt. Indy Regency Racing installed a Team Menard-built engine in this car Friday.

4:50 p.m. – **GREEN**.

\*\*\*

4:50 p.m. medical update from Dr. Henry Bock, Speedway medical director: Steve Knapp was evaluated and released from the Clarian Emergency Medical Center without injury. He was cleared to drive.

**STEVE KNAPP:** "I had been loose on out laps all day. I drove it hard into (Turn) 1, and it was good. I got loose in (Turn) 2, which is strange because I haven't been loose there all day." (Can you fix it in time to qualify?): "I think it was a one-shot deal."

\*\*\*

4:58 p.m. – **YELLOW**. Track cleared for qualification attempt by #16 Witherill.

\*\*\*

5:02 p.m. #16 CORY WITHERILL/Santa Monica, Calif.  
WSA/MOTORS/Indy Regency Racing – G/O/F

QA-56	1 – 40.5481 – 221.959	Q – 41
	2 – 40.5192 – 222.117	
	3 – 40.6207 – 221.562	
	<u>4 – 40.7512 – 220.852</u>	
	T 2:42.4392 – 221.621	

Bumps #55T Shigeaki Hattori

\*\*\*

5:07 p.m. #35 STEPHAN GREGOIRE/Vittel, France  
Heritage Motorsports/Firestone/Menards – G/O/F

QA-57	1 – 40.4572 – 222.457	Q – 42
	2 – 40.3838 – 222.862	
	3 – 40.3860 – 222.850	
	<u>4 – 40.2892 – 223.385</u>	
	T 2:41.5162 – 222.888	

Bumps #21 Felipe Giaffone

**DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY (cont.):**

5:12 p.m.	#30	JIMMY KITE/Stockbridge, Ga. McCormack Motorsports Team Calcium – G/O/F	
	QA-58	1 – 41.0683 – 219.147 2 – 40.8806 – 220.153 3 – waved off	UA – 2
5:16 p.m.	#31T	DIDIER ANDRÉ/Lyon, France Galles Racing SportsLine.com Budweiser – G/O/F	
	QA-59	1 – 40.9069 – 220.012 2 – waved off	UA – 1
5:20 p.m.	#55	SHIGEAKI HATTORI/Okayama, Japan EPSON – D/O/F	
	QA-60	1 – 40.9141 – 219.973 2 – 40.8654 – 220.235 3 – waved off	UA – 1
5:27 p.m.	#37	MEMO GIDLEY/San Rafael, Calif. Brayton Engineering/Scott Brayton Special – D/O/F	
	QA-61	1 – 40.7603 – 220.803 2 – 40.7048 – 221.104 3 – 40.6969 – 221.147 4 – waved off	UA – 1
5:32 p.m.	#60T	RICHIE HEARN/Henderson, Nev. Tri Star Motorsports Inc./Immke Racing – D/O/F	
	QA-62	1 – 40.8111 – 220.528 2 – waved off	UA – 1
5:35 p.m.	#7T	ROBERTO GUERRERO/San Juan Capistrano, Calif. Yellow/Jack K. Elrod Co./NADA Guides/Hoosier Park – G/O/F	
	QA-63	1 – 41.9909 – 214.336 2 – waved off	UA – 1
5:38 p.m.	#30	JIMMY KITE/Stockbridge, Ga. McCormack Motorsports Team Calcium – G/O/F	
	QA-61	1 – 40.7084 – 221.085 2 – 40.7028 – 221.115 3 – 40.7041 – 221.108 <u>4 – 40.7453 – 220.884</u> T 2:42.8606 – 221.048	DNQ

**DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY (cont.):**

5:43 p.m.	#21T	FELIPE GIAFFONE/Sao Paulo, Brazil Hollywood – G/O/F	
	QA-65	1 – 41.6683 – 215.992 2 – waved off	UA – 1
5:46 p.m.	#31T	DIDIER ANDRÉ/Lyon, France Galles Racing SportsLine.com Budweiser – G/O/F	
	QA-66	1 – 40.6881 – 221.195 2 – waved off	UA – 2
5:50 p.m.	#55	SHIGEAKI HATTORI/Okayama, Japan EPSON – D/O/F	
	QA-67	1 – 40.7230 – 221.005 2 – 40.6291 – 221.516 3 – 40.6077 – 221.633 <u>4 – 40.5930 – 221.713</u> T 2:42.5528 – 221.467	DNQ
5:55 p.m.	#25	CASEY MEARS/Bakersfield, Calif. Walker Racing Special – D/O/F	
	QA-68	1 – 40.6930 – 221.168 2 – 40.6669 – 221.310 3 – 40.7074 – 221.090 4 – waved off	UA – 1
5:59 p.m.	#37	MEMO GIDLEY/San Rafael, Calif. Brayton Engineering/Scott Brayton Special – D/O/F	
	QA-69	1 – 40.7381 – 220.923 2 – 40.7038 – 221.110 3 – 40.6906 – 221.181 <u>4 – 40.6173 – 221.580</u> T 2:42.7498 – 221.198	DNQ

\*\*\*

#37 Memo Gidley left the qualifying line approximately 10 seconds before the gun was fired to end qualifications.

\*\*\*

#98 Billy Boat was on the bubble for 48 minutes, surviving 12 qualification attempts by eight different drivers.

\*\*\*

There were 69 qualification attempts this year, with 45 completed attempts.

\*\*\*

This is the second consecutive year of Bubble Day high drama for Billy Boat. He qualified last year in an A.J. Foyt Racing car on the last attempt of Bubble Day, entering the track less than one minute before the gun was fired to end qualifying.



**DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY (cont.):**

**BILLY BOAT'S BUMP DAY ODYSSEY:**

Noon – Qualified for field with four-lap average of 221.528 mph.  
5:12 p.m. – Placed on bubble after successful qualifying attempt by #35  
Stephan Gregoire.  
5:13 p.m. – Pulls in qualifying line in #98T.  
5:15 p.m. – Pulls ahead of #3T Al Unser Jr. in qualifying line.  
5:23 p.m. – Pulls out from front of qualifying line, returning to rear of line.  
5:50 p.m. – Pulls out from front of qualifying line, returning to rear of line.  
6:04 p.m. – Curb-Agajanian/Beck Motorsports crew puts Boat on their  
shoulders in celebration next to the car on pit road after Memo Gidley's qualifying run  
– the last of the day – is too slow.

\*\*\*

**Cars in qualifying line, in order from front to rear, when gun fired to end  
qualifications:**

#60T Hearn  
#28T TBA  
#7T Guerrero  
#81 Paul  
#99 Hamilton  
#3T Unser  
#21T Giaffone  
#98T Boat  
#31T André

\*\*\*

Chip Ganassi Racing Teams will have four drivers in the starting field -- #33  
Tony Stewart, #44 Jimmy Vasser, #49 Nicolas Minassian and #50 Bruno Junqueira.  
The last time any owner had more than four cars in an Indianapolis 500 starting field  
was 1997, when Andy Evans had five Team Scandia entries in the field. Evans had  
seven cars – an all-time record – in the 1996 field.

\*\*\*

**INDIANAPOLIS 500 QUALIFYING NOTES:**

- Billy Boat was the only driver to earn a spot in the field today who didn't bump another driver from the field. Boat was the first qualifier today, starting his run at noon.
- There were six cars bumped from the field today, the most since 1993, when six also were bumped.
- There were 45 completed qualification runs this year, the most since 1981, when there were 46 completed runs.
- This was the closest starting field in Indianapolis 500, timewise. Only 3.2422 seconds separated MBNA Pole winner Scott Sharp from slowest qualifier Billy Boat. The previous closest field came in 1999, when 3.695 seconds separated pole winner Arie Luyendyk and slowest qualifier Wym Eyckmans.
- This was the closest 200-mph field, speedwise, in Indianapolis 500 history. Pole sitter Scott Sharp was 4.509 mph faster than slowest qualifier Billy Boat. The previous closest field in which every driver qualified faster than 200 mph came in 1999, when 5.087 mph separated pole sitter Arie Luyendyk from slowest qualifier Wym Eyckmans.

**DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY (cont.):**

**FIELD STATISTICS:**

	<b>2001 field</b>	<b>Record (year)</b>
Former lap leaders in field	18	19 (1987)
Previous laps led among former lap leaders in field	1,211	3,658 (1992)
Former winners in the field	4 (Cheever, B. Lazier, Luyendyk, A. Unser)	10 (1992)
Previous victories by former winners in the field	6	20 (1992)
Rookies in field	6 (Castroneves, Giaffone, Herb, Junqueira, Minassian, Witherill)	19 (Most, 1919)* 1 (Fewest, 1939, 1979)
Oldest driver in field	Arie Luyendyk, 47	A.J. Foyt, 57 (1992)
Youngest driver in field	Sarah Fisher, 20	Josele Garza, 19 (1981)
Most previous Indianapolis starts in field	Arie Luyendyk, 15 (2001 race will be his 16 <sup>th</sup> career start.)	A.J. Foyt, 34 (1992) (1992 race was Foyt's 35 <sup>th</sup> and final start.)
Total previous starts in field	155	260 (1987, 1992)
Fastest rookie qualifier in field	Helio Castroneves, 224.142 mph	Tony Stewart, 233.100 mph (1996)

\* -- Excluding inaugural Indianapolis 500 in 1911.

\*\*\*

No on-track activity will occur until Thursday, Coors Carb Day.

The facility is open Wednesday for 500 Festival Community Day, with gates open from noon-6 p.m. The public can drive a lap on the track in their passenger cars for \$5 per car from noon-6 p.m., and Gasoline Alley will be open from 3-6 p.m. for a driver autograph session.

\*\*\*

**Thursday's Schedule (Coors Carb Day):**

8 a.m.: WorldComplex Media Center opens

8 a.m.: Public gates open

11 a.m.-1 p.m.: Track open for practice

1:30 p.m.: Coors Indy 500 Pit Stop Challenge, followed by press conference with winning team in Trackside Conference Room of WorldComplex

3:30 p.m. – Coors Concert, Collective Soul

\*\*\*

**BUMP DAY QUOTES:**

**BILLY BOAT** (#98 CURB Records Dallara/Oldsmobile/Firestone): "We're pretty happy. It's pretty much all we had. The crew did a great job for me. We'll just wait it out now. We're happy with that. I still would have liked to have done a couple of 222s (mph). Consistent right now, that is all we could ask for. I never thought it would be this hard. You have to earn everything you get. I think this was definitely earned this year. The conditions aren't bad right now." (About his telemetry being out): "It was a mystery. We were flat out four laps. That's all I could do. I'm moderately optimistic. I don't want to get too excited yet, maybe pray for rain and hope the track gets slower. I know there are a lot of guys going to try to get back into the show right now. Bump Day is a crazy day. A lot of things can happen. My car

**DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY (cont.):**

**(Billy Boat – cont.)** was pretty much flawless. Until the gun goes off at 6 o'clock, you really don't know. I was flat out four laps. The car was consistent and stayed under me. Now we will wait for the 6 o'clock gun. Our speed is as close to what we ran all month. This place is tremendously frustrating some times. At the beginning we struggled with some setups. Anyone who thinks this place is easy has never been here. To get into the field is one thing, and to stay in the field is another. I know what it is like to be bumped."

**ELISEO SALAZAR** (#14 Harrah's A.J. Foyt Racing

Dallara/Oldsmobile/Firestone): "Last year we did the single-fastest qualifying lap. I don't want to lie. I was really worried. This must be the 21<sup>st</sup> century version of Chinese torture. Last year we had the fastest lap and put it on the front row. This time I was saying on the back straightway, 'Two more corners to go,' Then, 'One more corner.' I was a little bit spooked. It's going to be different to start so far back, but I don't agree with people who say it can't be done. We had the speed. I knew we had the speed, but last week we blew it in the last corner. We have the speed. We have the team. I believe I have the talent to win the race. It's just a matter of patience. It was a nightmare what happened last week, the last corner of the last lap. We knew we had the speed, but after last week you don't believe anything until you see the checkered flag. We always say racing has highs and lows. Fortunately the baby turned things around. I went to Miami, and it took my mind off of things. It's important not to surrender until the end."

**DONNIE BEECHLER** (#84 Harrah's A.J. Foyt Racing

Dallara/Oldsmobile/Firestone): "I didn't even think I was going to drive here. I just came here looking to see if I could find something. A.J. (Foyt) came along and never in my wildest dreams did I think I'd be standing here talking to you. Last year I was in the top five in points at the end of the season, but that's not always enough to carry you. My goal was to get into the race; 226 (mph) doesn't pay anything. Last Saturday was a little more emotional. I thought I was in, and then I was not. It all depended on what Eliseo (Salazar) did out there. My nerves were on edge. When he (Salazar) got in it, it was a whole new set of nerves. A.J. is amazing. Don't ever think that he doesn't know what he's talking about when it comes to getting around that racetrack. I thought to myself we don't really need to run that fast. We aren't going for the pole. Once we got up to speed I took my time and feathered the throttle a bit. Before I went out, A.J. said, 'Look, you don't have to do a 224 warm-up lap.' He walked me through exactly what he wanted me to do every step of the way on the first two laps. When Robby (Gordon) and Eliseo were in, I was going to leave. I even told Johnny Rutherford, 'We're leaving. See ya.' He said, 'OK. Drive safely.' Then the (Salazar's) motor blew. Then I saw A.J. and he said, 'Don't give up. We've got plenty of motors. We'll get you in.' I still don't know if I'm really in 100 percent. If something happens on Carb Day then Eliseo will be in. I may just stay in the garage and not go out at all and just have them tell me what happens."

**RAUL BOESEL** (#5T Meijer G Force/Oldsmobile/Firestone): "This means a lot. I was in Brazil one week ago when they called me. The phone rang, and this could be a renewal of my career. When they called me, I had no doubts we could make it. I hope next year they will call me for the first day. We knew this morning we had the speed. We didn't change much. Unfortunately this morning we had an incident on pit lane when a car lost a tire and it hit our rear wing. I am thankful to

## DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY (cont.):

**(Raul Boesel – cont.)** Fred Treadway and the team for giving me this opportunity one more time. I took it a little conservative, as I knew we had the speed to make it. It didn't take much to get comfortable in the car. Arie (Luyendyk) is a fun guy, and we have been together racing for many years but never as teammates. Last year he was an advisor to this team. It is one thing to qualify well and another to know you have a good car for the race. I think we have that car. Other teams had called, but when Treadway called I didn't think twice."

### **AIRTON DARÉ** (#88T 1-800-BAR NONE TeamXtreme G

Force/Oldsmobile/Firestone): "Finally, we got a good car, mechanics did really hard work. They did a great job in a short time fixing everything. We were ready to be bumped. I was worried about making the field. We had a gearbox problem last night and today, and our guys did an engine change last night. We didn't know if we had fixed the (gearbox) problem. We thought we'd go out on this run and see how it felt, since we had two attempts left. If we had a problem, we could come back in and go out again. But the car felt good so we took it. That half hour was the worst half hour of my career, for sure. For the half hour after we (were) bumped, my mechanics and I were a little down. We started to pick up a little understeer on the third lap, and then I had a big understeer on the fourth, so we had a little bit of a slow down. I was pushing it to the limit, for sure. I tried to correct with the weight jacker, but it still pushed. I can breathe now. I watched guys last year in my position, and I thought, 'Man, that's got to be bad.' Now I know it's the worst feeling. Next year we're going to come here and test. We talked before qualifying that a 221.7 (mph) would be alright, so to do what we did gives us a little room."

**A.J. FOYT:** "I told them both, 'You're running plenty fast.' Both of them had to go if they had to go. I took them into the garage, did a little bit of stuff. I normally do a lot more to the cars to qualify, and it was too much of a gamble today. I said, 'Look, we've got to get in.' That was the big thing. I talked to Donnie earlier this year about the possibility of driving before I elected to run one car. We had some bad stuff that happened to us. Salazar, the first day, got down on the white line, and got on it and got in trouble. I've been here so many years, it seems like when the luck starts running bad I don't care what you do, you're just grabbing. Like the other day, you know, that engine breakin'. And I'm kind of glad it did, he didn't hit the wall, because our race motors had the same component part these people made. Then after we got into it, we found out they made a bad mistake. Roush found out and got all his engineers, myself, and we're checking this, checking that and a lot of stuff I've run for years. I found out it was an outlet problem. I said, 'Jack, it's got to be on your end.' So he got into it with his engineers. I was on the phone back and forth with what I thought was wrong. So we finally nailed it on the head. So we felt pretty good. This week we had only a couple of practice motors that we knew were pretty good. Our good motors are the latest option. I put the good motors in last night after we ran yesterday. We felt like the cars run pretty good. These motors were a little bit more horsepower, and they'll be like our race motors. So there wasn't nothing trick about them. Yesterday we run both cars over 220 mph, and it was pretty hot at 3 o'clock during the day. That's what I was doing, setting up today. So I definitely wanted to go early today so if we had a problem we definitely come back and fix it. The other day when I waited until the last minute if I had went on early, you know, we could have had another motor and qualified the first weekend. That's why elected yesterday to

**DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY (cont.):**

**(A.J. Foyt – cont.)** go out there in the middle of the day to get them used to the hot track and then go out today and get it over with. In Texas, we just learn to work. I've got to say one thing, all of them live down there in Houston, and I kind of raised them. And that's one thing you probably all noticed last week. All the owners would go home and that, but I stayed every day with the guys. I will work around the clock with them if I have to. I think I had our driver a little goosey, but I think he had faith in me. I think Salazar has been with us long enough now that he knows the boys who work on these cars. He knows how committed they are, knows how conscientious they are. And I think that's what made him run, still had faith in them. He realizes that. That's what makes a team. One thing about racing, they're like women. You can never figure it out."

**STEPHAN GREGOIRE** (#35 Heritage Motorsports/Firestone/Menards G Force/Oldsmobile/Firestone): "It's such a relief. I've been worried all month. Was it the car? Was it me? Dick Simon has always been fast, especially with me. Now I'm back alive again. I was losing my confidence. Derek Daly told me, 'You need to believe in yourself, especially when driving a race car.' I missed the race in '99. Last year, I was very nervous, but I felt more pressure now than since before I missed it. Since we've been here, we've been having problems all month. I've been questioning myself. I never have questioned my driving before. I could see the speed on my dash, and I thought, 'Well, keep doing it.' It's hard to explain everything I went through this month, but I will sleep well tonight. Thanks so much to Mitch Davis. He's a great engineer and gave me a great setup. I'm solid in the race now. Finally I know it's not me."

**JIMMY KITE** (#30 McCormack Motorsports Team Calcium G Force/Oldsmobile/Firestone): "We didn't make it. That's all there is."

**DERRICK WALKER** (Owner, Walker Racing): (About Casey Mears): "I kind of wish we'd have had a couple of more laps. If we'd have had a few more laps to make adjustments, I have no doubt he (Casey Mears) would have been in the field. It was great working with a Mears again. There was not much time to do anything. After the third lap, we saw we were not going to make it and didn't want to screw up Memo's (Gidley) chance, so we waved Casey off."

**CASEY MEARS** (#25 Walker Racing Special Dallara/Oldsmobile/Firestone): "My car felt great. It's just unfortunate. We got a little behind there, and it was in the best interest to give (Memo) Gidley another shot. I feel fortunate to get a chance from Derrick Walker. It was a great opportunity."

**SHIGEAKI HATTORI** (#55 EPSON Dallara/Oldsmobile/Firestone): "I tried to do my best. My team did their best. Thomas Knapp, he's done a great job. I appreciate what the crew members have done this month. We just needed a little more speed. It is an experience for me. We will try it next year. Our plans are to run all of the IRL races and run for points."

**STEVE KNAPP** (#37 Brayton Engineering/Scott Brayton Special G Force/Oldsmobile/Firestone): "I've been here three years and things worked out well. I talked to drivers then who were struggling, and I didn't understand. Now I do."

**DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY (cont.):**

**TOM KELLEY** (Owner, Kelley Racing): “I feel great about Scott (Sharp) and Mark (Dismore). We just ran out of time for Memo (Gidley). We couldn’t get him comfortable. We couldn’t get a set of stickers (tires) for it. We had been assigned two sets and used them up. We just gave up too much. We fell just a little short, but we gave it the good college effort.”

**ANDREA BOAT** (Billy Boat’s wife): “I am really proud of Billy (Boat). This team is a great team, but I don’t think I can go through this anymore. I don’t know, no, I think this year was more difficult, but both are very difficult.”

**TYCE CARLSON** (#60 Tri Star Motorsports Inc./Immke Racing Dallara/Oldsmobile/Firestone): “The 6 and the 60 car worked together. They put 10 motors in the 60 car, and they never gave up. Our group worked as hard or harder than the others. The stories of the month should be about the teams, not the drivers. We just plug in and go.”

**RICHIE HEARN** (#60T Tri Star Motorsports Inc./Immke Racing Dallara/Oldsmobile/Firestone): “I’m more disappointed for these guys. Their driver got hurt, and they put me in the car to try to get in the race. We had only one day of practice, and today we had an engine problem, which cut into our practice time. I’m glad we didn’t just suck. We came close, and it wasn’t meant to be, but we proved that we could do it. I’m glad I tried. I’d rather try and fail than not try at all. It just wasn’t our day, next year.”

**DIDIER ANDRÉ** (#31T Galles Racing G Force/Oldsmobile/Firestone): “It’s pretty tough. It’s difficult. With the speed we had last week, I thought we were safe. But Ganassi put two cars in on Sunday and some other drivers qualified and all of a sudden our speed wasn’t safe. We tried to work on race setup during the week. We also tried some qualifying setups. I got in Casey’s car, and it’s suppose to be the same car, but it’s still different. We did a good job. I went 220 (mph) flat, and we pulled in. I did a 221 (mph) flat, and I had a big push, and I knew that was the end. There are still nine races to go in the championship. I hope my teammate, Al Unser Jr., does well. He is the only member of our team in the race.”

**RICK GALLES** (Owner, Galles Racing): “I am very proud of our entire team and the effort they have put forth this month. I am especially proud of Didier (André). He has come a long way, and I am really looking forward to watching his progress for the rest of the season. Al (Unser Jr.) and I were definitely worried today. We had no idea last week that the speeds would be so high for qualifying, and I don’t think anyone did. But now we have a race to get ready for and that is going to be our absolute focus for the next week.”

**DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY (cont.):**

**ROBERTO GUERRERO** (#7T Yellow/Jack K. Elrod Co./NADA Guides/Hoosier Park G Force/Oldsmobile Firestone): “At least I got to play in the middle. I had fun working with the Simon team. They put so much work into it. It sure wasn’t for lack of trying. Unfortunately with the circumstances that we came into the team with, we kind of accepted that speed because we needed to start working really fast on the G Force to get Stephan (Gregoire) in the field. It happened. We got bumped. There was something funny with the G Force right from the start. The first time I drove it. It wasn’t quite right. We never got a chance. We sure tried. We never got it going. I’m going home. I don’t like this place when I’m not racing unfortunately. It’s too hard for me. I’ll watch it on TV.”

**FELIPE GIAFFONE** (#21 Hollywood G Force/Oldsmobile/Firestone): “I got in this car with one half hour to go, and it’s a car I never drove at this track. Raul (Boesel) got in this car and ran only 216 (mph). We called Raul to give us a hand. That’s why he practiced in my car and his car, and he still couldn’t find speed.” (About possibly competing in the race with the car Boesel qualified): “That’s not the way I want to do it. I feel bad for that. I’m not really happy. I don’t feel good at all. To be in this race is an awesome feeling, however. If I do start, now I’ll be in the last row and I’ll just have to watch out. Now I’ll have to jump in the car that Raul’s in and see how it feels, because I’ve never been in it.”

**DENNIS McCORMACK**, (Owner, McCormack Motorsports): “We failed. We’ll be back next year. Everybody on the team worked very hard. We all gave it our best shot, the whole team; driver, everybody.”

**CORY WITHERILL** (#16 WSA/MOTORS/Indy Regency Racing G Force/Oldsmobile/Firestone): “We worked so hard it would be an unreal thing to start the race next Sunday. It’s been great. It’s a great city. It’s a great place.” (About finding extra speed yesterday): “We had a new powerplant Menard engine for qualifying. The power was just awesome. We were working real hard all week. We put our heads together today. I noticed the difference (with the Menard engine) right off hand yesterday. It helped out a lot. Today we did a lot of setups to our car. We made one minor change before our qualifying attempt and just jumped right there in the 222s (mph). All I heard was we were getting a Menard powerplant. I wasn’t here that day. It was raining.” (About the pressure): “It’s kind of hard. I try not to think about it, like early after our first qualifying attempt. I just stay by myself and stay in my own zone. When it was hot out, I went back to the garage and hung out there by myself and watched the PGA Tour on TV.” (About his heritage): “It’s an amazing feeling to accomplish that. Last year, no the year before, a friend of mine, it was his first year to join the PGA Tour. He went through the same thing I did. It’s kind of great to see the Native American starting to get off in a high professional level of world-wide attention. It means a lot. It’s a dream come true. I’ve been wanting to be a part of the Indy 500 for so long. Like five years ago when I started racing the Indy Lights series, I didn’t think I would have this day right now. I am pretty excited. I work really well under pressure. I like it. To be a Native American and representing them it’s an unreal feeling.”

**DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY (cont.):**

**BILLY BOAT** (#98 CURB Records Dallara/Oldsmobile/Firestone): “I was sitting in the garage all afternoon just watching the monitors, watching the speeds because Bubble Day at Indy so many different things can happen, so many combinations. We were prepping our backup car that we hadn’t had on the racetrack all month, but we were prepared to put it out there and give it a shot. We just took the setup off the other car. We went out at 5 o’clock and just started taking bullets and every attempt, every time somebody went out and they’d click off a 221, it was like someone was punching you in the stomach. You just never know if they’re gonna click off that next fastest lap. Right away two guys got in and then we’re on the bubble. To sit there and you say it’s 48 minutes, but it seems like eternity because car after car was taking a shot at us. I’m just proud of this whole CURB Records Beck Motorsports Team. My guys did a tremendous job for me this month. Not the way we wanted to get in the race, but we will take it. Greg Beck has done a tremendous job for us these past couple of weeks. I don’t think this team has really shown what we’re capable of yet. We’re a new team, we’re a new group, and we haven’t had that much of a chance to work together, but hopefully this will give us a little bit of boost. It’s one of those things where it’s almost do or die for this race. We really had to put that CURB Records car in the race and to be so close to not doing it is scary. That’s the thing about Indianapolis in that last hour, there’s no guarantee that anybody can’t run quick. Cory Witherill hadn’t run over 220 in the last two weeks, and he went out and clicked off some 222’s. Anything can happen, and we were somewhat helpless at that point to just sit there and take the punches and roll with them. Once again we proved that this is not an easy race to make. You don’t just walk in to Indianapolis Motor Speedway and sit in a race car and qualify for this race. There were 12 guys that are professional race drivers that took shots at us there at the end. Then you got another 32 that have already qualified. This is the elite group of motorsports, and we’re proud to be a part of it. To get qualified is one of the hardest things of this race. Obviously, the race is a whole other battle. At least you have some time to sort things out. You can be a little bit more patient. Qualifying is a do or die situation. You’ve got to get it up right then and there. I think from a satisfaction standpoint, the pole was more satisfying. From a terrifying standpoint, the bubble is more terrifying. Especially once we pulled our car out of line and we were helpless at that point, there was nothing we could do except stand there and take the shots, and we were just fortunate that the CURB Records car held up.” (About his thoughts on the opportunity he had to drive for A.J. Foyt in the car Robby Gordon qualified third): “I’d be lying if I said that when Robby Gordon was out there qualifying, I wasn’t sitting in my car waiting to go out to practice, and those same thoughts ran through my head. I had full confidence in this race team could get it done, and I have full confidence in Greg Beck and all my guys. It wasn’t easy, and I knew it wasn’t going to be easy. When I turned down A.J., that was probably the hardest decision I’ve ever had to make. Going from a sure deal because you know A.J.’s cars are always going to be fast here, that’s not a question. The bigger opportunity was the future, and A.J.’s deal would have been done after Indy. With a good performance here, we want to try to take this CURB Records team into the future and make some things happen down the road and run the entire Indy Racing League season. And so I was willing to take that gamble to try to build something for the future. There were times I was worried, but it turned out OK.” (Did any drivers scare you?): “I think there were probably two. Shiggy (Shigeaki Hattori) with Tom Knapp concerned me. I was concerned he would have the speed. Obviously, Tom



**DAY 13 – SUNDAY, MAY 20, 2001 – BUMP DAY (cont.):**

**(Billy Boat – cont.)** Knapp's a great engineer, and then obviously Memo Gidley in the Kelley car that last run. Those cars have shown great speed all weekend or all week, and it just didn't have quite what it took there at the end, but that was definitely gut wrenching to see those two cars, the quality of those two cars, out on the racetrack taking a shot at you. At least last year when I was in the race car I knew what I had to do, and I was focused, and I went out and did my job. This year, I'm sitting on a golf cart absolutely helpless and somebody else is out there taking a shot at you. It's a much better feeling. At least you have some control when you're in that race car, and you can say either I put the thing in or I didn't. When you're standing outside, you just look up at the sky and say, 'Help me out here.' Obviously, we are very happy and very proud to be running the No. 98 and have Curb-Agajanian Motorsports as part of our team. The Agajanian name has huge history with the Indianapolis Motor Speedway. I'm very happy and very proud to carry those colors and that number into the Indy 500 this year. Cary (Agajanian) was here all afternoon sweating those bullets just right along with us. I definitely think that his father J.C. was up there looking after us."

## INDY FIELD SET; BOAT SURVIVES ANOTHER BUMP DAY DRAMA

INDIANAPOLIS, Sunday, May 20, 2001 – Billy Boat survived a second consecutive year of Bump Day drama, clinging to the final spot in the 33-car field for 48 minutes as the field for the 85<sup>th</sup> Indianapolis 500 was set on Sunday.

Boat was pushed on the “bubble” as the slowest qualifier in the field, at 221.528 mph, at 5:12 p.m. (EST) when Stephan Gregoire qualified at 222.888 mph in the #35 Heritage Motorsports/Firestone/Menards G Force/Oldsmobile/Firestone.

Then Boat sweated out 12 unsuccessful attempts by eight different drivers over the next 48 minutes to keep his spot in the field, which is the closest time-wise in Indianapolis 500 history. He will start 33<sup>rd</sup> in the #98 CURB Records Dallara/Oldsmobile/Firestone with the speed he posted at noon today as the first qualifier on Bubble Day.

“Right away, two guys got in, and then we’re on the bubble,” 1998 Indy pole winner Boat said. “You sit there, you say it was 48 minutes, but it seemed like an eternity. Car after car was taking a shot at us.”

“I think from a satisfaction standpoint, the pole was more satisfying. From a terrifying standpoint, the bubble was more terrifying.”

Last year, Boat qualified for the field on the last attempt of Bump Day, entering the track for his qualification attempt with less than one minute remaining.

“Just anything can happen,” Boat said.

Other drivers earning a spot today in the May 28 race were Eliseo Salazar in the #14 Harrah’s A.J. Foyt Racing Dallara/Oldsmobile/Firestone; Donnie Beechler in the #84 Harrah’s A.J. Foyt Dallara/Oldsmobile/Firestone, giving Indy legend Foyt three cars in the field; Raul Boesel in the #5T Meijer G Force/Oldsmobile/Firestone; Airtón Daré in the #88 1-800-BAR NONE TeamXtreme G Force/Oldsmobile/Firestone after being bumped earlier in the day; and Cory Witherill in the #16 WSA/MOTORS/Indy Regency Racing G Force/Oldsmobile/Firestone.

Other drivers besides Daré bumped from the field were Roberto Guerrero, Tyce Carlson, Didier André, Shigeaki Hattori and Felipe Giaffone. None of those drivers were able to requalify for the race.

The scene during the final 45 minutes was frantic, as drivers scrambled to climb into cars to try to gain a spot in the field. Among the notable drivers switching cars were rookies Casey Mears and Memo Gidley.

Mears switched from Galles Racing to Walker Racing late in the day after the decision was made by the Galles team to give Mears’ backup car to teammate Didier André. Mears started his attempt with five minutes left in qualifying, but the team waved off the run in the No. 25 Walker Racing Special Dallara/Oldsmobile/Firestone after three of four laps.

Gidley switched from the No. 61 Brayton Racing car to a No. 37 Brayton Racing entry that was built today by Kelley Racing, which fields the pole-winning car of Scott Sharp. Gidley’s run with 33 minutes remaining was waved off after three laps.

