



DAILY TRACKSIDE REPORT

The 88th ANNUAL INDIANAPOLIS 500-MILE RACE

LADIES AND GENTLEMEN OF THE MEDIA:

Welcome to the Indianapolis Motor Speedway for the 88th running of the 500-Mile Race and the 59th anniversary of the Hulman family's restoration of its historic tradition.

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

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

I M S – MEDIA PERSONNEL

Mari Hulman George, Chairman of the Board
Anton Hulman George, President and Chief Executive Officer
Fred Nation, Executive Vice President, Communications
John Griffin, Indy Racing League Vice President of Public Relations
Ron McQueeney, Director of Photography
Gloria Novotney, Director of Credentials
Ron Green, Director of Public Relations
Tom Savage, Indy Racing League Director of Public Relations
Dave Lewandowski, Indy Racing League Director of Editorial Projects
Donald Davidson, Historian
Ashleigh Higgins, Indy Racing League Senior Manager of Media Relations
Paul Kelly, Communications Manager
Adrian Payne, Manager of Internet Development
Beth Agan, Indy Racing League Manager of Public Relations
Mike Nave, Senior Web Designer
Zach Crowe, Web Applications Developer
Vic Emond, Web Applications Developer
Josh Laycock, Media Coordinator
Eric Powell, Media Coordinator
Tim Harms, Menards Infiniti Pro Series Coordinator of Media Services
Arni Sribhen, Indy Racing League Coordinator of News Services
Tina Mendenhall, Public Relations Coordinator
Dick Mittman, Senior Editor
Tim Sullivan, Media Credentials Supervisor
Kate Boomer, Administrative Assistant
Audra Courtney, Indy Racing League Administrative Assistant

Bill York, Media Center Manager
Bob Clidinst, Archivist & Technical Coordinator
Bob Watson, Archivist

Media Center Staff: Roger Deppe, Bob Wilson, Brian Alexander, Dr. Steve Farrar, Kathy Geiger, Gail Green, Gloria Henry, Deb Hughes, Susan Kessler, Melinda Kesterson, Dan Komakech, Colleen Major, Suzy Miller, Scott Sullivan, George Totton, Kaye Totton, Margaret Urbanic, Wes Woodward, Rick York

Trackside Report Staff:
Troy Barnes, Ruth Ann Cadou-Hofmann, Tony Hofmann, Rob Laycock, Joe LeBlanc, Suzanne Robinson, Pat Sullivan, Jan Thomas

Copiers and Fax machines provided by IKON

DAY 1 – SUNDAY, May 9, 2004
PAGE 1

Welcome to the 88th running of the Indianapolis 500-Mile Race, the “Greatest Spectacle in Racing.” Fred Nation, executive vice president of communications for the Indianapolis Motor Speedway, Ron Green, director of public relations for the Speedway, John Griffin, vice president of public relations for the Indy Racing League, and Bill York, Media Center manager, and their staffs are here to assist you. Please direct your questions and requests to any Indianapolis Motor Speedway or Indy Racing League staff person in the Media Center.

This is the 38th edition of the Indianapolis 500 Daily Trackside Report, which was first distributed at the Indianapolis Motor Speedway in 1967. As stated on the first page of the 1967 DTR, “This press information has been compiled as an added source of your information in your coverage of the ‘500.’ It is our sincere wish that it will be of assistance in your assignment.”

Notes and items of interest will appear on these pages during the month and will also be available on the Speedway’s official site on the World Wide Web, www.indianapolismotorspeedway.com and the official Indy Racing League Web site, 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 League Web site.

TODAY AT THE TRACK (all times local):

9 a.m. Public Gates Open
11 a.m. – noon Driver Autograph Session at Pagoda Plaza
12:40 p.m. Opening Ceremonies
1 p.m. – 6 p.m. IndyCar Series practice
6 p.m. Track closes

PRACTICE REPORT:

Two-time IndyCar Series champion Sam Hornish Jr. will not participate in practice today. Hornish is suffering from the symptoms of an upper respiratory infection.

At 12:50 p.m., the ambient temperature was 82 degrees with winds from the southwest at 16 mph, and a relative humidity of 56 percent. The track temperature was 130 degrees, according to Firestone engineers.

1:08 p.m. – **GREEN**. Reba Fisher, mother of IndyCar® Series driver Sarah Fisher, waved the green flag to start the first day of practice for the 88th Indianapolis 500. #39 Fisher was first on track, followed by #2 Taylor.

At 2 p.m., the ambient temperature was 83 degrees with winds from the southwest at 16 mph, gusting to 24 mph, and a relative humidity of 56 percent. The track temperature was 129 degrees, according to Firestone engineers.

2:18 p.m. – **YELLOW**. Debris in Turn 3.
2:23 p.m. – **GREEN**.
2:46 p.m. – **YELLOW**. Track inspection.
2:56 p.m. – **GREEN**.
3:04 p.m. – **YELLOW**. Track inspection.
3:06 p.m. – **GREEN**.

(More)

DAY 1 – May 9, 2004

PAGE 2

Sarah Fisher, driver of the No. 39 Bryant Heating & Cooling/Cure Autism Now Dallara/Toyota/Firestone, took the honor of being the first driver on track for official practice at the 88th Indianapolis 500, an honor that sometimes has been hard-fought over the years. The best start by the driver first on track over the last 25 years has been by Raul Boesel, who started second in 1994. The best finish is by Eliseo Salazar, who finished fourth in 1995.

FIRST ON TRACK, 1979-2004

Year	Driver	Started	Finished
2004	Sarah Fisher	N/A	N/A
2003	Felipe Giaffone	16 th	33 rd
2002	Billy Boat	23 rd	18 th
2001	Stephan Gregoire	29 th	28 th
2000	Stephan Gregoire	20 th	7 th
1999	Stephan Gregoire	Did Not Qualify	
1998	Mike Groff	32 nd	15 th
1997	Dr. Jack Miller	17 th	20 th
1996	Michele Alboreto	12 th	30 th
1995	Eliseo Salazar	24 th	4 th
1994	Raul Boesel	2 nd	21 st
1993	Jimmy Vasser	19 th	13 th
1992	Scott Brayton	7 th	22 nd
1991	Scott Brayton	19 th	17 th
1990	Tero Palmroth	16 th	12 th
1989	Arie Luyendyk	15 th	21 st
1988	Raul Boesel	7 th	20 th
1987	Ludwig Heimrath Jr.	10 th	30 th
1986	Chip Ganassi	26 th	25 th
1985	Dick Simon	26 th	14 th
1984	Dick Simon	20 th	23 rd
1983	Bill Tempero	Did Not Qualify	
1982	Gary Bettenhausen	30 th	12 th
1981	Larry “Boom Boom” Cannon	Did Not Qualify	
1980	Bill Tempero	Did Not Qualify	
1979	Larry “Boom Boom” Cannon	Did Not Qualify	

PRACTICE REPORT (Cont):

3:36 p.m. – **YELLOW**. Debris in Turn 3.

3:39 p.m. – **GREEN**.

4:22 p.m. – **YELLOW**. Debris in Turn 3.

4:40 p.m. – **GREEN**.

At 4:50 p.m., the ambient temperature was 84 degrees with winds from the southwest at 13 mph, gusting to 22 mph, and a relative humidity of 94 percent. The track temperature was 117 degrees, according to Firestone engineers.

(More)

DAY 1 – May 9, 2004
PAGE 3

Reba Fisher, mother of IndyCar Series driver Sarah Fisher, waved the green flag to start the first day of practice for the 88th Indianapolis 500. Her daughter was the first car on the track.

REBA FISHER: “Waving that green flag for Sarah meant the world to me, making this one of the greatest Mother's Day any Mom could ask for. The toughest part was holding back the tears in front of everyone. I didn't want to see pictures of me crying up there. I would get embarrassed. Racing is a lifestyle, not just Sarah's but the whole Fisher family. Sarah started in Karts, Sprints, Quarter Midgets, Sprints, then in the IndyCar Series. She isn't the only Female driver in our family. I use to race myself. I met (husband) Dave (Fisher) at the Commercial Point Grand Prix Karting race. We both ran against each other in the same race. Wouldn't you know I beat him, but unfortunately, I haven't beaten him since. I guess it sure made an impression. Back then I never would have thought I'd be giving my daughter the green flag, Opening Day at the world's greatest race. I love to see Sarah go fast. Some people ask if I get nervous seeing my daughter drive over 220-plus mph. I have all the confidence in the world with Sarah's driving abilities in an IndyCar (Series car). Sarah is out there with 33 of the world's greatest drivers. Her car is set up as perfect as our guys at Kelley racing can get it. I feel safer seeing her drive here than pulling up to some intersection. You never know what the other person will do next out on the street. It is great to be part of this great event.”

PRACTICE REPORT (Cont):

As of 5 p.m., 39 drivers had passed their physicals at the Clarian Emergency Medical Center. Twenty-four Menards Infiniti Pro Series drivers had passed their physicals. Forty-three cars had passed technical inspection.

5:18 p.m. – **YELLOW:** Debris on frontstretch.

5:20 p.m. – **GREEN.**

6 p.m. – **CHECKERED.**

FASTEST SPEEDS OF DAY

Pos.	Car	Name	C/E/T	Speed
1	1	Scott Dixon	G/T/F	219.760 mph
2	3	Helio Castroneves	D/T/F	219.752 mph
3	5	Adrian Fernandez	D/H/F	218.342 mph
4	4	Tomas Scheckter	D/C/F	218.308 mph
5	26	Dan Wheldon	D/H/F	218.007 mph

There were 33 cars on the track today, the most on a scheduled open day since 1999 when 38 cars turned laps. A total of 43 cars are now at the Speedway and 41 have passed technical inspection. There were 25 drivers on the track. Drivers completed 931 laps.

(More)

DAY 1 – May 9, 2004

PAGE 4

POST PRACTICE QUOTES:

KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz G Force/Honda/Firestone): "It was the first practice day at Indy and we made a very, very good start. The car was good – the same as at the Open Test. It was very windy again. My car was quite good, just in Turns 1 and 2, I started to have push at the exit of the corner. We didn't run that many laps; just enough to get a baseline. Basically it was a very good start today."

FELIPE GIAFFONE (No. 24 Team Purex/Dreyer & Reinbold Dallara/Chevrolet/ Firestone): "Things went OK today. We had a few electrical problems this morning, and spent a little time working them out. This is a different car than the one we tested with here earlier, but the cars are similar and we're working our way back up. I'm happy with the way the car is handling."

TONY KANAAN (No. 11 Team 7-Eleven Dallara/Honda/Firestone): "We slowly got up to speed today. We were being really conservative. We really weren't looking for a lap time or anything with the Team 7-Eleven car. I'm happy with today. I found what I wanted, even though the speeds don't look as good as Dan's (Dan Wheldon). But, we're there. I think we're in the ballpark and I'm happy. It's just the first day and it's a long week until Pole Day."

TORA TAKAGI (No. 12 Pioneer Mo Nunn Racing Dallara/Toyota/Firestone): "The Pioneer Mo Nunn team tried a number of different things today on both cars but nothing seemed to work. We just were not very competitive. While it was a disappointing afternoon, we need to remember that today is only the first day of a long month. I look forward to returning to the track tomorrow morning."