Kelley Racing crew members pulled Gidley back into the qualifying line, and he moved to the front of the line in the last minute of qualifying. Gidley started his final attempt approximately 10 seconds before the gun sounded to end qualifying, but his four-lap average of 221.198 was too slow to bump Boat from the field.

Richie Hearn was the unlucky driver who was next in the qualifying line, wondering about what could have been.

**INDY FIELD SET; BOAT SURVIVES ANOTHER BUMP DAY DRAMA (cont.):**

1998 Indianapolis 500 Rookie of the Year Steve Knapp was the only driver involved in an incident. Knapp, who had moved from Brayton Racing to Hemelgarn Racing in a late-night deal Saturday night, crashed while exiting Turn 2 during a late-afternoon practice session.

Knapp was unhurt but unable to qualify in the No. 93 Metro Management/Super Fitness/Firestone Dallara/Oldsmobile/Firestone.

###

**2001 QUALIFICATION ATTEMPTS – CHRONOLOGICAL SUMMARY**

**Saturday, May 12, 2001 – Pole Day**

<b>QA Time</b>	<b>Car Driver</b>	<b>Lap 1</b>	<b>Lap 2</b>	<b>Lap 3</b>	<b>Lap 4</b>	<b>Average</b>	<b>SP</b>
1 11:02 a.m.	5 Arie Luyendyk	224.812	224.798	224.018	223.405	224.257	6
2 11:09 a.m.	12T Buzz Calkins	219.915	219.820	220.769	219.656	220.039	27
3 11:16 a.m.	52 Scott Goodyear	waved off					
11:21 a.m.	35T Jeff Ward	Car pulled into pits after first warm-up lap					
4 11:27 a.m.	3 Al Unser Jr.	221.824	221.823	221.449	221.366	221.615	19
5 11:35 a.m.	66 Gil de Ferran	224.880	224.888	223.868	223.993	224.406	5
6 11:41 a.m.	15T Sarah Fisher	221.704	waved off				
7 11:44 a.m.	77 Jaques Lazier	222.988	222.571	222.000	221.032	222.145	17
8 11:50 a.m.	7 Roberto Guerrero	219.280	220.112	220.375	220.454	220.054	26
9 11:57 a.m.	39 Michael Andretti	221.061	221.335	220.576	220.020	220.747	24
10 12:02 p.m.	24 Robbie Buhl	223.596	224.667	224.605	223.989	224.213	9
11 12:07 p.m.	6 Jon Herb	222.307	222.328	221.695	221.730	222.015	18
12 12:12 p.m.	8 Scott Sharp	225.783	226.020	226.423	225.923	226.037	1
13 12:18 p.m.	33 Tony Stewart	225.104	224.849	223.715	223.333	224.248	7
14 12:23 p.m.	10 Robby McGehee	220.745	220.934	220.166	waved off		
15 12:28 p.m.	4 Sam Hornish Jr.	224.942	220.764	223.808	223.862	223.333	13
16 12:33 p.m.	88T Ayrton Daré	221.394	221.327	220.735	220.412	220.966	23
17 12:38 p.m.	2T Greg Ray	224.862	waved off				
18 12:41 p.m.	44 Jimmy Vasser	223.323	223.721	223.424	223.351	223.455	12
19 12:46 p.m.	21 Felipe Giaffone	220.962	221.174	221.257	221.009	221.100	20
20 12:52 p.m.	98 Billy Boat	219.663	218.770	waved off			
21 12:56 p.m.	28 Mark Dismore	221.197	waved off				
22 1:01 p.m.	68T Helio Castroneves	223.411	224.716	224.663	223.784	224.142	11
23 1:07 p.m.	35T Jeff Ward	219.370	waved off				
24 1:14 p.m.	15T Sarah Fisher	222.197	222.630	222.789	222.575	222.548	15
25 1:20 p.m.	91T Buddy Lazier	225.403	224.495	223.904	222.973	224.190	10
26 4:39 p.m.	28 Mark Dismore	225.119	225.316	224.654	224.768	224.964	4
27 4:52 p.m.	41 Robby Gordon	225.990	225.366	224.291	224.338	224.994	3
28 4:57 p.m.	35T Jeff Ward	225.751	225.023	223.424	222.715	224.222	8
29 5:07 p.m.	52 Scott Goodyear	222.354	222.815	222.508	222.438	222.529	16
30 5:11 p.m.	2T Greg Ray	225.227	225.636	225.405	224.512	225.194	2
31 5:16 p.m.	32 Didier André	220.243	221.355	221.225	221.119	220.985	22
32 5:21 p.m.	10 Robby McGehee	222.636	222.896	222.441	222.456	222.607	14
33 5:26 p.m.	51T Eddie Cheever Jr.	220.496	220.579	220.844	waved off		
34 5:31 p.m.	55T Shigeaki Hattori	220.611	221.003	221.395	221.387	221.098	21
35 5:52 p.m.	51T Eddie Cheever Jr.	220.683	220.483	220.513	220.373	220.513	25

**LEGEND: QA - Qualification Attempt SP - Starting Position**

**2001 QUALIFICATION ATTEMPTS – CHRONOLOGICAL SUMMARY (cont.):**

<b>Sunday, May 13, 2001 – Second Day Qualifying</b>								
<b>QA Time</b>	<b>Car</b>	<b>Driver</b>	<b>Lap-1</b>	<b>Lap-2</b>	<b>Lap-3</b>	<b>Lap-4</b>	<b>Average</b>	<b>SP</b>
36 Noon	9T	Jeret Schroeder	223.224	223.503	222.667	221.756	222.786	29
37 12:05 p.m.	33T	Nicolas Minassian	221.998	223.494	223.271	223.267	223.006	28
38 12:10 p.m.	44T	Bruno Junqueira	224.911	224.756	224.161	223.016	224.208	27
39 12:15 p.m.	99T	Davey Hamilton	221.771	221.752	221.526	221.734	221.696	30
40 12:20 p.m.	94	Stan Wattles	Accident Turn 1					
41 4:39 p.m.	12	Buzz Calkins	222.303	222.434	222.373	222.760	222.467	29
42 4:45 p.m.	14	Eliseo Salazar	222.884	223.176	222.535	Car smoking, Turn 4		
5:38 p.m.	30	Jimmy Kite	Pulled off track after second warm-up lap.					
43 5:42 p.m.	39T	Michael Andretti	223.306	223.550	223.566	223.344	223.441	26
44 5:47 p.m.	60	Tyce Carlson	220.527	220.638	220.544	220.213	220.480	32
45 5:52 p.m.	51	Eddie Cheever Jr.	221.884	222.189	222.311	222.223	222.152	30
5:56 p.m.	16	Cory Witherill	Crew failed to signal start of official attempt.					
46 5:59 p.m.	7T	Stephan Gregoire	218.007	218.553	217.465	waved off		

**LEGEND: QA** - Qualification Attempt    **SP** - Starting Position

**2001 QUALIFICATION ATTEMPTS – CHRONOLOGICAL SUMMARY (cont.):**

**Sunday, May 20, 2001 – Bump Day**

QA Time	Car Driver	Lap-1	Lap-2	Lap-3	Lap-4	Average	SP
47 Noon	98 Billy Boat	221.580	221.567	221.531	221.433	221.528	33
48 12:04 p.m.	30 Jimmy Kite	219.321	219.621	219.791	waved off		
49 12:08 p.m.	16 Cory Witherill	220.133	220.174	219.952	waved off		
50 12:12 p.m.	14 Eliseo Salazar	224.251	224.042	223.726	222.947	223.740	32
<i>Bumps #7 Roberto Guerrero</i>							
51 12:18 p.m.	84 Donnie Beechler	224.616	225.206	224.370	223.610	224.449	31
<i>Bumps #60 Tyce Carlson</i>							
52 12:24 p.m.	5T Raul Boesel	222.181	221.878	221.974	221.483	221.879	32
<i>Bumps #88T Airton Daré</i>							
53 12:28 p.m.	35 Stephan Gregoire	222.993	pulled into pits				
54 12:49 p.m.	35 Stephan Gregoire	219.829	221.494	220.748	waved off		
55 1:08 p.m.	88 Airton Daré	222.452	222.572	222.202	221.720	222.236	31
<i>Bumps #32 Didier André</i>							
56 5:02 p.m.	16 Cory Witherill	221.959	222.117	221.562	220.852	221.621	32
<i>Bumps #55T Shigeaki Hattori</i>							
57 5:07 p.m.	35 Stephan Gregoire	222.457	222.862	222.850	223.385	222.888	29
<i>Bumps #21 Felipe Giaffone</i>							
58 5:12 p.m.	30 Jimmy Kite	219.147	220.153	waved off			
59 5:16 p.m.	31T Didier André	220.012	waved off				
60 5:20 p.m.	55 Shigeaki Hattori	219.973	220.235	waved off			
61 5:27 p.m.	37 Memo Gidley	220.803	221.104	221.147	waved off		
62 5:32 p.m.	60T Richie Hearn	220.528	waved off				
63 5:35 p.m.	7T Roberto Guerrero	214.332	waved off				
64 5:38 p.m.	30 Jimmy Kite	221.085	221.115	221.108	220.884	221.048	DNQ
65 5:43 p.m.	21T Felipe Giaffone	215.992	waved off				
66 5:46 p.m.	31T Didier André	221.195	waved off				
67 5:50 p.m.	55 Shigeaki Hattori	221.005	221.516	221.633	221.713	221.467	DNQ
68 5:55 p.m.	25 Casey Mears	221.168	221.310	221.090	waved off		
69 5:59 p.m.	37 Memo Gidley	220.923	221.110	221.181	221.580	221.198	DNQ

**LEGEND: QA - Qualification Attempt SP - Starting Position**



Scoring pylon shows Scott Sharp is on the pole for the 2001 Indianapolis 500.

**2001 INDIANAPOLIS 500 – VETERAN START/FINISH HISTORY**

No.	Races	Driver	T-10							
			Fin	1983	1984	1985	1986	1987	1988	1989
39	11	Andretti, Michael	6	---	4/5	15/8	3/6	9/29	10/4	21/17
84	3	Beechler, Donnie	0	---	---	---	---	---	---	---
98	4	Boat, Billy	2	---	---	---	---	---	---	---
24	5	Buhl, Robbie	3	---	---	---	---	---	---	---
12	5	Calkins, Buzz	1	---	---	---	---	---	---	---
51	11	Cheever Jr., Eddie	5	---	---	---	---	---	---	---
88	1	Daré, Ayrton	1	---	---	---	---	---	---	---
66	1	de Ferran, Gil	0	---	---	---	---	---	---	---
28	5	Dismore, Mark	0	---	---	---	---	---	---	---
15	1	Fisher, Sarah	0	---	---	---	---	---	---	---
52	10	Goodyear, Scott	5	---	---	---	---	---	---	---
41	6	Gordon, Robby	4	---	---	---	---	---	---	---
36	5	Gregoire, Stephan	1	---	---	---	---	---	---	---
99	5	Hamilton, Davey	2	---	---	---	---	---	---	---
4	1	Hornish Jr., Sam	0	---	---	---	---	---	---	---
91	8	Lazier, Buddy	5	---	---	---	---	---	---	---
77	1	Lazier, Jaques	0	---	---	---	---	---	---	---
5	15	Luyendyk, Arie	7	---	---	20/7	19/15	7/18	6/10	15/21
10	2	McGehee, Robby	1	---	---	---	---	---	---	---
2	4	Ray, Greg	0	---	---	---	---	---	---	---
14	5	Salazar, Eliseo	3	---	---	---	---	---	---	---
9	2	Schroeder, Jeret	0	---	---	---	---	---	---	---
8	6	Sharp, Scott	2	---	---	---	---	---	---	---
33	4	Stewart, Tony	2	---	---	---	---	---	---	---
3	13	Unser Jr., Al	9	5/10	15/21	11/25	9/5	22/4	5/13	8/2
44	5	Vasser, Jimmy	2	---	---	---	---	---	---	---
35	4	Ward, Jeff	3	---	---	---	---	---	---	---

**Races** – Number of prior Indianapolis 500 starts

**T-10 Fin** – Number of prior top-10 finishes at Indianapolis 500



**2001 INDIANAPOLIS 500 – VETERAN START/FINISH HISTORY (cont.):**

1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
5/20	5/2	6/13	---	5/6	4/25	---	---	---	---	---
---	---	---	---	---	---	---	---	24/32	19/29	15/12
---	---	---	---	---	---	---	22/7	1/23	3/3	31/15
---	---	---	---	---	---	23/9	4/8	5/31	32/6	9/26
---	---	---	---	---	---	9/17	16/11	18/10	26/19	22/18
14/8	10/31	2/4	33/16	11/8	14/31	4/11	11/23	<b>17/1</b>	16/18	10/5
---	---	---	---	---	---	---	---	---	---	21/25
---	---	---	---	---	19/29	---	---	---	---	---
---	---	---	---	---	---	14/19	25/28	12/27	5/16	11/11
---	---	---	---	---	---	---	---	---	---	19/31
21/10	12/27	33/2	4/7	33/30	3/14	---	5/2	10/24	9/27	13/9
---	---	---	25/27	19/5	7/5	---	12/29	---	4/4	4/6
---	---	---	15/19	---	---	13/27	13/31	31/17	---	20/8
---	---	---	---	---	---	10/12	8/6	8/4	11/11	28/20
---	---	---	---	---	---	---	---	---	---	14/24
---	23/33	24/14	---	---	23/27	<b>5/1</b>	10/4	11/2	22/7	16/2
---	---	---	---	---	---	---	---	---	---	26/13
<b>3/1</b>	14/3	4/15	1/2	8/18	2/7	20/16	<b>1/1</b>	28/20	1/22	---
---	---	---	---	---	---	---	---	---	27/5	12/21
---	---	---	---	---	---	---	30/25	2/18	2/21	1/33
---	---	---	---	---	24/4	3/6	9/24	---	18/33	3/3
---	---	---	---	---	---	---	---	---	21/15	29/14
---	---	---	---	17/16	30/26	21/10	---	7/16	6/28	5/10
---	---	---	---	---	---	1/24	2/5	4/33	24/9	---
7/4	6/4	<b>12/1</b>	5/8	<b>1/1</b>	---	---	---	---	---	18/29
---	---	28/21	19/13	16/4	9/22	---	---	---	---	7/7
---	---	---	---	---	---	---	7/3	27/13	14/2	6/4

**2001 INDIANAPOLIS 500 QUALIFYING AWARDS**

**MBNA Pole Award -- \$100,000**

MBNA MOTORSPORTS

#8 Scott Sharp

**Oldsmobile Pole Award – 2001 Oldsmobile Aurora Valued at \$40,000**

OLDSMOBILE

#8 Scott Sharp

**Verizon “Front Runner” Award -- \$30,000**

VERIZON

(\$10,000 each to the three front-row qualifying drivers)

#8 Scott Sharp #2 Greg Ray #41 Robby Gordon

**Monarch Beverage “Inside Track” Award -- \$11,000**

MONARCH BEVERAGE

(\$1,000 to each starter who has a starting position on the inside of their row, 11 total)

#8 Scott Sharp #28 Mark Dismore #33 Tony Stewart #91 Buddy Lazier

#4 Sam Hornish Jr. #52 Scott Goodyear #3 Al Unser Jr. #49 Nicolas Minassian

#51 Eddie Cheever Jr. #14 Eliseo Salazar #16 Cory Witherill

**American Dairy Association “Fastest Qualifying Rookie” Award -- \$5,000**

AMERICAN DAIRY ASSOCIATION

(Each qualifying rookie -- \$250)

(\$10,750 total money awarded)

#50 Bruno Junqueira

**Mi-Jack “Top Performance” Award -- \$5,000**

MI-JACK PRODUCTS

Awarded to the driver who records the fastest single qualifying lap

#8 Scott Sharp (226.523 mph)

**Ferguson Steel Co., Inc. “Most Consistent Qualifier” Award -- \$5,000**

FERGUSON STEEL CO., INC.

Awarded to the driver who records the four most consistent qualifying laps

#98 Billy Boat

**Buckeye Machine/Race Spec “Final Measure” Award -- \$5,000**

BUCKEYE MACHINE/RACE SPEC

Awarded to the last team to pass inspection and qualify for the  
race

#36 Stephan Gregoire

**Gregory & Appel “Fastest Rookie Qualifier” Award -- \$5,000**

GREGORY & APPEL, INC.

Awarded to the Fastest Rookie Qualifier

#50 Bruno Junqueira

**2001 INDIANAPOLIS 500 QUALIFYING AWARDS (cont.):**

**Ameritech “Youngest Starting Driver” Award -- \$5,000**

AMERITECH

Awarded to the youngest driver to qualify

#15 Sarah Fisher

**Buildings To Go “Most Consistent Rookie Qualifier Award -- \$5,000**

BUILDINGS TO GO

Awarded to the rookie who records the four most consistent qualifying laps

#21 Felipe Giaffone

**T.P. Donovan “Top Starting Rookie” Award -- \$5,000**

T.P. DONOVAN INVESTMENTS

#68 Helio Castroneves

**Snap-On/CAM “Top Wrench” Award -- \$5,000  
(Plus Commemorative Tool Box and Custom Ring)**

SNAP-ON TOOLS/CAM

Recognizes mechanical excellence by a chief mechanic

during practice and qualifying

#24 John O’Gara

## 2001 INDIANAPOLIS 500 CONTINGENCY AWARDS

### **PENNZOIL PRODUCTS**

If using Pennzoil product  
\$25,000 for pole position if using Pennzoil; \$100,000 to race winner; \$125,000 to  
race winner from pole position  
*(Potential of \$125,000 total money awarded)*

### **ROBERT BOSCH CORP.**

\$20,000 to race winner  
\$10,000 to second place  
\$5,000 to third place  
*(\$35,000 total money awarded)*

### **OLDSMOBILE**

If car is Oldsmobile powered  
\$25,000 to the race winner; \$5,000 to the first Oldsmobile finisher (if not winner);  
\$5,000 for pole position, if car is Oldsmobile powered  
*(Potential of \$30,000 total money awarded)*

### **NET RACE LIVE**

\$10,000 to the team whose driver leads the most laps during the race.  
If there is a tie, it is awarded to the one who finishes highest in the race.

### **WORLDCOM**

\$10,000 to the team whose driver improves their position the most from start to finish  
during the race. If there is a tie, the money goes to the one who finishes highest in  
the race.

### **BELL RACING**

\$6,000 in contingency awards

### **SONY DISC MANUFACTURERS**

\$50,000 in contingency awards

### **INFINITI MOTORSPORTS**

If car is Infiniti powered  
\$25,000 to the race winner; \$5,000 to the first Infiniti finisher (if not winner); \$5,000  
for pole position, if Infiniti powered  
*(Potential of \$30,000 total money awarded)*

### **BRIDGESTONE/FIRESTONE**

\$20,000 to the driver leading after the completion of Lap 100

### **UNION PLANTERS**

\$20,000 (\$10,000 to team, \$10,000 to charity) to the driver who leads the most laps  
in the race

### **DELCO REMY**

\$15,000 to the team whose driver records the fastest lap of the race

### **TEAM SIMPSON RACING**

\$10,000 in contingency awards

**2001 INDIANAPOLIS 500 CONTINGENCY AWARDS (cont.):**

**CLARIAN HEALTH**

\$8,500 to the team that records the fastest lap of the race

**SUMMIT CONSTRUCTION**

\$7,000 to the team whose driver is leading the race at the completion of Lap 99

**KLOTZ SPECIAL FORMULA PRODUCTS**

\$6,000 in contingency awards

**LINCOLN ELECTRIC**

\$5,000 to the team whose driver is the lowest qualifier to lead the race under green flag conditions

**WHISTLER CORP.**

\$5,000 to the team whose driver records the fastest lap time during the race

**BG PRODUCTS**

\$5,000 in contingency awards

**EMCO GEARS**

\$5,000 in contingency awards

**KECO COATINGS**

\$5,000 for the KECO "Leader at Lap 50" award. This goes to the team using KECO product whose driver is leading the race at the completion of Lap 50 (\$5,000 total)

**ROCHE DIAGNOSTICS**

\$5,000 to the team whose driver records the fastest two-lap average during the race

**EARL'S INDY**

\$5,000 in contingency awards

**STANT MANUFACTURING**

\$5,000 in contingency awards

**CREATIVE COMMUNICATIONS**

\$5,000 in contingency awards

**IDEAL DIVISION/STANT CORPORATION**

\$5,000 in contingency awards

**HYPERCO**

\$5,000 in contingency awards

**DAY 14 – THURSDAY, MAY 24, 2001 – COORS CARB DAY**

**TODAY AT THE TRACK:**

8 a.m.: WorldCom/plex Media Center opens

8 a.m.: Public gates open

11 a.m.-1 p.m.: Track open for practice

1:30 p.m.: Coors Indy 500 Pit Stop Challenge, followed by press conference with winning team in Trackside Conference Room of WorldCom/plex

3:30 p.m. – Coors Concert, Collective Soul

\*\*\*

Two-time Indianapolis 500 winner Al Unser Jr. will be available for media interviews from 4-4:30 p.m. today outside of Garage A-11 in Gasoline Alley.

Indy Racing standout Sarah Fisher will be available for media interviews from 2-2:30 p.m. today outside of Garages A6-A8 in Gasoline Alley.

\*\*\*

Indianapolis 500 driver Michael Andretti kicked off his Community Day autograph session Wednesday afternoon at the Indianapolis Motor Speedway with a gift of two helmets to Riley Hospital for Children.

Accepting the identical, multicolored helmets for Riley was 17-year-old patient Adam Porter from Linton, Ind. He is recovering in the Riley Burn Unit. Michael Andretti presented the helmet to Porter, a kart racer and professed “huge fan” of the Andretti racing name.

The helmets were signed in various colors by a variety of IMS “Winners and Legends,” including four-time winners A.J. Foyt, Al Unser, and Rick Mears. More than two-dozen autographs appear on each helmet.

One helmet will be on permanent display at the Family Library at Riley Hospital, the other will be put up for auction June 2 on the annual Riley Telethon from 11 a.m. to 11 p.m. (EST), carried live by WTHR-13 television in Indianapolis.

\*\*\*

Billy Harroun, grandson of Ray Harroun, first winner of the Indianapolis 500-Mile Race in 1911, has suffered a stroke during a driving trip to Indianapolis for this year’s race and has been told by his doctor to return to his home in Billings, Mont.

Harroun, 63, was hospitalized in Harland, Iowa. Mike Lavelle, a friend accompanying him on the trip, helped Harroun get quick medical treatment.

Harroun was scheduled to appear with his grandfather’s legendary Marmon Wasp winning car during today’s Coors Carb Day ceremonies and then attend the race. His only previous visit to the Indianapolis Motor Speedway came in 1963.

Ray Harroun’s countenance is on the silver and bronze credential badges this year. He was born Jan. 12, 1879, and died in Anderson, Ind., Jan. 19, 1968.

\*\*\*

The Franklin Mint is presenting a 1:24-scale die-cast replica of the 1998 Corvette Indianapolis 500 Pace Car to the Speedway Hall of Fame Museum at 3 p.m. (EST) Saturday.

Both the Pace Car and the die-cast will be on display.

\*\*\*

Two-time Indianapolis 500 winner Arie Luyendyk served as a commentator for ABC Sports’ broadcast of the 2000 Indianapolis 500. This year, Luyendyk will still contribute to the telecast, speaking with ABC announcers via two-way radio during the parade laps and caution periods from the cockpit of his No. 5 Meijer G Force/Oldsmobile/Firestone.

**DAY 14 – THURSDAY, MAY 24, 2001 – COORS CARB DAY (cont.):**

Indy Racing League team Heritage Motorsports has formed a unique marketing partnership with the legendary rock band Aerosmith for the 85<sup>th</sup> running of the Indianapolis 500, it was announced this morning at the Indianapolis Motor Speedway.

Heritage Motorsports' No. 35 G Force/Oldsmobile/Firestone will be easy to spot during the Indianapolis 500. Driven by 1997 Indianapolis 500 Bank One Rookie of the Year Jeff Ward, it will have a pink-and-silver paint scheme, a caricature of Steven Tyler called the "Screaming Demon" and their new 2001 "Just Push Play" album cover.

The decision by the band members to get involved in motorsports comes from a passion for the sport and an understanding of the cross-promotional opportunities with a highly brand-loyal audience. Having sold nearly 100 million albums worldwide, Aerosmith is one of the most durable and perpetually exciting forces in popular music. The band's new release, "Just Push Play," debuted at No. 2 on the *Billboard* album chart and has already been certified platinum.

Aerosmith remains a potent chart force and boasts the original line-up of Steven Tyler (vocals), Joe Perry (guitar), Brad Whitford (guitar), Tom Hamilton (bass) and Joey Kramer (drums). The bands kicks off a United States tour June 6 in Hartford, Conn.

**JIM RATHMANN JR.** (Co-owner, Heritage Motorsports): "This is a great business decision for Heritage Motorsports to be associated with a high-profile band like Aerosmith. When we learned Steven Tyler would be singing the national anthem and found out they were interested in getting involved with a team, we jumped on the opportunity. There is going to be a tremendous amount of exposure generated by this program, and if things go well at Indy, we're hoping to make this a season-long deal."

**MARK ROESLER** (Chairman, CMG Worldwide): "The marketing possibilities of the Indy Racing League, coupled with the star-power of Aerosmith, will deliver vast opportunities for all parties involved in this dynamic deal. Music and motorsports are American passions, so bringing together rock 'n' roll fans with racing enthusiasts is a natural fit. CMG Worldwide is excited to be involved in such a complementary partnership."

\*\*\*

Coast Soap has joined its sister brand, Purex Detergent, on the starting grid for the Indianapolis 500 on May 27 and for the rest of the Indy Racing League season.

Impressed with the success experienced by Purex with Dreyer & Reinbold Racing and the Indy Racing League, Coast announced this morning that the brand has become a major associate sponsor of Team Purex/Dreyer & Reinbold Racing for the remainder of the 2001 Indy Racing season.

The Team Purex/Dreyer & Reinbold Racing entry will sport new Coast Eye Opener identification when it lines up in the third row for the 85<sup>th</sup> running of the Indianapolis 500. The No. 24 car driven by Robbie Buhl is considered a legitimate contender to win the prestigious 500-mile race, which will be shown live on ABC Sports starting at 11 a.m. (EDT).

Coast and Purex are products of The Dial Corporation.

**DAY 14 – THURSDAY, MAY 24, 2001 – COORS CARB DAY (cont.):**

**BILL PUENTES** (Director of marketing, Coast brand): “Dreyer & Reinbold Racing and the Indy Racing League are great choices for the Coast brand. We have watched the terrific momentum that our Purex brand has developed with Dreyer & Reinbold and the Indy Racing League as their business and marketing partners. Our partnership will increase Coast brand awareness with consumers and increase the brand’s presence with retailers. Purex and the Indy Racing League have proven this model to be successful, and we plan to build off of that success.”

**DENNIS REINBOLD** (Co-owner, Dreyer & Reinbold Racing): “We have worked very hard at developing an effective business model and platform for our sponsors to maximize their investments in Dreyer & Reinbold Racing and the Indy Racing League. Coast is a powerful brand, and we look forward to assisting them any way we can to promote the brand and grow sales.”

\*\*\*

The inaugural Indy Racing Northern Light Series event at Nashville Superspeedway will be called the Harrah’s Indy 200, Harrah’s Entertainment, Inc. announced this morning in a press conference at the Indianapolis Motor Speedway.

The Harrah’s Indy 200, scheduled for July 21, marks Indy Racing’s first visit to the 1.33-mile, D-shaped oval in Nashville, which opened in April 2001.

Harrah’s has been a longtime supporter of the Indy Racing League as a team sponsor for A.J. Foyt Enterprises. This season Eliseo Salazar is driving the No. 14 Harrah’s A.J. Foyt Racing Dallara/Oldsmobile/Firestone car.

Founded more than 60 years ago, Harrah’s Entertainment, Inc. operates 21 casinos in 17 markets in the United States under the Harrah’s, Rio, Showboat and Players brand names with a combined database of more than 19 million players.

**BOB REIF** (Senior vice president of sales and marketing and chief marketing officer, Indy Racing League): “The Indy Racing League has enjoyed a long-term relationship with Harrah’s through team sponsorship. We look forward to continuing that relationship through this extension of their involvement. Night races always have a special atmosphere, and we are confident the Harrah’s Indy 200 will provide the Nashville-area fans with 200 miles of unforgettable open-wheel racing.”

**GARY LOVEMAN** (President and chief operating officer, Harrah’s Entertainment): “This sponsorship of the 2001 Harrah’s Indy 200 is a logical step in our evolving participation in motorsports. Indy Racing League fans consistently demonstrate a high brand loyalty to series sponsors, and their demographics are very similar to those of our customers. Our sponsorship of the Harrah’s Indy 200 will reinforce our brand with race fans in the Nashville area, which is a key feeder market for our Harrah’s facilities in Metropolis (Ill.), Tunica (Miss.) and Vicksburg (Miss.).”

\*\*\*

As a result of conversations with the state attorneys general regarding the use of the Marlboro brand name in connection with the 2001 Indianapolis 500, Philip Morris U.S.A. has advised the state attorneys general that it will reduce its visibility at the race by removing the Marlboro brand name entirely from its cars and minimize its presence on support equipment and ancillary materials.

The state attorneys general late last week contacted Philip Morris U.S.A. regarding the use of the Marlboro brand name in connection with the Indianapolis 500.

**ELLEN MERLO** (Senior vice president, corporate affairs, Philip Morris U.S.A.): “We are pleased to have reached this resolution, which is consistent with our commitment to work constructively with the attorneys general, while supporting Team Penske’s participation in the Indianapolis 500.”



**DAY 14 – THURSDAY, MAY 24, 2001 – COORS CARB DAY (cont.):**

The No. 91 Hemelgarn Racing team and driver Buddy Lazier has replaced the No. 41 A.J. Foyt Enterprises team and driver Robby Gordon in today's Coors Indy 500 Pit Stop Challenge. The Foyt No. 41 team withdrew from the contest this morning.

\*\*\*

Twelve-time Indianapolis 500 starter Bill Vukovich Jr. drove ceremonial laps at 10:30 this morning around the Indianapolis Motor Speedway in the Bowes Seal Fast car that A.J. Foyt drove to victory in the 1961 Indianapolis 500.

\*\*\*

CARA Charities presented a check for \$2,500 to Methodist Hospital of Indianapolis during ceremonies this morning.

\*\*\*

**PRACTICE REPORT:**

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

Fastest lap, event: 226.996, #33 Tony Stewart, May 12

MBNA Pole four-lap qualifying average: 226.037, #8 Scott Sharp

At 10:55 a.m., the air temperature was 57 degrees, with west winds at 6 mph and relative humidity of 77 percent. Skies were partly sunny. The track temperature was 103 degrees, according to Firestone engineers.

The start of practice will be delayed approximately 15 minutes due to wet spots on the track from the early-morning rain, said Brian Barnhart, Indy Racing League vice president of operations.

11:27 a.m. – **GREEN.** #8 Sharp first on track, followed by #66 de Ferran and #68 Castroneves.

11:28 a.m. – **RUNNING YELLOW.**

11:31 a.m. – **GREEN.**

11:35 a.m. -- #68 Castroneves fastest at 221.651 mph, followed by teammate #66 de Ferran at 221.103.

11:38 a.m. -- #8 Sharp fastest at 223.517.

11:43 a.m. – **YELLOW.** Smoke from #16 Witherill. Loose oil fitting. Repaired by crew in pits.

11:46 a.m. – **GREEN.**

11:50 a.m. -- #8 Sharp fastest at 223.678. Every starter has been on track except #35 Ward and #36 Gregoire. Heritage Motorsports late to track due to Aerosmith alliance press conference at 10:15 this morning.

11:51 a.m. – **YELLOW.** Tow-in for #9 Schroeder. Team reports gearbox problem. Car stuck in sixth gear.

11:52 a.m. – Engine cover off #68 Castroneves. Team reported that it was draining excess oil.

11:57 a.m. – **GREEN.**

12:09 a.m. – **YELLOW.** Debris.

12:20 p.m. – Cheever Indy Racing replacing rear-brake rotors on #51 Cheever.

12:22 p.m. – **GREEN.**

12:25 p.m. -- #35 Ward on track. Only starter not yet on track is #36 Gregoire.

12:36 p.m. -- #36 Gregoire on track. All 33 starters and first alternate, #55 Hattori, have turned at least one lap.

12:45 p.m. – 30 minutes remaining in practice.

**DAY 14 – THURSDAY, MAY 24, 2001 – COORS CARB DAY (cont.):**

1:15 p.m. – **CHECKERED.** End of practice. Thirty-four of the 35 eligible cars turned at least one lap during today's practice. The only car not to participate was #37 Gidley, the second alternate.

\*\*\*

**TOP 10 DRIVERS OF COORS CARB DAY PRACTICE**

No.	Driver	Car	Speed	
1	8	Scott Sharp	Delphi Automotive Systems	223.678
2	66	Gil de Ferran	Marlboro Team Penske	222.757
3	91	Buddy Lazier	Tae-Bo/Coors Light/Life Fitness/Delta Faucet	222.392
4	2	Greg Ray	Johns Manville/Menards	222.372
5	35	Jeff Ward	Heritage Motorsports/Firestone/Menards	222.039
6	28	Mark Dismore	Delphi Automotive Systems/Bryant Heating & Cooling	221.689
7	68	Helio Castroneves	Marlboro Team Penske	221.651
8	36	Stephan Gregoire	Heritage Motorsports/Firestone/Menards	221.064
9	41	Robby Gordon	Team Consec/Foyt Racing/RCR Childress Racing	221.031
10	5	Arie Luyendyk	Meijer	220.818

\*\*\*

**RESULTS OF THE COORS INDY 500 PIT STOP CHALLENGE:**

**Final**

Kelley Racing (#8 Sharp), 9.20 def. Galles Racing (#3 Unser) 12.67

**Semifinals**

Galles Racing (#3 Unser), 9.47 def. Penske Racing (#68 Castroneves), 9.74

Kelley Racing (#8 Sharp), 9.31 def. Penske Racing (#66 de Ferran), no time, never exited pit box

**Quarterfinals**

Galles Racing (#3 Unser), 10.13 def. Kelley Racing (#28 Dismore), 10.24

Penske Racing (#68 Castroneves), 9.46 def. Bradley Motorsports (#12 Calkins), 27.18

Kelley Racing (#8 Sharp), 9.53 def. A.J. Foyt Enterprises (#14 Salazar), 10.65

Penske Racing (#66 de Ferran), 9.88 def. Team Menard (#2 Ray), 11.00

**First Round**

Kelley Racing (#28 Dismore), 10.14 def. Team Green (#39 Andretti), 10.66

Penske Racing (#68 Castroneves), 9.61 def. Panther Racing (#4 Hornish), 10.42

Kelley Racing (#8 Sharp), 10.32 def. Hemelgarn Racing (#91 B. Lazier), 11.91

Penske Racing (#66 de Ferran), 11.10 def. Treadway-Hubbard Racing (#5 Luyendyk), 11.63 (Luyendyk used the #21T of teammate Giaffone.)

\*\*\*

**COORS INDY 500 PIT STOP CHALLENGE NOTES:**

•Kelley Racing earned \$42,500 for its first victory in the Coors Indy 500 Pit Stop Challenge, with \$5,000 of that sum being donated to the American Red Cross.

•Runner-up Galles Racing remains tied for the most victories in the 25-year history of the contest. Galles and Penske Racing each have won six times.

•The Kelley Racing crew of #8 Scott Sharp turned in faster times in each of the four rounds of the Coors Indy 500 Pit Stop Challenge.

**DAY 14 – THURSDAY, MAY 24, 2001 – COORS CARB DAY (cont.):**

**COORS INDY 500 PIT STOP CHALLENGE QUOTES:**

**SCOTT SHARP:** The Delphi guys have been practicing, and it really paid off. But there's one more race we have to concentrate on. The whole Kelley team has been practicing night after night, and it's great they can come out here and show what they've got."

**ROBERT PEREZ** (Chief mechanic, #8 Sharp): "I'd rather be lucky than good. We really wanted this one. Right now, we're on a roll. Sunday is the big prize, though. That's what we're looking for. These guys worked very, very hard. We started in November getting things orchestrated and getting guys in the right place on pit stops. I really didn't expect a 9.2. This is a dream come true. We'd been ridiculed a bit on pit stops. One goal was to get the right guys in the right place for pit stops. I took a different role and became a conductor, so to speak." (About beating six-time winners Galles Racing): "Those guys have been the marquee of pit stops. They have a lot of really good guys on their team, so this is really special."

**TOM KELLEY:** "To have the pole and to beat teams like Penske and Rick Galles, and the great teams of the IRL, I mean it's been a dream month. You know, I just hope it all holds up on Sunday. I tell you to go out there and beat Rick Galles, he's the best there is in pit stops. He even beat Penske out there. I told the guys to just go out there and give it the best they've got. It's a real pleasure to beat Galles Racing."

**AL UNSER JR.:** "It was the right-rear guy. His nut took off, and he had to take one off his belt. The team proved today that they're one of the best out here. In the race, you know it's going to come down to pit stops."

\*\*\*

**COORS INDY 500 PIT STOP CHALLENGE PRESS CONFERENCE:**

**SCOTT SHARP:** "Obviously, it is the guys. Tom Kelley, the Delphi team, the guys are the ones putting in the time on practicing (pit stops). This is just another thing I didn't think we were going to win. For me, I have the easy job. To ask these guys to do it perfect four times, they did the job." (About growth of Kelley Racing): "We've had a great month. This race means everything. It shows the elevation of the Kelley race team. The level of competition was high. It was rewarding beating Roger (Penske), but it would be just as rewarding beating Panther, last year's winner."

**ROBERT PEREZ** (Chief mechanic, #8 Sharp): "We've had our ups and downs through the month. They (crew) have given us all their resources. Basically, I'm just the director. They are the ones who sacrifice, from their effort to their families."

**TOM KELLEY** (Owner, Kelley Racing): "I've told these guys that finishing second is like kissing your sister. I told Roger (Penske) any time you shake my hand twice in one week, it has to be a great week for me. If some day, somewhere, someone would compare Kelley Racing with Penske Racing, that would be the greatest compliment of all." (About Race Day): "We are here to win. The guys are intense, they fight hard, and they work hard. I am so proud of the Kelley guys. I don't know what more you could ask for as far as drama. Come Sunday, we have to have luck on our side. Things can happen sometimes that are beyond our control."

## DAY 14 – THURSDAY, MAY 24, 2001 – COORS CARB DAY (cont.):

A press conference with two-time Indianapolis 500 winner Arie Luyendyk is scheduled for 10 a.m. Friday in the WorldCom *plex* Trackside Conference Room. A press conference with the six rookies in this year's race is scheduled for 3 p.m. Friday in the WorldCom *plex* Trackside Conference Room.

A press conference with Michael Andretti is scheduled for 9:30 a.m. Saturday in the WorldCom *plex* Trackside Conference Room.

The public drivers' meeting, which includes the presentation of various special awards to drivers and crews, starts at 11 a.m. Saturday in front of the Winner's Circle at the track.

\*\*\*

### Sunday's Schedule (Race Day):

5 a.m.: Public gates open

7 a.m.: WorldCom *plex* Media Center opens

10:52 a.m.: Command to start engines

11 a.m.: Start of the 85<sup>th</sup> Indianapolis 500

\*\*\*

### COORS CARB DAY QUOTES:

#### NICOLAS MINASSIAN (#49 Target Chip Ganassi Racing G

Force/Oldsmobile/Firestone): "I was just cruising around. I did a few laps. We just scuffed a few tires. It was very relaxed." (About the start of the "500" on Sunday): "It's going to be hard. It's going to be very hard. It's going to be spectacular, however. I'm looking forward to it."

#### BRUNO JUNQUEIRA (#50 Target Chip Ganassi Racing G

Force/Oldsmobile/Firestone): "It's a shame I cannot do more laps. I only did five or six laps at speed." (About any advice from Jimmy Vasser or Tony Stewart): "Nothing yet, we'll talk about that later."

#### DONNIE BEECHLER (#84 Harrah's A.J. Foyt Racing

Dallara/Oldsmobile/Firestone): "The first hot lap, we had a little loose condition going through Turn 4. I didn't think I was supposed to see the right-rear tire first. I told the crew I'm coming in, but I like it because when you come in, A.J. (Foyt) fixes it and makes it right."

#### ELISEO SALAZAR (#14 Harrah's A.J. Foyt Racing

Dallara/Oldsmobile/Firestone): "We just did system checks. We didn't go for speed. The car is ready to go. There were others who were quicker, but I'll be surprised if they can run those speeds in race conditions."

#### ROBBY GORDON (#41 Team Consec/Foyt Racing/RCR Childress

Racing Dallara/Oldsmobile/Firestone): "I had a slight scare coming into the pits because Buddy Lazier, who was also coming in, slowed more than I anticipated. It was close. But I'm very happy with the car on full tanks and on empty tanks with used tires."

#### BUZZ CALKINS (#12 Bradley Food Marts/Sav-O-Mat

Dallara/Oldsmobile/Firestone): "We wanted to make sure that we put everything back together right, brakes, ring and pinions. Everything seems fine. We also wanted to run some in traffic. We found some groups to run with, and that was good. Overall, we wanted to keep our laps to a minimum. I think we'll be fine for Race Day."

**DAY 14 – THURSDAY, MAY 24, 2001 – COORS CARB DAY (cont.):**

**ROBBIE BUHL** (#24 Team Purex Dreyer & Reinbold Racing G Force/Infiniti/Firestone): “We’re happy with everything. We’re ready.” (About the race setup): “We’re pretty good. We finished where we were the other day.”

**CORY WITHERILL** (#16 WSA/MOTORS/Indy Regency Racing G Force/Oldsmobile/Firestone): (About Lap 1 of the Indianapolis 500): “Pretty crazy. Thirty-three cars going into Turn 1, all I can think of is pretty crazy. I have been running Mickey Thompson off-road stuff and sprint cars for years. So I’m pretty sure Lap 1 will be something like that. Hopefully nobody will make a mistake on the first lap, and we’ll all have a chance to get to the finish.” (About engine): “We are running a RPM engine in the race. The RPM has shown to be very reliable. We feel comfortable with it.” (About emotions preparing for Carb Day): “I was a little nervous this morning. As soon as I went out, I felt better.” (About expectations for the race): “We expect to do good, be smart, then get out there and finish as high as possible.”

**ROBBY McGEHEE** (#10 Cahill Racing Dallara/Oldsmobile/Firestone): “Fifteen or 20 cars have the capabilities to win. There is no reason for us to pound to get to the front. We just need to be there the last 50 laps. I like working with our guys. I know what I’m racing with. We just have to line it up on Sunday and race. We are in the best position of any of the first four races this season. We’re happy to pick up two new sponsors, Cure Autism Now and Simple Green.”

**BILLY BOAT** (#98 CURB Records Dallara/Oldsmobile/Firestone): “I really just wanted to check the balance, check for leaks and drips to make sure everything was OK. I haven’t had a chance to run full tanks as much as we’d like. The weather can really change things. So we’ll just be ready for the race. A pack of cars are going to go to the front. A key is for us to be a part of that pack. There is no time frame to get to the front. The key is to stay on the lead lap and go at 50 laps.”

**JAQUES LAZIER** (#77 Classmates.com/Jonathan Byrd's Cafeteria G Force/Oldsmobile/Firestone): “We’re very happy with where we stand. Last time out we made a couple of changes, which made it more stable and consistent. At the same time we found more speed. The last full tank we ran with was in hot weather. Now we did a full tank in cool weather. We feel comfortable in both spectrums. There’s no reason to go back out, save the motor for Race Day.”

**STEPHAN GREGOIRE** (#36 Heritage Motorsports/Firestone/Menards G Force/Oldsmobile/Firestone): “The car is fast. We didn’t even try. I know it can go fast, because it’s still full of fuel. I thought we should wait a little bit to go out today to save the equipment. I knew there would be a rush at the beginning. I wanted to run in traffic, though, so when everyone stopped we came in. I know that we will have a very fast car for Sunday.”

**FELIPE GIAFFONE** (#21 Hollywood G Force/Oldsmobile/Firestone): “That’s a brand-new car for me. The car’s good. It ran well with full tanks. I know lots of guys didn’t have full tank because they were running 222s today, which I think will be 3 or 4 mph faster than race speed. We’re going to start conservative with a little push in it. As the race goes on we’ll dial it in and hopefully get a little more racy.”

**DAY 14 – THURSDAY, MAY 24, 2001 – COORS CARB DAY (cont.):**

**GIL DE FERRAN** (#66 Marlboro Team Penske

Dallara/Oldsmobile/Firestone): “Overall, I’m very happy with the car. It’s handling very well. I’m very comfortable with where we are at. Now we just have to wait three days until the race. We know what we have, and we know what we have to do.”

(About weather conditions): “You really just almost have to forget about it. It’s something that’s out of my control.”

**HELIO CASTRONEVES** (#68 Marlboro Team Penske

Dallara/Oldsmobile/Firestone): “We learned a lot in this morning’s practice. We practiced in and out laps doing hot stops and working on full-tank setups. I’m comfortable with the balance of the car for Sunday’s race. Don’t touch my car, no changes. It’s going to be an endurance race on Sunday. That’s for sure.”

**SCOTT SHARP** (#8 Delphi Automotive Systems

Dallara/Oldsmobile/Firestone): “Obviously, it’s the last chance to run hard. We wanted to confirm the race-starting setup was strong right out of the box. The car was real strong, and we just didn’t need to stay out and run any longer. That was probably the real advantage of running today. No one has had an opportunity to run in cool conditions. It gave you some data to be able to guess off of for Sunday.”

**MARK DISMORE** (#28 Delphi Automotive Systems/Bryant Heating &

Cooling Dallara/Oldsmobile/Firestone): “We’re pretty satisfied with where we’re going to start. Everyone is going to start with different race paces in mind. We’re set with what we’re going to do. The fastest race lap could be 224 (mph) or 220 (mph). You just have to get the car set up to have adjustability in the speed. We’ll come out here Sunday morning, and see what it’s going to be like and see what we have to do.”

**GREG RAY** (#2 Johns Manville/Menards Dallara/Oldsmobile/Firestone): “I

think we’re OK. We ran on full tanks and worn tires. We were just trying to confirm the gear ratios. If it’s like this on Race Day, I think we’re OK. If it’s a little cooler than this, we’ll have to come back and make some adjustments.”

**SAM HORNISH JR.** (#4 Pennzoil Panther Dallara Oldsmobile/Firestone):

“We wanted to shake it down to see how it was running, make sure there were no leaks and the gears were right, and get ready for pit stop practice.”

**SCOTT GOODYEAR** (#52 Thermos® Grill2Go™ Cheever Indy Racing

Infiniti Dallara/Firestone): “I think we’re ready. We ran a lot of fuel. There are pretty big times out there. If they keep running like that on Race Day, I think we’ll be in chase mode. I have a good race car right now and think we’ll be good on Race Day.”

**EDDIE CHEEVER JR.** (#51 Excite@Home Indy Race Car

Dallara/Infiniti/Firestone): “We ran on full tanks, and the #51 Excite@Home Indy Race Car is OK. We made a decision on what we think the race pace is going to be, and we’ll either be right or we’ll be wrong.”

**DAY 14 – THURSDAY, MAY 24, 2001 – COORS CARB DAY (cont.):**

**JEFF WARD** (#35 Heritage Motorsports/Firestone/Menards G Force/Oldsmobile/Firestone): “I’m really excited about this car. It looks good, and it runs even better. We didn’t get into any traffic today, but the car was really balanced, so traffic won’t affect our performance. Today was a great practice. Our speed was good and consistent, which will be most important on Race Day. The car was easy to drive, which will make for great racing for the team on Sunday. The team’s energy is really up, and everyone is excited about Aerosmith being our new sponsor. So we’re going to be a team to watch. We’ll be easy to spot out there with that pink car.”

**AIRTON DARÉ** (#88 1-800-BAR NONE TeamXtreme G Force/Oldsmobile/Firestone): “Obviously, we didn’t go as fast as we expected, but we made our way through the hard spots. We had some fast turn-in and a little understeer, but the crew corrected that early on. We learned a lot today in practice, and we are prepared for the race. Today’s practice was great in all respects except for not getting up to top speeds. I’ll save that for the race.”

**BUDDY LAZIER** (#91 Tae-Bo/Coors Light/Life Fitness/Delta Faucet Dallara/Oldsmobile/Firestone): “I felt the practice went quite well. We ran a speed that we were able to get a good feel for, gear wise. It’s a pretty fast day out there, faster than I thought it would be. We have a pretty good idea. At this stage we’re not going to make too many changes. This is our race engine. We did a leak test to make sure there were no leaks and setup verification. We did a fair amount of practice last week with our backup car and just wanted to make sure, verifying that all the work we did transferred over to this car.”

**JERET SCHROEDER** (#9 Purity Products Dallara/Oldsmobile/Firestone): “Once the gearbox was apart, we found the problem actually did more damage to the rest of the gearbox. So we are taking our time putting it together properly. The car is handling good and in heavy traffic. I have a good motor, and hopefully we will be running in top gear and better than we were today. It will be total chaos out there for the first half (of the race). There is going to be a lot of aggressive moves. We need to stay on the lead lap, avoid problems and go for the end of the race. I hope it is a tight field back to where I am and close racing for the fans to enjoy. Everyone wants to get to the front, but there is enough talent here that no one will outshine any one else. I really think it is going to be close. (About potential winners): “All 33 cars, maybe 30. I know I am as good a driver as the rest of the guys out there, and there is always a lot of luck involved. You just have to use your head and keep yourself up front at the end of the race.”

**SHIGEAKI HATTORI** (#55 EPSON Dallara/Oldsmobile/Firestone): “We drove this morning for experience for me, and it is good for the team. We are looking for next year. Unfortunately, we didn’t qualify this time. Everyone did a good job. We tried our best.”

**DAY 14 – THURSDAY, MAY 24, 2001 – COORS CARB DAY (cont.):**

**DAVEY HAMILTON** (#99 Sam Schmidt Motorsports Racing Special Dallara/Oldsmobile/Firestone): “Feels like Indy, this is perfect. That’s why we want to be here as race car drivers. We are not quite as good with this car on full tanks as the other car. The other car has 2 mph faster. So we have some balance things to work out. I like today’s weather. It’s pretty good. It makes the motor run good. It gives you a little more downforce, and the sun gave a good track temperature. What that does is improve downforce and grip, which results in a better race.”

**JON HERB** (#6 Tri Star Motorsports Inc. Dallara/Oldsmobile/Firestone): I feel great. The car ran well. Tri Star is doing a great job. I couldn’t be happier going into Sunday. It would just be nice to have more laps going into Sunday. I will concentrate on running all 500 miles at a reasonable pace. We don’t need to sprint to the front. Larry Curry will form a plan of attack to see where we will end up.” (About today’s run): “A little conservative and still ran 216. We are shooting to run that all day long. The fastest lap in last year’s race was a 218 (mph), so we feel 216 is reasonable.”

**JIMMY VASSER** (#44 Target Chip Ganassi Racing G Force/Oldsmobile/Firestone): “I’ve been real relaxed. I haven’t been here the whole time. I got back last night, so I’m real relaxed and have a good feeling for the race. On Race Day if we encounter each other (teammates) on the track, we probably will give each other a little more room, but for the most part everyone wants to win this thing. I think this year is better than last year. Maybe as more teams come, the energy will continue to grow. As the top CART teams come back, with the strong IRL teams, things are going to keep getting better.”

**SARAH FISHER** (#15 Walker Racing Kroger Special Dallara/Oldsmobile/Firestone): “Today wasn’t as easy flowing. We have a good, stable car, which will be great for the start of the race. We got everything accomplished that we needed to. So I’m excited for Sunday.”



## MBNA POLE WINNER SHARP FASTEST ON COORS CARB DAY

INDIANAPOLIS, Thursday, May 24, 2001 – Scott Sharp now is taking aim at the “triple crown” of the 85<sup>th</sup> Indianapolis 500 after leading Coors Carb Day practice May 24.

Sharp won the MBNA Pole on May 12, led the final practice for the race today at 223.678 mph and now aims for his first victory in the Greatest Spectacle in Racing this Sunday in the No. 8 Delphi Automotive Systems Dallara/Oldsmobile/Firestone.

“Obviously it’s the last chance to run hard,” Sharp said. “We wanted to confirm the race-starting setup was strong right out of the box.”

Gil de Ferran was second fastest today at 222.757 mph in the No. 66 Marlboro Team Penske Dallara/Oldsmobile/Firestone. de Ferran will start fifth Sunday.

1996 Indianapolis 500 winner Buddy Lazier was third at 222.392 in the No. 91 Tae-Bo/Coors Light/Life Fitness/Delta Faucet Dallara/Oldsmobile/Firestone. Lazier will start 10<sup>th</sup> Sunday.

1999 Indy pole sitter Greg Ray was fourth at 222.372 in the No. 2 Johns Manville/Menards Dallara/Oldsmobile/Firestone. 1997 Indianapolis 500 Bank One Rookie of the Year Jeff Ward rounded out the top five at 222.039 in the No. 35 Heritage Motorsports/Firestone/Menards G Force/Oldsmobile Firestone. His car was adorned with a new pink-and-silver paint scheme, part of the team’s alliance with rock band Aerosmith announced this morning.

Mark Dismore, Helio Castroneves, Stephan Gregoire, Robby Gordon and two-time Indy winner Arie Luyendyk rounded out the top 10.

Today’s practice was the last track activity until the start of the 85<sup>th</sup> Indianapolis 500 at 11 a.m. (EST) Sunday. All 33 starters in the race turned at least one lap.

The start of practice was delayed by 27 minutes due to wet track conditions caused by early-morning rains. The air temperature at the start of practice hovered around 60 degrees, one of the coolest days of the event, which started May 6.

Sharp turned just 19 laps, content with his Race Day setup.

“The car was real strong, and we just didn’t need to stay out and run any longer,” Sharp said. “That was probably the real advantage of running today. No one has had an opportunity to run in cool conditions. It gave you some data to be able to guess off of for Sunday.”

###

## 2001 MONTH OF MAY PERFORMANCE HISTORY – TOP SPEED

Car	Driver	C/E/T	Sun.	5/6	Mon.	5/7	Tues.	5/8	5/8	Wed.	5/9
			Speed	Laps	Speed	Laps	Speed	Laps	Speed	Laps	
2	Greg Ray	D/O/F	0.000		0.000		0.000			0.000	
2T	Greg Ray	D/O/F	224.301	34	222.976	21	222.467	12	223.848	7	
3	Al Unser Jr.	G/O/F	216.639	31	218.208	30	220.630	44	214.351	22	
3T	Al Unser Jr.	G/O/F	0.000		0.000		0.000			0.000	
4	Sam Hornish Jr.	D/O/F	215.055	7	219.185	19	220.235	66	220.002	70	
4T	Sam Hornish Jr.	D/O/F	216.878	49	0.000		0.000			0.000	
5	Arie Luyendyk	G/O/F	219.481	36	221.340	60	223.986	72	223.499	36	
5T	Arie Luyendyk	G/O/F	0.000		0.000		0.000			0.000	
5T	Raul Boesel	G/O/F	0.000		0.000		0.000			0.000	
6	Jon Herb	D/O/F	19.804	1	215.558	24	218.432	13	219.154	47	
7	Stephan Gregoire	D/O/F	207.073	16	211.742	6	211.240	25	214.284	33	
7	Roberto Guerrero	D/O/F	0.000		0.000		0.000			0.000	
7T	Stephan Gregoire	G/O/F	206.602	11	206.641	9	0.000			0.000	
7T	Roberto Guerrero	G/O/F	0.000		0.000		0.000			0.000	
8	Scott Sharp	D/O/F	211.620	4	220.340	15	221.083	34	226.137	52	
8T	Scott Sharp	D/O/F	216.525	23	217.410	11	195.405	2	0.000		
9	Jeret Schroeder	D/O/F	0.000		0.000		0.000		220.856	51	
9T	Jeret Schroeder	D/O/F	0.000		0.000		0.000		0.000		
10	Robbie McGehee	D/O/F	0.000		0.000		0.000		214.551	22	
12	Buzz Calkins	D/O/F	0.000		209.227	7	217.064	10	0.000		
12T	Buzz Calkins	D/O/F	215.509	25	218.756	11	220.483	63	220.648	27	
14	Eliseo Salazar	D/O/F	0.000		220.634	53	222.166	29	221.864	42	
14T	Eliseo Salazar	D/O/F	0.000		0.000		0.000		0.000		
14T	Donnie Beechler	D/O/F	0.000		0.000		0.000		0.000		
15	Sarah Fisher	D/O/F	208.036	13	213.748	10	218.328	12	0.000		
15T	Sarah Fisher	D/O/F	211.722	17	217.693	31	220.414	89	220.944	76	
16	Cory Witherrill	G/O/F	208.105	20	209.712	18	213.500	92	215.593	58	
20	Scott Sharp	D/O/F	0.000		0.000		0.000		0.000		
21	Felipe Giaffone	G/O/F	213.994	51	217.342	77	219.327	41	222.055	75	
21T	Raul Boesel	G/O/F	0.000		0.000		0.000		0.000		
21T	Felipe Giaffone	G/O/F	0.000		0.000		0.000		0.000		
22	Greg Ray	D/O/F	0.000		221.130	6	221.698	21	0.000		
24	Robbie Buhl	G/I/F	0.000		0.000		0.000		0.000		
24T	Robbie Buhl	G/I/F	218.203	35	219.621	16	0.000		221.365	44	
25	Sarah Fisher	D/O/F	0.000		0.000		0.000		0.000		
25	Casey Mears	D/O/F	0.000		0.000		0.000		0.000		
27	Jim Guthrie	G/O/F	214.594	54	215.661	27	218.395	48	219.766	50	
28	Mark Dismore	D/O/F	219.647	39	0.000		219.249	41	217.688	19	
28T	Mark Dismore	D/O/F	219.440	13	218.491	57	224.823	32	221.616	22	
30	Brandon Erwin	G/O/F	200.997	6	0.000		213.836	48	214.532	35	
30	Jimmy Kite	G/O/F	0.000		0.000		0.000		0.000		
31	Casey Mears	G/O/F	216.501	26	215.382	28	219.731	50	0.000		
31T	Casey Mears	G/O/F	0.000		0.000		0.000		0.000		
31T	Didier André	G/O/F	0.000		0.000		0.000		0.000		
32	Didier André	G/O/F	206.797	28	211.883	54	218.911	32	0.000		
33	Tony Stewart	G/O/F	0.000		196.347	5	221.810	40	225.004	63	
33T	Tony Stewart	G/O/F	0.000		215.474	24	220.076	41	0.000		
33T	Nicolas Minassian	G/O/F	0.000		0.000		0.000		0.000		
35	Jeff Ward	G/O/F	217.180	30	217.574	27	223.716	17	0.000		
35	Stephan Gregoire	G/O/F	0.000		0.000		0.000		0.000		
35T	Jeff Ward	G/O/F	0.000		0.000		0.000		0.000		
36	Stephan Gregoire	G/O/F	0.000		0.000		0.000		0.000		
37	Steve Knapp	G/O/F	0.000		0.000		0.000		0.000		
37	Memo Gidley	G/O/F	0.000		0.000		0.000		0.000		
39	Michael Andretti	D/O/F	0.000		0.000		216.774	16	221.668	90	
39T	Michael Andretti	D/O/F	0.000		217.636	37	219.725	26	0.000		
41	Robby Gordon	D/O/F	0.000		220.028	24	221.220	3	223.032	39	

**2001 MONTH OF MAY PERFORMANCE HISTORY – TOP SPEED (cont.):**

Thurs. 5/10 Speed	5/10 Laps	Fri. 5/11 Speed	5/11 Laps	Sat. 5/12 Speed	5/12 Laps	Sun. 5/13 Speed	5/13 Laps	Wed. 5/16 Speed	5/16 Laps	Thur. 5/17 Speed	5/17 Laps
219.251	20	216.827	8	0.000		222.605		222.266	49	222.283	30
224.542	11	225.403	20	226.108	32	0.000		0.000		0.000	
220.017	72	222.023	58	221.824	29	0.000		212.575	25	0.000	
0.000		0.000		0.000		0.000		0.000		0.000	
0.000		222.380	54	224.942	23	0.000		0.000		0.000	
218.310	52	0.000		0.000		0.000		217.042	22	218.564	64
223.009	19	223.673	24	224.812	45	0.000		0.000		0.000	
0.000		0.000		0.000		0.000		0.000		220.518	50
0.000		0.000		0.000		0.000		0.000		0.000	
0.000		220.359	37	222.328	19	0.000		213.113	10	215.349	19
204.863	26	218.855	3	0.000		0.000		0.000		0.000	
0.000		221.646	64	220.834	28	0.000		0.000		0.000	
0.000		0.000		0.000		219.510	33	210.164	21	0.000	
0.000		0.000		216.319	26	219.559	15	218.215	45	215.893	30
0.000		224.715	19	226.423	11	0.000		0.000		0.000	
0.000		221.811	41	0.000		0.000		0.000		0.000	
218.222	52	0.000		0.000		0.000		0.000		0.000	
0.000		0.000		219.434	55	223.503	40	0.000		0.000	
220.651	50	220.376	77	222.896	72	220.529	15	219.128	45	0.000	
215.471	8	216.640	8	214.826	14	222.760	36	218.370	47	214.461	35
220.367	35	221.396	23	220.769	43	0.000		0.000		0.000	
221.972	8	223.162	38	222.604	27	223.428	26	0.000		218.991	33
99.639	1	0.000		0.000		0.000		0.000		0.000	
0.000		0.000		0.000		0.000		0.000		218.224	27
0.000		218.678	38	0.000		0.000		0.000		0.000	
220.297	105	220.521	35	223.279	49	0.000		0.000		0.000	
215.930	68	213.673	29	216.379	60	219.746	70	215.860	12	0.000	
0.000		0.000		0.000		0.000		0.000		0.000	
220.332	88	219.644	57	222.490	39	0.000		0.000		0.000	
0.000		0.000		0.000		0.000		0.000		0.000	
0.000		0.000		0.000		0.000		0.000		0.000	
0.000		0.000		0.000		141.063	8	221.085	10	0.000	
0.000		223.326	27	224.667	33	0.000		215.590	19	220.222	34
221.136	19	0.000		0.000		0.000		0.000		0.000	
0.000		0.000		0.000		0.000		212.267	9	216.367	14
0.000		0.000		0.000		0.000		0.000		0.000	
213.099	8	0.000		218.160	40	221.454	48	0.000		0.000	
0.000		220.666	18	225.316	52	0.000		0.000		0.000	
0.000		221.493	47	0.000		0.000		217.726	47	218.606	57
214.850	37	0.000		205.597	13	0.000		0.000		0.000	
0.000		0.000		217.673	18	220.004	54	0.000		196.693	12
0.000		207.299	25	0.000		0.000		0.000		0.000	
0.000		207.299	25	216.622	53	219.184	77	107.043	4	209.663	35
0.000		0.000		0.000		0.000		0.000		0.000	
219.461	49	216.065	75	221.355	97	0.000		0.000		0.000	
223.188	72	221.795	34	226.996	18	0.000		0.000		0.000	
223.186	14	222.834	19	211.768	21	0.000		0.000		0.000	
0.000		0.000		0.000		223.494	41	0.000		0.000	
0.000		0.000		0.000		0.000		216.001	43	218.872	62
0.000		0.000		0.000		0.000		0.000		0.000	
223.432	48	223.504	35	225.751	30	0.000		0.000		0.000	
0.000		0.000		0.000		0.000		0.000		0.000	
0.000		0.000		80.227	1	219.720	47	0.000		216.365	19
0.000		0.000		0.000		0.000		0.000		0.000	
222.927	76	221.343	62	222.670	38	0.000		0.000		0.000	
0.000		0.000		0.000		223.566	28	0.000		0.000	
221.774	8	221.634	34	225.990	38	0.000		0.000		216.308	22