ADRIAN FERNANDEZ (No. 5 Quaker State/Telmex/Tecate Panoz G Force/Honda/Firestone): "It was a good practice. This was a brand new car for us; it was our spare car. Kosuke (Matsuura) straightaway went out and was fourth or fifth fastest when he left the track earlier. We went out later, but the car immediately felt a lot better. My first few laps were 216 [mph] immediately without any adjustments and in the heat of the day. We started to make some changes and the car felt a lot more comfortable than what I felt the last time [at the Open Test]. We made some good changes and at the end we turned some good laps with no tow. My fastest lap was without a tow so that was pretty good. Obviously, this is practice and it doesn't count, but it puts us in a position where we know we can improve from here."

MARK TAYLOR (No. 2 Menards/Johns Manville Racing Dallara/Chevrolet/Firestone): "It's good to get a start on the month of May. It was little bit tricky today with the heat. We were making sure things are working as they should, getting a few laps out of the way to feel comfortable. We had a really good setup and used our time effectively, and we'll get quicker and quicker as the month goes along. The first run today I was still getting comfortable in the car, but this afternoon we ran some quicker laps. For me, it's really special to be here as a rookie, Indianapolis is a great reminder of why we do this. And to see a crowd like this on opening day, you never get that type of crowd anywhere else. It's just great to drive in front of the fans here, they've got a lot of enthusiasm."

(More)

DAY 1 – May 9, 2004

PAGE 5

DARIO FRANCHITTI (No. 27 Arca/Ex Dallara/Honda/Firestone): “You wouldn't know it by looking at our times, but we're not too shabby with the ArcaEx car right now. It's certainly a good starting point. We've just scratched the surface and worked on some race stuff. The times really aren't an indication of where we're at right now. We just wanted to shake things down a bit. Tomorrow we'll go to work on the speed a bit.”

DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone): “It's really fun to be back here at Indy. We shook down both cars and certainly the Klein Tools/Jim Beam crew put together some very nice cars. The crew has been very busy but the cars are fantastic. The boys have just given me two great cars. It is only opening day but we ran through our program and everything went very well.”

BRYAN HERTA (No. 7 XM Satellite Radio Dallara/Honda/Firestone): “Today was exactly what I wanted to get out of Opening Day. We got here and got to running in the XM Satellite Radio car and just got the month of May started. Everybody is trying to get comfortable out there right now and then as the week goes on we'll start trimming the car out and try to get more speed from it. Nobody is showing what they have yet, because it doesn't really count before Saturday.”

AL UNSER JR. (No. 20 Patrick Racing Dallara/Chevrolet/Firestone): “It was a great opening day at the Indianapolis Motor Speedway. It was a beautiful day and it was great to be back at Indianapolis. I also want to wish everybody a Happy Mother's Day. The Patrick Racing car was very good today. The Chevrolet engine ran great and the Firestone tires were consistent all day. We spent today's first practice just making sure that the car responded the same way it did when we tested here a couple of weeks ago...and it did so we're very happy about that. The Patrick Racing team did a great job today. We have a solid baseline and I am looking forward to improving the car each day leading up to qualifying. There is a big difference in the cars from last year. The rule changes have definitely made the cars slower. But, everybody is in the same boat. We certainly would have liked to run the first three races of the season, but I don't think we are at a disadvantage coming here to Indy because of all the rule changes. Besides, Indy is like home to me, so what better place to start the season.”

SCOTT SHARP (No. 8 Delphi Dallara/Toyota/Firestone): “Today was a good opening day for the Delphi team. We didn't worry at all about the time sheets today. We basically just worked on the race car trying to get a head start for May 30th in case we race in similar conditions. There is a lot of time left this month to worry about going fast.”

SARAH FISHER (No. 39 Bryant Heating & Cooling/Cure Autism Now Dallara/Toyota/Firestone): “Today we got off to a little bit of a rough start. We started off quite a bit different from where we had been at the open test. This afternoon we got a little frustrated with that and went back about halfway on what we had been running at the test and it was a huge change. We got the car back to a good position but we only had 20 or 30 minutes to tune on that package so we've still got some work to do. It was a rough start today but at least we ended the day on a good note.”

(More)

DAY 1 – May 9, 2004

PAGE 6

ROBBY GORDON (No. 70 Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone):

“Today's goal was to run both cars and not have any problems. It was a good function-check day, and that was Thomas' (Knapp, team manager/engineer) plan all along. We tried one new setup on the backup car and then went back to what we learned in the test here a week ago.”

BRUNO JUNQUEIRA (No. 36 PacifiCare Panoz G Force/Honda/Firestone): “We are still learning about the Honda/G Force combination, but I'm happy with our progress today. We didn't go toward a qualifying setup or race setup. We could have had more speed if we went more toward a qualifying setup, but we are still in the beginning stages of the learning process. It was hot and windy today, so we were running in difficult conditions. I did my best lap time while I was running by myself without a tow, so it is a true identification of our situation. During the Open Test we were 3.2 mph behind the fastest guy, and now we are 2.2 mph, so we are closing the gap. I hope we can continue to move the PacificCare car closer to the front.”

SCOTT DIXON (No. 1 Target Chip Ganassi Racing Panoz G Force/Toyota/Firestone):

“Today we were just getting both cars up to speed. We didn't really do much with the T car. We trimmed it out a little, put a new set of tires on it, and I think that's where we got the time. It was pretty windy, but I think we were quite surprised at how much grip the car had in the end considering the last time we were here. Toyota made great gains in the engine. We're still expecting more from that, so it's looking pretty decent. As Adrian (Fernandez) said, it's still pretty early in the month it doesn't really mean anything. We'll try and stay pretty steady.” (About expected pole speeds): “I'm still thinking 225. The track's going to probably pick up a couple of mile an hour from today. Also with car and engine specs still coming, I figure it'll pick up.” (About drivability of cars with aerodynamic changes): “The IRL has done a terrific job with the amount of downforce they've taken away from the car with what they've altered for safety. A lot of us thought they were going to be too easy to drive here with the smaller engines, but they're definitely not. They're not harder to drive. When you're on the edge, you're on the edge.”

HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Toyota/Firestone): “It was good. We pretty much started the way we left off at the Open Test. The car seemed to be handling with no problems. The wind was a bit stronger than at the Open Test. We were waiting for more guys to get on the track; that's why we spent more time in the pits. We need to keep focused on our job. Other guys are coming and going faster. We just need to wait and see once it gets closer to qualifying. Everyone knows that it's like two races: One is for qualifying, and the next one is the race. We just have to be patient and wait for the right time.”

MARTY ROTH (No. 25 Roth Racing Dallara/Toyota/Firestone): “We're going after a fast time, but we're stuck right now. We were trying all day to get over 210 mark. We made some changes here and there, but are still stuck at 210. We're back and forth on this right now, but it's a long month, and you can't find that perfect setup on Opening Day. What we need to do is keep it off the walls.”

(More)

DAY 1 – May 9, 2004

PAGE 7

BUDDY RICE (No. 15 Rahal-Letterman Argent/Pioneer Panoz G Force/Honda/Firestone):

“It was a pretty easy day for me. We ran just five laps in the backup car. It was pretty much a leak check. The primary car will be here Monday, and we’ll be able to get with the program and strategy we set out for the month. It feels very good to work with this team. They are very professional and working well together. Last year I was a rookie here at Indy, and this year I come back with a lot more experience. As a rookie, you can get excited and anxious about doing a lot of things in a hurry. This year we are going to be methodical and plan out everything very well. It should be much better for me and much calmer, too. Of course, working with two teammates and a group of engineers make things a lot easier, too.”

ROGER YASUKAWA (No. 16 Rahal-Letterman Sammy Panoz G Force/Honda/Firestone):

“Today we just checked for some leaks and to make sure everything on the car worked properly. It felt good. So Monday will begin our regular program of testing many different things on the car. After being a rookie last year, I feel much more confident and calm coming to Indy. The month of May is a driver’s biggest event of his career every year. It’s so important to the driver and team, and I’m very pleased with the strategy that Team Rahal has taken. Everything is looked at and reviewed. We have a lot of experience with our Sammy team with guys like Don Halliday (engineer) and Dennis Swan (crew chief). So I’m in good hands with them. Now we just need to move forward with the plan that was developed for the whole month.”

VITOR MEIRA (No. 17 Rahal-Letterman Team Centrix Panoz G Force/Honda/Firestone):

“We basically did shakedown runs today. We were just checking all of the systems. We had many problems in the testing day two weeks ago, so we wanted to get the ‘monkey off our back’ with those problems. I think we did that. We were just cruising around today, and the car felt great. We were trying to get a read on the track and the wind. On Monday, we’ll begin our general plan with bars, springs and shocks. I feel very good working with this team. Having teammates like Buddy and Roger are a big advantage, too. There is a strong lineup of engineers, too. I’m excited about this team’s chances this year.”

ED CARPENTER (No. 52 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): “It went smooth today. We're really working on pacing ourselves. We didn't run a whole lot. We're just working on some engine tests for Chevrolet, so we're not really trying to dial in a bunch of speed into the car. That will be later this week. Just pace ourselves and slowly work on our time.”

MONDAY’S SCHEDULE (all times local):

9 a.m.	Public Gates Open
11 a.m.-6 p.m.	IndyCar Series Practice
6 p.m.	Track Closes

END DAY 1 NOTES

DAY 2 – MONDAY, May 10, 2004

PAGE 1

TODAY AT THE TRACK (all times local):

9 a.m. Public Gates Open
11 a.m.-6 p.m. IndyCar Series Practice
6 p.m. Track Closes

PRACTICE REPORT:

As of 10 a.m., 39 drivers had passed their physicals at the Clarian Emergency Medical Center. Forty-four cars had passed technical inspection.

At 11 a.m., the ambient temperature was 79 degrees with winds from the west at 10 mph, and a relative humidity of 62 percent. The track temperature was 115 degrees, according to Firestone engineers.

11 a.m. – **GREEN**. 2003 Indianapolis 500 winner Gil de Ferran waved the green flag to open practice. #3 Castroneves, who is celebrating his 29th birthday today, is first on track, followed by #52 Carpenter.

11:38 a.m. – **YELLOW**. Debris on front straight.

The Menards Infiniti Pro Series doesn't arrive at the Indianapolis Motor Speedway until May 20, but drivers Thiago Medeiros and Paul Dana have already lapped the 2.5-mile oval once this month.

The drivers were among the more than 29,000 runners who participated in the 500 Festival Mini Marathon on May 8. Medeiros, competing in his second mini-marathon in Indy, was two minutes off of his 2003 pace of 1:34, while Dana came in at 1:43.

THIAGO MEDEIROS: "I pushed it too hard too early. I did the first six miles in 42 minutes, but the last three miles I was just trying to get it done. I thought I was in better shape than last year, but the temperature came up so fast my muscles started to hurt. It was a wonderful experience. It's hard to put into words, but the spirit of the event makes me feel great. There were so many people running through pain and stuff like that. I feel very proud of guys like that."

Former Indianapolis Motor Speedway Superintendent Clarence Cagle will be remembered in a memorial service May 25 at the Brickyard Crossing Inn Pavilion. The service will take place from 5-7 p.m.

Speedway Historian Donald Davidson will give a eulogy to Cagle. Other speakers include Indianapolis Motor Speedway President and CEO Tony George, four-time Indianapolis 500 winner A.J. Foyt and legendary public address announcer Tom Carnegie.

Cagle helped save the Indianapolis Motor Speedway from oblivion after World War II and served as track superintendent for 30 years. He died July 5, 2003, in Daytona Beach, Fla. He was 88.

Marty Roth has passed the final phase of the Rookie Orientation Program and is cleared to practice and qualify for the 88th Indianapolis 500 Mile Race.

PRACTICE REPORT (cont):

12:10 p.m. – **GREEN**.

(More)

DAY 2 – MONDAY, May 10, 2004
PAGE 2

PRACTICE REPORT (cont):

12:50 p.m. – **YELLOW**. Debris.

12:54 p.m. – **GREEN**.

1:07 p.m. – **YELLOW**. Lightning. Heavy rain begins to fall over much of the Speedway.

FASTEST SPEEDS AS OF 1:15 p.m.

Pos.	Car	Name	C/E/T	Speed
1	1	Scott Dixon	G/T/F	219.373 mph
2	5	Adrian Fernandez	D/H/F	219.118 mph
3	3	Helio Castroneves	D/T/F	218.900 mph
4	4T	Tomas Scheckter	D/C/F	218.893 mph
5	6	Sam Hornish Jr.	D/T/F	218.778 mph

As a reminder to the media, Robby Gordon will have a news conference Wednesday, May 12 in the trackside conference room. The conference will start at 10:30 a.m. Due to his NASCAR obligations, Gordon will not be at the Indianapolis Motor Speedway on Thursday or Friday, making this one of his only media availabilities before Pole Day.

2003 Indianapolis 500 winner Gil de Ferran waved the green flag to open practice today. De Ferran, who retired from IndyCar Series competition following the 2003 season, will serve as an analyst for ESPN during the month

GIL DE FERRAN: "It was a funny sensation driving into the track thinking that it's been a year already. It feels like it was just the other day. It still is an incredible feeling to be a part of the history here."

As of 3:30 p.m., 41 drivers had passed their physicals at the Clarian Emergency Medical Center. There are 51 cars on the property, and 44 have passed technical inspection.

At 4:40 p.m., the ambient temperature was 80 degrees with winds from the south at 12 mph, and a relative humidity of 60 percent. The track temperature was 107 degrees, according to Firestone engineers.

4:42 p.m. – **YELLOW**. Track is open under a running yellow. Rain delay lasted three hours, 35 minutes.

4:49 p.m. – **GREEN**.

4:56 p.m. – **YELLOW**: #25 Roth does a three-quarter spin to the right at the exit of Turn 2. He then does a half-spin to the left and comes to rest facing the inside wall on the back straightaway. Roth climbs from the car without assistance from the Delphi IRL Safety Team.

5:05 p.m. – **GREEN**.

5:37 p.m. – **YELLOW**. Debris in Turn 3.

MARTY ROTH (No. 25 Roth Racing Dallara/Toyota/Firestone): "It got a little loose. I needed to get that out of the way. That's the way to do it where you can spin at Indy and not touch anything, and throw four new tires on it and keep going. That's the way to do it. We were lucky, and we're still working away trying to find our car."

5:41 p.m. – **GREEN**.

(More)

DAY 2 – MONDAY, May 10, 2004

PAGE 3

PRACTICE REPORT (cont):

5:44 p.m. – **YELLOW:** #70 Gordon wiggled in the short chute between Turns 1 and 2 and then did a half-spin to the left. He then spun to the right as the car climbed the track and made contact with the SAFER Barrier in Turn 2. Moderate damage to the left side of the car. Gordon climbs for the car without assistance from the Delphi IRL Safety Team.

5:54 p.m. – **GREEN.**

Medical update: Robby Gordon has been checked and released from the Clarian Emergency Medical Center. He is cleared to drive.

5:58 p.m. – #3 Castroneves posts fastest speed of the month, 220.300 mph.

6 p.m. – **CHECKERED.**

FASTEST SPEEDS OF DAY

Pos.	Car	Name	C/E/T	Speed
1	3	Helio Castroneves	D/T/F	220.300 mph
2	1	Scott Dixon	G/T/F	219.569 mph
3	11	Tony Kanaan	D/H/F	219.553 mph
4	6	Sam Hornish Jr.	D/T/F	219.357 mph
3	5	Adrian Fernandez	D/H/F	219.118 mph

There were 30 cars on the track today. A total of 64 cars are now at the Speedway, and 45 have passed technical inspection. There were 27 drivers on the track. Drivers completed 1,122 laps. There were seven caution periods for a total of four hours, 43 minutes.

POST-PRACTICE QUOTES:

ROBBY GORDON (No. 70 Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone):

"I went down into Turn 1, and the car compressed in the corner and the rear got a little bit sideways. I tried to save it and it hooked back the other way and spun around. When you can walk away from one here, it doesn't matter how fast you were going. We were going to run four straight hot laps on new tires and our warmup lap was over 218 mph. I think we were going to be pretty good. We'll be fine." (About SAFER Barrier): "The SAFER barrier definitely reduced the damage to the car. And, as you can see, I'm fine. No problems with me at all, and I think we can get this car back on the track and use it for qualifying. I think the SAFER Barrier is tremendous, and I think every racetrack in the world should look at what they are doing here at Indianapolis."

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

"I'm not back to 100 percent yet but definitely good enough to be in the car. It was a good thing the rain came today. I was starting to feel a little bit of pressure (in his head), and I was able to go back to the motorhome and relax and take a nap. It was not too bad a day. It's really good that things went as well as they did in the Open Test. We didn't have any problems, and we were quick. Anything here can happen, and it usually does. We're pretty happy with where we're at right now, but we know there's a long way to go."

(More)

DAY 2 – MONDAY, May 10, 2004

PAGE 4

A.J. FOYT IV (No. 14 Conesco/A.J. Foyt Racing Dallara/Toyota/Firestone): “Things went pretty good for our first day. Mainly we wanted to go out there and make sure the Conesco car was comfortable, and it’s really comfortable right now. As the week goes on, we’ll start trimming it out to get more speed as we get closer to qualifying. I’m happy with the way things went.”

HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Toyota/Firestone): “I’m sure with my family, my mom and dad, my sister, we’re going to have a nice dinner – quiet unfortunately, we can’t go wild, I wish, because we have to work. Work is always ahead of us. I’m extremely happy. Not only because of the times, or the day, that helps. So far everything has been very good. I know other guys out there are going to keep working hard. We need to keep our patience and focus on our job and wait for the right moment. We took a little more chance today in terms of putting an extra set of tires, unfortunately we got caught on the yellow, so we’ve saved at least one tire for the race already. We’re looking good, but we can’t celebrate yet. Celebrate my birthday, which that’s why I celebrate every moment of my life. I’m not 3 liter yet, but I’m 2.9. Unfortunately we had the rain this afternoon so that kind of delayed not only us but everybody. A lot of people went out late in the session, so we just waited, waited, waited until we got a clean track. We don’t want to keep trying to just put a fast time out there; we just want to make sure the car handles well. That’s why we didn’t do many laps. After the rain, the track was green, so the tires were heating up a little more.”

ALEX BARRON (No. 51 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): “We started off in the morning. The wind wasn’t too bad; we did a lot of development with the suspension of the car to find grip, a good balance. The rain seemed to stop what we had going. This afternoon the guys were just spending the whole afternoon getting caught up from the wreck we had here previously. Basically it’s a whole new car. The tub got sent out to get painted, then they got to put a whole new suspension on it, so we’ve changed some things on the car since the test. There’s a lot of little things on the car now that you have to do just right in order to make everything good aero-wise. The way the IRL is now, you have to have everything just right, and have the car really freed up.”

KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz G Force/Honda/Firestone): “We had a mechanical problem this morning and lost a lot of time. Fortunately we found and fixed the problem, and my car was coming back like yesterday. There is still something we are missing. I had understeer when we put on new tires. It was OK for two or three laps but not after that.”

FELIPE GIAFFONE (No. 24 Team Purex/Dreyer & Reinbold Dallara/Chevrolet/Firestone): “We learned a few good things at the end of the day. I’m feeling more control, and the front was a lot more consistent. Tomorrow will be a different plan to go back and be a little bit faster. For sure, we’re looking for more speed, but we know what we’re looking for tomorrow.”

(More)

DAY 2 – MONDAY, May 10, 2004

PAGE 5

ADRIAN FERNANDEZ (No. 5 Quaker State/Telmex/Tecate Panoz G Force/Honda/Firestone): "We had a good day even though it rained. The car was running fine, but we developed a vibration at the end of the day. We didn't have a chance yet to find out what it was, but we are going to check it out. In general, it was a good day. Straightaway in the morning we were fast. I am very happy to finish in a strong position again for the second consecutive day. Kosuke and I were both running strong. Kosuke had a little problem this morning, but we were able to fix it."

MARK TAYLOR (No. 2 Menards/Johns Manville Racing Dallara/Chevrolet/ Firestone): "It was a bit of a struggle this afternoon, and we didn't get the laps we wanted. The rain delay took a bit longer than we thought it would. Once we got back out there, the Menards/Johns Manville car was really good, but we were just dealing with a lot of push in Turn 2. We brought the car back in and made an adjustment, but then it screwed up how we were running in (Turn) 1. The third and fourth turns felt great all day. Luckily, being at Indianapolis means we'll get the track time we need to get ready for qualifying on Saturday."

TOMAS SCHECKTER (No. 4 Pennzoil Panther Racing Dallara/Chevrolet/ Firestone): "We got a lot of stuff done that we needed to today. We were able to try quite a lot of things today with the car, and it was a constructive day at the Speedway. Once again, we were the fastest Chevy, and the motor really feels quick out here. The Pennzoil Panther guys did a great job, and we'll get back to work tomorrow."

DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone): "The Klein Tools/Jim Beam car feels very good. We are just working slowly through our program and making sure along the way that the car is comfortable. The key for us to peak at just the right time. The speed charts don't mean much in these early days. It is Saturday that matters. As we say in England, things are just peachy."

BRYAN HERTA (No. 7 XM Satellite Radio Dallara/Honda/Firestone): "It was another good day for the XM Satellite Radio team. We are out here learning and making progress on the car. The rain changed around our plan for today. We had planned an aggressive day where we wanted to run a lot of laps. But it is still early, and we have the rest of the week to get in everything we need."

AL UNSER JR. (No. 20 Patrick Racing Dallara/Chevrolet/Firestone): "The Patrick Racing team is learning a lot about the car every time we go out on the track. Unfortunately, this morning, just as we put on a new set of tires and were about to go for a quick lap, it rained. That delayed us. When the track dried out, we went back out and learned some more about the car, but then we developed a mechanical problem. The problem we had was just one of those things that happen, and it is no one's fault. The Patrick Racing crew really hustled, and we got back out on the track toward the end of the day and got some more good data. It is a process, and we just have to keep plugging away. The Patrick Racing crew is doing a great job, the Chevrolet engine has performed flawlessly, and the Firestone tires have been great. As long as we are learning about the car and making gains, I feel good."