**2001 MONTH OF MAY PERFORMANCE HISTORY – TOP SPEED (cont.):**

Car	Driver	C/E/T	Sat.	5/19	Sun.	5/20	Thur.	5/24	Fastest	Fastest Date	Total Laps
			Speed	Laps	Speed	Laps	Speed	Laps	of Month		
2	Greg Ray	D/O/F	218.496	38	221.200	65	222.372	35	222.605	5/13	255
2T	Greg Ray	D/O/F	217.321	16	220.563	11	0.000		226.108	5/12	164
3	Al Unser Jr.	G/O/F	0.000		0.000		215.569	34	222.023	5/11	345
3T	Al Unser Jr.	G/O/F	218.168	80	217.639	37	0.000		218.168	5/19	117
4	Sam Hornish Jr.	D/O/F	0.000		0.000		219.745	11	224.942	5/12	250
4T	Sam Hornish Jr.	D/O/F	221.059	103	0.000		0.000		221.059	5/19	290
5	Arie Luyendyk	G/O/F	217.577	48	0.000		220.818	33	224.812	5/12	373
5T	Arie Luyendyk	G/O/F	0.000		0.000		0.000		220.518	5/17	50
5T	Raul Boesel	G/O/F	222.547	17	222.181	14	0.000		222.547	5/19	31
6	Jon Herb	D/O/F	0.000		0.000		215.885	16	222.328	5/12	186
7	Stephan Gregoire	D/O/F	0.000		0.000		0.000		218.855	5/11	109
7	Roberto Guerrero	D/O/F	0.000		0.000		0.000		221.646	5/11	92
7T	Stephan Gregoire	G/O/F	0.000		0.000		0.000		219.510	5/13	74
7T	Roberto Guerrero	G/O/F	212.264	35	214.332	41	0.000		219.559	5/13	192
8	Scott Sharp	D/O/F	0.000		0.000		223.678	19	226.423	5/12	154
8T	Scott Sharp	D/O/F	221.218	68	221.324	10	0.000		221.811	5/11	155
9	Jeret Schroeder	D/O/F	0.000		0.000		215.164	12	220.856	5/09	115
9T	Jeret Schroeder	D/O/F	216.587	47	0.000		0.000		223.503	5/13	142
10	Robbie McGehee	D/O/F	0.000		0.000		218.802	17	222.896	5/12	298
12	Buzz Calkins	D/O/F	216.776	53	216.863	34	213.720	12	220.760	5/13	264
12T	Buzz Calkins	D/O/F	0.000		0.000		0.000		221.396	5/11	227
14	Eliseo Salazar	D/O/F	220.410	39	224.251	13	218.278	23	224.251	5/20	331
14T	Eliseo Salazar	D/O/F	0.000		0.000		0.000		99.639	5/10	1
14T	Donnie Beechler	D/O/F	221.032	35	225.206	14	0.000		225.206	5/20	76
15	Sarah Fisher	D/O/F	0.000		0.000		216.781	24	218.678	5/11	97
15T	Sarah Fisher	D/O/F	0.000		218.408	32	0.000		223.279	5/12	434
16	Cory Witherill	G/O/F	218.696	46	222.117	59	213.995	30	222.117	5/20	562
20	Scott Sharp	D/O/F	0.000		222.001	17	0.000		222.001	5/20	17
21	Felipe Giaffone	G/O/F	218.100	67	0.000		217.025	32	222.490	5/12	527
21T	Raul Boesel	G/O/F	217.580	13	218.920	36	0.000		218.920	5/20	49
21T	Felipe Giaffone	G/O/F	0.000		215.992	3	0.000		215.992	5/20	3
22	Greg Ray	D/O/F	0.000		0.000		0.000		221.698	5/08	45
24	Robbie Buhl	G/I/F	217.893	36	0.000		220.297	19	224.667	5/12	168
24T	Robbie Buhl	G/I/F	206.211	19	216.628	9	0.000		221.365	5/09	142
25	Sarah Fisher	D/O/F	217.851	58	0.000		0.000		217.851	5/19	81
25	Casey Mears	D/O/F	0.000		221.310	5	0.000		221.310	5/20	5
27	Jim Guthrie	G/O/F	217.312	39	0.000	27	0.000		221.454	5/13	314
28	Mark Dismore	D/O/F	0.000		0.000		221.689	41	225.316	5/12	210
28T	Mark Dismore	D/O/F	219.202	35	0.000	57	0.000	32	224.823	5/08	310
30	Brandon Erwin	G/O/F	0.000		0.000		0.000		214.850	5/10	139
30	Jimmy Kite	G/O/F	217.804	17	221.546	62	0.000		221.546	5/20	163
31	Casey Mears	G/O/F	0.000		0.000		0.000		219.731	5/08	129
31T	Casey Mears	G/O/F	215.298	78	217.432	37	0.000		219.184	5/13	309
31T	Didier André	G/O/F	0.000		221.195	51	0.000		221.195	5/20	51
32	Didier André	G/O/F	214.837	38	215.890	33	0.000		221.355	5/12	406
33	Tony Stewart	G/O/F	0.000		0.000		219.646	20	226.996	5/12	252
33T	Tony Stewart	G/O/F	0.000		0.000		0.000		223.186	5/10	119
33T	Nicolas Minassian	G/O/F	0.000		0.000		0.000		223.494	5/13	41
35	Jeff Ward	G/O/F	218.499	36	0.000		222.039	35	223.716	5/08	250
35	Stephan Gregoire	G/O/F	217.796	12	223.541	37	0.000		223.541	5/20	49
35T	Jeff Ward	G/O/F	0.000		0.000		0.000		225.751	5/12	113
36	Stephan Gregoire	G/O/F	0.000		0.000		221.064	15	221.064	5/21	15
37	Steve Knapp	G/O/F	217.865	34	0.000		0.000		219.720	5/13	101
37	Memo Gidley	G/O/F	0.000		221.580	17	0.000		221.580	5/20	17
39	Michael Andretti	D/O/F	0.000		0.000		220.636	18	222.927	5/10	300
39T	Michael Andretti	D/O/F	0.000		0.000		0.000		223.566	5/13	91
41	Robby Gordon	D/O/F	216.493	24	0.000		221.031	22	225.990	5/12	244



Scott Sharp – 2001 MBNA Pole Award Winner



Helio Castroneves – 85<sup>th</sup> Indianapolis 500 Race Winner

**2001 MONTH OF MAY PERFORMANCE HISTORY – TOP SPEED (cont.):**

Car	Driver	C/E/T	Sun.	5/6	Mon.	5/7	Tues.	5/8	Wed.	5/9
			Speed	Laps	Speed	Laps	Speed	Laps	Speed	Laps
44	Jimmy Vasser	G/O/F	0.000		0.000		214.775	26	0.000	
44T	Jimmy Vasser	G/O/F	0.000		219.381	29	222.587	58	222.907	42
44T	Bruno Junqueira	G/O/F	0.000		0.000		0.000		0.000	
44T	Tony Stewart	G/O/F	0.000		0.000		0.000		0.000	
49	Nicolas Minassian	G/O/F	0.000		0.000		0.000		0.000	
50	Bruno Junqueira	G/O/F	0.000		0.000		0.000		0.000	
51	Eddie Cheever Jr.	D/I/F	220.968	25	220.037	43	223.146	38	220.599	37
51T	Eddie Cheever Jr.	D/I/F	0.000		0.000		211.640	7	221.879	18
52	Scott Goodyear	D/I/F	220.084	44	212.301	8	222.132	57	221.837	51
55	Shigeaki Hattori	D/O/F	0.000		0.000		0.000		0.000	
55T	Shigeaki Hattori	D/O/F	215.981	13	214.809	31	214.437	64	217.966	69
60	Tyce Carlson	D/O/F	0.000		0.000		220.104	36	218.573	31
60T	Tyce Carlson	D/O/F	0.000		0.000		0.000		0.000	
60T	Richie Hearn	D/O/F	0.000		0.000		0.000		0.000	
61	Memo Gidley	G/O/F	0.000		0.000		206.652	25	211.841	36
61	Steve Knapp	G/O/F	0.000		0.000		0.000		0.000	
66	Gil de Ferran	D/O/F	219.243	13	218.860	55	219.844	36	0.000	
66T	Gil de Ferran	D/O/F	205.644	5	0.000		219.591	16	222.271	70
68	Helio Castroneves	D/O/F	216.608	10	218.544	37	222.997	59	222.527	47
68T	Helio Castroneves	D/O/F	0.000		0.000		0.000		218.511	36
77	Jaques Lazier	G/O/F	209.962	8	217.055	36	221.289	55	223.310	54
77T	Jaques Lazier	G/O/F	0.000		0.000		0.000		0.000	
81	John Paul Jr.	G/O/F	0.000		0.000		0.000		0.000	
84	Donnie Beechler	D/O/F	0.000		0.000		0.000		0.000	
88	Airton Daré	G/O/F	206.485	9	214.605	54	217.689	43	0.000	
88T	Airton Daré	G/O/F	206.944	36	0.000		0.000		218.357	27
90	Lyn St. James	G/O/F	179.626	3	0.000		0.000		0.000	
91	Buddy Lazier	D/O/F	220.221	38	219.082	16	223.315	69	221.739	48
92	Stan Wattles	D/O/F	211.067	18	214.857	11	216.330	40	219.538	64
93	Buddy Lazier	D/O/F	0.000		0.000		0.000		0.000	
93	Steve Knapp	D/O/F	0.000		0.000		0.000		0.000	
94	Stan Wattles	D/O/F	199.897	3	212.433	25	0.000		0.000	
98	Billy Boat	D/O/F	219.765	35	219.994	18	219.745	36	221.393	54
99	Davey Hamilton	D/O/F	0.000		0.000		0.000		0.000	
99T	Davey Hamilton	D/O/F	215.246	45	0.000		219.132	69	219.658	49
<b>Totals</b>				<b>874</b>		<b>1070</b>		<b>1783</b>		<b>1713</b>

**2001 MONTH OF MAY PERFORMANCE HISTORY – TOP SPEED (cont.):**

Thurs. 5/10 Speed	5/10 Laps	Fri. 5/11 Speed	5/11 Laps	Sat. 5/12 Speed	5/12 Laps	Sun. 5/13 Speed	5/13 Laps	Wed. 5/16 Speed	5/16 Laps	Thur. 5/17 Speed	5/17 Laps
219.057	82	223.499	22	224.394	39	0.000		0.000		0.000	
221.988	18	210.714	5	222.863	9	0.000		0.000		0.000	
0.000		0.000		0.000		225.243	29	0.000		0.000	
0.000		0.000		0.000		222.967	36	0.000		0.000	
0.000		0.000		0.000		0.000		0.000		0.000	
0.000		0.000		0.000		0.000		0.000		0.000	
222.021	50	223.981	43	221.166	40	223.183	37	0.000		218.376	37
0.000		0.000		220.844	16	0.000		0.000		0.000	
220.420	68	221.677	55	222.815	59	0.000		218.312	50	219.959	81
0.000		218.199	31	0.000		0.000		220.639	76	209.675	9
217.700	34	220.766	46	221.395	61	0.000		0.000		0.000	
211.899	13	0.000		87.215	8	221.149	49	0.000		88.998	3
0.000		0.000		0.000		0.000		0.000		0.000	
0.000		0.000		0.000		0.000		0.000		0.000	
216.467	71	218.254	67	218.402	52	214.664	26	141.817	4	137.482	6
0.000		0.000		0.000		0.000		214.664	40	0.000	
223.579	29	222.790	30	225.620	30	0.000		0.000		0.000	
221.436	38	0.000		0.000		220.751	72	0.000		0.000	
221.996	46	222.789	10	0.000		219.215	42	0.000		0.000	
0.000		220.916	39	224.716	26	0.000		0.000		0.000	
221.398	58	221.240	37	223.018	29	219.838	34	0.000		0.000	
0.000		0.000		0.000		0.000		0.000		0.000	
0.000		0.000		0.000		0.000		0.000		117.744	7
0.000		0.000		0.000		0.000		0.000		0.000	
218.850	39	0.000		0.000		223.458	26	220.369	53	0.000	
215.721	28	221.573	54	221.394	51	0.000		0.000		0.000	
0.000		0.000		0.000		0.000		0.000		0.000	
217.782	20	217.727	7	225.403	30	0.000		0.000		0.000	
214.882	10	219.494	38	0.000		0.000		0.000		0.000	
220.829	8	223.088	17	0.000		221.893	13	0.000		218.340	33
0.000		0.000		0.000		0.000		0.000		0.000	
0.000		0.000		214.466	41	222.683	29	196.488	5	203.763	8
217.537	14	219.845	61	222.261	40	222.075	61	219.203	26	220.866	19
0.000		218.450	35	0.000		0.000		216.953	29	218.658	40
218.510	38	218.756	21	219.845	40	222.979	33	0.000		0.000	
	<b>1610</b>		<b>1652</b>		<b>1595</b>		<b>1035</b>		<b>691</b>		<b>786</b>

**2001 MONTH OF MAY PERFORMANCE HISTORY – TOP SPEED (cont.):**

Car	Driver	G/E/T	Sat.	5/19	Sun.	5/20	Thur.	5/24	Fastest	Fastest Date	Total Laps
			Speed	Laps	Speed	Laps	Speed	Laps	of Month		
44	Jimmy Vasser	G/O/F	0.000		0.000		219.780	21	224.394	5/12	190
44T	Jimmy Vasser	G/O/F	0.000		0.000		0.000		222.907	5/09	161
44T	Bruno Junqueira	G/O/F	0.000		0.000		0.000		224.243	5/13	29
44T	Tony Stewart	G/O/F	0.000		0.000		0.000		222.967	5/13	36
49	Nicolas Minassian	G/O/F	0.000		0.000		214.407	27	214.407	5/21	27
50	Bruno Junqueira	G/O/F	0.000		0.000		217.418	17	217.418	5/21	17
51	Eddie Cheever Jr.	D/I/F	218.668	115	219.500	39	217.847	26	223.981	5/11	530
51T	Eddie Cheever Jr.	D/I/F	0.000		0.000		0.000		221.879	5/09	41
52	Scott Goodyear	D/I/F	220.183	78	0.000		216.073	28	222.815	5/12	579
55	Shigeaki Hattori	D/O/F	216.660	54	221.713	15	217.666	35	221.713	5/20	220
55T	Shigeaki Hattori	D/O/F	0.000		0.000		0.000		221.395	5/12	318
60	Tyce Carlson	D/O/F	0.000		0.000		0.000		221.149	5/13	140
60T	Tyce Carlson	D/O/F	214.378	23	0.000		0.000		214.378	5/19	23
60T	Richie Hearn	D/O/F	0.000		221.116	56	0.000		221.116	5/20	56
61	Memo Gidley	G/O/F	211.768	47	193.059	7	0.000		218.402	5/12	341
61	Steve Knapp	G/O/F	0.000		215.909	14	0.000		215.909	5/20	54
66	Gil de Ferran	D/O/F	0.000		187.607	4	222.757	43	225.620	5/12	240
66T	Gil de Ferran	D/O/F	0.000		209.845	23	0.000		222.271	5/09	224
68	Helio Castroneves	D/O/F	0.000		218.280	52	221.651	29	222.997	5/08	332
68T	Helio Castroneves	D/O/F	0.000		217.365	25	0.000		224.716	5/12	126
77	Jaques Lazier	G/O/F	0.000		0.000		219.178	19	223.310	5/09	330
77T	Jaques Lazier	G/O/F	0.000		61.736	5	0.000		61.736	5/20	5
81	John Paul Jr.	G/O/F	212.394	38	215.408	53	0.000		215.408	5/20	98
84	Donnie Beechler	D/O/F	0.000		0.000		216.999	19	216.199	5/21	19
88	Airton Daré	G/O/F	218.633	35	222.572	57	213.492	23	223.458	5/13	339
88T	Airton Daré	G/O/F	0.000		0.000		0.000		221.573	5/11	196
90	Lyn St. James	G/O/F	0.000		0.000		0.000		179.626	5/06	3
91	Buddy Lazier	D/O/F	0.000		0.000		222.392	29	225.403	5/12	257
92	Stan Wattles	D/O/F	0.000		0.000		0.000		219.538	5/09	181
93	Buddy Lazier	D/O/F	219.264	59	0.000		0.000		223.088	5/11	130
93	Steve Knapp	D/O/F	0.000		219.393	55	0.000		219.393	5/20	55
94	Stan Wattles	D/O/F	207.376	8	0.000		0.000		222.683	5/13	119
98	Billy Boat	D/O/F	222.177	39	221.580	17	216.556	20	222.261	5/12	440
99	Davey Hamilton	D/O/F	219.648	97	219.476	37	216.740	29	219.648	5/19	267
99T	Davey Hamilton	D/O/F	0.000		0.000		0.000		222.979	5/13	295
<b>Totals</b>				<b>1724</b>		<b>1096</b>		<b>833</b>			<b>16462</b>



## 2001 ACCIDENT REPORT

1. **CAR #16**      **DATE:** Monday, May 7      **TIME:** 1:20 p.m.  
**DRIVER:** Cory Witherill  
**CAR NAME:** #16 WSA/MOTORS/Indy Regency Racing  
**CAR CONDITION:** Light left side and front damage  
**DESCRIPTION:** The car did a full spin in Turn 1 and hit the inside retaining wall with the nose of the car. The car did another quarter spin before stopping in the short chute between Turns 1 and 2. Witherill climbed from the car without assistance.  
**DRIVER'S CONDITION:** Evaluated and was released without injury and cleared to drive.
  
2. **CAR #31**      **DATE:** Tuesday, May 8      **TIME:** 5:21 p.m.  
**DRIVER:** Casey Mears  
**CAR NAME:** #31 Galles Racing SportsLine.com Budweiser  
**CAR CONDITION:** Heavy left side and rear damage  
**DESCRIPTION:** The car did a half spin in the exit of Turn 1 and hit the outside retaining wall in the south short chute with the rear of the car. Heavy damage to left side and rear of the car. Arie Luyendyk, following Mears on the track, spun to avoid the debris but did not make contact with Mears or the wall. Mears climbed from the car without assistance.  
**DRIVER'S CONDITION:** Evaluated and transported to Methodist Hospital for evaluation and further examination after complaining of pain in his lower back. Mears was released from Methodist Hospital later in the evening and cleared to drive.
  
3. **CAR #68**      **DATE:** Thursday, May 10      **TIME:** 12:39 p.m.  
**DRIVER:** Helio Castroneves  
**CAR NAME:** #68 Marlboro Team Penske  
**CAR CONDITION:** Light right side damage  
**DESCRIPTION:** Light contact with the outside retaining wall in Turn 1.  
**DRIVER'S CONDITION:** Evaluated and was released without injury and cleared to drive.
  
4. **CAR #9**      **DATE:** Thursday, May 10      **TIME:** 4:54 p.m.  
**DRIVER:** Jeret Schroeder  
**CAR NAME:** #9 Purity Products  
**CAR CONDITION:** Heavy rear damage  
**DESCRIPTION:** The car did a quarter spin and hit the outside retaining wall of Turn 2 with the rear of the car.  
**DRIVER'S CONDITION:** Evaluated and was released without injury and cleared to drive.
  
5. **CAR #30**      **DATE:** Thursday, May 10      **TIME:** 5:44 p.m.  
**DRIVER:** Brandon Erwin  
**CAR NAME:** #30 Team Calcium McCormack Motorsports  
**CAR CONDITION:** Light right side damage  
**DESCRIPTION:** The car brushed the outside retaining wall in Turn 2.  
**DRIVER'S CONDITION:** Evaluated and was released without injury and cleared to drive.

**2001 ACCIDENT REPORT (cont.):**

6. **CAR #68**            **DATE:** Friday, May 11            **TIME:** 12:47 p.m.  
**DRIVER:** Helio Castroneves  
**CAR NAME:** #68 Marlboro Team Penske  
**CAR CONDITION:** Light right side damage  
**DESCRIPTION:** The car brushed the outside of retaining wall of Turn 1 but the car continued around the track until rolling to a stop in Turn 4.  
**DRIVER'S CONDITION:** Evaluated and was released without injury and cleared to drive.
7. **CAR #14**            **DATE:** Friday, May 11            **TIME:** 2:17 p.m.  
**DRIVER:** Eliseo Salazar  
**CAR NAME:** #14 Harrah's A.J. Foyt Racing  
**CAR CONDITION:** Heavy right side rear damage  
**DESCRIPTION:** The car wiggled exiting Turn 1, hitting the outside retaining wall in the short chute between Turns 1 and 2 with the right rear of the car. The car hugged the wall toward Turn 2 before hitting the outside wall again in the middle of Turn 2. The car slid along the track at the exit of Turn 2, making 2 ¼ spins before stopping near the apron. The Indy Racing League safety crew extinguished a brief fire. Salazar exited the car without assistance.  
**DRIVER'S CONDITION:** Evaluated and was released with a contusion to the right side of his face and cleared to drive.
8. **CAR #92**            **DATE:** Friday, May 11            **TIME:** 2:47 p.m.  
**DRIVER:** Stan Wattles  
**CAR NAME:** #92 Hemelgarn/Firestone/Dallara/Oldsmobile  
**CAR CONDITION:** Heavy left side damage  
**DESCRIPTION:** The car did a half spin in Turn 1 and hit the outside retaining wall with the left side of the car. The car slid along the wall, stopping in Turn 2. Wattles exited the car with assistance from the Indy Racing League safety crew and was transported to an ambulance.  
**DRIVER'S CONDITION:** Transported to Methodist Hospital for further evaluation. Released from Methodist Hospital at 4:20 p.m., but not cleared to drive. Will meet with Dr. Bock at 10 a.m. (EST) Saturday to determine driving status.
9. **CAR #99**            **DATE:** Friday, May 11            **TIME:** 5:48 p.m.  
**DRIVER:** Davey Hamilton  
**CAR NAME:** #99 Sam Schmidt Motorsports Racing Special  
**CAR CONDITION:** Heavy rear damage  
**DESCRIPTION:** The car did a half spin after exiting Turn 2 and hit the outside retaining wall at the start of the back straightaway with the rear of the car. The car slid along the apron and stopped at the start of the grass on the inside of the back straightaway. Hamilton exited the car without assistance.  
**DRIVER'S CONDITION:** Transported to Methodist Hospital for evaluation after complaining of a headache. Hamilton is in good condition, awake and alert.

**2001 ACCIDENT REPORT (cont.):**

10. **CAR #14**            **DATE:** Saturday, May 12            **TIME:** 9:55 a.m.  
**DRIVER:** Eliseo Salazar  
**CAR NAME:** #14 Harrah's A.J. Foyt Racing  
**CAR CONDITION:** Heavy left side damage  
**DESCRIPTION:** Smoke appeared from the rear of the car as it approached Turn 1. The car did a three-quarter spin and hit the outside retaining wall of Turn 1 with the left front of the car. The entire left side of the car hit the wall, and the car slid along the wall through Turn 1 before drifting down the track and stopping on the track at the exit of Turn 1. Salazar exited the car without assistance.  
**DRIVER'S CONDITION:** Evaluated and was released without injury and cleared to drive.
11. **CAR #61**            **DATE:** Sunday, May 13            **TIME:** 10:17 a.m.  
**DRIVER:** Memo Gidley  
**CAR NAME:** #61 Team Cure Autism Now/Brayton Engineering  
**CAR CONDITION:** Light right side and rear damage  
**DESCRIPTION:** The car hit the outside retaining wall between Turns 3 and 4. The car did a one-quarter spin exiting Turn 3 and made light contact with the outside retaining wall in the short chute between Turns 3 and 4 with the right-rear and rear of the car. #30 Jimmy Kite, trailing Gidley, spun at the entrance of Turn 3 to avoid Gidley's car. No contact between the cars. Gidley's car stopped on the inside of the entrance of Turn 4. Gidley stayed in the car to assist the Indy Racing League safety crew in its efforts to return the car to the pits.  
**DRIVER'S CONDITION:** Evaluated and was released without injury and cleared to drive.
12. **CAR #94**            **DATE:** Sunday, May 13            **TIME:** 12:24 p.m.  
**DRIVER:** Stan Wattles  
**CAR NAME:** #94 Hemelgarn Racing  
**CAR CONDITION:** Heavy left side and left-rear damage  
**DESCRIPTION:** The car did a half-spin entering Turn 1 and hit the outside retaining wall with the left rear and left side of the car. The car slid backward down the short chute between Turns 1 and 2 before brushing the outside retaining wall in Turn 2 again with the left side of the car. The car then slid down the turn, stopping in the middle of the track in Turn 2. Wattles exited the car without assistance.  
**DRIVER'S CONDITION:** Evaluated and was released without injury and cleared to drive.

**2001 ACCIDENT REPORT (cont.):**

13. **CAR #93**      **DATE:** Sunday, May 13      **TIME:** 4:09 p.m.  
**DRIVER:** Buddy Lazier  
**CAR NAME:** #93 Metro Management/Super Fitness/Firestone  
**CAR CONDITION:** Light left-rear damage  
**DESCRIPTION:** The car twitched while in Turn 1 and did a quarter-spin, hitting the outside retaining wall with the left rear and rear of the car in the short chute between Turns 1 and 2. The car slid backward through the short chute and into Turn 2, stopping in Turn 2. Lazier exited the car without assistance.  
**DRIVER'S CONDITION:** Evaluated and was released without injury and cleared to drive.
14. **CAR #98**      **DATE:** Thursday, May 17      **TIME:** 2:43 p.m.  
**DRIVER:** Billy Boat  
**CAR NAME:** #98 CURB Records  
**CAR CONDITION:** Light left-rear damage  
**DESCRIPTION:** The car did a half-spin to the left while exiting Turn 2 and slid toward the inside retaining wall. The car then turned front wheels forward, with the left-rear wheel making very light contact with the inside retaining wall. The car then jerked to the right and stopped on the track on the back straightaway, with the nose pointed toward the outside retaining wall. Boat exited the car without assistance.  
**DRIVER'S CONDITION:** Evaluated and was released without injury and cleared to drive.
15. **CAR #60T**      **DATE:** Saturday, May 19      **TIME:** 2:55 p.m.  
**DRIVER:** Tyce Carlson  
**CAR NAME:** #60T Tri Star Motorsports Inc./Immke Racing  
**CAR CONDITION:** Moderate left side and front damage  
**DESCRIPTION:** The car did a quarter-spin while exiting Turn 4 and hit the outside retaining wall at the exit of the turn with the nose of the car. The car then turned right and moved forward on the front straightaway, hitting the inside retaining wall adjacent to pit road with the left side of the car. Carlson exited the car with assistance from the Indy Racing League safety crew.  
**DRIVER'S CONDITION:** Carlson was transported to Methodist Hospital, complaining of back pain. Carlson was released from Methodist Hospital in good condition later in the day, but was not released to drive. Carlson will meet with Dr. Bock at 10 a.m. on Sunday for further evaluation on his driving status.
16. **CAR #27**      **DATE:** Saturday, May 19      **TIME:** 5:25 p.m.  
**DRIVER:** Jim Guthrie  
**CAR NAME:** #27 Blueprint Racing Special  
**CAR CONDITION:** Heavy right side damage  
**DESCRIPTION:** The car hit the outside retaining wall in Turn 4 with the right side of the car. The car slid down the front straightaway and stopped along the outside retaining wall just past the start-finish line. Guthrie exited the car without assistance.  
**DRIVER'S CONDITION:** Evaluated and was released without injury. Guthrie will meet with Dr. Bock on Sunday morning for further evaluation about his driving status.

**2001 ACCIDENT REPORT (cont.):**

17.   **CAR #37**           **DATE:** Saturday, May 19           **TIME:** 5:53 p.m.  
**DRIVER:** Steve Knapp  
**CAR NAME:** #37 Brayton Engineering/Scott Brayton Special  
**CAR CONDITION:** Light right side damage  
**DESCRIPTION:** The car brushed the outside retaining wall between Turns 1 and 2, stopping on the inside of the rear straightaway. No visible damage to the car. Knapp stayed in the car to assist in towing back to the pits.  
**DRIVER'S CONDITION:** Evaluated and was released without injury and cleared to drive.
18.   **CAR #93**           **DATE:** Sunday, May 20           **TIME:** 4:40 p.m.  
**DRIVER:** Steve Knapp  
**CAR NAME:** #93 Metro Management/Super Fitness/Firestone  
**CAR CONDITION:** Left side and rear damage  
**DESCRIPTION:** The car did a half-spin to the left while exiting Turn 2, did a complete spin to the right and hit the outside retaining wall on the back straightaway with the left rear wheel and rear wing. Knapp exited the car without assistance.  
**DRIVER'S CONDITION:** Evaluated and was released without injury and cleared to drive.

**OFFICIAL STARTING LINEUP**  
**85<sup>th</sup> Indianapolis 500-Mile Race**  
**Sunday, May 27, 2001**

SP	CAR	YR	DRIVER	CAR NAME	C/E/T	TIME	SPEED
<b>Row 1</b>							
1	8	6	Scott Sharp	Delphi Automotive Systems	D/O/F	2:39.2658	226.037
2	2	4	Greg Ray	Johns Manville/Menards	D/O/F	2:39.8619	225.194
3	41	6	Robby Gordon	Team Conseco/Foyt Racing/RCR Childress Racing	D/O/F	2:40.0043	224.994
<b>Row 2</b>							
4	28	5	Mark Dismore	Delphi Automotive Systems/Bryant Heating & Cooling	D/O/F	2:40.0255	224.964
5	66	1	Gil de Ferran	Marlboro Team Penske	D/O/F	2:40.4235	224.406
6	5	15W	Arie Luyendyk	Meijer	G/O/F	2:40.5304	224.257
<b>Row 3</b>							
7	33	4	Tony Stewart	Target Chip Ganassi Racing	G/O/F	2:40.5365	224.248
8	35	4	Jeff Ward	Aerosmith/Heritage Motorsports/Firestone/Menards	G/O/F	2:40.5554	224.222
9	24	5	Robbie Buhl	Team Purex Dreyer & Reinbold Racing	G/I/F	2:40.5613	224.213
<b>Row 4</b>							
10	91	8W	Buddy Lazier	Tae-Bo/Coors Light/Life Fitness/Delta Faucet	D/O/F	2:40.5778	224.190
11	68	R	Helio Castroneves	Marlboro Team Penske	D/O/F	2:40.6124	224.142
12	44	5	Jimmy Vasser	Target Chip Ganassi Racing	G/O/F	2:41.1065	223.455
<b>Row 5</b>							
13	4	1	Sam Hornish Jr.	Pennzoil Panther Dallara	D/O/F	2:41.1941	223.333
14	10	2	Robby McGehee	Cahill Racing Cure Autism Now	D/O/F	2:41.7199	222.607
15	15	1	Sarah Fisher	Walker Racing Kroger Special	D/O/F	2:41.7632	222.548
<b>Row 6</b>							
16	52	10	Scott Goodyear	#52 Thermos® Grill2Go™ Cheever Indy Racing Infiniti	D/I/F	2:41.7768	222.529
17	77	1	Jaques Lazier	Classmates.com/Jonathan Byrd's Cafeteria	G/O/F	2:42.0562	222.145
18	6	R	Jon Herb	Tri Star Motorsports Inc.	D/O/F	2:42.1515	222.015
<b>Row 7</b>							
19	3	13W	Al Unser Jr.	Galles Racing Starz SuperPak Budweiser	G/O/F	2:42.4436	221.615
20	50	R	Bruno Junqueira	Target Chip Ganassi Racing	G/O/F	2:40.5651	224.208
21	39	11	Michael Andretti	Motorola/Archipelago	D/O/F	2:41.1161	223.441
<b>Row 8</b>							
22	49	R	Nicolas Minassian	Target Chip Ganassi Racing	G/O/F	2:41.4307	223.006
23	9	2	Jeret Schroeder	Purity Products	D/O/F	2:41.5903	222.786
24	12	5	Buzz Calkins	Bradley Food Marts/Sav-O-Mat	D/O/F	2:41.8215	222.467
<b>Row 9</b>							
25	51	11W	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	D/I/F	2:42.0514	222.152
26	99	5	Davey Hamilton	Sam Schmidt Motorsports Racing Special	D/O/F	2:42.3847	221.696
27	84	3	Donnie Beechler	Harrah's A.J. Foyt Racing	D/O/F	2:40.3927	224.449
<b>Row 10</b>							
28	14	5	Eliseo Salazar	Harrah's A.J. Foyt Racing	D/O/F	2:40.9008	223.740
29	36	5	Stephan Gregoire	Heritage Motorsports/Delco Remy/Firestone/Menards	G/O/F	2:41.5162	222.888
30	88	1	Airton Daré	1-800-BAR NONE TeamXtreme	G/O/F	2:41.9899	222.236
<b>Row 11</b>							
31	16	R	Cory Witherrill	Radio Shack	G/O/F	2:42.4392	221.621
32	98	4	Billy Boat	CURB Records	D/O/F	2:42.5080	221.528
33*	21	R	Felipe Giaffone	Hollywood	G/O/F	2:42.2507	221.879
<b>Alternates</b>							
ALT	55	R	Shigeaki Hattori	EPSON	D/O/F	2:42.5528	221.467
ALT	37	R	Memo Gidley	Team Cure Autism Now/Brayton Engineering	D/O/F	2:42.7498	221.198

**2001 33-Car Field Average:** 223.303 mph    **2000 33-Car Average:** 220.805 mph    **Difference:** +2.498 mph

**Legend:** R-Rookie (6); W-Former Winner (4)

**Chassis Legend:** D-Dallara (20); G-G Force (13)

**Engine Legend:** O-Oldsmobile (30); Hnfiniti (3)

**Tire Legend:** F-Firestone (33)

\* Car qualified as No. 5T by Raul Boesel for the 31<sup>st</sup> starting spot. Giaffone substituted May 21.