(More)

DAY 2 – MONDAY, May 10, 2004

PAGE 6

BRUNO JUNQUEIRA (No. 36 PacifiCare Panoz G Force/Honda/Firestone): "Today was a difficult day because of the rain. We couldn't run much and didn't improve the car today. Hopefully the weather will cooperate tomorrow, and we can make some gains."

LARRY FOYT (No. 41 A.J. Foyt Racing Panoz G Force/Toyota/Firestone): "We shook down a brand-new car that we finished up today. We had a lot of little things, rubs here and there, that you have with a new car that we had to fix. And then I had problems with the wind buffeting my helmet around, which we are going to work on tonight so we'll be ready to go tomorrow."

ED CARPENTER (No. 52 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): "It was good. We started to trim the car out a bit today. We didn't really end up all that great on the speed charts, but the times that we were able to run all day on our own I think were a lot better than where we are on the grid. I never really was able to get a good tow today, so I'm happy. We made a lot of improvements with the setup we had this morning. We were trying something different this afternoon, and we were having little problems with it. We finally started to get it to come around, also. We're just following the plan, and so far, we've been pretty much on pace with everything we've wanted to try and that we've scheduled. As long as we keep staying with our plan, I think we'll be looking good for the rest of the month." (About the changing conditions): "It's typical Indy. The track, after the rain, was completely different this afternoon. It makes it hard to evaluate exactly where we're at, and it makes you wary to make too many changes because the track is going to be different again in the morning. We were trying to learn something, but I don't know how relevant it's going to be in the morning. We're just going to have to keep it in our mind for the next time we get rain. It's going well. It's just the normal Indy stuff. It's changing all the time."

WEDNESDAY'S SCHEDULE (all times local):

9 a.m.	Public Gates Open
11 a.m.-6 p.m.	IndyCar Series Practice
6 p.m.	Track Closes

END DAY 2 NOTES

DAY 3 – TUESDAY, May 11, 2004

PAGE 1

TODAY AT THE TRACK (all times local):

9 a.m. Public Gates Open
11 a.m.-6 p.m. IndyCar Series Practice
6 p.m. Track Closes

PRACTICE REPORT:

At 11 a.m., the ambient temperature was 76 degrees with winds from the south at 10 mph, and a relative humidity of 71 percent. Skies were partly cloudy. The track temperature was 115 degrees, according to Firestone engineers.

11 a.m. – **GREEN.** 1972 Olympic gold medalist Dan Gable, a legend in wrestling as a competitor and a coach, waved the green flag to open practice. #3 Castroneves is first on track, followed by #2 Taylor.

DAN GABLE: “I didn’t really know what it was going to be like. Not having been involved in racing a lot, I’ve been on edge a little bit. When I walked out there, I was still OK. I thought it wasn’t that big a deal. Then when it started happening and I turned around and I don’t how fast the cars were going, but I thought, ‘Wow, I’m in a wrestling match here, and one that’s probably louder than what I’m used to.’ It’s pretty neat. Certain things just turn you on, and I can see how this can turn you on.”

Indiana Republican gubernatorial candidate Mitch Daniels and Purdue University quarterback Kyle Orton took rides in an IRL Experience two-seat IndyCar Series car. Both men took rides around the 2.5-mile Indianapolis Motor Speedway oval with IndyCar Series veteran Jaques Lazier.

KYLE ORTON (Quarterback, Purdue University): “It was great. It was a lot more than I expected. It was such a rush. It was unbelievable.” (How does it compare to football?) “Seeing yourself that close to the wall, it looks like inches in the car. Those guys are definitely athletes to control the cars in those conditions.”

MITCH DANIELS (Republican candidate for Indiana Governor): “Great. It was phenomenal. I had a lot of respect for these guys before. It’s even greater now. I like the way the thing is just glued to the track. It’s just amazing. There’s nothing like being in there and getting so close to the wall.” (You took a ride in a fighter jet before. How does it compare?): “The fighter jet is cool in its own way, but if you’ve come to 40 or so of these (Indianapolis 500s) like I have, this is special in its own way.” (How were the g-forces?): “It was a little milder than I was expecting it to be, but the forces were still phenomenal.”

PRACTICE REPORT (cont):

11:24 a.m. – #5 Fernandez records fastest speed of month at 220.735 mph.
11:39 a.m. – **YELLOW:** Track inspection.
11:51 a.m. – **GREEN.**
12:17 p.m. – **YELLOW:** Debris in Turn 2.
12:29 p.m. – **GREEN.**
12:35 p.m. – **YELLOW:** #25 Roth spins in Turn 1 but does not make contact.
12:49 p.m. – **GREEN.**

(More)

DAY 3 – TUESDAY, May 11, 2004

PAGE 2

PRACTICE REPORT (cont):

1:15 p.m. – **YELLOW**: Track inspection.

1:26 p.m. – **GREEN**.

1:30 p.m. – #5 Fernandez is first driver of month to break 221 mph with lap at 221.643 mph.

2:31 p.m. – **YELLOW**: Debris in Turn 3.

2:33 p.m. – **GREEN**.

3 p.m. – **YELLOW**. Planned break.

Robby Gordon departed the Indianapolis Motor Speedway shortly after 2 p.m. to fly to North Carolina for a NASCAR NEXTEL Cup test session at Lowe's Motor Speedway in Charlotte. Gordon will return to Indy on Wednesday and practice all day in his backup car. Gordon said both his primary and backup cars will be ready Saturday morning, for a practice session, before qualifying. After his qualifying at Indy, Gordon will return to Richmond, Va., for that evening's NASCAR Chevrolet American Revolution 400.

ROBBY GORDON (No. 70 Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone): "We're just getting started with this (backup) car. We have more work to do in terms of chassis setup. On the primary car, some left-side suspension pieces we want won't be here for a couple of days, but we'll have both cars ready to go Saturday."

As a reminder to the media, Robby Gordon will have a news conference Wednesday, May 12 in the trackside conference room. The conference will start at 10:30 a.m. Due to his NASCAR obligations, Gordon will not be at the Indianapolis Motor Speedway on Thursday or Friday, making this one of his only media availabilities before Pole Day.

PRACTICE REPORT (cont):

3:16 p.m. – **GREEN**.

At 3:30 p.m., the ambient temperature was 81 degrees with winds from the south at 12 mph and a relative humidity of 58 percent. Skies were partly cloudy. The track temperature was 122 degrees, according to Firestone engineers.

3:39 p.m. – **YELLOW**. Track inspection.

3:48 p.m. – **GREEN**.

4 p.m. – **YELLOW**. Debris in warmup lane of Turn 4.

4:04 p.m. – **GREEN**.

4:27 p.m. – #55 Matsuura joins teammate #5 Fernandez as drivers to break 221 mph with lap of 221.857, fastest of the month.

5:02 p.m. – **YELLOW**. #24T Giaffone makes light contact with the right rear of the car with the wall in the short chute between Turns 3 and 4, he then makes hard secondary contact with the SAFER Barrier with the right front of the car in Turn 4. The car rides around the wall and comes to rest at the entrance to the pit lane. Giaffone climbs from the car without assistance from the Delphi IRL Safety Team.

Medical update: Felipe Giaffone has been checked and released from the Clarian Emergency Medical Center. He is cleared to drive.

5:20 p.m. – **GREEN**.

(More)

DAY 3 – TUESDAY, May 11, 2004

PAGE 3

As of 5:30 p.m., 43 drivers have passed their physicals at the Clarian Emergency Medical Center.

5:40 p.m. – **YELLOW**. Track inspection.

5:45 p.m. – **GREEN**.

6 p.m. – **CHECKERED**.

FASTEST SPEEDS OF DAY

Pos.	Car	Name	C/E/T	Speed
1	55	Kosuke Matsuura	G/H/F	221.857 mph
2	5	Adrian Fernandez	G/H/F	221.705
3	11	Tony Kanaan	D/H/F	220.855
4	3	Helio Castroneves	D/T/F	219.937
5	7	Bryan Herta	D/H/F	219.900

There were 31 cars on the track today. A total of 54 cars are now at the Speedway, and 46 have passed technical inspection. There were 27 drivers on the track. Drivers completed 1,711 laps. There were 10 caution periods for a total of 1 hour, 54 minutes.

POST-PRACTICE QUOTES:

KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz G Force/Honda/Firestone): “It was a great day. It is not qualifying; it is a test day, but it was a good day. Our car was very good, and the Honda engine, as well, and the team did a very good job. Adrian (Fernandez) and I, both our cars were very quick and very strong, which is good. We will see for this Saturday. It depends on the weather and how conditions change, but it is the same for everyone. We need some luck for the qualifying, but I am very confident.”

FELIPE GIAFFONE (No. 24 Team Purex/Dreyer & Reinbold Dallara/Chevrolet/Firestone): (About crash): “I was trying to work in the draft and then got a little push so I lifted, but then I got a huge push and got up in the gray. It’s frustrating because it’s Turn 1 that’s always the difficult one (not Turn 3). I feel badly for the team because the car was good and we were making progress. We’ll be back out tomorrow and ready with the other car.”

BUDDY RICE (No. 15 Rahal-Letterman Argent/Pioneer Panoz G Force/Honda/Firestone): “It was our first real day of testing. The car felt really solid, and I think we are happy with our program right now. We’re going to work on some more stuff to get ready for qualifying. I know we haven’t shown everything yet. A lot of the speeds are with drafts, so I don’t get too concerned about our speed. Vitor (Meira) and Roger (Yasukawa) did all of the full-tank runs right now. We’ll work on that in another day or so. Our team is pleased with the progress that they have made right now, too. It was a very productive day for our three drivers. The rain on Monday set us back a little on our game plan, but today helped us get back to our original game plan. It takes the pressure off our guys now. The Happy Hour deal is easy to get caught in drafting and trying to put up a big number. Things always seem to happen in that time. Look at Robby (Gordon) yesterday, and Felipe (Giaffone) today. I’m glad I’m sitting in the garage right now.”

(More)

DAY 3 – TUESDAY, May 11, 2004

PAGE 4

KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz G Force/Honda/Firestone): “I want to say thank you to my engineer and my mechanics. They did a very, very good job today. I put on new tires, and after two laps, I had the quickest time. Then, my engineer told me to come to the pit box. I could have made a better lap, but it wasn't necessary. Today is just Tuesday. We just have to work on our qualifying car so we have something in our pocket. We had a lot of fuel in the car, about half a tank, not like qualifying configuration. I think in qualifying configuration, we can have about 222 or 223 (mph laps). The car is very good.” (About working with team owner Adrian Fernandez): “Adrian has taught me a lot of things. We've worked together since Phoenix. Our first race at Homestead wasn't as good as we expected, but after Phoenix, we had a couple of days to test, and at Motegi, we had a very good car for qualifying. During the race, we had some unlucky contact with (Sam) Hornish (Jr.), but my car was very consistent. So far, since Rookie Orientation, my car has been very consistent. I had a couple of problems, but today we put together engine, setup, driver and everything, and we made 221 miles per hour.”

SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone): “We had a lot of little things to try today, and all went well. The Marlboro Team Penske car has been good and we are going to continue with our plan and preparation for qualifying tomorrow. Physically I'm feeling better but not 100 percent yet.”

HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Toyota/Firestone): “Today was tough. We made some changes to the Marlboro Team Penske car that didn't work as we hoped they would. We're not quite where we want to be, but we have a few more days before qualifying to continue to improve the car.”