**NUMERICAL STARTING LINEUP**  
**85<sup>th</sup> Indianapolis 500-Mile Race**  
**Sunday, May 27, 2001**

Car	SP	YR	Driver	P.R. REPRESENTATIVE	C/E/T	Time	Speed
2	2	4	Greg Ray	Kathy Prather	D/O/F	2:39.8619	225.194
3	19	13W	Al Unser Jr.	Cori Galles	G/O/F	2:42.4436	221.615
4	13	1	Sam Hornish Jr.	Mike Griffin	D/O/F	2:41.1941	223.333
5	6	15W	Arie Luyendyk	Joe Hodge/Michael Knight	G/O/F	2:40.5304	224.257
6	18	R	Jon Herb	Bobbi Curry	D/O/F	2:42.1515	222.015
8	1	6	Scott Sharp	Nancy Miller	D/O/F	2:39.2658	226.037
9	23	2	Jeret Schroeder	Linda Mansfield	D/O/F	2:41.5903	222.786
10	14	2	Robby McGehee	Linda Mansfield	D/O/F	2:41.7199	222.607
12	24	5	Buzz Calkins	Tom Moore	D/O/F	2:41.8215	222.467
14	28	5	Eliseo Salazar	Anne Fornoro	D/O/F	2:40.9008	223.740
15	15	1	Sarah Fisher	Lisa Sommers	D/O/F	2:41.7632	222.548
16	31	R	Cory Witherill	Stephanie Incandela/Judy Rosales	G/O/F	2:42.4392	221.621
21	33*	R	Felipe Giaffone	Terry Greetham	G/O/F	2:42.2507	221.879
24	9	5	Robbie Buhl	Becky Brayton	G/I/F	2:40.5613	224.213
28	4	5	Mark Dismore	Nancy Miller	D/O/F	2:40.0255	224.964
33	7	4	Tony Stewart	Brian Zepp	G/O/F	2:40.5365	224.248
35	8	4	Jeff Ward	Jessica Overman	G/O/F	2:40.5554	224.222
36	29	5	Stephan Gregoire	Jessica Overman	G/O/F	2:41.5162	222.888
39	21	11	Michael Andretti	Bob Walters	D/O/F	2:41.1161	223.441
41	3	6	Robby Gordon	Anne Fornoro	D/O/F	2:40.0043	224.994
44	12	5	Jimmy Vasser	Brian Zepp	G/O/F	2:41.1065	223.455
49	22	R	Nicolas Minassian	Brian Zepp	G/O/F	2:41.4307	223.006
50	20	R	Bruno Junqueira	Brian Zepp	G/O/F	2:40.5651	224.208
51	25	11W	Eddie Cheever Jr.	Ashleigh Higgins	D/I/F	2:42.0514	222.152
52	16	10	Scott Goodyear	Ashleigh Higgins	D/I/F	2:41.7768	222.529
66	5	1	Gil de Ferran	Susan Bradshaw/Lisa Boggs	D/O/F	2:40.4235	224.406
68	11	R	Helio Castroneves	Susan Bradshaw/Lisa Boggs	D/O/F	2:40.6124	224.142
77	17	1	Jaques Lazier	Bobby Pulliam	G/O/F	2:42.0562	222.145
84	27	3	Donnie Beechler	Anne Fornoro	D/O/F	2:40.3927	224.449
88	30	1	Airton Daré	Bobby Pulliam	G/O/F	2:41.9899	222.236
91	10	8W	Buddy Lazier	Rhonda Hemelgarn	D/O/F	2:40.5778	224.190
98	32	4	Billy Boat	Paul Gatsos	D/O/F	2:42.5080	221.528
99	26	5	Davey Hamilton	LeeAnne Nash	D/O/F	2:42.3847	221.696

2001 33-Car Field Average: 223.303    2000 33-Car Field Average: 220.805    Difference: +2.498

**Legend:** R-Rookie (6); W-Former Winner (4)  
**Chassis Legend:** D-Dallara (20); G-G Force (13)  
**Engine Legend:** O-Oldsmobile (30); H-Infiniti (3)  
**Tire Legend:** F-Firestone (33)

\*Car qualified as No. 5T by Raul Boesel for the 31<sup>st</sup> starting spot. Giaffone substituted May 21.

**2001 INDIANAPOLIS 500  
Pit Lane Assignments  
Sunday, May 27, 2001**

PIT	CAR	YR	DRIVER	CAR NAME	C/E/T	Time	Speed
1	8	6	Scott Sharp	Delphi Automotive Systems	D/O/F	2:39.2658	226.037
2	28	5	Mark Dismore	Delphi Automotive Systems/Bryant Heating & Cooling	D/O/F	2:40.0255	224.964
3	2	4	Greg Ray	Johns Manville/Menards	D/O/F	2:39.8619	225.194
4	66	1	Gil de Ferran	Marlboro Team Penske	D/O/F	2:40.4235	224.406
5	68	R	Helio Castroneves	Marlboro Team Penske	D/O/F	2:40.6124	224.142
6	35	4	Jeff Ward	Aerosmith/Heritage Motorsports/Firestone/Menards	G/O/F	2:40.5554	224.222
7	84	3	Donnie Beechler	Harrah's A.J. Foyt Racing	D/O/F	2:40.3927	224.449
8	14	5	Eliseo Salazar	Harrah's A.J. Foyt Racing	D/O/F	2:40.9008	223.740
9	41	6	Robby Gordon	Team Conesco/Foyt Racing/RCR Childress Racing	D/O/F	2:40.0043	224.994
----- Gasoline Alley -----							
10	5	15W	Arie Luyendyk	Meijer	G/O/F	2:40.5304	224.257
11	91	8W	Buddy Lazier	Tae-Bo/Coors Light/Life Fitness/Delta Faucet	D/O/F	2:40.5778	224.190
12	33	4	Tony Stewart	Target Chip Ganassi Racing	G/O/F	2:40.5365	224.248
12A	44	5	Jimmy Vasser	Target Chip Ganassi Racing	G/O/F	2:41.1065	223.455
14	39	11	Michael Andretti	Motorola/Archipelago	D/O/F	2:41.1161	223.441
15	4	1	Sam Hornish Jr.	Pennzoil Panther Dallara	D/O/F	2:41.1941	223.333
----- ABC Sports -----							
----- Start/Finish -----							
16	24	5	Robbie Buhl	Team Purex Dreyer & Reinbold Racing	G/I/F	2:40.5613	224.213
18	50	R	Bruno Junqueira	Target Chip Ganassi Racing	G/O/F	2:40.5651	224.208
19	49	R	Nicolas Minassian	Target Chip Ganassi Racing	G/O/F	2:41.4307	223.006
20	36	5	Stephan Gregoire	Heritage Motorsports/Delco Remy/Firestone/Menards	G/O/F	2:41.5162	222.888
21	15	1	Sarah Fisher	Walker Racing Kroger Special	D/O/F	2:41.7632	222.548
22	51	11W	Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	D/I/F	2:42.0514	222.152
23	52	10	Scott Goodyear	#52 Thermos® Grill2Go™ Cheever Indy Racing Infiniti	D/I/F	2:41.7768	222.529
24	12	5	Buzz Calkins	Bradley Food Marts/Sav-O-Mat	D/O/F	2:41.8215	222.467
----- Pit Opening -----							
25	9	2	Jeret Schroeder	Purity Products	D/O/F	2:41.5903	222.786
26	10	2	Robby McGehee	Cahill Racing Cure Autism Now	D/O/F	2:41.7199	222.607
27	6	R	Jon Herb	Tri Star Motorsports Inc.	D/O/F	2:42.1515	222.015
28	99	5	Davey Hamilton	Sam Schmidt Motorsports Racing Special	D/O/F	2:42.3847	221.696
29	3	13W	Al Unser Jr.	Galles Racing Starz SuperPak Budweiser	G/O/F	2:42.4436	221.615
30	98	4	Billy Boat	CURB Records	D/O/F	2:42.5080	221.528
31	16	R	Cory Witherill	Radio Shack	G/O/F	2:42.4392	221.621
32	21	R	Felipe Giaffone	Hollywood	G/O/F	2:42.2507	221.879
33	77	1	Jaques Lazier	Classmates.com/Jonathan Byrd's Cafeteria	G/O/F	2:42.0562	222.145
34	88	1	Airton Daré	1-800-BAR NONE TeamXtreme	G/O/F	2:41.9899	222.236

2001 33-Car Field Average: 223.303    2000 33-Car Field: 220.805    Difference: +2.498

**Legend:** R-Rookie (6); W-Former Winner (4)  
**Chassis Legend:** D-Dallara (20); G-G Force (13)  
**Engine Legend:** O-Oldsmobile (30); H-infiniti (3)  
**Tire Legend:** F-Firestone (33)



## DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY

Good morning.

Anton H. (Tony) George, president and CEO of the Indianapolis Motor Speedway, members of the Hulman-George family and the entire Speedway staff welcome you to the start of the 85<sup>th</sup> Indianapolis 500-Mile Race.

\*\*\*

### Order of the Day:

5 a.m.	Track opens
6-8 a.m.	Rhino Jones concert on Pepsi Stage
8 a.m.	Spectacle of the Bands
8:30 a.m.	Cars in the pits
9:40 a.m.	“On the Banks of the Wabash,” cars to the grid
9:48 a.m.	500 Festival Caravan
9:52 a.m.	Celebrity Pace Car rides
10 a.m.	Engine warm-up
10:10 a.m.	Legends of the Speedway lap
10:16 a.m.	Rose-Hulman Solar Phantom track lap
10:20 a.m.	Driver introductions
10:33 a.m.	“America the Beautiful,” Florence Henderson
10:39 a.m.	National Anthem, Steven Tyler and Purdue Band
10:41 a.m.	Invocation, Archbishop Daniel Buechlein
10:42 a.m.	Drivers to cars
10:44 a.m.	Recognition of Memorial Day
10:46 a.m.	“Taps,” Purdue Band
10:47 a.m.	Flyover
10:49 a.m.	“Back Home Again in Indiana,” Jim Nabors
10:49 a.m.	Balloon spectacle
10:52 a.m.	Command to start engines, Mari Hulman George
10:53 a.m.	Parade lap
10:58 a.m.	Pace laps
11 a.m.	Start of the 85 <sup>th</sup> Indianapolis 500

\*\*\*

The Speedway’s Trackside Report Information system will provide you with information throughout and after the race, including race running, statistical and scoring information, records and the unofficial and final box scores. Prize money will be announced at the Victory Celebration tonight.

\*\*\*

The 86<sup>th</sup> running of the Indianapolis 500 is scheduled for Sunday, May 26, 2002. Ticket information is on pages 17-19 of the 2001 Indianapolis 500 Official Program.

\*\*\*

The 33-car field, aligned in 11 rows of three, will get the green flag on the third time past the flag stand. The chief starter is Bryan Howard.

\*\*\*

Elaine Irwin-Mellencamp will drive the 2001 Oldsmobile Bravada Pace Vehicle for the start of the “500.” On yellow-light situations, Don Bailey will be the driver with Jim Haynes as Pace Car observer. Under the caution, cars will close up behind the Pace Car.

## DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):

The “500” is being televised live by ABC and available to countries around the world. The Indy Racing Radio Network will broadcast the race to more than 550 stations around the United States and worldwide on Armed Forces Radio.

\*\*\*

### Race specifics, from drivers’ meeting Saturday:

- The race becomes official after 101 laps.
- The pit-lane speed limit is 80 mph.

\*\*\*

Entry updates since Coors Carb Day, Thursday, May 24:

- The Cahill Racing entry driven by Robby McGehee is now the No. 10 Cahill Racing Cure Autism Now Dallara/Oldsmobile/Firestone.
- The Indy Regency Racing entry driven by Cory Witherill is now the No. 16 Radio Shack G Force/Oldsmobile/Firestone.
- The Heritage Motorsports entry driven by Jeff Ward is now the No. 35 Aerosmith/Heritage Motorsports/Firestone/Menards G Force/Oldsmobile/Firestone.
- The Heritage Motorsports entry driven by Stephan Gregoire is now the No. 36 Heritage Motorsports/Delco Remy/Firestone/Menards G Force/Oldsmobile/Firestone.

\*\*\*

### PRE-RACE HISTORICAL NOTES:

- The last rain-shortened Indianapolis 500 came in 1976, when Johnny Rutherford was declared the winner when rain ended the race after 102 laps, 255 miles.
- The last relief driver to win the Indianapolis 500 was Mauri Rose in 1941. Rose started the race in another car but relieved Floyd Davis on Lap 72.
- The last relief driver to participate in the Indianapolis 500 was Larry “Boom Boom” Cannon, who relieved John Mahler in 1977.

\*\*\*

Walker Racing has launched an official Web site, [www.walkerracing.com](http://www.walkerracing.com), in conjunction with website innovators Media Fusion.

The site, designed by Media Fusion of Huntsville, Ala., provides the latest news and features on Walker Racing’s Indy Racing League and CART teams, drivers Sarah Fisher and Tora Takagi and owner Derrick Walker. The site also includes team and car information, photos, schedules, upcoming appearances and a chance to e-mail questions to Walker, Fisher and Takagi. Also included is a virtual shop. In this section, fans can view spectacular 360-degree photos of the Walker Racing lobby, shop and get a driver’s eye view.

\*\*\*

Three major short-track races in the Indianapolis area were rained out Saturday.

The A.J. Foyt’s True Value Hulman Hundred USAC Coors Light Silver Bullet Series race has been rescheduled for Sept. 28 at the Indiana State Fairgrounds in Indianapolis.

The Night Before the 500 USAC WorldCom Midget Series race and the U.S. F2000 National Championship race have been rescheduled for today at Indianapolis Raceway Park. The F2000 race starts at 4 p.m. with the Night Before the 500 at 7 p.m.

**DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):**

Eric Gordon of Indianapolis became a three-time winner of the prestigious Pay Less/Delco Remy "Little 500" USAC Sprint Car race at the Anderson (Ind.) Speedway in a 500-lap race that started on Saturday night and ended just after 1 a.m. this morning.

\*\*\*

Team owner Chip Ganassi accepted a "Baby Borg" trophy from John Fiedler, chairman and CEO of Borg-Warner, Inc., for being the winning car owner at the 2000 Indianapolis 500 during the public drivers' meeting Saturday. Ganassi also accepted a "Baby Borg" for 2000 winner Juan Montoya, who is participating in the Formula One Monaco Grand Prix this weekend.

The Baby Borg is a miniature replica of the famed Borg-Warner Trophy, awarded to the winner of the Indianapolis 500.

This year's MBNA Pole winner, Scott Sharp, accepted the MBNA Pole Award from Mike Faust, assistant vice president of MBNA. Sharp won the pole with a four-lap average of 226.037 mph in his No. 8 Delphi Automotive Systems Dallara/Oldsmobile/Firestone.

Donald Gurtner, chairman of the Directors of Milk Promotion Services of Indiana, presented a plaque with an American Dairy Association milk bottle to last year's winner, Montoya. Ganassi accepted the award on behalf of Montoya.

Tom Bose, the chief mechanic for Curb-Agajanian/Beck Motorsports, was presented with the Clint Brawner Award and \$5,000 for mechanical excellence, creativity and perseverance. Joe Barbieri, supervisor of Firestone's racing division, and Carl Gelhausen, secretary/treasurer of the Clint Brawner Foundation, made the presentation to Bose.

\*\*\*

Championship Association of Mechanics (CAM) presented the CAM/Snap-On Tools Top Wrench Award to Brad Brewer, chief mechanic for the No. 24 Team Purex Dreyer & Reinbold G Force/Infiniti/Firestone driven by Robbie Buhl.

Andy Granatelli, the two-time winning car owner known for the famous turbine-powered "whoosh mobile" cars that ran in 1967 and 1968, presented longtime Indianapolis Motor Speedway Media Center Manager Bill York with the Unsung Hero Award for York's tireless work with local, national and worldwide media.

The Scott Brayton Award will be presented at the Victory Celebration tonight. The award is presented to the driver best exemplifying the character and racing spirit of late driver Brayton.

\*\*\*

Heritage Motorsports reported a problem with the input shaft on its starter this morning while starting the engine on the #36 Heritage Motorsports/Delco Remy/Firestone/Menards G Force/Oldsmobile/Firestone. The team repaired the problem.

\*\*\*

**PRE-RACE:**

10:52 a.m.: Speedway Chairman Mari Hulman George gives "Lady and gentlemen, start your engines" command. All 33 cars on grid fired and running immediately after command.

10:53 a.m.: Cars rolling from grid to start parade lap, with Elaine Irwin-Mellencamp driving Oldsmobile Bravada Pace Vehicle. All 33 starters are rolling.

**DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):**

At 10:55 a.m., the air temperature was 56 degrees with a relative humidity of 60 percent and west winds of 14 mph. Skies were cloudy. The track temperature was 76 degrees, according to Firestone engineers.

\*\*\*

**RACE RUNNING:**

Lap 1: **GREEN**. #8 Sharp leads field into Turn 1, followed by #2 Ray, #41 Gordon.

**YELLOW**. #8 Sharp hits wall at exit of Turn 1. Left wheels of Sharp's car below white line in Turn 1, car lost traction and slid up toward wall. Car hit outside retaining wall between Turns 1 and 2 with right side of car. Car stops along wall at entrance of Turn 2. Moderate damage to right side of car. Sharp climbed from car without assistance."

**SCOTT SHARP:** "I don't know what happened."

Lap 2: #88 Daré to pits, four tires and fuel. Car dropped from jack stand nearly before left-rear wheel was affixed. Car stopped. Team repaired car. #21 Giaffone to pits, four tires and fuel, 27 seconds.

Lap 3: #9 Schroeder to pits, four tires and fuel. Team checked to ensure there was no suspension problems after Schroeder ran over debris from Sharp's accident. Team found a cut in the right-front tire.

Medical update from Dr. Henry Bock, Speedway medical director: Scott Sharp was examined and released without injury from the Clarian Emergency Medical Center.

**TOM KELLEY** (Owner, #8 Sharp): "It just looked to me like it was a matter of cold tires, and he got too low and just lost it. He got on the radio and said, 'I'm sorry, guys.'"

**SCOTT SHARP:** "It snapped right out on me. I thought I caught it. But I didn't. I can't say enough ... I feel so bad for the people that worked so hard, Delphi and the whole team."

Lap 6: **GREEN**. #41 Gordon takes lead on restart.

Lap 8: **YELLOW**. #15 Fisher, #52 Goodyear crash. Heavy damage to rear of car. Fisher did a half-spin while exiting Turn 2 and hit outside retaining wall with rear of car. Fisher's sliding car along the wall collected #52 Goodyear. Fisher climbs from car without assistance. Goodyear removed from car with assistance of Indy Racing League safety team.

**DERRICK WALKER** (Owner, #15 Fisher): "I have a feeling it was cold tires, and it just got away a little bit."

Lap 9: #91 B. Lazier in pits, lengthy stop of one minute, 25 seconds, possible electrical problem. Team changed ECU box. #16 Witherill to pits, four tires, fuel, 19 seconds.

- The last time the first lap of the Indianapolis 500 was completed under yellow was in 1998, when J.J. Yeley spun in Turn 1.

- This is the second consecutive year that the pole sitter of the Indianapolis 500 has finished last. Greg Ray finished last in 2000.

Lap 13: #91 B. Lazier returns to pits, two minutes and 35 seconds in pits. Team owner Ron Hemelgarn reports that a cylinder has failed on Lazier's engine and that the car has an electrical problem. #21 Giaffone stops for inspection for debris, six seconds.

**RON HEMELGARN** (Owner, #91 B. Lazier): "We're changing out batteries and whatever. We have electrical problems, and we're running on seven cylinders. Can't run this race on seven."

**DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):**

Lap 14: #36 Gregoire to pits, four tires and fuel, 16 seconds.

Lap 17: **GREEN**. Restart order: #41 Gordon, #2 Ray, #66 de Ferran, #28 Dismore, #5 Luyendyk, #35 Ward, #33 Stewart, #24 Buhl, #68 Castroneves, #44 Vasser.

Lap 18: **YELLOW on restart**. #4 Hornish spins in Turn 4 on restart, #3 Unser hits wall while trying to avoid Hornish. #4 Hornish goes low while exiting Turn 4, does half-spin, slides backward down front straightaway and then spins. #3 Unser hits outside wall at start of front straightaway moving high while trying to avoid Hornish. No contact between both cars. Moderate damage to Unser's car. Unser's car slides along wall down front straightaway. Unser climbs from car without assistance. Hornish' car towed to pits for repairs.

**JOHN BARNES** (Co-owner, #4 Hornish): "The cars are loose because of the cold temperatures. Guys are just getting down on the apron."

Lap 21: #4 Hornish fired in pits and returns to track.

Lap 22: **GREEN**. Restart order: #41 Gordon, #2 Ray, #66 de Ferran, #28 Dismore, #5 Luyendyk, #35 Ward, #33 Stewart.

Lap 23: #2 Ray passes #41 Gordon on restart for lead in Turn 1.

Lap 24: #2 Ray leads #41 Gordon by .2415 of a second.

**SARAH FISHER**: "It was really, really, slick out there. It's kind of cold.

Everyone is having the same problem. This is the loosest I've been here at Indy. I was hanging on for dear life. There's absolutely no grip." (Did you slide on the white line?): "I don't think it's necessarily the white line. The tires aren't up to pressure, and it's cold out there. I've run on the white line before, and it's never bit me."

Medical update from Dr. Henry Bock: Sarah Fisher was examined and released without injury from the Clarian Emergency Medical Center. Scott Goodyear is being transported to Methodist Hospital in Indianapolis for X-rays complaining of back pain. He is awake, alert and in stable condition.

#39 Andretti pitted on Lap 20 because he thought the tire was going flat.

#77 J. Lazier reports gearbox failure, will replace in the pits.

Lap 28: #2 Ray leads #41 Gordon by .2034 of a second.

Lap 30: #12 Calkins running 12<sup>th</sup> after starting 24<sup>th</sup>.

Lap 31: #2 Ray leads #41 Gordon by .2819 of a second. #36 Gregoire to pits, four tires and fuel, 22 seconds.

Lap 32: #2 Ray leads #41 Gordon by 1.1299 seconds after Gordon was slowed by lapped traffic.

Lap 33: #77 J. Lazier returns to track after gearbox repair.

Lap 37: #2 Ray leads #41 Gordon by 2.6906 seconds.

Lap 38: #51 Cheever running 11<sup>th</sup> after starting 25<sup>th</sup>. #24 Buhl to pits, four tires and fuel, 18 seconds.

Medical update from Dr. Henry Bock: Al Unser Jr. was examined and released without injury from the Clarian Emergency Medical Center.

Lap 39: #51 Cheever to pits, four tires and fuel, 18 seconds.

Lap 41: #41 Gordon to pits, four tires and fuel, problem getting fuel in car, 35 seconds.

Lap 42: #2 Ray leads #66 de Ferran by 5.9835 seconds. #49 Minassian to pits, four tires and fuel. Car stalled on exit. Crew pushed back. Car refired, two minutes, 55 seconds in pits. #28 Dismore to pits, four tires and fuel, 13 seconds.

Lap 43: #12 Calkins to pits, four tires and fuel, 16 seconds. #98 Boat to pits, four tires and fuel, 21 seconds. #14 Salazar to pits, four tires and fuel, 16 seconds.

**DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):**

Lap 44: #68 Castroneves to pits, four tires and fuel, 14 seconds. #66 de Ferran to pits, four tires and fuel, 16 seconds. #84 Beechler to pits, four tires and fuel, 16 seconds.

Lap 45: #2 Ray to pits, four tires and fuel, 14 seconds. #44 Vasser to pits, four tires and fuel, 11 seconds. #50 Junqueira to pits, four tires and fuel, 16 seconds. #35 Ward to pits, four tires and fuel, 16 seconds.

Lap 46: #9 Schroeder to pits, four tires and fuel, 25 seconds.

Lap 47: #33 Stewart takes lead due to pit stops by previous leaders. #33 Stewart to pits, four tires and fuel, 16 seconds.

Lap 48: #10 McGehee to pits, four tires and fuel, 14 seconds. #5 Luyendyk to pits, four tires and fuel, car stalled on exit, 28 seconds.

Lap 50: #39 Andretti takes lead due to pit stop by #33 Stewart. #21 Giaffone second after starting 33<sup>rd</sup> and last. Andretti leads Giaffone by 12.5025 seconds.

**AL UNSER JR.:** "It's not a white-line thing. It's just that we're not getting up to speed. These are the tires we qualified on, so they've set for a couple of weeks. It's not a fact of a cold day. It's a fact that we needed to run some more laps. We didn't get our momentum going yet. That's what it all boils down to."

Lap 51: #91 B. Lazier to pits, front tires and fuel, 13 seconds.

Lap 52: #21 Giaffone to pits, four tires and fuel, 22 seconds.

Lap 53: #28 Dismore takes lead after pit stop by #39 Andretti. Ray second, .7774 of a second behind. #4 Hornish to pits, four tires and fuel, 16 seconds. #39 Andretti to pits, four tires and fuel, 18 seconds.

Lap 60: Leaders -- #28 Dismore, #2 Ray, #66 de Ferran, #35 Ward, #68 Castroneves.

Lap 66: #36 Gregoire to pits, four tires and fuel, 18 seconds.

Lap 67: #28 Dismore leads #2 Ray by 4.4816 seconds.

●#8 Scott Sharp joined 1992 pole sitter Roberto Guerrero as the only pole sitters in Indianapolis 500 history not to complete one lap after taking the green flag. Guerrero crashed on the parade lap in 1992. Sharp is the fifth pole sitter to finish last in the Indianapolis 500. The others: Cliff Woodbury (1929), Pancho Carter (1985), Guerrero (1992) and Greg Ray (2000). Ray completed 67 laps last year before dropping out of the race.

●#39 Michael Andretti took the lead on Lap 49 to become only the eighth driver to lead the Indianapolis 500 in three different decades. The others: Ralph Hepburn, Mauri Rose, Bobby Unser, A.J. Foyt, Rick Mears, Mario Andretti and Al Unser. Mario and Michael Andretti are the only father-son combination to achieve the feat.

Lap 70: #51 Cheever to pits, four tires and fuel, 15 seconds. #24 Buhl to pits, four tires and fuel, 16 seconds. #41 Gordon to pits, four tires and fuel, 15 seconds.

Lap 71: Sun appears for first time since race started.

Lap 74: #12 Calkins to pits, four tires and fuel, 16 seconds. #28 Dismore to pits, four tires and fuel, 14 seconds. #2 Ray takes lead, #66 de Ferran second. #14 Salazar to pits, four tires and fuel, 13 seconds.

Lap 75: Leaders – #2 Ray, #66 de Ferran, #35 Ward, #68 Castroneves, #39 Andretti, #28 Dismore, #44 Vasser, #84 Beechler, #33 Stewart, #21 Giaffone. #98 Boat to pits, four tires and fuel, front-wing adjustment, 16 seconds.

**DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):**

Lap 77: #2 Ray leads #66 Castroneves by 1.1989 seconds. #50 Junqueira to pits, four tires and fuel, 16 seconds. #84 Beechler to pits, four tires and fuel, 16 seconds. #66 Castroneves to pits, four tires and fuel, 16 seconds.

Lap 78: #66 Castroneves to pits, four tires and fuel, 17 seconds. Front-wing adjustment.

Lap 79: #49 Minassian to pits, four tires and fuel, 15 seconds. #44 Vasser to pits, four tires and fuel, 15 seconds. #35 Ward to pits, four tires and fuel, 14 seconds. #91 B. Lazier to pits, four tires and fuel, 10 seconds.

Lap 80: #2 Ray leads #39 Andretti by 3.4326 seconds. #2 Ray to pits, four tires and fuel, 14 seconds. #39 Andretti regains lead when Ray pits. #33 Stewart to pits, four tires and fuel, car stalls on exit, refired, 22 seconds.

Lap 81: #49 Minassian slow on backstretch. Team reports gearbox failure. Car pulls on to warm-up lane in Turn 3, enters pits.

Lap 83: #39 Andretti leads #28 Dismore by 17.9923 seconds. #39 Andretti to pits, four tires and fuel, 14 seconds. #28 Dismore regains lead.

Lap 84: #4 Goodyear to pits, four tires and fuel, 18 seconds.

Lap 85: #28 Dismore leads #66 de Ferran by 7.7526 seconds.

Lap 86: #21 Giaffone up to seventh after starting 33<sup>rd</sup>. Smoke trailing from #36 Gregoire. #5 Luyendyk to pits, four tires and fuel, car stalled on exit, refired, 22 seconds.

Lap 87: #36 Gregoire black-flagged due to smoke. Oil scavenge line is leaking, team reports. #21 Giaffone to pits, four tires and fuel, 16 seconds.

Lap 89: #35 Ward slowing in Turn 1, pulls on to warm-up lane in short chute between Turns 1 and 2. Pulls back on to inside of rear straightaway, running slowly. Ward pulls to pits. Crew reports broken right rear shaft. Team trying to repair car.

Lap 90: **YELLOW**. Oil on track.

**NICOLAS MINASSIAN:** "The engine died in the pits at our first stop, so we knew we were having gearbox problems. It took me two laps to get into fourth or fifth gear and up to speed. I know the next time I came in, it would be a problem. At the end of my second stint, I was improving my lap times. I just taking my time and didn't want to make a mistake. After the second stop, the gearbox was gone. I learned quite a bit, but I wish I learned more."

#24 Buhl to pits, four tires and fuel, 17 seconds.

Lap 91: #51 Cheever to pits, four tires and fuel, 30 seconds. Car hesitated exiting pits due to lug nut that slid under car. Team also made front-wing adjustment to correct loose handling situation. #28 Dismore to pits, four tires and fuel, 16 seconds. #68 Castroneves to pits, four tires and fuel, 17 seconds. #66 de Ferran to pits, four tires and fuel, 14 seconds. #84 Beechler to pits, four tires and fuel, 15 seconds. #14 Salazar to pits, four tires and fuel, 18 seconds. #41 Gordon to pits, four tires and fuel, wickerbill adjustment, car running hot, 17 seconds.

Lap 93: #28 Dismore slowing on track during caution period, reporting gearbox problems. Car stops on warm-up lane at entrance of Turn 3.

#9 Schroeder has lost all gears except sixth gear.

#10 McGehee has no radio communication.

Lap 94: #33 Stewart to pits, two tires and fuel, 11 seconds.

Lap 95: #41 Gordon to pits, fuel only, eight seconds.

Lap 96: **GREEN**. Dark clouds approaching from west.

Lap 98: #2 Ray leads by .3257 of a second over #39 Andretti.

Lap 99: #28 Dismore returns to track.

**DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):**

Lap 100 (Halfway): Leaders -- #2 Ray, #39 Andretti, #66 Castroneves, #24, 68, 44, 33, 41, 50, 21.

Lap 101: #2 Ray leads #39 Andretti by .3971 of a second. Race is official.

Lap 102: #2 Ray leads #39 Andretti by .3818 of a second.

Lap 103: #39 Andretti passes #2 Ray in Turn 4 for lead.

Lap 104: #2 Ray slows. Rain reported between Turns 3 and 4. #39 Andretti leads #2 Ray by 6.4627 seconds.

Lap 105: #39 Andretti leads #66 de Ferran by 12.0501 seconds.

Lap 107: **YELLOW**. #6 Herb crashes in Turn 3. Herb hits outside retaining wall in Turn 1 after hitting #2 Ray from behind. Car slides along wall down short chute between Turns 1 and 2 before stopping in Turn 2. Herb climbs from car without assistance. Heavy damage to right side of car.