ALEX BARRON (No. 51 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): “Today was my first time out with the car I'll be using for the race. The No. 51 crew has been working so hard to fix it up these past couple of weeks and have it all set to go. We started to trim the car out and continued to work on qualifying setup for Pole Day.”

ADRIAN FERNANDEZ (No. 5 Quaker State/Telmex/Tecate Panoz G Force/Honda/Firestone): “What can I say? A fantastic day for the team. We were strong all day. Just fantastic. The engineers are doing a great job and everyone on the team, and we just have to keep the momentum all month because we are still the early stages.”

BRUNO JUNQUEIRA (No. 36 PacifiCare Panoz G Force/Honda/Firestone): “The car was good. We did two long runs and improved for the second one. We found a better balance, and the PacifiCare car was more consistent throughout the run. We ran new tires in the morning, and the car was pretty consistent. I'm quite happy with the race setup that we have right now but need to improve a little bit, especially in traffic, and that's what we're going to try to do tomorrow. Then we can concentrate on qualifying on Thursday and Friday. Honda has made gains today. We were able to accomplish a lot today so we ended early. We don't race at 5 o'clock so we decided not to run during Happy Hour.”

(More)

DAY 3 – TUESDAY, May 11, 2004

PAGE 5

ED CARPENTER (No. 52 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): “We ended off yesterday working on a different kind of setup, and we haven't gotten it right where we want it. We had to stop and change an engine; we had mileage out the Chevrolet for the day so we lost some time there. We have a couple of more tests we have to run with the setup, then we'll be able to start working on some other things. We didn't get as much out of the day as we wanted to today, but it was an all right day.”

ROGER YASUKAWA (No. 16 Rahal-Letterman Sammy Panoz G Force/Honda/Firestone): “We started out today trying to get the platform of the car, and it feels pretty good right now. In the afternoon, we worked on full tanks, and we need to work on that a little more. But we have a pretty starting point for that. We were running some good laps with the full tanks. The last 10 laps of the stint weren't as good as we wanted. But we can work it. The track seemed a little slippery this afternoon so it was good to run in race trim. Working with Buddy and Vitor and the engineers is a big help for me this year. Last year it was just me, and it took time to work on everything from qualifying setups to race setups. So I feel about very good about this team. Things are going very well for us right now.”

SCOTT SHARP (No. 8 Delphi Dallara/Toyota/Firestone): “Today was mainly spent working on our race setup. In the past we've spent a lot of time at the Speedway working mainly on a qualifying setup, and I think that has hurt us on Race Day. So this year, we have decided that although qualifying is important, we want to make sure that we have a good race package. You spend 364 days a year thinking about winning the Indianapolis 500, so that is our goal.”

SARAH FISHER (No. 39 Bryant Heating & Cooling/Cure Autism Now Dallara/Toyota/Firestone): “We kind of got lost after coming back out this afternoon. We tried some splits and springs, but we aren't to the point of fine-tuning yet. We're still trying to get something that is fast and consistent and everything all in one package. We had to backtrack a little bit on some of the changes we made, but I think we made good progress. We were fighting the wind in our last outing and despite that, we were still consistent.”

TORA TAKAGI (No. 12 Pioneer/Mo Nunn Racing Dallara/Toyota/Firestone): “The Pioneer/Mo Nunn team had a tough day out there on the track. Even though we continued to try to change a number of different things on the car, we were not able to improve upon our times from yesterday. Everyone on the team is giving 110 percent.”

AL UNSER JR. (No. 20 Patrick Racing Dallara/Chevrolet/Firestone): “The Patrick Racing team definitely made progress today. We learned a bunch of things about the car and had a productive day. Most important, the engineers took a step forward today working together and with me. That is going to be a key to our success as we move forward. We still have a long way to go, but like I have been saying, it is a process. Overall, it was a pretty good day for the Patrick Racing team. I also want to take this opportunity to compliment the Patrick Racing crew. They have been working very hard and doing a great job. We have also been getting great support from the folks at Chevrolet and Firestone. The Chevy Indy V8 engine has performed very reliably, and the Firestone tires have been extremely consistent from set to set.”

(More)

DAY 3 – TUESDAY, May 11, 2004

PAGE 6

DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone): “It was an OK day for us. It is still early, but it is getting to the time when you need to kind of perfect your balance, and we're still not there yet. There's no need to panic, though, because we are still running pretty quick in the Klein Tools/Jim Beam car. Certainly the competition for the pole is going to be tough, and we'll need to step up our game, but I know the boys at Andretti Green Racing are up to it.”

BRYAN HERTA (No. 7 XM Satellite Radio Dallara/Honda/Firestone): “We made some good gains with the feel of the XM Satellite Radio car, and that is the key early in the week, getting the car to feel the way I want. We still haven't been working on a trimmed-out race car yet. Indy always feels better when you're going faster. That little bit of extra speed gives you a little more downforce and a little more grip. You know the faster you go, the better it feels.”

TONY KANAAN (No. 11 Team 7-Eleven Dallara/Honda/Firestone): “I hate to sound like a broken record, but today was a lot like yesterday. We struggled a little bit in the morning with the Team 7-Eleven car and then found ourselves late in the afternoon. I feel more confident than yesterday, for sure. I think we're on the right track, and now we just need to chase the speed.”

DARIO FRANCHITTI (No. 27 Arca/Ex Dallara/Honda/Firestone): “The Arca/Ex car wasn't so good this morning. But, we sat down, took the resources of all four cars, all four engineers, Tino (Belli), Pete Gibbons – even Michael (Andretti) was involved in the mix – and made big strides today, all four cars. My lap time was a bit slower than yesterday, but the circumstances were much different. I'm a lot happier with the car, and I think it's something we can really work with for the race now.”

MARK TAYLOR (No. 2 Menards/Johns Manville Racing Dallara/Chevrolet/ Firestone): “We spent most of the day working on longer runs and getting my line where it needs to be. We weren't the quickest car on the track today, but our laps were consistent, and that was what we wanted to accomplish. It was a good day; we got some mileage on our Chevy engine and plenty of good data. It was quite a long day but well worth while.”

TOMAS SCHECKTER (No. 4 Pennzoil Panther Racing Dallara/Chevrolet/ Firestone): “We accomplished what we wanted today. The Pennzoil Panther guys worked hard to get through the changes we needed to get ready for a quick stint in the afternoon. Everybody on the track is getting quicker, and our Chevrolet is going to be right there with the rest of the guys. We achieved a lot and will keep the momentum heading into tomorrow.”

WEDNESDAY'S SCHEDULE (all times local):

9 a.m.	Public Gates Open
11 a.m.-6 p.m.	IndyCar Series Practice
6 p.m.	Track Closes

END DAY 3 NOTES

DAY 4 – WEDNESDAY, May 12, 2004

PAGE 1

TODAY AT THE TRACK (all times local):

9 a.m. Public Gates Open
11 a.m.-6 p.m. IndyCar Series Practice
6 p.m. Track Closes

Target Chip Ganassi Racing's driver Darren Manning is featured in a two-minute segment on ESPN2's "SportsCenter at Indy," which airs at 6:30 p.m. (EDT) each weekday during the month of May. The daily feature, called "The Main MANNing," debuted May 10 and followed Manning as he began his preparations for the 88th running of the Indianapolis 500.

DARREN MANNING (No. 10 Target Chip Ganassi Racing Panoz G Force/Honda/Firestone): "It's kind of a daily diary of my adventures this month as I get ready for my first experience racing in the Indianapolis 500. It's a long month, and a lot goes on behind the scenes from my preparations with the team, to interactions with fans, and a look at what life at the track is like and what I do on my down time. I'm never sure what's going to happen next, and this feature will give the fans a chance to get to know me and the Target team in a more personal way and live out the month with me on a day-by-day basis. It should be good fun."

As of 10 a.m., 43 drivers had passed their physicals at the Clarian Emergency Medical Center. Forty-eight cars have passed technical inspection, and eight cars are in the process of undergoing technical inspection.

PRACTICE REPORT:

At 11 a.m., the ambient temperature was 77 degrees with winds from the south at 17 mph and a relative humidity of 69 percent. Skies were partly cloudy. The track temperature was 111 degrees, according to Firestone engineers.

11 a.m. – **GREEN**. #51 Barron and #25 Roth are first on track.

11:07 a.m. – **YELLOW**. Debris on the frontstretch.

11:10 a.m. – **GREEN**.

Selected quotes from Robby Gordon's press conference. A full transcript will be available shortly:

ROBBY GORDON (No. 70 Meijer/Coca-Cola/Robby Gordon Dallara/Chevrolet/Firestone): (About expected pole speed): "I know you're not going to see a 223 (mph) in qualifying. You're probably not going to see four laps at 222 (mph). You're looking at a 220, 221 four-lap average, and we think with the Chevrolets, we'll be there." (About his crash on May 10): "I lost it right in the middle of Turn 1, it did a little tank-slapper on me, and it got away from me. Obviously, we tore the car up, and that always knocks a little confidence out of you and your team. But we didn't hurt the car that bad. We didn't even hurt the radiator on the left-hand side."

PRACTICE REPORT (Cont.):

11:35 a.m. – #11 Kanaan breaks 221 mph mark with lap at 221.254 mph.

11:36 a.m. – **YELLOW**: Tow-in for No. 17 Meira at entry to pit lane. Crew reports car is out of fuel.

(More)

DAY 4 – WEDNESDAY, May 12, 2004

PAGE 2

PRACTICE REPORT (cont.):

11:43 a.m. – **GREEN.**

11:49 a.m. – #11 Kanaan breaks 222-mph mark with lap of 222.605 and then runs 222.668 mph, fastest lap of the month.

12:01 p.m. – **YELLOW.** Report of a white-wall for #12T Takagi.

12:03 p.m. – **GREEN.**

12:21 p.m. – **YELLOW.** Debris on the frontstretch.

12:23 p.m. – **GREEN.**

12:37 p.m. – **YELLOW.** Debris in warm-up lane in Turn 2.

12:39 p.m. – **GREEN.**

At 1 p.m., the ambient temperature was 82 degrees with winds from the south at 21 mph and a relative humidity of 54 percent. Skies were partly cloudy. The track temperature was 127 degrees, according to Firestone engineers.

1:02 p.m. – **YELLOW.** Track inspection.

1:12 p.m. – **GREEN.**

1:35 p.m. – **YELLOW.** Track inspection.

1:44 p.m. – **GREEN.**

2:30 p.m. – **YELLOW.** Full sweep track inspection.

2:45 p.m. – **GREEN.**

At 3 p.m., the ambient temperature was 84 degrees with winds from the south at 17 mph and a relative humidity of 51 percent. Skies were mostly cloudy. The track temperature was 120 degrees, according to Firestone engineers.

3:17 p.m. – **YELLOW.** Track inspection.

Argent Mortgage Company will present \$2,500 to the driver with the fastest practice lap speed each day during the month of May through its sponsorship of the “Argent Fastest Lap.” Argent Mortgage, the co-sponsor of Buddy Rice’s No. 15 Rahal-Letterman Argent/Pioneer Panoz G Force/Honda/Firestone, began the \$25,000 fastest lap program in 2003 at Indianapolis.