Andretti reports concern to team that he ran over debris from Herb's accident.

#98 Boat to pits, four tires and fuel, 13 seconds.

Lap 108: #21 Giaffone to pits, four tires and fuel, 19 seconds. #33 Stewart to pits, four tires and fuel, nine seconds. #39 Andretti to pits, four tires and fuel, 11 seconds. #50 Junqueira to pits, four tires and fuel, 16 seconds. #4 Hornish to pits, four tires and fuel, 16 seconds.

Lap 109: #39 Andretti to pits. Rain reported in Turns 1 and 4. #66 de Ferran inherits lead.

Lap 110: Leaders – #66 de Ferran, #24 Buhl, #68 Castroneves, #39 Andretti, #2 Ray, #41 Gordon, #33 Stewart, #44 Vasser, #84 Beechler, #10 McGehee.

Lap 111: #91 B. Lazier to pits, four tires and fuel, 12 seconds. #51 Cheever out of race.

•#66 de Ferran took the lead on Lap 110 in a car owned by Roger Penske. The last time a Penske-owned car led the Indianapolis 500 was 1994, when race winner Al Unser Jr. and Emerson Fittipaldi combined to lead 193 of the 200 laps.

**BARRY GREEN** (Owner, #39 Andretti) (Did you bring Michael Andretti to the pits hoping that the race will continue?): "That's what we're hoping. We still had to protect against the fuel we already used. We still think this race will run longer yet. We'll keep our fingers crossed."

Medical update from Dr. Henry Bock, Speedway medical director: Jon Herb was evaluated and released without injury from the Clarian Emergency Medical Center.

Lap 115: Sun shining on Turns 3 and 4.

**EDDIE CHEEVER JR.**: "We don't know yet. Something in the engine broke." (About track conditions): "It was just like '92. Not slick, just cold. I couldn't figure out all the spinning."

Lap 118: #2 Ray in pits, crew works on suspension. Four minutes and 55 seconds in pits.

Lap 119: **GREEN**. Restart order: #66 de Ferran, #68 Castroneves, #39 Andretti, #41 Gordon, #33 Stewart.

Lap 123: #66 de Ferran leads #68 Castroneves by 2.1121 seconds.



**DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):**

**STEPHAN GREGOIRE:** “We had an oil filter break. It was putting oil all over the engine. I was loose in (Turns) 1 and 2, and it was the oil. They found some smoke, and the IRL wanted us to stop, which is understandable. We may gain four to eight positions if we go back out, but the car is in one piece. It’s disappointing, but the team did a good job, and they got me in the show.”

Lap 128: #66 de Ferran leads #68 Castroneves by 2.0724 seconds. #39 Andretti third, 8.1936 seconds behind leader. Seven cars on lead lap.

Lap 131: #84 Beechler running eighth after starting 27<sup>th</sup>.

Lap 133: #41 Gordon to pits, four tires and fuel, 23 seconds. #84 Beechler to pits, four tires and fuel, 17 seconds.

Lap 134: **YELLOW.** #16 Witherill spins in Turn 4. Witherill did a quarter-spin exiting Turn 4. Car slid across track, stopped in front of attenuator at pit entrance. Four cars narrowly avoid sliding car of Witherill. No contact. No damage to rear of Witherill’s car. Flat right-rear tire. Witherill climbs from car without assistance. Team to install new tires and return Witherill to race.

#12 Calkins reports understeer.

Lap 136: Mass pit stops. #4 Hornish to pits, four tires and fuel, 14 seconds. #68 Castroneves to pits, four tires and fuel, 14 seconds. #66 de Ferran to pits, four tires and fuel, 15 seconds. #2 Ray to pits, four tires and fuel, 17 seconds. #28 Dismore to pits, four tires and fuel, 16 seconds. #5 Luyendyk to pits, four tires and fuel, 22 seconds. #98 Boat to pits, four tires and fuel, 15 seconds. #21 Giaffone to pits, four tires and fuel, 16 seconds. #68 Castroneves beat #66 de Ferran out of pits for first. de Ferran nearly collided with #33 Stewart when exiting pits. #33 Stewart beat #39 Andretti out of pits for third. Minor damage evident on left front wing of Andretti’s car, apparently from hitting Stewart on pit exit. Team decides not to pit to repair damage.

Lap 136: #44 Vasser to pits, four tires and fuel, 23 seconds. #33 Stewart to pits, four tires and fuel, 12 seconds. #39 Andretti to pits, four tires and fuel, 13 seconds. #24 Buhl to pits, four tires and fuel, 14 seconds. #14 Salazar to pits, four tires and fuel, 23 seconds.

Medical update from Dr. Henry Bock, Speedway medical director: Scott Goodyear will be admitted overnight to Methodist Hospital in Indianapolis with a fractured lower back. Goodyear is awake, alert and in good condition.

Lap 139: #33 Stewart moved to front of field by Indy Racing League officials. Drivers were instructed in drivers’ meeting to exit from their pit stall to the inside lane of the pits. Both #68 Castroneves and #66 de Ferran exited straight into the high-speed (outside) lane of the pits from their stalls.

Lap 140: **GREEN.** Restart order: #33 Stewart, #68 Castroneves, #66 de Ferran, #39 Andretti, #24 Buhl. Nine cars on the lead lap. #91 B. Lazier to pits, four tires and fuel, 10 seconds. #39 Andretti passes #66 de Ferran for third.

Lap 141: #16 Witherill returns to track after repairs of three minutes, 43 seconds.

Lap 148: **YELLOW.** #84 Beechler smoking due to hole in the radiator. Oil cooler replaced. #39 Andretti to pits, four tires, fuel, front-nose replacement, 27 seconds. #33 Stewart to pits, two tires and fuel, eight seconds.

Lap 149: Light rain reported in pits. #50 Junqueira to pits, four tires and fuel, 16 seconds. #4 Hornish to pits, four tires and fuel, 14 seconds.

**DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):**

Lap 150: Leaders – #68 Castroneves, #24 Buhl, #66 de Ferran, #44 Vasser, #33 Stewart, #41 Gordon, #50 Junqueira, #39 Andretti, #14 Salazar, #98 Boat. Eight cars on lead lap.

Lap 151: #88 Daré to pits, four tires and fuel, 11 seconds. #5 Luyendyk to pits, fuel only, 11 seconds.

Lap 155: **RED**. Rain. The only work that can be done on the cars is to unplug the battery. Drivers can exit cars.

•This is only the second time in Indianapolis 500 history that the field was restarted after a red flag on the same day. In 1926, the race was stopped for rain on Lap 71 and restarted. Rain returned at the 400-mile mark, and Frank Lockhart was declared the winner.

**HELIO CASTRONEVES:** “Things so far are really funny, and fun. Lot of traffic, lot of patience. I hope it rains all day. For me, I love the rain right now. “It’s changed a lot. The wind is shifting, and it’s really tough. My car is handling really well, especially with half fuel.”

1:50 p.m. -- #33 Tony Stewart climbs from car, runs to First Aid room in Gasoline Alley. Reported cramping in right leg to crew. Received stretching and massage in the First Aid room.

**TONY STEWART:** “It’s not going to hurt me. I’m OK. I couldn’t get off the throttle a couple of times. I thought the throttle was sticking, but it was my leg.”

**SCOTT GOODYEAR:** “I was very pleased with how the #52 Thermos Grill2Go Infiniti was running. The car was sliding a little bit through the turns at the beginning, so I was just waiting for the tire temperatures to come up. Unfortunately, when the No. 15 car spun in front of me, I had nowhere to go except into the wall. It’s a shame because everyone on the Thermos Grill2Go Infiniti team has done a tremendous job all month. I was very confident that we would have been there at the end of the race.”

1:55 p.m. – The sun has returned to the track. Drivers will be called back to their cars in approximately 20 to 30 minutes if no more precipitation arrives.

2 p.m. – Drivers ordered to return to cars.

2:04 p.m. – Engines refired. Car rolling from pit lane.

2:05 p.m. – **YELLOW** on Lap 156. Red flag lasted 16 minutes, 34 seconds.

Lap 157: #5 Luyendyk to pits, four tires and fuel, 31 seconds. #41 Gordon to pits, four tires and fuel, 17 seconds. #35 Ward to pits, four tires and fuel, 13 seconds.

#41 Gordon penalized with drive-through penalty for working on car during red flag.

Lap 158: **GREEN**. #68 Castroneves, #24 Buhl, #66 de Ferran, #44 Vasser, #33 Stewart.

Lap 159: #24 Buhl made move to pass #68 Castroneves in Turn 1, but Castroneves resisted.

Lap 160: #68 Castroneves leads #24 Buhl by .1127 of a second.

Lap 164: #68 Castroneves leads #24 Buhl by .2757 of a second.

Lap 166: **YELLOW**. #24 Buhl spins in Turn 2. Buhl did three-quarter-spin while exiting Turn 2. Car slid across track and tapped inside retaining wall on back straightaway. Minor damage. Buhl stays in car for tow back to pits. New rear wing, four new tires installed in pits.

**DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):**

Lap 168: Mass pit stops. #50 Junqueira to pits, four tires and fuel, 14 seconds. #4 Hornish to pits, four tires and fuel, 14 seconds. #39 Andretti to pits, four tires and fuel, 11 seconds. #44 Vasser to pits, four tires, fuel, stall on exit, 14 seconds. #33 Stewart to pits, fuel only, stall on exit, nine seconds. #14 Salazar to pits, four tires and fuel, 13 seconds. #41 Gordon to pits, four tires and fuel, 13 seconds. #68 Castroneves to pits, four tires and fuel, 11 seconds. #66 de Ferran to pits, four tires and fuel, 13 seconds. #2 Ray to pits, four tires and fuel, 17 seconds. #28 Dismore to pits, four tires and fuel, 16 seconds. #68 Castroneves first out of pits, followed by teammate #66 de Ferran. #33 Stewart, #44 Vasser stall on pit exit. #39 Andretti up to third after pit stop. Seven cars on lead lap.

#24 Buhl returns to race after repairs of seven minutes, 40 seconds in pits.

Lap 171: **GREEN.** Restart order. #68 Castroneves, #66 de Ferran, #39 Andretti, #50 Junqueira, #33 Stewart, #44 Vasser, #41 Gordon, #99 Hamilton, #14 Salazar, #98 Boat.

Lap 172: #68 Castroneves, #66 de Ferran side by side in Turn 1, de Ferran high. Castroneves resists pass and keeps lead.

Lap 176: #68 Castroneves leads #66 de Ferran by .7772 of a second.

Lap 177: #68 Castroneves leads #66 de Ferran by .9088 of a second.

Lap 180: Leaders -- #68 Castroneves, #66 de Ferran, #39 Andretti, #44 Vasser, #50 Junqueira, #33 Stewart, #99 Hamilton, #41 Gordon, #14 Salazar, #88 Daré. Eight cars on lead lap.

Lap 183: Smoke trails from #99 Hamilton, who pulls into the warm-up lane. Engine stopped, Hamilton reported.

Lap 184: #68 Castroneves leads #66 de Ferran by 2.1071 seconds.

Lap 185: Smoke trails from #41 Gordon. #84 Beechler returns to race from garage after lengthy repairs.

Lap 187: #68 Castroneves leads #66 de Ferran by 1.9550 seconds. #39 Andretti third, 3.2781 seconds behind leader.

Lap 188: #68 Castroneves leads #66 de Ferran by 1.1644 seconds. #39 Andretti third, 2.0559 seconds behind leader.

Lap 189: #68 Castroneves leads #66 de Ferran by 1.1524 seconds. #39 Andretti third, 2.4261 seconds behind leader.

Lap 190: #68 Castroneves leads #66 de Ferran by 1.4498 seconds. #39 Andretti third, 1.8021 seconds behind leader.

Lap 191: #68 Castroneves leads #66 de Ferran by 1.4264 seconds. #39 Andretti third, 3.0579 seconds behind leader.

Lap 192: #68 Castroneves leads #66 de Ferran by 1.0334 seconds. #39 Andretti third, 3.2216 seconds behind leader.

Lap 193: #68 Castroneves leads #66 de Ferran by 1.4787 seconds. #39 Andretti third, 5.4549 seconds behind leader.

Lap 194: #68 Castroneves leads #66 de Ferran by 1.6628 seconds. #39 Andretti third, 5.9273 seconds behind leader.

Lap 195: #68 Castroneves leads #66 de Ferran by 1.8504 seconds. #39 Andretti third, 5.5522 seconds behind leader.

Lap 196: #68 Castroneves leads #66 de Ferran by 1.8657 seconds. #39 Andretti third, 5.7734 seconds behind leader. #35 Ward to pits, four tires and fuel, 16 seconds.

Lap 197: #68 Castroneves leads #66 de Ferran by 2.1277 seconds. #39 Andretti third, 7.3268 seconds behind leader. #5 Luyendyk to pits, fuel only, five seconds.

## DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):

Lap 198: #68 Castroneves leads #66 de Ferran by 1.7266 seconds. #39 Andretti third, 7.7305 seconds behind leader.

Lap 199: #68 Castroneves leads #66 de Ferran by 0.4838 of a second, in lapped traffic.

Lap 200: **CHECKERED**. #68 Helio Castroneves wins the 85<sup>th</sup> Indianapolis 500 by 1.7373 seconds over teammate #66 Gil de Ferran.

Castroneves parked his car at the start-finish line and climbed up the catch fencing just to the right of the starter's stand, pumping his fists in triumph and waving to the crowd. Most of the Penske Racing crew then jumped over the pit wall to join him in climbing the fence and celebrating.

- This is the record 11<sup>th</sup> Indianapolis 500 victory for team owner Roger Penske. Penske's last victory came in 1994 with Al Unser Jr. behind the wheel.

- Helio Castroneves is the eighth rookie to win the Indianapolis 500. Rookie Juan Montoya won the 2000 Indianapolis 500. This is the first time that rookies have won in consecutive years since 1926 and 1927, when Frank Lockhart and George Souders won those respective years.

**ROGER PENSKE:** "These guys deserve it. A rookie won this race. Everyone on our team should give thanks to the way the fans welcomed us back. I think we redeemed ourselves from the things we did in 1995."

**HELIO CASTRONEVES** (in Victory Lane, when reminded by ABC-TV reporter Jack Arute that earlier in the month Castroneves said he didn't want to kiss any more walls, just girls): "I'm waiting, girls, I'm the winner now." (About Team Penske): "This is a fantastic team effort. Roger, thank you very much. These guys worked so hard. Everybody. I'm amazed at this crowd. It's unbelievable. I'm just so happy to win it." (About late challenge from teammate Gil de Ferran): "In this situation, no teammates. Everyone is going to try to go for the winner." (When given the traditional bottle of milk for the winner): "Look at this guys. I've been dreaming of this."

### Unofficial Top 10 Finishers:

1. #66 Helio Castroneves
2. #68 Gil de Ferran
3. #39 Michael Andretti
4. #44 Jimmy Vasser
5. #50 Bruno Junqueira
6. #33 Tony Stewart
7. #14 Eliseo Salazar
8. #88 Airton Daré
9. #98 Billy Boat
10. #21 Felipe Giaffone

**DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):**

**PREVIOUS ROOKIE WINNERS OF THE INDIANAPOLIS 500:**

<b>Year</b>	<b>Driver</b>
1911	Ray Harroun
1913	Jules Goux
1914	Rene Thomas
1926	Frank Lockhart
1927	George Souders
1966	Graham Hill
2000	Juan Montoya
2001	Helio Castroneves

Note: Louis Meyer won in his first start in 1928 but was not considered a rookie because he drove in relief of Wilbur Shaw in 1927.

\*\*\*

**INDIANAPOLIS 500 WINNERS FOR PENSKE RACING:**

<b>Year</b>	<b>Driver</b>
1972	Mark Donohue
1979	Rick Mears
1981	Bobby Unser
1984	Rick Mears
1985	Danny Sullivan
1987	Al Unser
1988	Rick Mears
1991	Rick Mears
1993	Emerson Fittipaldi
1994	Al Unser Jr.
2001	Helio Castroneves

\*\*\*

**RACE HISTORICAL NOTES:**

- Helio Castroneves won in car No. 68. It's the first time that a car with that number has won the Indianapolis 500.
- The last time that teammates finished first and second in the Indianapolis 500 was 1997, when Arie Luyendyk led Treadway Racing teammate Scott Goodyear across the finish line.
- The margin of victory was 1.7373 seconds, the sixth closest in Indianapolis 500 history.
- Helio Castroneves won the Indianapolis 500 after starting from the 11<sup>th</sup> starting position. The only other driver to win from that starting spot was Gordon Johncock in the rain-shortened 1973 event.
- Helio Castroneves was the only rookie to lead today's race.
- There were eight lap leaders in today's race, which ties the fourth-highest total of all time. There were 12 leaders in 1993, 10 each in 1980, 1995 and 1998, nine in 1981 and eight in 1932.
- Helio Castroneves only led once today, the final 52 laps of the race. He is the 17<sup>th</sup> winner of the race who only led once during the race.
- There were 23 cars running at the finish, the fourth-highest total in race history. There were 27 cars running at the finish in 1976, a rain-shortened event. There were 26 cars running at the finish in 1911 and 24 in 1993.
- Michael Andretti led 12 laps today to increase his career laps led total to 398, which remains 12<sup>th</sup> on the all-time list. Andretti has led more laps than any other driver who is winless at Indy.

**DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):**

The next Indy Racing Northern Light Series event is the Casino Magic 500 on June 9 at Texas Motor Speedway.

\*\*\*

**TONY STEWART'S INDY RACE DAY (All times Eastern Standard):**

11 a.m.: Starts race.

1:47 p.m.: Rain starts, causing race to be halted.

1:48 p.m.: Pulls into pits.

1:50 p.m.: Climbs from car.

1:51 p.m.: Runs from car to First Aid station in Gasoline Alley due to leg cramps.

1:52 p.m.: Receives stretching therapy.

1:58 p.m.: Drivers called to return to cars.

2 p.m.: Returns to car for restart.

2:02 p.m.: Climbs back into car.

2:03 p.m.: Cars started.

2:48 p.m.: Finishes race, climbs from car in the pits.

2:51 p.m.: Arrives at helicopter at helipad in Indianapolis Motor Speedway infield.

2:53 p.m.: Takes off in helicopter for airport for flight to Charlotte, N.C., for NASCAR Winston Cup Coca-Cola 600.

\*\*\*

**RACE DAY QUOTES:**

**GREG RAY** (#2 Johns Manville/Menards Dallara/Oldsmobile/Firestone):

"Driving race cars, period, is fun, but winning is a lot more fun. I've got mixed emotions."

**SAM HORNISH JR.** (#4 Pennzoil Panther Dallara Oldsmobile/Firestone):

"We had a real fast car. It's kind of tough on the nerves passing the same race cars all day long and not getting anywhere. We were pretty loose all day long, but it was a good run. When it was overcast, is when the car handled the best. Things were going good. I learned a lot of stuff this year and am ready to come back next year. We actually got a couple of laps back when we were penalized."

**JON HERB** (#6 Tri Star Motorsports Inc. Dallara/Oldsmobile/Firestone):

"The car was working fine. We weren't going to have to make any changes. We were just running the pace early, wanted to stay out of trouble and save the car for the end. Then after the halfway point, I saw the rain coming in, and we decided to pick it up a bit. I made a clean move inside of Davey Hamilton in Turn 1 but then came upon Greg Ray, who seemed to be off the pace. Running into him put us in the wall, and we lost the suspension. It's too bad because we had plenty left in that car to put us up front. In fact, I can't say enough about this Tri Star team and Larry Curry for the job they did giving me such a great car, as well as EPSON, who came on board here in the last couple of days for our Indy run."

**ELISEO SALAZAR** (#14 Harrah's A.J. Foyt Racing

Dallara/Oldsmobile/Firestone): "I'm happy because of what a terrible month we had. A couple of days ago I didn't know if I was going to race; I had a 102 temperature."

**DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):**

**FELIPE GIAFFONE** (#21 Hollywood G Force/Oldsmobile/Firestone): “It’s a pretty good finish, but it’s been a tough month. The Hollywood Treadway-Hubbard team did a great job with race strategy. The car was pretty good, and we ran pretty quick all day. I think we could have finished a little better, but we got a big plastic bag stuck under the car for the last 10 or 15 laps of the race, and it hurt the car’s handling. We might have been able to pick up a position or two. Still, we’ve finished in the top 10 in each of the races this year, so I feel pretty good about that. I should still be in pretty good shape in the IRL points race, as well. Physically, the race was not bad for me. I didn’t have any trouble with the length of the race. I’m a little sore in the right leg, so I think that I have to work on my throttle pedal. At the end of the race, it is just like any other race. It’s pretty cool to see all the fans and all the pre-race activities, so many people. It’s just amazing. But, once you get racing, it’s just like any other race. The hard part is the two or three weeks before the race. That is the toughest part, and it definitely wears on you mentally. Now we are on to Texas. I’m going to rest with my fiancée and family the next few days and be ready for the rest of the season. I think the next nine races are going to be exciting.”

**ROBBIE BUHL** (#24 Team Purex Dreyer & Reinbold Racing G Force/Infiniti/Firestone): “It’s satisfying for me and my guys to know that we were contending for the win. We had a car that could’ve won. The Infiniti power was great. We had the car geared right. We didn’t miss a beat. We were running second at the time, and we didn’t want to run second. We wanted to lead. There was some traffic in front of us (Buhl and Castroneves). I laid down a gear just trying to get a run on Castroneves, and it got loose. I wasn’t trying to stay in the position we were in. There was a slower car in front of Castroneves, and I thought I could get a run on him if he got caught up by the slower car. When I spun out there, I didn’t spin trying to hold on, I spun trying to go for the lead. I don’t have any regrets for that. That’s why we were there, to get in the lead and win the Indy 500.”

**MARK DISMORE** (#28 Delphi Automotive Systems/Bryant Heating & Cooling Dallara/Oldsmobile/Firestone): “We put together some of the fastest race laps. It was too easy. That’s the thing – it was too easy. I guess today in a lot of ways, we were lucky, but I don’t feel very lucky. I lift my hat to Roger Penske, but I think we could have done a lot for Tom Kelley. I think everyone is way past the CART/IRL thing. It’s a bunch of guys driving race cars.”

**TONY STEWART** (#33 Target Chip Ganassi Racing G Force/Oldsmobile/Firestone): “I hurt us. We took too much downforce off the car in the end, and that cost us. We were fairly reasonable in traffic as long as we had the downforce on it, but as soon as we took the downforce off, which was my call, I was hoping for the shootout at the end and hoping to go fast at the end. I gambled and lost today. My legs are bothering me some, but we can fix that before we get down there (Charlotte, N.C.). We have a whole hour to work on it. They’ll get it fixed up. It’s easy to see why this team won last year. They had a driver that made too many mistakes today, so it’s my fault.”

**DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):**

**JEFF WARD** (#35 Aerosmith/Heritage Motorsports/Firestone/Menards G Force/Oldsmobile/Firestone): “The car was perfect at the start of the race. I was running the car flat out, and I was catching the leaders. This is the best package I’ve ever had at Indy, and today was unfortunate. This car could have won the race, but we’ll be back.”

**ROBBY GORDON** (#41 Team Conesco/Foyt Racing/RCR Childress Racing Dallara/Oldsmobile/Firestone): “I’m a little disappointed. We showed we had speed with de Ferran early. I had a pace that I thought I could cruise, and the motor just let go around Lap 75.”

**JIMMY VASSER** (#44 Target Chip Ganassi Racing G Force/Oldsmobile/Firestone): “You come here to win, and it’s disappointing when you don’t. We had some problems. We lost fourth gear. We were just too far back there at the end to make much of a charge.”

**BRUNO JUNQUEIRA** (#50 Target Chip Ganassi Racing G Force/Oldsmobile/Firestone): “Normally I’m only happy if I win a race, but today I’m really happy with a fifth-place finish. This is my second oval race and first 500 miler. I have never experienced a race like this before. This was a big experience. The first half of the race I was just learning, and I learned a lot. This was a long, hard race. You have to be 100 percent just to finish. I wasn’t supposed to even be here today so I’m really very happy with fifth.”

**EDDIE CHEEVER JR.** (#51 Excite@Home Indy Race Car Dallara/Infiniti/Firestone) (About the start of the race): “It was just like 1992 when it was cold. It wasn’t really slick, it was just cold. Everybody should have just held their horses. You cannot ask the car to do something that it can’t do when the tires are not warm enough. If you’re not paying attention, this place can be very mean, indeed. It’s very frustrating. It has not been a very good month for us, much less a good race. We’re not sure what our problem was, but it was something electrical. We did a lot of work, and the #51 Excite@Home car was good. It’s very disappointing because we were running well, and everyone has worked a lot of long nights for a long time. You have to remember that this Infiniti 35A engine is just three months old. The guys on the Excite@Home team and at Infiniti have put a lot of effort into this. We ran well at Atlanta, and now we just have to pick up the pieces and head to Texas. I’m very sorry that Scott (Goodyear) got caught up in that accident at the beginning because I think he would have had a great race. But this is racing, and you have to take the good with the bad. Right now, we just have a big chunk of bad. I want to thank all the fans who came out here today. It’s really special to race in the 500, and they’re the ones who make it as good as it is.”

**DONNIE BEECHLER** (#84 Harrah’s A.J. Foyt Racing Dallara/Oldsmobile/Firestone): “We found out that it was an oil fitting underneath, so it was hard to get to. By the time we found it and fixed it, the damage had already been done. It broke the engine. We went back out and stayed out as long as we could. We didn’t make it to the end, but we made it to Lap 198. I met a lot of great guys on A.J.’s team. A.J. was very kind to give me a chance. Dick Simon’s crew was great on pit stops, so I gained a lot of good friends. You know, there is a lot more to racing than just finishing the race.”



**DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):**

**BUDDY LAZIER** (#91 Tae-Bo/Coors Light/Life Fitness/Delta Faucet Dallara/Oldsmobile/Firestone): “Well, I just think that we ran 500 miles on seven cylinders. So, we ran the whole race dead in the water. Our motor was junk. We were going down the straightaway 201 (mph), 202 (mph), when we normally are running 220 (mph). We just felt like we threw our race away. It was just a miserable day. We left last year real hungry. We came in three or four times that first yellow. The guys realized that we couldn’t fix it. It’s incredible the motor ran 500 miles like that.”

**BILLY BOAT** (#98 CURB Records Dallara/Oldsmobile/Firestone): “I think overall the CURB Records team has to be pretty satisfied with a top-10 finish, having gained some 23 positions. We weren’t great all day, but we were pretty steady. I really have to thank CURB Records and Firestone, Tom Chastain and Miller-Eads, Royal Spa and Bob Dapper and Turner Woodard and the Stutz Development. All our sponsors did a great job for us this month. My team really helped me during the race with great pit stops. We never made any mistakes, and I really think that’s what contributed to our good finish. We would’ve like to been up higher, but when you start in the back it’s awfully hard to stay on that lead lap, and once we got a lap down we were pretty much just racing everybody on that lap. I’m very happy because this finish is going to enable us to keep this team going over the next races and hopefully finish out the entire rest of the season.”

**DAVEY HAMILTON** (#99 Sam Schmidt Motorsports Racing Special Dallara/Oldsmobile/Firestone): “Something in the cam drive broke. We didn’t have the fastest car, but we were stable all day. We were definitely good for a top-10 finish. We’re in good shape for the season. It’s just a matter of time.”

**SAM SCHMIDT** (Owner, #99 Sam Schmidt Motorsports Racing Special Dallara/Oldsmobile/Firestone): “ The strategy was working well. We were running first in class and were in a great position for a top-10 finish. We had the fuel to go the distance, and it’s just disappointing. It appears that the valve train in the engine is what gave way, but we’ve proved that we are capable. We knew where we were, and it all came together at the right time. We were a lap down, and I just kept telling Davey (Hamilton) to keep digging. The strategy worked to put us back on the lead lap at the right time. Davey did a nice job today, avoided some potential day-ending incidents, and I just hate it for Davey and the crew. We really needed the finish, but we will look forward to Texas from here. I genuinely appreciate Mi-Jack for stepping up to the plate for the event, and I am glad that we ran solid all day. It’s again, just disappointing to be running so well and to miss it at the very last.”

**ROBBY MCGEHEE** (#10 Cahill Racing Cure Autism Now Dallara/Oldsmobile/Firestone): “It was a tough field this year. My excitement of the race was battling Arie Luyendyk, considering he was my mentor last year. The car was good, but the last set of tires had a real big push. I was trying to dial it in with the weight jacker. The team did a great job. If we hadn’t had so many weather interruptions, we might have been able to tune the car better. I didn’t have the radio for the first quarter of the race. I have to apologize to someone, because I about banged wheels with them because I didn’t know they were there.”

**DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):**

**CORY WITHERILL** (#16 Radio Shack G Force/Oldsmobile/Firestone): “It was pretty exciting. Everything’s going well. I tried to stay out of trouble and ran well. I came off (Turn) 4, felt like a tire went down and it just did a lazy slide. Fortunately it stayed off the wall. The car was good until the red flag, then it was nervous. I tried to work with it, but it was just nervous. I just stayed focused. It didn’t affect me that much. It was my first Indy 500. It went by a lot faster than I thought. I guess that might have been because everybody told me how unbelievably long it would be. I guess I was expecting the worst, but we stayed smooth and had a good day.”

**JAQUES LAZIER** (#77 Classmates.com/Jonathan Byrd's Cafeteria G Force/Oldsmobile/Firestone): “When we were running up front, we had a gearbox failure. We’re still not sure what happened. We’ll have to take the car apart and check it out. The second lap after that happened, the car went loose all day. It stayed that way until the end when we had a car I could drive. That kind of show is not what this team can and will do. It wasn’t a good representation. We’re capable of consistent top-10s. We’ll get ‘em at Texas.”

**AIRTON DARÉ** (#88 1-800-BAR NONE TeamXtreme G Force/Oldsmobile/Firestone): “After the run we had last year, we expected better than eighth. But if you think of the conditions we had this year, we got bumped on the last day and had to requalify, eighth isn’t so bad. We were the second Indy Racing League car so it will move us up in points. Handling was the problem of the race. We didn’t get a good feel. The car had a lot of understeer, a lot of push. You can’t make big changes here. You have to go step by step. We put a full three turns into the front wing (throughout the race), which is a lot. The first two stops, we didn’t change anything because we ran into debris, and I didn’t have a good feel for the car. On the third stop, we made a full turn; on the fourth we made another full turn. Then on the fifth stop, we put in a half turn, and another half turn on the sixth.” (When did you get rid of the push?): “The last 10 laps. Toward the end of the race we picked up an oversteer. There was no way we could catch Salazar, so we leaned out the fuel and just brought it home.”

**ROBBY GORDON** (#41 Team Consec/Foyt Racing/RCR Childress Racing Dallara/Oldsmobile/Firestone): “We had a good race car, and the Consec team did a good job. Our fuel mileage was off, but the car was comfortable and fast. We were as strong as anyone when the car was running right. It was a big disappointment that we couldn’t hang on. We were trying to nurse it to the finish. But I want to thank A.J. and Consec for the opportunity they gave me this month.”

**BUZZ CALKINS** (#12 Bradley Food Marts/Sav-O-Mat Dallara/Oldsmobile/Firestone): “I think we were chasing the car kind of the whole time, and when the weather changed we lost a little bit. Overall the car was pretty good. I think we just got stuck out on some pit strategy somewhat. We should have made some stops when we didn’t and shouldn’t have made some when we did. We just didn’t get the lock on our setup.” (Did you attempt to adjust the car to the weather?): “Definitely, we did a lot to try to adjust for the bar. We usually seemed to do a pretty decent job in the first half of the race, but the second half of the race we struggled a bit to keep up with it. But, I think everyone was, to some extent out there.” (About his feelings on the day): “Pretty bad. I’m pretty disappointed. We brought it home in one piece, but overall I’m very disappointed. It’s not what we had actually intended.”

**DAY 15 – SUNDAY, MAY 27, 2001 – RACE DAY (cont.):**

**JERET SCHROEDER** (#9 Purity Products Dallara/Oldsmobile/Firestone):

“The car at the end of the race was the car that we had at the beginning minus the gearbox. At the end we were running as fast as the leaders. If the gearbox had worked the whole race, we would’ve been up front somewhere. All the guys on the crew worked really hard. We had good fast pit stops minus having to change the (gear) box, of course. Again we had a really good car. The car was fast at the end of the race. I wish we would have had that the whole race. The car was great. We had a really good balance on the car. The car was working extremely well. The most I ever had to do was play with the sway bars one or two clicks from where we started. I never had to touch the weight jacker or anything. At the end of the race there, I stiffened up the rear bar a couple of notches. PDM (Racing) did a great job. It was extremely disappointing. We had gone out knowing we were going to have a good race car. We proved it at the end of the race. But to have the problems that we did and go as many laps down as we did, and get stuck in 20<sup>th</sup> place, we should definitely have been a lot better than that. It’s disappointing for the crew and my sponsors. It’s just those little things that hold you back and put you in a position where people forget about you.” (About all the cautions and rain delays): “No big deal really. It actually helped me stay a little bit more calm because starting as far back as we did, I knew that we were moving up quickly without having to use the car any or without having to wear myself out any. It was a blessing in disguise for us.” (Was there a lot of debris on track?): “No, the safety crew did a really good job cleaning everything up. This is actually the cleanest track I’ve seen in the three years I’ve been here.”

**ARIE LUYENDYK** (#5 Meijer G Force/Oldsmobile/Firestone):

“Obviously, it was not the day we were hoping for. I just couldn’t do anything in traffic. I couldn’t get close to anybody in traffic. The car was pushing, and we couldn’t get that push out of the car even though we put downforce into the car on pit stops. I could tell right from the start, when those guys pulled away from me (at the start), that I didn’t have the car. I had a big problem with the clutch. I stalled twice (first pit stops in two years, since 1999 Indy 500), and the guys had to give me a big push to get out of the pits. That hurt us, sure, but I just didn’t have the car today. We also had an oil pressure problem. So, it was one of those long days you can have there sometimes.” (About the start): “I missed Scott’s (Sharp) driveshaft by this much (holds fingers three inches apart). If he had come off the wall hard, I would have been in trouble.” (About coming out of retirement): “Oh, sure, I’m glad I was here. This is still a great event, and a fun event, but it’s only fun if you are competitive, and we really weren’t competitive today.” (About racing at Indy next year): “I don’t think it’s fair to make a decision about the future based on one bad day. We all have bad days. I still enjoy the challenges of the “500”, and we had a lot of those today.”

**SCOTT GOODYEAR** (#52 Thermos® Grill2Go™ Cheever Indy Racing

Infiniti Dallara/Firestone): “I’m a little sore, but other than that I don’t feel bad. I was very pleased with how the #52 Thermos Grill2Go Infiniti was running. The car was sliding a little bit through the turns at the beginning, so I was just waiting for the tire temperatures to come up. Unfortunately, when the No. 15 car spun in front of me, I had nowhere to go except into the wall. It’s a shame because everyone on the Thermos Grill2Go Infiniti team has done a tremendous job all month. I was very confident that we would have been there at the end of the race.”

## CASTRONEVES WINS 85<sup>TH</sup> INDIANAPOLIS 500

INDIANAPOLIS, Sunday, May 27, 2001 – Helio Castroneves became the eighth rookie to win the Indianapolis 500, holding off his Penske Racing teammate, Gil de Ferran, by 1.7373 seconds for victory May 27 in the 85<sup>th</sup> edition of the Greatest Spectacle in Racing at the Indianapolis Motor Speedway.

Michael Andretti finished third, 5.7359 seconds behind Castroneves.

The victory increased team owner Roger Penske's record total of Indianapolis 500 victories to 11. Penske's last win came in 1994 with Al Unser Jr. driving. That was the last year that Penske competed in this race, as his team failed to qualify in 1995 and didn't participate from 1996-2000.

"This is a fantastic team effort," Castroneves said. "Roger, thank you very much. These guys worked so hard. Everybody. I'm amazed at this crowd.

"It's unbelievable. I'm just so happy to win it."

Castroneves, from Sao Paulo, Brazil, led 52 of 200 laps in the No. 68 Marlboro Team Penske Dallara/Oldsmobile/Firestone. He took the lead for the first time on Lap 149 when Tony Stewart made a pit stop during a caution period and never trailed thereafter. His winning average speed was 153.601 mph.

The race was stopped after Lap 155 due to rain. The delay lasted 16 minutes, 34 seconds. Rain also caused a caution period from Laps 107-118.

de Ferran challenged Castroneves for the lead in Turn 1 of Lap 172, on a restart after the last of eight caution periods on the day. The caution was caused when Robbie Buhl, running second to Castroneves, spun exiting Turn 2 on Lap 166.

On the restart, Castroneves and de Ferran were side by side in Turn 1, with de Ferran attempting a bold outside pass. But Castroneves held off the pass and kept the lead in the short chute between Turns 1 and 2 and led the rest of the way.

In fact, Castroneves' lead dropped below one second only once after Lap 185. de Ferran pulled to within .4838 of a second at the end of Lap 199 as Castroneves was mired in lapped traffic. But Castroneves threaded his way through the traffic on the final lap, expanding his lead to the winning margin.

After Castroneves took the checkered flag, he drove around the track and then parked his car on the start-finish line. In his now customary victory salute, Castroneves sprinted from his car and climbed the catch fencing along the front straightaway to pump his fists in triumph and salute the huge crowd.

His Penske Racing crew then jumped the pit wall and climbed the fence with him in celebration in one of the most spirited victory celebrations in the long history of the race.

After another victory lap, Castroneves finally pulled into Victory Lane to receive the Borg-Warner Trophy and the traditional winner's drink of milk.

"Look at this, guys," Castroneves said when he was presented the bottle of milk. "I've been dreaming of this."

The race had plenty of the drama and uncertainty that is an annual characteristic of the Indianapolis 500.

There were three caution periods in the first 18 laps as drivers struggled for grip to temperatures in the high 50's at the start of the race.

MBNA Pole winner Scott Sharp hit the outside retaining wall in Turn 1 on the first lap and was eliminated. Sarah Fisher spun in almost the same spot as Sharp on Lap 8 and hit the outside retaining wall, collecting two-time Indy runner-up Scott Goodyear in the accident. Both were eliminated.

On a Lap 18 restart, Sam Hornish Jr. spun exiting Turn 4, and two-time Indy winner Al Unser Jr. hit the outside wall at the start of the front straightaway while trying to avoid Hornish. Unser was eliminated, but Hornish was able to continue after repairs.

### **CASTRONEVES WINS 85<sup>TH</sup> INDIANAPOLIS 500 (cont.):**

Goodyear suffered a fractured lower back and was hospitalized at Methodist Hospital in Indianapolis. He was the only driver injured during the race.

There were 14 lead changes among eight drivers.

This is the second consecutive year that a rookie has won the race, as Juan Montoya triumphed in 2000. The last time that feat occurred was 1926-27, when Frank Lockhart and George Souders won, respectively.

This also was the first time since 1997 that teammates have finished 1-2 at Indy. That year, Arie Luyendyk led Treadway Racing teammate Scott Goodyear across the line.

The purse winnings for Castroneves and the rest of the 33-car field will be announced at the Victory Celebration tonight.

Sam Hornish Jr. kept the Indy Racing Northern Light Series points lead despite finishing 14<sup>th</sup>. He leads Eliseo Salazar, who finished seventh, 152-131.

The next Indy Racing Northern Light Series event is the Casino Magic 500 on June 9 at Texas Motor Speedway. The 86<sup>th</sup> Indianapolis 500 is May 26, 2002.

###

**POSITION BY DRIVER AT 10-LAP INTERVALS**

<b>Car</b>	<b>Driver</b>	<b>SP</b>	<b>1</b>	<b>10</b>	<b>20</b>	<b>30</b>	<b>40</b>	<b>50</b>	<b>60</b>	<b>70</b>	<b>80</b>	<b>90</b>
68	Helio Castroneves	11	10	9	9	8	6	9	5	5	7	5
66	Gil de Ferran	5	3	3	3	3	3	5	3	3	5	2
39	Michael Andretti	21	18	14	11	18	15	1	8	6	2	4
44	Jimmy Vasser	12	11	10	10	10	9	12	7	7	9	9
50	Bruno Junqueira	20	22	18	15	16	14	21	17	17	19	15
33	Tony Stewart	7	7	7	7	9	7	15	10	10	4	13
14	Eliseo Salazar	28	27	21	17	15	13	22	18	19	23	20
88	Airton Daré	30	28	26	27	23	20	6	21	22	14	19
98	Billy Boat	32	30	24	20	17	16	18	14	14	20	16
21	Felipe Giaffone	33	31	27	23	22	19	2	16	15	8	14
10	Robby McGehee	14	12	12	12	11	11	19	15	16	10	18
12	Buzz Calkins	24	21	17	14	12	10	16	13	13	21	17
5	Arie Luyendyk	6	5	5	5	7	8	23	19	18	13	21
4	Sam Hornish Jr.	13	14	11	29	28	28	28	28	28	26	26
24	Robbie Buhl	9	8	8	8	6	24	11	6	9	11	6
28	Mark Dismore	4	4	4	4	4	4	3	1	1	3	1
2	Greg Ray	2	2	2	2	1	1	4	2	2	1	3
91	Buddy Lazier	10	9	30	28	27	27	26	27	27	27	27
16	Cory Witherill	31	32	29	21	20	23	14	25	24	22	24
9	Jeret Schroeder	23	19	28	22	21	18	24	23	23	25	22
41	Robby Gordon	3	1	1	1	2	2	13	9	11	12	7
77	Jaques Lazier	17	15	13	13	29	29	29	29	29	29	28
99	Davey Hamilton	26	26	22	24	25	21	7	20	20	16	10
35	Jeff Ward	8	6	6	6	5	5	10	4	4	6	8
84	Donnie Beechler	27	25	23	19	14	12	17	11	8	18	11
51	Eddie Cheever Jr.	25	24	20	16	13	25	20	12	12	17	12
6	Jon Herb	18	20	16	25	24	22	8	22	21	15	23
36	Stephan Gregoire	29	29	25	26	26	26	25	24	25	24	25
49	Nicolas Minassian	22	23	19	18	19	17	27	26	26	28	29
3	Al Unser Jr.	19	17	15	30	30	30	30	30	30	30	30
15	Sarah Fisher	15	13	31	31	31	31	31	31	31	31	31
52	Scott Goodyear	16	16	32	32	32	32	32	32	32	32	32
8	Scott Sharp	1	33	33	33	33	33	33	33	33	33	33
<b>Race Average Speed:</b>			<b>179.322</b>	<b>88.420</b>	<b>120.491</b>	<b>139.108</b>	<b>151.736</b>					
			<b>99.743</b>	<b>105.126</b>	<b>130.700</b>	<b>146.413</b>	<b>155.337</b>					

**POSITION BY DRIVER AT 10-LAP INTERVALS (cont.):**

100	110	120	130	140	150	160	170	180	190	200	Driver
5	3	2	2	2	1	1	1	1	1	1	Helio Castroneves
3	1	1	1	4	3	3	2	2	2	2	Gil de Ferran
2	4	3	3	3	8	6	3	3	3	3	Michael Andretti
6	8	6	5	6	4	4	6	4	4	4	Jimmy Vasser
9	15	10	10	7	7	7	4	5	5	5	Bruno Junqueira
7	7	4	4	1	5	5	5	6	6	6	Tony Stewart
16	12	9	9	10	9	9	9	9	7	7	Eliseo Salazar
17	13	13	13	12	11	11	11	10	8	8	Airton Daré
12	16	11	11	11	10	10	10	11	9	9	Billy Boat
10	17	12	12	13	12	12	12	12	10	10	Felipe Giaffone
13	10	16	15	14	14	13	14	13	11	11	Robby McGehee
14	11	15	16	16	15	14	13	15	13	12	Buzz Calkins
19	19	18	17	17	17	16	15	14	12	13	Arie Luyendyk
23	21	20	19	18	18	17	17	17	15	14	Sam Hornish Jr.
4	2	7	6	5	2	2	16	16	14	15	Robbie Buhl
24	22	21	20	19	19	18	18	18	16	16	Mark Dismore
1	5	17	22	21	20	20	19	19	18	17	Greg Ray
25	26	22	21	20	21	21	20	20	20	18	Buddy Lazier
21	20	19	18	22	22	22	21	21	21	19	Cory Witherill
22	25	24	23	23	23	23	22	22	22	20	Jeret Schroeder
8	6	5	7	9	6	8	7	8	17	21	Robby Gordon
28	26	26	24	24	24	24	23	23	23	22	Jaques Lazier
15	14	14	14	15	13	15	8	7	19	23	Davey Hamilton
26	27	27	27	25	25	25	25	25	24	24	Jeff Ward
11	9	8	8	8	16	19	24	24	25	25	Donnie Beechler
18	18	23	25	26	26	26	26	26	26	26	Eddie Cheever Jr.
20	23	25	26	27	27	27	27	27	27	27	Jon Herb
27	28	28	28	28	28	28	28	28	28	28	Stephan Gregoire
29	29	29	29	29	29	29	29	29	29	29	Nicolas Minassian
30	30	30	30	30	30	30	30	30	30	30	Al Unser Jr.
31	31	31	31	31	31	31	31	31	31	31	Sarah Fisher
32	32	32	32	32	32	32	32	32	32	32	Scott Goodyear
33	33	33	33	33	33	33	33	33	33	33	Scott Sharp

148.898      138.522      140.286      135.076      136.543      141.574

147.195      142.517      141.071      134.208      139.173

**POSITION BY CAR NUMBER AT 10-LAP INTERVALS**

POS	Driver	Car	1	10	20	30	40	50	60	70	80	90
1	Scott Sharp	8	41	41	41	2	2	39	28	28	2	28
2	Greg Ray	2	2	2	2	41	41	21	2	2	39	66
3	Robby Gordon	41	66	66	66	66	66	28	66	66	28	2
4	Mark Dismore	28	28	28	28	28	28	2	35	35	33	39
5	Gil de Ferran	66	5	5	5	35	35	66	68	68	66	68
6	Arie Luyendyk	5	35	35	35	24	68	88	24	39	35	24
7	Tony Stewart	33	33	33	33	5	33	99	44	44	68	41
8	Jeff Ward	35	24	24	24	68	5	6	39	84	21	35
9	Robbie Buhl	24	91	68	68	33	44	68	41	24	44	44
10	Buddy Lazier	91	68	44	44	44	12	35	33	33	10	99
11	Helio Castroneves	68	44	4	39	10	10	24	84	41	24	84
12	Jimmy Vasser	44	10	10	10	12	84	44	51	51	41	51
13	Sam Hornish Jr.	4	15	77	77	51	14	41	12	12	5	33
14	Robby McGehee	10	4	39	12	84	50	16	98	98	88	21
15	Sarah Fisher	15	77	3	50	14	39	33	10	21	6	50
16	Scott Goodyear	52	52	6	51	50	98	12	21	10	99	98
17	Jaques Lazier	77	3	12	14	98	49	84	50	50	51	12
18	Jon Herb	6	39	50	49	39	9	98	14	5	84	10
19	Al Unser Jr.	3	9	49	84	49	21	10	5	14	50	88
20	Bruno Junqueira	50	6	51	98	16	88	51	99	99	98	14
21	Michael Andretti	39	12	14	16	9	99	50	88	6	12	5
22	Nicolas Minassian	49	50	99	9	21	6	14	6	88	16	9
23	Jeret Schroeder	9	49	84	21	88	16	5	9	9	14	6
24	Buzz Calkins	12	51	98	99	6	24	9	36	16	36	16
25	Eddie Cheever Jr.	51	84	36	6	99	51	36	16	36	9	36
26	Davey Hamilton	99	99	88	36	36	36	91	49	49	4	4
27	Donnie Beechler	84	14	21	88	91	91	49	91	91	91	91
28	Eliseo Salazar	14	88	9	91	4	4	4	4	4	49	77
29	Stephan Gregoire	36	36	16	4	77	77	77	77	77	77	49
30	Airton Daré	88	98	91	3	3	3	3	3	3	3	3
31	Cory Witherill	16	21	15	15	15	15	15	15	15	15	15
32	Billy Boat	98	16	52	52	52	52	52	52	52	52	52
33	Felipe Giaffone	21	8	8	8	8	8	8	8	8	8	8

*Race Average Speed:*                      **179.321**      **88.420**      **120.491**      **139.108**      **151.736**  
                                                                                 **99.743**      **105.126**      **130.700**      **146.413**      **155.337**



**POSITION BY CAR NUMBER AT 10-LAP INTERVALS (cont.):**

100	110	120	130	140	150	160	170	180	190	200	Driver
2	66	66	66	33	68	68	68	68	68	68	Helio Castroneves
39	24	68	68	68	24	24	66	66	66	66	Gil de Ferran
66	68	39	39	39	66	66	39	39	39	39	Michael Andretti
24	39	33	33	66	44	44	50	44	44	44	Jimmy Vasser
68	2	41	44	24	33	33	33	50	50	50	Bruno Junqueira
44	41	44	24	44	41	39	44	33	33	33	Tony Stewart
33	33	24	41	50	50	50	41	99	14	14	Eliseo Salazar
41	44	84	84	84	39	41	99	41	88	88	Airton Daré
50	84	14	14	41	14	14	14	14	98	98	Billy Boat
21	10	50	50	14	98	98	98	88	21	21	Felipe Giaffone
84	12	98	98	98	88	88	88	98	10	10	Robby McGehee
98	14	21	21	88	21	21	21	21	5	12	Buzz Calkins
10	88	88	88	21	99	10	12	10	12	5	Arie Luyendyk
12	99	99	99	10	10	12	10	5	4	4	Sam Hornish Jr.
99	50	12	10	99	12	99	5	12	24	24	Robbie Buhl
14	98	10	12	12	84	5	24	24	28	28	Mark Dismore
88	21	2	5	5	5	4	4	4	2	2	Greg Ray
51	51	5	16	4	4	28	28	28	91	91	Buddy Lazier
5	5	16	4	28	28	84	2	2	16	16	Cory Witherill
6	16	4	28	91	2	2	91	91	9	9	Jeret Schroeder
16	4	28	91	2	91	91	16	16	41	41	Robby Gordon
9	28	41	2	16	16	16	9	9	77	77	Jaques Lazier
4	6	51	9	9	9	9	77	77	99	99	Davey Hamilton
28	9	9	77	77	77	77	35	35	35	35	Jeff Ward
91	91	6	51	35	35	35	84	84	84	84	Donnie Beechler
35	77	77	6	51	51	51	51	51	51	51	Eddie Cheever Jr.
36	35	35	35	6	6	6	6	6	6	6	Jon Herb
77	36	36	36	36	36	36	36	36	36	36	Stephan Gregoire
49	49	49	49	49	49	49	49	49	49	49	Nicolas Minassian
3	3	3	3	3	3	3	3	3	3	3	Al Unser Jr.
15	15	15	15	15	15	15	15	15	15	15	Sarah Fisher
52	52	52	52	52	52	52	52	52	52	52	Scott Goodyear
8	8	8	8	8	8	8	8	8	8	8	Scott Sharp
<b>148.898</b>		<b>138.522</b>		<b>140.286</b>		<b>135.076</b>		<b>136.543</b>		<b>141.574</b>	
<b>147.195</b>			<b>142.517</b>		<b>141.071</b>		<b>134.208</b>		<b>139.173</b>		

## CASTRONEVES EARNS \$1.27 MILLION OF RECORD INDY 500 PURSE

INDIANAPOLIS, Sunday, May 27, 2001 – Helio Castroneves earned \$1,270,475 of the largest purse in Indianapolis Motor Speedway history for winning Sunday's 85<sup>th</sup> running of the Indianapolis 500-Mile Race, according to unofficial prize figures announced at Sunday night's Indianapolis 500 Victory Celebration.

The total 2001 purse of \$9,615,325 was an event record. The previous event record was \$9,476,505, set last year in the Memorial Day classic. The purse is comprised of Indianapolis Motor Speedway and Indy Racing Northern Light Series awards, as well as other designated awards.

Castroneves, a native of Sao Paulo, Brazil, beat 32 other drivers from the closest qualifying field in the history of the Indianapolis 500 in the No. 68 Marlboro Team Penske Dallara/Oldsmobile/Firestone. His winning margin over Penske Racing teammate Gil de Ferran was 1.7373 seconds, the sixth-closest finish in Indianapolis 500 history.

Castroneves also was named the Bank One Indianapolis 500 Rookie of the Year. That award includes a check for \$10,000.

de Ferran won \$482,775 for his runner-up performance in the No. 66 Marlboro Team Penske Dallara/Oldsmobile/Firestone, while third-place finisher Michael Andretti, who drove the No. 39 Motorola/Archipelago Dallara/Oldsmobile/Firestone, took home \$346,225.

Drivers Jimmy Vasser, Bruno Junqueira and Tony Stewart posted fourth, fifth and sixth-place finishes, respectively, for Target Chip Ganassi Racing. Vasser earned \$233,325, Junqueira earned \$255,825, and Stewart earned \$218,850.

Eliseo Salazar, who finished seventh driving the No. 14 Harrah's A.J. Foyt Racing Dallara/Oldsmobile/Firestone, earned \$355,300. Rounding out the top 10 were Ayrton Senna, who earned \$319,325 for eighth; Billy Boat, \$336,325 for ninth; and Felipe Giaffone, \$211,575 for 10<sup>th</sup>.

MBNA Pole winner Scott Sharp earned \$427,325 for his 33<sup>rd</sup>-place finish. Sharp, driver of the No. 8 Delphi Automotive Systems Dallara/Oldsmobile/Firestone, exited the race on a first-lap accident. His total winnings included \$100,000 for winning the MBNA Pole Award.

The 86<sup>th</sup> Indianapolis 500 is scheduled to start at 11 a.m. (EST) May 26, 2002.

###

**COMPLETE PRIZE FUND FOR THE 2001 INDIANAPOLIS 500-MILE RACE**

Indianapolis Motor Speedway Corporation.....	\$8,300,000.00
Citizens Speedway Committee (Lap Leaders).....	90,000.00
Citizens Speedway Committee (Parade).....	10,075.00
Designated Awards .....	1,210,250.00

**TOTAL..... \$9,610,325.00**

Action Performance Services, Inc.	\$10,000.00	International Truck & Engine	10,000.00
Aearo Company	10,000.00	Jiffy Lube	10,000.00
American Dairy Association	11,750.00	Keco Coatings	5,000.00
Ameritech	5,000.00	Klotz Special Formula Products	6,000.00
Anthem Blue Cross/Blue Shield	10,000.00	Lincoln Electric Company	5,000.00
Bank One	25,000.00	Lincoln Financial Group	10,000.00
Barrington Jewels	10,000.00	Marriott Hotel	10,000.00
Beck's Hybrid	10,000.00	Marsh Supermarkets, Inc.	10,000.00
Bell Racing Company	7,000.00	Maurice LaCroix USA	10,000.00
Bell Tech.logix	10,000.00	MBNA Motorsports America	100,000.00
BG Products, Inc.	5,000.00	McDonald Investment Securities	10,000.00
Borg Warner Inc.	130,000.00	Medical Coding Services LLC	10,000.00
Buckeye Machine/Race Spec	5,000.00	Mi-Jack Products, Inc.	5,000.00
Buildings To Go	5,000.00	Monarch Beverage Company	21,000.00
C & R Racing, Inc.	10,000.00	Motorsports Spares Int'l., Inc.	5,000.00
Clarian Health Partners	18,500.00	National City	10,000.00
Clint Brawner Foundation	5,000.00	Net Race Live/AniVision, Inc.	10,000.00
Coors Brewing Company	75,000.00	Nokia Mobile Phones, Inc.	10,000.00
Creative Communications	5,000.00	Obsidian Capital Company, LLC	10,000.00
Dana Brake & Chassis/Raybestos	5,000.00	Oldsmobile	30,000.00
Delco Remy America, Inc.	10,000.00	Pennzoil Products	82,500.00
Delphi Automotive Systems	10,000.00	Print Communications, Inc.	10,000.00
Earl's Indy	5,000.00	Robert Bosch Corporation	30,000.00
EDS	10,000.00	Roche Diagnostics	5,000.00
Emco Gears, Inc.	5,000.00	Simon Property Group	10,000.00
Enterprise Rent-A-Car	10,000.00	Snap-On Tools/C.A.M.	5,000.00
Exxon Mobil	20,000.00	Sony Disc Manufacturing	50,000.00
Ferguson Steel Co., Inc.	5,000.00	Sport Print Graphics	10,000.00
Finance Center Federal Credit Union	10,000.00	Stant Manufacturing, Inc.	5,000.00
Firestone	30,000.00	Summit Construction Company	7,000.00
Great Lakes Chemical	10,000.00	SWE Racing Transmissions	5,000.00
Gregory & Appel, Inc.	5,000.00	T.P. Donovan Investments, LLC	5,000.00
Haverstick Consulting	10,000.00	Team Simpson Racing	10,000.00
Herff Jones, Inc.	15,000.00	U.S. Army	10,000.00
Hewlett-Packard Company	10,000.00	Union Planters Bank	10,000.00
Hyperco, Inc.	5,000.00	Verizon	30,000.00
Ideal Division/Stant Corp.	5,000.00	Whistler Corporation	5,000.00
IKON Office Solutions	10,000.00	WorldCom	30,000.00
Indianapolis Motor Speedway Corp.	31,500.00		
Infiniti Division	5,000.00	<b>TOTAL DESIGNATED AWARDS</b>	<b>\$1,210,250.00</b>

**COMPLETE PRIZE FUND (cont.):**

**Merchandise won by race participants included:**

2001 Oldsmobile Aurora (\$40,000 value)  
2002 Oldsmobile Bravada (\$40,000 value)  
Maurice Lacroix Winner's Watch (\$10,000 value)  
Tony Foyt Award Maurice Lacroix Watch (\$8,500 value)  
Toro Tractor (\$8,000 value)

**Trophies, plaques or rings presented by the following companies:**

Bank One Indianapolis  
Replica Borg Warner Trophy (\$25,000 value)  
Buckeye Machine/Race Spec  
Clint Brawner Foundation  
Coors Brewing Company  
33 Delco Remy Starters Rings (\$20,000 value)  
Herff Jones Winners Ring (\$5,000 value)  
Verizon  
National City Bank  
Union Planters Bank

## FIRST PLACE

**Driver:** Helio Castroneves (R)  
**Car Name:** Marlboro Team Penske  
**Entrant:** Penske Racing, Inc.  
**Crew Chief:** Rick Rinaman

Indianapolis Motor Speedway Corporation.....954,000.00  
Citizens Speedway Committee (Lap Prizes)..... 23,400.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards .....292,750.00

**Total Cash Prizes..... \$ 1,270,475.00**

### Designated Awards:

Coors Brewing Company – 3<sup>rd</sup> Coors Light Pit Stop Challenge..... 7,000.00  
Indianapolis Motor Speedway Corp. – Tony Foyt Award..... 6,000.00  
Indianapolis Motor Speedway Corp. – Sid Collins Award.....500.00  
American Dairy Association – Indy 500 Rookie Qualifier.....250.00  
T.P. Donovan Investments, LLC – Top Starting Rookie ..... 5,000.00  
American Dairy Association – Indy 500 Winning Driver..... 5,000.00  
American Dairy Association – Winning Chief Mechanic .....500.00  
Bank One – Bank One Rookie of the Year..... 25,000.00  
Bell Racing Company – Highest Finishing Car..... 3,500.00  
Borg Warner Inc. – Indianapolis 500 Winner .....130,000.00  
Dana Brake & Chassis/Raybestos – Winning Car Owner ..... 5,000.00  
Exxon Mobil – First Place..... 20,000.00  
Herff Jones, Inc. – Indianapolis 500 Winner ..... 15,000.00  
Ideal Division/Stant Corp. – Chief Mechanic – Highest Finisher .....500.00  
Ideal Division/Stant Corp. – Highest Finishing Position ..... 2,000.00  
National City – Checkered Flag Award ..... 10,000.00  
Oldsmobile – Winner with Aurora..... 25,000.00  
Robert Bosch Corporation – 1<sup>st</sup> Place..... 20,000.00  
Stant Manufacturing, Inc. – Highest Finisher..... 2,500.00  
Union Planters Bank – Leaders Circle – leads most laps ..... 10,000.00

**Total Designated Prizes.....\$ 292,750.00**

**SECOND PLACE**

**Driver:** Gil de Ferran  
**Car Name:** Marlboro Team Penske  
**Entrant:** Penske Racing, Inc.  
**Crew Chief:** Matt Jonsson

Indianapolis Motor Speedway Corporation.....452,000.00  
Citizens Speedway Committee (Lap Prizes)..... 12,150.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 18,300.00

**Total Cash Prizes.....\$ 482,775.00**

**Designated Awards:**

Coors Brewing Company – 4<sup>th</sup> Coors Light Pit Stop Challenge..... 5,000.00  
Ideal Division/Stant Corp. – 2<sup>nd</sup> Highest Finishing Position.....800.00  
Robert Bosch Corporation – 2<sup>nd</sup> Place..... 10,000.00  
Stant Manufacturing, Inc. – 2<sup>nd</sup> Highest Finisher..... 1,500.00  
Team Simpson Racing – Highest Finisher..... 1,000.00

**Total Designated Prizes.....\$ 18,300.00**

**THIRD PLACE**

**Driver:** Michael Andretti  
**Car Name:** Motorola/Archipelago  
**Entrant:** Team Green, Inc.  
**Crew Chief:** Simon Morley

Indianapolis Motor Speedway Corporation.....324,000.00  
Citizens Speedway Committee (Lap Prizes)..... 7,200.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 14,700.00

**Total Cash Prizes.....\$ 346,225.00**

**Designated Awards:**

Coors Brewing Company – 10<sup>th</sup> Coors Light Pit Stop Challenge..... 1,000.00  
Bell Racing Company – 2<sup>nd</sup> Highest Finishing Position..... 2,000.00  
Ideal Division/Stant Corp. – 3<sup>rd</sup> Highest Finishing Position.....700.00  
Lincoln Electric Company – Hard Charger (lowest qualifier to lead)..... 5,000.00  
Motorsports Spares Int'l., Inc. – Gearbox Mechanic Xtrac Highest Finisher 5,000.00  
Stant Manufacturing, Inc. – 3<sup>rd</sup> Highest Finisher ..... 1,000.00

**Total Designated Prizes.....\$ 14,700.00**

#### FOURTH PLACE

**Driver:** Jimmy Vasser  
**Car Name:** Target Chip Ganassi Racing  
**Entrant:** Chip Ganassi Racing Teams  
**Crew Chief:** Barry Wanser

Indianapolis Motor Speedway Corporation .....222,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 11,000.00

**Total Cash Prizes.....\$ 233,325.00**

**Designated Awards:**

Enterprise Rent-A-Car – 500 Club Prize Money..... 10,000.00  
Bell Racing Company – 3<sup>rd</sup> Highest Finishing Position .....500.00  
Ideal Division/Stant Corp. – 4<sup>th</sup> Highest Finishing Position.....500.00

**Total Designated Awards .....\$ 11,000.00**

#### FIFTH PLACE

**Driver:** Bruno Junqueira (R)  
**Car Name:** Target Chip Ganassi Racing  
**Entrant:** Chip Ganassi Racing Teams  
**Crew Chief:** Barry Wanser

Indianapolis Motor Speedway Corporation .....235,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 20,500.00

**Total Cash Prizes.....\$ 255,825.00**

**Designated Awards:**

American Dairy Association – Fastest Qualifying Rookie..... 5,000.00  
Great Lakes Chemical – 500 Club Prize Money..... 10,000.00  
Gregory & Appel, Inc. – Fastest Rookie Qualifier..... 5,000.00  
Ideal Division/Stant Corp. – 5<sup>th</sup> Highest Finishing Position.....500.00

**Total Designated Prizes.....\$ 20,500.00**

## SIXTH PLACE

**Driver:** Tony Stewart  
**Car Name:** Target Chip Ganassi Racing  
**Entrant:** Chip Ganassi Racing Teams  
**Crew Chief:** Simon Hodgson

Indianapolis Motor Speedway Corporation.....201,000.00  
Citizens Speedway Committee (Lap Prizes)..... 5,850.00  
Citizens Speedway Committee (Parade)..... 0.00  
Designated Awards ..... 12,000.00

**Total Cash Prizes.....\$ 218,850.00**

### Designated Awards:

Marriott Hotel – 500 Club Prize Money..... 10,000.00  
Monarch Beverage Company – Start Inside Row 3..... 1,000.00  
Team Simpson Racing – 2<sup>nd</sup> Highest Finisher..... 1,000.00