Argent makes \$2,500 donations to charity through “Argent Fastest Lap” awards at IndyCar Series events at Homestead-Miami Speedway, Phoenix International Raceway, Kansas Speedway, Michigan Speedway and California Speedway.

3:26 p.m. – **GREEN.**

3:30 p.m. – **YELLOW.** Tow-in for #8 Sharp. Car stopped at pit exit.

3:35 p.m. – **GREEN.**

6 p.m. – **CHECKERED.**

FASTEST SPEEDS OF DAY

Pos.	Car	Name	C/E/T	Speed
1	11	Tony Kanaan	D/H/F	222.668 mph
2	26	Dan Wheldon	D/H/F	221.953 mph
3	16	Roger Yasukawa	G/H/F	221.248 mph
4	5	Adrian Fernandez	G/T/F	221.195 mph
5	1	Scott Dixon	G/T/F	220.941 mph

(More)

DAY 4 – WEDNESDAY, May 12, 2004

PAGE 3

There were 29 cars on the track today. A total of 56 cars are now at the Speedway, and 48 have passed technical inspection. There were 27 drivers on the track. Drivers completed 1,567 laps. There were 10 caution periods for a total of 1 hour, 7 minutes.

POST-PRACTICE QUOTES:

ADRIAN FERNANDEZ (No. 5 Quaker State/Telmex/Tecate Panoz G Force/Honda/Firestone): “It was another great day for Fernandez Racing. This is our fourth day, and we are top three again. I am getting more confident every time we go out. Conditions were a little bit hotter and windier than yesterday, but still the car is performing beautifully. We made just very small changes to the car. Obviously, there are some tows out there, but I think from what we can see, we are pretty competitive. I am looking forward to finishing this week and going into qualifying. In general, the team is doing a tremendous job, and I am very proud of them, and Kosuke is doing an awesome job. We just have to keep up the momentum and not get too over-excited and just keep doing what we are doing.”

KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz G Force/Honda/Firestone): “Today was not as good as yesterday. We used two sets of new tires, and I did my best lap on old tires, but the time was quite good. Today, under the hot conditions, the car wasn't very good, but we were able to make some changes to fix it. I am very happy with the performance, but we need to work more with the car because the wind was very strong this week, and the gear ratios make a big difference.”

TONY KANAAN (No. 11 Team 7-Eleven Dallara/Honda/Firestone): “I was warming my car and my second lap, which was my first really green lap. I got (Bruno) Junqueira coming out of the pits and I drafted him, and then he pulled in and my teammate Bryan (Herta) pulled me around for two laps. I did the 222.6 two laps in a row. I wish I could have done that by myself, but it's not the reality. We do have a good car. It's still Wednesday, though. A lot of things can still happen. The number looks pretty big. We're finding our speed day by day. I didn't test here on the Open Test. They didn't let me, because we actually had a tire test in Texas to do. We'll see. By tomorrow morning, everybody is going to forget about what happened here today.” (About predicted pole speed): “I would say if the weather helps, it can maybe be 222.6 to 222.8. It's so hard to predict. If they can do 225, I may as well just try to put my car in the field. Not just driving the car, but to set up the car, it was easier to get it right, to get it close on the setup last year than it is this year because of the lack of downforce. The window gets a lot narrower when you don't have the downforce to support the car. The downforce can actually mask a lot of problems on the cars. So not having that much has definitely made it a lot more difficult. Believe me, I wasn't holding back the last three days. I was trying hard to just find myself. It makes it more exciting, yes. It's a lot slower, yes. But I want to see in the race trim what's going to happen because it's been pretty tough. Even in qualifying trim, it's tough to run behind people because you're never going to have that situation in the race. You're not going to run that least amount of wing in traffic. I see people trying to do long runs, and I don't see anybody passing anybody so I'm a little concerned, but we still have 18 days until the race.”

(More)

DAY 4 – WEDNESDAY, May 12, 2004

PAGE 4

DARIO FRANCHITTI (No. 27 Arca/Ex Dallara/Honda/Firestone): "The Arca/Ex team definitely had a good day. This morning was a good start. We were very consistent. Bryan (Herta) and I got a chance to do a long run together, and it was good to get some results from that. We obviously have a bit more work to do, but so far, so good. Tony (Kanaan) looks very comfortable, so I'm happy about that. That bodes well for qualifying. But we definitely had a good day."

ROBBY GORDON (No. 70 Meijer/Coca-Cola/Robby Gordon Dallara/Chevrolet/Firestone): "We're back in the game. I'd say we're back to where we were before the crash (Monday). It feels a lot better to go away (to Richmond) knowing we have a good car."

SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone): "The primary focus today was qualifying and trying to improve our speed. We're not quite fast enough yet, but the guys are working hard to make sure we are ready for Saturday. We also did a long run, and the Marlboro Team Penske car handled well."

HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Toyota/Firestone): "We're still working on the Marlboro Team Penske car, and clearly we're not where we would like to be. I know the team will continue their hard work, and we'll be as prepared as we can be for qualifying."

AL UNSER JR. (No. 20 Patrick Racing Dallara/Chevrolet/Firestone): "The Patrick Racing team went quicker again today. As long as we keep going in that direction, it is a good day. We are still learning what the Patrick Racing Chevrolet/Dallara/Firestone car likes, but I am very happy with the job the engineering staff and crew are doing. We just have to keep at it and work through the process until everything comes together."

FELIPE GIAFFONE (No. 24 Team Purex/Dreyer & Reinbold Dallara/Chevrolet/Firestone): "Our speeds didn't go much better today, but we learned a few things in the process. The car is handling really well, and we've got a couple of things to do tomorrow with our downforce options to make us faster. We've definitely still got some work to do."

SCOTT SHARP (No. 8 Delphi Dallara/Toyota/Firestone): "The Delphi team had a pretty good day overall. When we wanted to try and find some speed, we were able to find about a mile and a half almost 2 mile per hour, which I thought was really good for us. We still need to find more speed as our competitors are now breaking into the 221-mph and 222-mph range. The car is working really well, and we did get a chance to work on the race car a little bit today and had a good run there, so we're pretty pleased with the progress we're making."

SARAH FISHER (No. 39 Bryant Heating & Cooling/Cure Autism Now Dallara/Toyota/Firestone): "Today we were kind of lost in the morning, and we were chasing things. This afternoon we came back out at the end of the day to do some full-tank runs and really had a good car. We found out some things at the end of the day that were spectacular. So we are definitely looking forward to running the car with those changes on it, and I think we will be in good shape."

(More)

DAY 4 – WEDNESDAY, May 12, 2004

PAGE 5

BRUNO JUNQUEIRA (No. 36 PacifiCare Panoz G Force/Honda/Firestone): "It was OK today. We made some long runs today on full tanks to work on the race setup. Yesterday we found a good race setup, but today we didn't improve. Tomorrow we are going to try to find some speed in the car."

ED CARPENTER (No. 52 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): "It was a lot better day than we had yesterday. Yesterday we kind of got stuck in a rut and didn't know which way to go, and today we finally made a little progress and took a step in the right direction. Right now, everyone is gearing up for qualifying stuff. We've kind of been stuck in that 218 range, and we finally, in happy hour, jumped up over 219, so that gives us a starting point to work on the next step of getting over 220. We still have more things to do to the car, so we'll keep rolling with it tomorrow."

DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone): "I think this place can make you chase it sometimes. I think everyone wanted to make sure today was a good day. We had sort of a disappointing day yesterday, and obviously there is a set plan we have to work through. I think the Klein Tools/Jim Beam car is very good, but you have to make sure you're on top of it for that particular day because Wednesday doesn't count toward qualifying. The only day that matters is Saturday."

BRYAN HERTA (No. 7 XM Satellite Radio Dallara/Honda/Firestone): "It was a good day for the XM Satellite Radio team. We wanted to get some good running in the heat of the day because it looks like the temperatures may cool off in the next two days. We made some good gains again today, and it feels like we've been here for two weeks already."

ROGER YASUKAWA (No. 16 Rahal-Letterman Sammy Panoz G Force/Honda/Firestone): "We have worked pretty hard the last couple of days trying to get the basics of the car and today we were able to trim it out a little bit more. It feels very good even in the windy conditions. I feel very confident with this Sammy car. The wind seemed worse from 2 to 3 p.m. today. It settled down more around 5 p.m. Working with an engineer like Don Halliday is a big advantage for me and the team in general. We worked our way up to the speed we thought we had with the car. We'll work some more on Thursday and Friday and be ready for Saturday. We have been exchanging information with Buddy and Vitor's team, and that has been a big help for me. Last year I had to figure it with my crew only with the one-car effort. Now it's much easier to share the info with three teams."

BUDDY RICE (No. 15 Rahal-Letterman Argent/Pioneer Panoz G Force/Honda/Firestone): "We have some wind conditions that played games with the teams this afternoon, but the car feels pretty good. We had to change tactics on how we want to get ready for qualifying. It's nice that Vitor has been working on race setup, and Roger and I have developed the qualifying trim. I have never had that luxury here, and it feels great. You are able to verify things with the different teammates and their engineers. It's always nice to have two or three different ideas during the day. I feel good about how things have gone. We aren't too far off where we want to be for Saturday."

(More)

DAY 4 – WEDNESDAY, May 12, 2004

PAGE 6

VITOR MEIRA (No. 17 Rahal-Letterman Team Centrix Panoz G Force/Honda/Firestone):

“We ran full tank runs again like Tuesday. It is good to have a team that can get information with three different areas. And I have been working with our Centrix Honda crew to get the race day setup. I think that is good right now. On Thursday, we’ll go and start working on the qualifying setup. Buddy and Roger have been concentrating on that the last two days. And they are going fast. I’m confident that we’ll have a good qualifying car. We have two more days to develop the car for Saturday. I feel good about our chances for Saturday. We have gathered a lot of info during this week. We always had one car out on the track during the entire seven hours of practice. So we know what the track is doing throughout the day. That is very good.”

MARK TAYLOR (No. 2 Menards/Johns Manville Racing Dallara/Chevrolet/ Firestone):

"The Menards/Johns Manville car feels good at the moment. We're slowing trimming out downforce, trying to get drag out of the car. We're learning a lot about what it takes to qualify well here and then have a great car during the race. The wind picked up a bit in the afternoon, which gave us some trouble. Our times were consistent throughout our runs. We've moving forward looking into tomorrow."

TOMAS SCHECKTER (No. 4 Pennzoil Panther Racing Dallara/Chevrolet/ Firestone):

"We had a great morning with our Chevy and learned some good things. We made some changes during lunch that we didn't like a whole lot. Still, we're happy with today, and we'll review everything in the morning. The Pennzoil Panther guys will get us ready for tomorrow, and we should have another good day."

ALEX BARRON (No. 51 Red Bull Cheever Racing Dallara/Chevrolet/Firestone):

“We were making good progress until about midday. Then we started having problems with the car in Turn 3 and had to make a lot of adjustments. When we got back out in the afternoon, we had fixed the issue and were able to run some quick laps, but we’re still fine tuning for qualifications.”

TORA TAKAGI (No. 12 Pioneer/Mo Nunn Racing Dallara/Toyota/Firestone):

“The Pioneer/Mo Nunn Team made a lot of progress today. We're relieved because after a rough start earlier in the week, it appears that we learned some important things in the last hour of practice this afternoon that will make us quicker tomorrow. We look forward to continuing to gain ground on the leaders.”

THURSDAY’S SCHEDULE (all times local):

9 a.m.	Public Gates Open
11 a.m.-6 p.m.	IndyCar Series Practice
6 p.m.	Track Closes

END DAY 4 NOTES

DAY 5 – THURSDAY, May 13, 2004
PAGE 1

TODAY AT THE TRACK (all times local):

9 a.m.	Public Gates Open
11 a.m.-6 p.m.	IndyCar Series Practice
6 p.m.	Track Closes

Team Rahal announced today that it has changed the name of its IRL IndyCar® Series effort to Rahal Letterman Racing. The team, co-owned by 1986 Indianapolis 500 winner Bobby Rahal and television personality David Letterman, a native of Indianapolis, will field three cars in the Indianapolis 500 for drivers Buddy Rice, Roger Yasukawa and Vitor Meira.

BOBBY RAHAL (Co-owner, Rahal Letterman Racing): “In 1996, I had the good fortune to enter into a business partnership with my longtime friend David Letterman in what has been known as Team Rahal. I have always felt that the name Team Rahal didn’t truly reflect the partnership or Dave’s involvement in the business. He has been an integral part of the team’s success over the past eight seasons, and I can’t think of a better place to announce this name change and to honor his involvement than the Indianapolis Motor Speedway.”

DAVID LETTERMAN (Co-owner, Rahal Letterman Racing): “I’m very proud. It’s a great day in my life. This is something I’ve dreamed about since I was a kid. I’ll try not to embarrass the team.”

A complete transcript from this morning’s announcement will be available shortly.

IndyCar Series veteran Dario Franchitti of Andretti Green Racing officially relaunched his newly designed Web site today at www.franchitti.com.

Racing fans and media can now get the latest information on Franchitti, as he prepares for the Indy 500 and sets his sights on winning the 2004 IRL championship in the #27 Arca/Ex Dallara/Honda/Firestone entry. Franchitti's Web site includes the most up-to-date information from on and off the track, career statistics, race schedules, sponsor information and an extensive photo gallery of racing and lifestyle pictures.

IndyCar Series drivers Sam Hornish Jr., Scott Sharp, Ed Carpenter and Greg Ray will make an appearance at the Indy Racing Rally on May 14 at Lakeside Christian Center in Indianapolis.

Indianapolis-based Institute for Affordable Transportation will display its Basic Utility Vehicle (BUV) developed specifically for humanitarian and Christian Mission work, at the Indy Racing Rally. The rally takes place between 5-7 p.m. (local time).

PRACTICE REPORT:

Rain fell overnight in the Indianapolis area and still was falling at 8 a.m., today. Practice has been delayed.

At 11 a.m., the ambient temperature was 69 degrees with winds from the south at 13 mph and a relative humidity of 91 percent. Skies were cloudy.

At 11:30 a.m., track drying began.

(More)

DAY 5 – THURSDAY, May 13, 2004

PAGE 2

Indianapolis radio stations WIBC AM-1070 and WENS-FM 97.1 have expanded their partnership with the Indianapolis Motor Speedway.

Beginning this month's Indianapolis 500, both stations will air every event from the Speedway, including the United States Grand Prix and the Brickyard 400. Each station plans to broadcast separate pre- and post-race coverage. WIBC will feature full sports coverage of each race; WENS' treatment will highlight the lifestyle of race fans and track activities.

TOM SEVERINO (Emmis Indianapolis VP and market manager): "Emmis Communications is proud to strengthen our relationship with the Indianapolis Motor Speedway. Simulcasting the Big 3 races enhances and deepens our affiliation with the IMS and will increase the marketing and promotional opportunities for both parties."

JOIE CHITWOOD (Indianapolis Motor Speedway senior vice president of business affairs): "The Indianapolis Motor Speedway has enjoyed a great affiliation with WIBC and Emmis Communications. Bringing the races to real 97.1's audience adds another dimension to that relationship. This is a great benefit for our loyal fans."

Greg Ray, owner/driver of the No. 13 Access Motorsports Panoz G Force/Honda/Firestone, issued the following statement today regarding his team's participation in the 88th running of the Indianapolis 500.

GREG RAY (Driver/owner No. 13 Access Motorsports Panoz G Force/Honda/Firestone): "Speculation and rumors abound that have led to misinformation being written as fact regarding why Access Motorsports has not yet been on track in preparation for this year's running of the Indy 500. Renovac, Tracy Carboy, CapGemini, Panasonic and University Loft have performed excellently for us as associate sponsors involved with our team, and we will continue to do everything we can to ensure they receive an excellent return. Our powerful Honda motor, Panoz G Force chassis and Firestone tire combination, along with our passionate crew, have provided incredible performance and competitiveness way beyond our financial resources. The budgets necessary to run even the smallest team are enormous. But, as you know, we ended the 2003 season and began the 2004 season without the financial resources and stability of primary sponsorship support. We are confident and totally committed to making this competitive team successful and creating a winning business platform for sponsorship partners. However, we have reached the all-important month of May – the Indianapolis 500 – and we are still without primary sponsorship. It is not my goal for this team to merely get through the next day, the next week, or through the end of the month. I'm firmly committed to Honda and the IRL and to continue on the path we started early last season and for many, many years to come. Anyone who knows the business of racing knows the complexities involved in pursuing the goals we have laid out for ourselves, and everyone in this organization is working feverishly to make it all happen. Focusing on the long-term health of this program and the lack of track time is absolutely affecting our immediate preparations for this year's Indy 500. As much as we hate that, we are making decisions today that we believe will allow us the ability to navigate toward a successful long-term future. The cards are stacked against us every day. But we enjoy the fight, and we are looking for sponsors and partners who enjoy that spirit and competition of taking on the big boys. We are hoping to solidify our business issues and return to the track as quickly as we can."

(More)

DAY 5 – THURSDAY, May 13, 2004
PAGE 3

PRACTICE REPORT (Cont.):

At 2:30 p.m., the ambient temperature was 75 degrees with winds from the south at 14 mph, gusting to 20 mph, and a relative humidity of 79 percent. Skies were mostly cloudy. The track temperature was 95 degrees, according to Firestone engineers.

2:55 – **RUNNING YELLOW**. #8 Sharp is the first car on track followed by #17 Meira, #14 Foyt IV and # 41 Foyt. Practice was delayed three hours, 55 minutes by rain.

3 p.m. – **GREEN**. Indiana University golfer Jeff Overton, who won the 2003 Indiana State Amateur, waved the green flag.

JEFF OVERTON: “Oh, man, it’s just unbelievable how fast these guys go. I came here when I was 15, I think, and I forgot about the speed.” (I noticed you were cheering A.J. Foyt IV there, are you a new fan?): “Oh yeah, definitely a fan. Great guy. That’s my pick on Race Day.”

3:10 p.m. – Darren Manning turning laps in #1T normally driven by teammate Scott Dixon.

3:31 p.m. – **YELLOW**. Track inspection.

3:43 p.m. – **GREEN**.

3:52 p.m. – **YELLOW**. Light rain.

4:05 p.m. – **GREEN**. Rain delay lasted 13 minutes.

4:18 p.m. – **YELLOW**. Debris in the warm-up lane in Turn 3.

4:40 p.m. – **GREEN**.

5:03 p.m. – **YELLOW**. Heavy whitewall by #1T Manning in the short chute between Turns 1 and 2. Crew reports damage to the suspension on the right side of the car.

5:08 p.m. – **GREEN**.

Robby Gordon qualified 10th on Thursday for Friday night’s NASCAR Busch Series 250 at Richmond International Raceway. Gordon will return to Indianapolis on Saturday for pole qualifying in the No. 70 Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone, then return to Richmond to race in the NASCAR Nextel Cup event on Saturday night.

As of 5:30 p.m., 44 drivers have passed their physical examinations at the Clarian Emergency Medical Center.

5:53 p.m. – **YELLOW and CHECKERED**. #8 Sharp does a quarter-spin and makes hard contact with the SAFER Barrier in Turn 1 with the rear of the car. Sharp climbs from the car without assistance from the Delphi IRL Safety Team.

FASTEST SPEEDS OF DAY

Pos.	Car	Name	C/E/T	Speed
1	3	Helio Castroneves	D/T/F	221.156 mph
2	16	Roger Yasukawa	G/H/F	221.093 mph
3	6	Sam Hornish Jr.	D/T/F	220.956 mph
4	15	Buddy Rice	G/H/F	220.778 mph
5	11	Tony Kanaan	D/H/F	220.733 mph

(More)

DAY 5 – THURSDAY, May 13, 2004

PAGE 4

There were 30 cars on the track today. A total of 56 cars are now at the Speedway, and 48 have passed technical inspection. There were 27 drivers on the track. Drivers completed 947 laps. There were 6 caution periods for a total of 1 hour.

Medical update: Scott Sharp has been checked and released from the Clarian Emergency Medical Center. He is cleared to drive.

POST-PRACTICE QUOTES:

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

"Unfortunately, I did have a draft. Today it seems the speeds came down slightly because of the rain. The track was cooler. That means we have more drag, so we were slower down the straight. It might be easier going through the corners, but on the straights, we were just a little bit slower. It was important to test today to have a little bit of an understanding of going from the hot weather to not so hot. Then on Saturday, when we have a little bit of practice before qualifying starts, it's going to be a different day again. We're just trying to lay down right now what we think is going to be good. This place is very tough, and you just have to be patient and make sure that you go lap by lap and not panic. That's what we did. We don't know if tomorrow is going to be rainy or not – the weather forecast is (leaning) toward us not having a practice, so we tried a little bit more stuff that we were supposed to test tomorrow. We just have to be patient and wait for Saturday. It's how this place is. It's tough, it's difficult, but at the same time, it's awesome."

SCOTT SHARP (No. 8 Delphi Dallara/Toyota/Firestone): "We had a really productive day. We had made a few changes, and we were going to make a really good run to see what kind of speed we had in the car. On my second lap by, I just drove it in there and bam – it just snapped, and I was sideways. I don't even know what happened."

MARK TAYLOR (No. 2 Menards/Johns Manville Racing Dallara/Chevrolet/Firestone):

"It's good to get a run done in the afternoon. We were glad the weather cleared up. The Panther Racing guys wanted to keep taking out downforce to get ready for qualifications on Saturday, so today we were able to go out and get some good runs. We'll continue to take out more downforce. I hope we can run tomorrow. I've heard there's supposed to be more rain. I'm pretty confident. It feels like we've got a good car, and we have more speed. The big question is how the weather changes and how we make adjustments to it."

TOMAS SCHECKTER (No. 4 Pennzoil Panther Racing Dallara/Chevrolet/Firestone):

"We're happy with today. We only did a couple of laps. The Pennzoil Panther guys and myself just wanted to make sure things were good for tomorrow, and most importantly, Saturday. Right now we look to be in good shape. We weren't going to use a lot of track time anyway, so the rain didn't affect us a lot. We had a list of stuff we concentrated on, and we got all that taken care of today."