**Total Designated Prizes.....\$ 12,000.00**

## SEVENTH PLACE

**Driver:** Eliseo Salazar  
**Car Name:** Harrah's A.J. Foyt Racing  
**Entrant:** A.J. Foyt Enterprises  
**Crew Chief:** Bill Spencer

Indianapolis Motor Speedway Corporation.....303,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade)..... 0.00  
Designated Awards ..... 53,300.00

**Total Cash Prizes.....\$ 356,300.00**

### Designated Awards:

Coors Brewing Company – 6<sup>th</sup> Coors Light Pit Stop Challenge..... 2,500.00  
Monarch Beverage Company – Start Inside Row 10..... 1,000.00  
Print Communications, Inc. – 500 Club Prize Money ..... 10,000.00  
Bell Racing Company – 4<sup>th</sup> Highest Finishing Position .....300.00  
Creative Communications – 1<sup>st</sup> Finisher using Motorola radios..... 2,500.00  
Earl's Indy – Highest Finisher w/ decal..... 1,000.00  
Emco Gears, Inc. – Highest Finishing Car..... 5,000.00  
Hyperco, Inc. – Highest Finishing Position..... 1,000.00  
Pennzoil Products – Highest Finisher..... 25,000.00  
Sony Disc Manufacturing – 1<sup>st</sup> Place..... 5,000.00

**Total Designated Prizes.....\$ 53,300.00**



**EIGHTH PLACE**

**Driver:** Airton Daré  
**Car Name:** 1-800-BAR NONE TeamXtreme  
**Entrant:** TeamXtreme Racing, L.L.C.  
**Crew Chief:** Derrick Stepan

Indianapolis Motor Speedway Corporation .....285,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 35,000.00

**Total Cash Prizes.....\$ 320,325.00**

**Designated Awards:**

Firestone – 500 Club Prize Money ..... 10,000.00  
Creative Communications – 2<sup>nd</sup> Finisher using Motorola radios ..... 1,000.00  
Earl's Indy – 2<sup>nd</sup> Highest Finisher w/ decal..... 1,000.00  
Hyperco, Inc. – 2<sup>nd</sup> Highest Finishing Position..... 1,000.00  
Klotz Special Formula Products – Highest Finisher w/ decal..... 1,000.00  
Pennzoil Products – 2<sup>nd</sup> Highest Finisher..... 15,000.00  
Sony Disc Manufacturing – 2<sup>nd</sup> Place..... 5,000.00  
Team Simpson Racing – 3<sup>rd</sup> Highest Finisher ..... 1,000.00

**Total Designated Prizes.....\$ 35,000.00**

**NINTH PLACE**

**Driver:** Billy Boat  
**Car Name:** CURB Records  
**Entrant:** Curb-Agajanian/Beck Motorsports  
**Crew Chief:** Tom Bose

Indianapolis Motor Speedway Corporation .....278,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 59,000.00

**Total Cash Prizes.....\$ 337,325.00**

**Designated Awards:**

Clint Brawner Foundation – Clint Brawner Mech. Excellence Award ..... 5,000.00  
Delco Remy America, Inc. – 500 Club Prize Money ..... 10,000.00  
Ferguson Steel Co., Inc. – Four most consistent lap times ..... 5,000.00  
Creative Communications – 3<sup>rd</sup> Finisher using Motorola radios ..... 1,000.00  
Earl’s Indy – 3<sup>rd</sup> Highest Finisher w/ decal.....500.00  
Hyperco, Inc. – 3<sup>rd</sup> Highest Finishing Position ..... 1,000.00  
Klotz Special Formula Products – 2<sup>nd</sup> Highest Finisher w/ decal.....500.00  
Pennzoil Products – 3<sup>rd</sup> Highest Finisher..... 10,000.00  
Sony Disc Manufacturing – 3<sup>rd</sup> Place ..... 5,000.00  
Team Simpson Racing – 4<sup>th</sup> Highest Finisher..... 1,000.00  
WorldCom – Long Distance Award (improves position)..... 20,000.00

**Total Designated Prizes.....\$ 59,000.00**

## TENTH PLACE

**Driver:** Felipe Giaffone (R)  
**Car Name:** Hollywood  
**Entrant:** Treadway-Hubbard Racing  
**Crew Chief:** Phil McRobert

Indianapolis Motor Speedway Corporation ..... 174,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 37,250.00

**Total Cash Prizes.....\$ 211,575.00**

### Designated Awards:

American Dairy Association – Indy 500 Rookie Qualifier.....250.00  
Barrington Jewels – 500 Club Prize Money ..... 10,000.00  
Buildings To Go – Most Consistent Rookie Qualifier..... 5,000.00  
Creative Communications – 4<sup>th</sup> Finisher using Motorola radios .....500.00  
Earl's Indy – 4<sup>th</sup> Highest Finisher w/ decal.....500.00  
Keco Coatings – Leader at 50 Laps ..... 5,000.00  
Pennzoil Products – 4<sup>th</sup> Highest Finisher..... 5,000.00  
Sony Disc Manufacturing – 4<sup>th</sup> Place ..... 5,000.00  
SWE Racing Transmissions – Highest Finisher..... 5,000.00  
Team Simpson Racing – 5<sup>th</sup> Highest Finisher..... 1,000.00

**Total Designated Prizes.....\$ 37,250.00**

## ELEVENTH PLACE

**Driver:** Robby McGehee  
**Car Name:** Cahill Racing Cure Autism Now  
**Entrant:** Cahill Racing, LLC  
**Crew Chief:** Kevin Hertle

Indianapolis Motor Speedway Corporation .....271,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 19,500.00

**Total Cash Prizes.....\$ 290,825.00**

### Designated Awards:

Maurice LaCroix USA – 500 Club Prize Money..... 10,000.00  
Earl's Indy – 5<sup>th</sup> Highest Finisher w/ decal.....500.00  
Klotz Special Formula Products – 3<sup>rd</sup> Highest Finisher w/ decal .....500.00  
Pennzoil Products – 5<sup>th</sup> Highest Finisher..... 2,500.00  
Sony Disc Manufacturing – 5<sup>th</sup> Place ..... 5,000.00  
Team Simpson Racing – 6<sup>th</sup> Highest Finisher..... 1,000.00

**Total Designated Prizes.....\$ 19,500.00**

## TWELFTH PLACE

**Driver:** Buzz Calkins  
**Car Name:** Bradley Food Marts/Sav-O-Mat  
**Entrant:** Bradley Motorsports  
**Crew Chief:** Todd Tapply

Indianapolis Motor Speedway Corporation .....267,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 18,700.00

**Total Cash Prizes.....\$ 286,025.00**

### Designated Awards:

Coors Brewing Company – 8<sup>th</sup> Coors Light Pit Stop Challenge..... 1,500.00  
Bell Tech.logix – 500 Club Prize Money ..... 10,000.00  
Bell Racing Company – 5<sup>th</sup> Highest Finishing Position .....200.00  
Hyperco, Inc. – 4<sup>th</sup> Highest Finishing Position ..... 1,000.00  
Earl's Indy – 6<sup>th</sup> Highest Finisher w/ decal.....500.00  
Klotz Special Formula Products – 4<sup>th</sup> Highest finisher w/ decal.....500.00  
Sony Disc Manufacturing – 6<sup>th</sup> Place ..... 5,000.00

**Total Designated Prizes.....\$ 18,700.00**

## THIRTEENTH PLACE

**Driver:** Arie Luyendyk  
**Car Name:** Meijer  
**Entrant:** Treadway-Hubbard Racing  
**Crew Chief:** Skip Faul

Indianapolis Motor Speedway Corporation ..... 164,000.00  
Citizens Speedway Committee (Lap Prizes).....450.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 17,500.00

**Total Cash Prizes.....\$ 182,275.00**

### Designated Awards:

Coors Brewing Company – 11<sup>th</sup> Coors Light Pit Stop Challenge..... 1,000.00  
Simon Property Group – 500 Club Prize Money ..... 10,000.00  
Earl's Indy – 7<sup>th</sup> Highest Finisher w/ decal.....500.00  
Sony Disc Manufacturing – 7<sup>th</sup> Place ..... 5,000.00  
Team Simpson Racing – 7<sup>th</sup> Highest Finisher..... 1,000.00

**Total Designated Prizes.....\$ 17,500.00**

#### FOURTEENTH PLACE

**Driver:** Sam Hornish Jr.  
**Car Name:** Pennzoil Panther Dallara  
**Entrant:** Panther Racing, LLC  
**Crew Chief:** Kevin Blanch

Indianapolis Motor Speedway Corporation.....261,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 47,500.00

**Total Cash Prizes.....\$ 308,825.00**

#### **Designated Awards:**

Coors Brewing Company – 9<sup>th</sup> Coors Light Pit Stop Challenge..... 1,000.00  
IKON Office Solutions – 500 Club Prize Money ..... 10,000.00  
Jiffy Lube – 500 Club Prize Money ..... 10,000.00  
Monarch Beverage Company – Start Inside Row 5..... 1,000.00  
Clarian Health Partners – Fastest Lap Award..... 8,500.00  
Hyperco, Inc. – 5<sup>th</sup> Highest Finishing Position ..... 1,000.00  
Roche Diagnostics – Fastest Two Laps ..... 5,000.00  
Sony Disc Manufacturing – 8<sup>th</sup> Place ..... 5,000.00  
Team Simpson Racing – 8<sup>th</sup> Highest Finisher..... 1,000.00  
Whistler Corporation – Fastest Lap..... 5,000.00

**Total Designated Prizes.....\$ 47,500.00**

#### FIFTEENTH PLACE

**Driver:** Robbie Buhl  
**Car Name:** Team Purex Dreyer & Reinbold Racing  
**Entrant:** Dreyer & Reinbold Racing  
**Crew Chief:** Brad Brewer

Indianapolis Motor Speedway Corporation.....258,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 42,000.00

**Total Cash Prizes.....\$ 300,325.00**

#### **Designated Awards:**

C & R Racing, Inc. – True Grit Award ..... 10,000.00  
Snap-On Tools/C.A.M. – Top Wrench Award..... 5,000.00  
Nokia Mobile Phones, Inc. – 500 Club Prize Money..... 10,000.00  
Sport Print Graphics – 500 Club Prize Money ..... 10,000.00  
Earl's Indy – 8<sup>th</sup> Highest Finisher w/ decal.....500.00  
Infiniti Division – Highest Finisher Infiniti – non-win..... 5,000.00  
Klotz Special Formula Products – 5<sup>th</sup> Highest Finisher w/ decal .....500.00  
Team Simpson Racing – 9<sup>th</sup> Highest Finisher..... 1,000.00

**Total Designated Prizes.....\$ 42,000.00**

**SIXTEENTH PLACE**

**Driver:** Mark Dismore  
**Car Name:** Delphi Automotive Systems/Bryant Heating & Cooling  
**Entrant:** Kelley Racing  
**Crew Chief:** Glenn Scott

Indianapolis Motor Speedway Corporation.....255,000.00  
Citizens Speedway Committee (Lap Prizes)..... 13,050.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 19,000.00

**Total Cash Prizes.....\$ 287,375.00**

**Designated Awards:**

Coors Brewing Company – 5<sup>th</sup> Coors Light Pit Stop Challenge..... 3,000.00  
Hewlett-Packard Company – 500 Club Prize Money..... 10,000.00  
Monarch Beverage Company – Start Inside Row 2..... 1,000.00  
Sony Disc Manufacturing – 9<sup>th</sup> Place ..... 5,000.00

**Total Designated Prizes.....\$ 19,000.00**

**SEVENTEENTH PLACE**

**Driver:** Greg Ray  
**Car Name:** Johns Manville/Menards  
**Entrant:** Team Menard, Inc.  
**Crew Chief:** Gary Neal

Indianapolis Motor Speedway Corporation.....252,000.00  
Citizens Speedway Committee (Lap Prizes)..... 18,000.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 65,000.00

**Total Cash Prizes.....\$ 335,325.00**

**Designated Awards:**

Coors Brewing Company – 7<sup>th</sup> Coors Light Pit Stop Challenge..... 2,000.00  
Medical Coding Services LLC – 500 Club Prize Money..... 10,000.00  
Verizon – Front Row Starter ..... 10,000.00  
Firestone – Leader at Halfway Award..... 20,000.00  
Net Race Live/AniVision, Inc. – Net Race Live Leads Most Laps ..... 10,000.00  
Sony Disc Manufacturing – 10<sup>th</sup> Place ..... 5,000.00  
Summit Construction Company – Pagoda Award Leader at Lap 99..... 7,000.00  
Team Simpson Racing – 10<sup>th</sup> Highest Finisher ..... 1,000.00

**Total Designated Prizes.....\$ 65,000.00**

### EIGHTEENTH PLACE

**Driver:** Buddy Lazier  
**Car Name:** Tae-Bo/Coors Light/Life Fitness/Delta Faucet  
**Entrant:** Hemelgarn Racing, Inc.  
**Crew Chief:** Dennis LaCava

Indianapolis Motor Speedway Corporation .....250,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 12,000.00

**Total Cash Prizes.....\$ 262,325.00**

**Designated Awards:**

Coors Brewing Company – 12<sup>th</sup> Coors Light Pit Stop Challenge..... 1,000.00  
McDonald Investment Securities – 500 Club Prize Money..... 10,000.00  
Monarch Beverage Company – Start Inside Row 4..... 1,000.00

**Total Designated Prizes.....\$ 12,000.00**

### NINETEENTH PLACE

**Driver:** Cory Witherill (R)  
**Car Name:** Radio Shack  
**Entrant:** Indy Regency Racing, LLC  
**Crew Chief:** Marc Walpot

Indianapolis Motor Speedway Corporation .....148,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 11,250.00

**Total Cash Prizes.....\$ 159,575.00**

**Designated Awards:**

American Dairy Association – Indy 500 Rookie Qualifier.....250.00  
Monarch Beverage Company – Start Inside Row 11..... 1,000.00  
Monarch Beverage Company – 500 Club Prize Money ..... 10,000.00

**Total Designated Prizes.....\$ 11,250.00**

**TWENTIETH PLACE**

**Driver:** Jeret Schroeder  
**Car Name:** Purity Products  
**Entrant:** PDM Racing, Inc.  
**Crew Chief:** Paul Murphy

Indianapolis Motor Speedway Corporation .....246,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 10,000.00

**Total Cash Prizes.....\$ 256,325.00**

**Designated Awards:**

EDS – 500 Club Prize Money ..... 10,000.00

**Total Designated Prizes.....\$ 10,000.00**

**TWENTY-FIRST PLACE**

**Driver:** Robby Gordon  
**Car Name:** Team Conesco/Foyt Racing/RCR Childress Racing  
**Entrant:** A.J. Foyt/Richard Childress Racing  
**Crew Chief:** Dave Milby

Indianapolis Motor Speedway Corporation .....143,000.00  
Citizens Speedway Committee (Lap Prizes)..... 9,900.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 20,000.00

**Total Cash Prizes.....\$ 173,225.00**

**Designated Awards:**

Marsh Supermarkets, Inc. – 500 Club Prize Money ..... 10,000.00

Verizon – Front Row Starter ..... 10,000.00

**Total Designated Prizes.....\$ 20,000.00**



**TWENTY-SECOND PLACE**

**Driver:** Jaques Lazier  
**Car Name:** Classmates.com/Jonathan Byrd's Cafeteria  
**Entrant:** Jonathan Byrd TeamXtreme Racing  
**Crew Chief:** Tommy O'Brien

Indianapolis Motor Speedway Corporation ..... 141,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 20,000.00

**Total Cash Prizes.....\$ 161,325.00**

**Designated Awards:**

Anthem Blue Cross/Blue Shield – 500 Club Prize Money ..... 10,000.00  
Delphi Automotive Systems – 500 Club Prize Money ..... 10,000.00

**Total Designated Prizes.....\$ 20,000.00**

**TWENTY-THIRD PLACE**

**Driver:** Davey Hamilton  
**Car Name:** Sam Schmidt Motorsports Racing Special  
**Entrant:** Sam Schmidt Motorsports LLC  
**Crew Chief:** Mark Kilgo

Indianapolis Motor Speedway Corporation .....240,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 40,000.00

**Total Cash Prizes.....\$ 280,325.00**

**Designated Awards:**

Scott Brayton Award..... 25,000.00  
International Truck & Engine – 500 Club Prize Money..... 10,000.00  
BG Products, Inc. – Highest Placed Car..... 5,000.00

**Total Designated Prizes..... \$40,000.00**

**TWENTY-FOURTH PLACE**

**Driver:** Jeff Ward  
**Car Name:** Aerosmith/Heritage Motorsports/Firestone/Menards  
**Entrant:** Heritage Motorsports  
**Crew Chief:** Tim Whiting

Indianapolis Motor Speedway Corporation .....238,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 10,000.00

**Total Cash Prizes.....\$ 248,325.00**

**Designated Awards:**

Aearo Company – 500 Club Prize Money ..... 10,000.00

**Total Designated Prizes.....\$ 10,000.00**

**TWENTY-FIFTH PLACE**

**Driver:** Donnie Beechler  
**Car Name:** Harrah's A.J. Foyt Racing  
**Entrant:** A.J. Foyt Enterprises  
**Crew Chief:** Bill Spencer

Indianapolis Motor Speedway Corporation .....162,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 10,000.00

**Total Cash Prizes.....\$ 172,325.00**

**Designated Awards:**

Finance Center Federal Credit Union – 500 Club Prize Money..... 10,000.00

**Total Designated Prizes.....\$ 10,000.00**

**TWENTY-SIXTH PLACE**

**Driver:** Eddie Cheever Jr.  
**Car Name:** #51 Excite@Home Indy Race Car  
**Entrant:** Cheever Indy Racing  
**Crew Chief:** Owen Snyder

Indianapolis Motor Speedway Corporation.....236,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 11,000.00

**Total Cash Prizes.....\$ 247,325.00**

**Designated Awards:**

Haverstick Consulting – 500 Club Prize Money ..... 10,000.00  
Monarch Beverage Company – Start Inside Row 9..... 1,000.00

**Total Designated Prizes.....\$ 11,000.00**

**TWENTY-SEVENTH PLACE**

**Driver:** Jon Herb (R)  
**Car Name:** Tri Star Motorsports Inc.  
**Entrant:** Tri Star Motorsports Inc.  
**Crew Chief:** Bill Curry

Indianapolis Motor Speedway Corporation.....235,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 10,250.00

**Total Cash Prizes.....\$ 245,575.00**

**Designated Awards:**

Action Performance Services, Inc. – 500 Club Prize Money ..... 10,000.00  
American Dairy Association – Indy 500 Rookie Qualifier.....250.00

**Total Designated Prizes.....\$ 10,250.00**

**TWENTY-EIGHTH PLACE**

**Driver:** Stephan Gregoire  
**Car Name:** Heritage Motorsports/Delco Remy/Firestone/Menards  
**Entrant:** Heritage Motorsports  
**Crew Chief:** Tim Whiting

Indianapolis Motor Speedway Corporation..... 139,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 15,000.00

**Total Cash Prizes.....\$ 154,325.00**

**Designated Awards:**

Beck's Hybrid – 500 Club Prize Money..... 10,000.00  
Buckeye Machine/Race Spec – Final Measure Award (last to qualify) ..... 5,000.00

**Total Designated Prizes.....\$ 15,000.00**

**TWENTY-NINTH PLACE**

**Driver:** Nicolas Minassian (R)  
**Car Name:** Target Chip Ganassi Racing  
**Entrant:** Chip Ganassi Racing Teams  
**Crew Chief:** Simon Hodgson

Indianapolis Motor Speedway Corporation..... 138,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 11,250.00

**Total Cash Prizes.....\$ 149,575.00**

**Designated Awards:**

American Dairy Association – Indy 500 Rookie Qualifier.....250.00  
Monarch Beverage Company – Start Inside Row 8..... 1,000.00  
U.S. Army – 500 Club Prize Money ..... 10,000.00

**Total Designated Prizes.....\$ 11,250.00**

**THIRTIETH PLACE**

**Driver:** Al Unser Jr.  
**Car Name:** Galles Racing Starz SuperPak Budweiser  
**Entrant:** Galles Racing, LLC  
**Crew Chief:** Russ Marr

Indianapolis Motor Speedway Corporation.....232,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 23,500.00

**Total Cash Prizes.....\$ 255,825.00**

**Designated Awards:**

Coors Brewing Company – 2<sup>nd</sup> Coors Light Pit Stop Challenge..... 12,500.00  
Monarch Beverage Company – Start Inside Row 7..... 1,000.00  
Obsidian Capital Company, LLC – 500 Club Prize Money..... 10,000.00

**Total Designated Prizes.....\$ 23,500.00**

**THIRTY-FIRST PLACE**

**Driver:** Sarah Fisher  
**Car Name:** Walker Racing Kroger Special  
**Entrant:** Walker Racing LLC  
**Crew Chief:** Ron Catt

Indianapolis Motor Speedway Corporation.....232,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 15,000.00

**Total Cash Prizes.....\$ 247,325.00**

**Designated Awards:**

Ameritech – Youngest Starting Driver..... 5,000.00  
Clarian Health Partners – 500 Club Prize Money..... 10,000.00

**Total Designated Prizes.....\$ 15,000.00**

### THIRTY-SECOND PLACE

**Driver:** Scott Goodyear  
**Car Name:** #52 Thermos Grill2Go Cheever Indy Racing Infiniti  
**Entrant:** Cheever Indy Racing  
**Crew Chief:** Dane Harte

Indianapolis Motor Speedway Corporation ..... 132,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 11,000.00

**Total Cash Prizes.....\$ 143,325.00**

#### **Designated Awards:**

Lincoln Financial Group – 500 Club Prize Money ..... 10,000.00  
Monarch Beverage Company – Start Inside Row 6..... 1,000.00

**Total Designated Prizes.....\$ 11,000.00**

### THIRTY-THIRD PLACE

**Driver:** Scott Sharp  
**Car Name:** Delphi Automotive Systems  
**Entrant:** Kelley Racing  
**Crew Chief:** Robert Perez

Indianapolis Motor Speedway Corporation .....232,000.00  
Citizens Speedway Committee (Lap Prizes)..... 0.00  
Citizens Speedway Committee (Parade).....325.00  
Designated Awards ..... 195,000.00

**Total Cash Prizes.....\$ 427,325.00**

#### **Designated Awards:**

Coors Brewing Company – 1<sup>st</sup> Coors Light Pit Stop Challenge ..... 37,500.00  
Bell Racing Company – Pole Position.....500.00  
Klotz Special Formula Products – Pole Position ..... 1,000.00  
MBNA Motorsports America – MBNA Pole Award..... 100,000.00  
Mi-Jack Products, Inc. – Fastest Single Qualifying Lap..... 5,000.00  
Monarch Beverage Company – Start Inside Row 1 ..... 1,000.00  
Oldsmobile – Pole with Aurora ..... 5,000.00  
Verizon – Front Row Starter ..... 10,000.00  
WorldCom – 500 Club Prize Money ..... 10,000.00  
Pennzoil Products – Pole Winner ..... 25,000.00

**Total Designated Prizes.....\$ 195,000.00**

**ENGINE BUILDERS**

**RPM Engines**

Klotz Special Formula Products – Highest Finishing Engine Builder..... 1,000.00

**Speedway Engine Development Inc.**

Klotz Special Formula Products – 2<sup>nd</sup> Highest Finishing Engine Builder.....500.00

**Comptech Engines**

Klotz Special Formula Products – 3<sup>rd</sup> Highest Finishing Engine Builder .....500.00

**Total Designated Prizes.....\$ 2,000.00**

**OFFICIAL BOX SCORE**  
**85th INDIANAPOLIS 500-MILE RACE**  
**Indy Racing League**  
**Sunday, May 27, 2001**

FP	SP	Car	Driver	Car Name	C/E/T
1	11	68	R Helio Castroneves	Marlboro Team Penske	D/O/F
2	5	66	Gil de Ferran	Marlboro Team Penske	D/O/F
3	21	39	Michael Andretti	Motorola/Archipelago	D/O/F
4	12	44	Jimmy Vasser	Target Chip Ganassi Racing	G/O/F
5	20	50	R Bruno Junqueira	Target Chip Ganassi Racing	G/O/F
6	7	33	Tony Stewart	Target Chip Ganassi Racing	G/O/F
7	28	14	Eliseo Salazar	Harrah's A.J. Foyt Racing	D/O/F
8	30	88	Airton Daré	1-800-BAR NONE TeamXtreme	G/O/F
9	32	98	Billy Boat	CURB Records	D/O/F
10	33	21	R Felipe Giaffone	Hollywood	G/O/F
11	14	10	Robby McGehee	Cahill Racing Cure Autism Now	D/O/F
12	24	12	Buzz Calkins	Bradley Food Marts/Sav -O-Mat	D/O/F
13	6	5	W Arie Luyendyk	Meijer	G/O/F
14	13	4	Sam Hornish Jr.	Pennzoil Panther Dallara	D/O/F
15	9	24	Robbie Buhl	Team Purex Dreyer & Reinbold Racing	G/I/F
16	4	28	Mark Dismore	Delphi Automotive Sys./Bryant Heating & Cooling	D/O/F
17	2	2	Greg Ray	Johns Manville/Menards	D/O/F
18	10	91	W Buddy Lazier	Tae-Bo/Coors Light/Life Fitness/Delta Faucet	D/O/F
19	31	16	R Cory Witherrill	Radio Shack	G/O/F
20	23	9	Jeret Schroeder	Purity Products	D/O/F
21	3	41	Robby Gordon	Team Conesco/Foyt Racing/RCR Childress Racing	D/O/F
22	17	77	Jaques Lazier	Classmates.com/Jonathan Byrd's Cafeteria	G/O/F
23	26	99	Davey Hamilton	Sam Schmidt Motorsports Racing Special	D/O/F
24	8	35	Jeff Ward	Aerosmith/Heritage Motorsports/Firestone/Menards	G/O/F
25	27	84	Donnie Beechler	Harrah's A.J. Foyt Racing	D/O/F
26	25	51	W Eddie Cheever Jr.	#51 Excite@Home Indy Race Car	D/I/F
27	18	6	R Jon Herb	Tri Star Motorsports Inc.	D/O/F
28	29	36	Stephan Gregoire	Heritage Motorsports/Delco Remy/Firestone/Menards	G/O/F
29	22	49	R Nicolas Minassian	Target Chip Ganassi Racing	G/O/F
30	19	3	W Al Unser Jr.	Galles Racing Starz SuperPak Budweiser	G/O/F
31	15	15	Sarah Fisher	Walker Racing Kroger Special	D/O/F
32	16	52	Scott Goodyear	#52 Thermos® Grill2Go™ Cheever Indy Racing Infiniti	D/I/F
33	1	8	Scott Sharp	Delphi Automotive Systems RPM Engines Speedway Engines Comptech Engines	D/O/F

**Time of Race:** 3:31:54.1800 **Average Speed:** 141.574 mph **Margin of Victory:** 1.7363 sec.

**Fastest Lap:** #4 Sam Hornish Jr. (Race lap 130, 219.830 mph, 40.9407 sec.)

**Fastest Leading Lap:** #66 Gil de Ferran (Race lap 132, 219.774 mph, 40.9512 sec.)

**MBNA Pole Winner:** #8 Scott Sharp (226.037 mph, 2:39.2658)

**"The Net Race Live Award" Lap Leader:** #68 Helio Castroneves

**Firestone "Leader at Halfway" Award:** #2 Greg Ray

**WorldCom Long Distance Award:** #98 Billy Boat

**Coors Light Pit Stop Contest:** #8 Scott Sharp, Kelley Racing

**Legend:** R=Indianapolis 500-Mile Race Rookie, W=Former Indianapolis 500-Mile Race Winner

**Chassis Legend:** D=Dallara (20); G=G Force (13)

**Engine Legend:** O=Oldsmobile (30); I=Infiniti (3)

**Tire Legend:** F=Firestone (33)



**OFFICIAL BOX SCORE (cont.):  
85th INDIANAPOLIS 500-MILE RACE  
Sunday, May 27, 2001**

Laps Comp.	Running/ Reason Out	IRL Points	Total IRL Points	IRL Standings	IRL Awards	Designated Awards	Total Awards
200	Running	52	64	13	\$954,000	\$316,475	\$1,270,475
200	Running	40	46	19	452,000	30,775	482,775
200	Running	35	35	25	324,000	22,225	346,225
200	Running	32	32	27	222,000	11,325	233,325
200	Running	30	30	29	235,000	20,825	255,825
200	Running	28	28	30	201,000	17,850	218,850
199	Running	26	131	2	303,000	52,300	355,300
199	Running	24	73	10	285,000	34,325	319,325
199	Running	22	85	7	278,000	58,325	336,325
199	Running	20	100	3	174,000	37,575	211,575
199	Running	19	70	12	271,000	19,825	290,825
198	Running	18	89	5	267,000	18,025	285,025
198	Running	17	17	33	164,000	18,275	182,275
196	Running	16	152	1	261,000	46,825	307,825
196	Running	15	50	15	258,000	42,325	300,325
195	Running	14	49	16	255,000	32,375	287,375
192	Running	13	82	9	252,000	83,325	335,325
192	Running	12	85	7	250,000	12,325	262,325
187	Running	11	19	32	148,000	11,575	159,575
187	Running	10	41	21	246,000	10,325	256,325
184	Running	9	9	36	143,000	30,225	173,225
183	Running	8	8	37	141,000	20,325	161,325
182	Engine	7	48	18	240,000	15,325	255,325
168	Running	6	88	6	238,000	10,325	248,325
160	Oil Leak	5	5	38	162,000	10,325	172,325
108	Electrical	4	43	20	236,000	11,325	247,325
104	Accident	3	22	31	255,000	10,575	245,575
86	Oil Leak	2	34	26	139,000	15,325	154,325
74	Gearbox	1	1	40	138,000	11,575	149,575
16	Accident	1	49	16	232,000	23,825	255,825
7	Accident	1	83	10	232,000	15,325	247,325
7	Accident	1	1	40	132,000	11,325	143,325
0	Accident	1	97	4	232,000	195,325	427,325
						1,000	1,000
						500	500
						500	500
<b>TOTAL</b>					<b>\$8,300,000</b>	<b>\$1,278,325</b>	<b>\$9,615,325</b>

(Event Record)

**Lap Leaders:**

Laps	Car #	Driver
1-22	#41	Robby Gordon
23-45	#2	Greg Ray
46	#33	Tony Stewart
47	#5	Arie Luyendyk
48-52	#39	Michael Andretti
53-74	#28	Mark Dismore
75-80	#2	Greg Ray
81-84	#39	Michael Andretti
85-91	#28	Mark Dismore
92-102	#2	Greg Ray
103-109	#39	Michael Andretti
110-136	#66	Gil de Ferran
137-148	#33	Tony Stewart
149-200	#68	Helio Castroneves

Total: 13 lead changes among 8 drivers

**Caution Flags:**

Laps	Reason/Incident
1-5	#8 Sharp, accident T1
8-16	#15 Fisher, #52 Goodyear, accident T2
18-21	#3 Unser Jr., accident T4
90-95	Track inspection: oil on track
107-118	Rain
134-138	#16 Witherill, accident T4
148-154	Track inspection: oil on track/rain
155	Red Flag
156-157	Rain
166-170	#24 Buhl, accident T2

Total: 8 caution flags, 56 laps

**Lap Leader Summary:**

Driver	Times	Total
Helio Castroneves	1	52
Greg Ray	3	40
Mark Dismore	2	29
Gil de Ferran	1	27
Robby Gordon	1	22
Michael Andretti	3	16
Tony Stewart	2	13
Arie Luyendyk	1	1



*(Schedule is subject to change.)*

Sun., May 5	Indianapolis Star Opening Day - Practice
Mon., May 6 – Fri., May 10	Practice
Sat., May 11	MBNA Pole Day - Pole Qualifying - Practice
Sun., May 12	Second-day Qualifying Presented by Marsh
Mon., May 13 – Tues., May 14	No track activity
Wed., May 15 – Sat., May 18	Practice
Sun., May 19	Bump Day - Final day of qualifying
Mon., May 20 – Tues., May 21	No track activity
Wed., May 22	500 Festival Community Day
Thurs., May 23	Coors Carb Day - Final practice - Coors Indy 500 Pit Stop Competition - Coors Concert
Fri., May 24	No track activity
Sat., May 25	Public Drivers' Meeting
Sun., May 26	86 <sup>th</sup> Indianapolis 500-Mile Race - 11 a.m. (EST) - ABC-TV & IMS Radio Network