(More)

DAY 5 – THURSDAY, May 13, 2004

PAGE 5

FELIPE GIAFFONE (No. 24 Team Purex/Dreyer & Reinbold Dallara/Chevrolet/Firestone): "We had a better day than yesterday. The track's a little slower, and we found a little more speed. We need another mile per hour to be where we should be, so we're going to try a few more things tomorrow. The balance and the handling of the car are good, and overall I'm pleased with our progress."

A.J. FOYT IV (No. 14 Consec/A.J. Foyt Racing Dallara/Toyota/Firestone): "Today went pretty well. We didn't get that many laps because we got delayed a little bit with the rain. But I'm glad we got out there and ran some good consistent laps, picked our speed up a little bit like we were trying to do. We're definitely not giving it all we got. The Consec car's not in qualifying trim yet, but we're making little adjustments and getting there one step at a time."

LARRY FOYT (No. 41 A.J. Foyt Racing Panoz G Force/Toyota/Firestone): "It was an OK day. Our speed's still not where we want it to be, especially because we started to trim out a little bit. We made some changes to the car that really made it drive a lot better, so now I think we've got the direction we need to go. On a whole, I'm happy. We're going in the right direction, so the speed should come."

ED CARPENTER (No. 52 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): "We really just got a handful of laps. We wanted to do one more run, and that last yellow came out and kind of put an end to our day one run early. I'd like to be a bit quicker than we are right now. We keep having this tendency to go to a car that has understeer and are having problems getting away from that. We just have to keep working. We've got one more full day of practice before Pole Day. We need to utilize our time. Hopefully the weather helps us out a little bit. We're going to have to see what happens, look over everything tonight and come back with something better for tomorrow."

ALEX BARRON (No. 51 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): "We were trying a bunch of different things. Everything ran really good today. We got both cars out real quick with the rain coming out. We got a lot of track time, but we're still down on speed. We're going to go back and look at it and see what we've got to do. We're a little bit puzzled at this moment. We've got to look at some data tonight and figure out what we need to do tomorrow to make it better. We need to run tomorrow, for sure."

SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone): "We did a lot of work on our qualifying setup in anticipation that it might rain tomorrow. The good news is that I'm happy with the Marlboro Team Penske car, and we were able to break the 220-mph mark for the first time this week. Having said that, Pole Day often throws us a curve ball with respect to track and/or weather conditions, so hopefully, we'll get a chance to run tomorrow."

TONY KANAAN (No. 11 Team 7-Eleven Dallara/Honda/Firestone): "I think the Team 7-Eleven car is OK. We need to keep working. The temperature has changed quite a bit from the other days to today. It was just a long day waiting for the rain to stop and then the rain came back, but that's Indy. One day to go, then it will be time to go and then we can focus on the race."

(More)

DAY 5 – THURSDAY, May 13, 2004

PAGE 6

DARIO FRANCHITTI (No. 27 Arca/Ex Dallara/Honda/Firestone): "We made progress today, but it was a different kind of progress. Today was more about qualifying than anything. That's why we were quicker on the speed charts. But I was probably more happy at the end of yesterday with the way the car was in race trim. We've still got a bit of work to do with the qualifying car. We've hopefully got tomorrow, weather permitting, and we'll try to get the Arca/Ex car absolutely 'spot on' for Saturday."

BRYAN HERTA (No. 7 XM Satellite Radio Dallara/Honda/Firestone): "It was a good day for the XM Satellite Radio car. Today was the first day that we worked on our qualifying setup, and we were able to make some changes to go quicker as the session went on. We still have tomorrow to keep working on it, and I think we have a chance to earn a good starting spot."

ROGER YASUKAWA (No. 16 Rahal-Letterman Sammy Panoz G Force/Honda/Firestone): "The track picked up grip at the end of the day. We were able to work on our qualifying setup and to be in the top three the last two days is good for the Sammy crew and myself. These guys at Rahal Letterman Racing know their stuff, and it feels good to be at or near the top. The wind is not as bad as yesterday, and that helped everyone despite the green track. You have to be mentally cautious in the late part of the day. I think the track will get faster as the rubber gets built back up on the track. I feel more comfortable and confident with the car. It feels very good right now, but I do know we can improve it, too."

BUDDY RICE (No. 15 Rahal-Letterman Argent/Pioneer Panoz G Force/Honda/Firestone): "Racing always has a hurry-up-and-wait program, and you just have to get used to it. When it's time to go, you go. At least the weather held off this afternoon, and we could run. You have a program to execute, and you try to go through with it despite getting the time cut short by the rain. The weather is pretty unpredictable here at Indy. So you have to be ready to hit the track at all times. The rain hurt the track today because it was pretty green when we went out first. But by Happy Hour, there was some more rubber down on the racing groove. Today has been a good barometer in relation to the temperature for Saturday's qualifying. It was cooler for the first time, and it's supposed to be cooler on Saturday. I think this helps us in our setups for the four-lap qualifying run. But you never know about the weather in Indy"

VITOR MEIRA (No. 17 Rahal-Letterman Team Centrix Panoz G Force/Honda/Firestone): "I was one of the first ones to go out today, and we jumped to the top of the charts. The track was really green from the rain. But the car felt good then. It wasn't as good in the second time out, but we got a draft to run 220 (.666). I know we still have some work to do for Saturday. You could feel the lack of mechanical grip today from yesterday. The Centrix team has been great to work with this week. I'm very pleased how the week has gone, and I'm looking forward to Friday and Saturday now. The car feels so much different from the last two days when I was running full tanks. The direction of the car changes quicker and everything just seems faster. That is when you have to be careful because the car is on the edge."

(More)

DAY 5 – THURSDAY, May 13, 2004

PAGE 7

DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone): "We did just a couple of laps in the Klein Tools/Jim Beam car today. We have to get ready for qualifying now. I think we definitely have a quick car for qualifying, and it is just a matter of fine-tuning it for the weather conditions."

AL UNSER JR. (No. 20 Patrick Racing Dallara/Chevrolet/Firestone): "The Patrick Racing team found some more speed again today. We went quicker, so that means it was another good day. The Patrick Racing Chevrolet/Dallara/Firestone is definitely a better car than it was when we started, and we are definitely making progress. This was still another learning day, and we did learn more. The sad thing is that it rained this morning, which took away some of our practice time, but everybody is in the same boat. Tomorrow will be key day for us. It is supposed to rain, but if we can get some more laps in and gain another 1 mph like we did today, we should be in good shape for qualifying."

DARREN MANNING (No. 10 Target Chip Ganassi Racing Panoz G Force/Toyota/Firestone): "After dealing with rain for most of the day, the team used the afternoon session to put me into Scott's backup car to try some things with his setup. I'm pretty happy with the work we got done as we ran in the top five or six most of the time. I got a little loose coming out of (Turn) 1 and got out of the groove and white-walled the right rear a little bit. There was some very minor damage, but we decided we had gotten done all we had to do today. We'll trim the car out for the final practice Friday. Things look good for Pole Day."

SCOTT DIXON (No. 1 Target Chip Ganassi Racing Panoz G Force/Toyota/Firestone): "I'm a bit disappointed that I didn't run today in the end as we had planned, but as a team we made the decision that we felt was best. We had rain most of the day. The team wanted to give Darren a chance to try my car setup. We had trimmed out the car quite a bit, and we'll do the final tweaks tomorrow for qualifying when we run some simulations. All in all, we're right on schedule."

ADRIAN FERNANDEZ (No. 5 Quaker State/Telmex/Tecate Panoz G Force/Honda/Firestone): "Everything went well, and we are ready to qualify."

KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz G Force/Honda/Firestone): "Today I drove the backup car. That car was not the same as the primary car, and we were working on a different setup for the backup car. Finally we found quite a similar feeling, but today the track conditions were very different from yesterday so speed and aerodynamic balance were different. Everybody is under the same conditions, but we have to work on my chassis for the weather."

SARAH FISHER (No. 39 Bryant Heating & Cooling/Cure Autism Now Dallara/Toyota/Firestone): "We didn't get a whole lot done today with the Bryant/CAN car. We did an installation check this afternoon and then we tried to do one outing and had an engine problem, and Toyota wanted us to make an engine change. We then came back out late in the day and did our install check and were preparing for a run when my teammate (Scott Sharp) didn't fare so well. At least we know that we've got our engine installed with no leaks, and we're good to go for tomorrow."

(More)

DAY 5 – THURSDAY, May 13, 2004
PAGE 8

FRIDAY'S SCHEDULE (all times local):

8 a.m.	Public Gates Open
11 a.m.-6 p.m.	IndyCar Series Practice
6 p.m.	Track Closes
6:15 p.m.	Qualification Order Draw, Coca-Cola Stage

END DAY 5 NOTES

DAY 6 – FRIDAY, May 14, 2004

PAGE 1

TODAY AT THE TRACK (all times local):

8 a.m. Public Gates Open
11 a.m.-6 p.m. IndyCar Series Practice
6 p.m. Track Closes
6:15 p.m. Qualification Order Draw, Coca-Cola Stage

The Indiana Section of the Society of Automotive Engineers today announced six candidates for the 38th BorgWarner Louis Schwitzer Award. The award, presented to engineers by engineers, honors early racing pioneer Louis Schwitzer and acknowledges individuals with the courage and conviction to explore and develop new concepts in racing technology.

This year's candidates are:

- * Dallara IR4 chassis
- * Honda HI4R-A engine
- * Panoz G Force GF09B chassis
- * Toyota RV8I engine
- * Chevrolet IRL engine
- * 2004 Delphi IRL Safety Truck

Each May, SAE members interview candidates and select the winner, who receives a \$5,000 check and a plaque from BorgWarner. All winners' names are listed on the BorgWarner Louis Schwitzer pedestal in the Speedway Hall of Fame Museum. The award is sponsored by BorgWarner Inc. and presented by the Indiana Section of SAE. This year's winner will be announced at a news conference at the Indianapolis Motor Speedway Media Center at 10 a.m., Friday, May 21.

A complete transcript from this morning's Marlboro Team Penske announcement will be available shortly.

Tony Kanaan, driver of the No. 11 Team 7-Eleven Dallara/Honda/Firestone, turned the fastest lap of the month of May, 222.668 mph, at 11:49 a.m. Wednesday, May 12.

Helio Castroneves won the 2003 MBNA Pole for the Indianapolis 500 with a four-lap qualifying average of 231.725 mph and a time of 2 minutes, 35.3564 seconds. His fastest lap was Lap 2, which was 38.7572 seconds, 232.215 mph.

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

PRACTICE REPORT:

At 11 a.m., the ambient temperature was 72 degrees with winds from the south at 16 mph and a relative humidity of 81 percent. Skies were cloudy. Track temperature was 80 degrees, according to Firestone engineers.

11 a.m. – **GREEN**. Anne Ryder, from WTHR-TV in Indianapolis, waved the green flag to open "Fast Friday." #39 Fisher was first on the track.

11:04 p.m. – **YELLOW**. Light rain is falling on the speedway.

(More)

DAY 6 – FRIDAY, May 14, 2004

PAGE 2

The Indianapolis Motor Speedway is offering wireless Internet access in the media center this year. Please see the representatives of IndyZoom on the second floor for more information on this service.

Beginning today, more than 5,000 students from 223 classrooms across the state of Indiana will visit the Speedway as part of the 500 Festival's new Indianapolis 500 Education program.

“Gearing Up” for the Indy 500 is an Indiana standards-based curriculum designed for fourth-grade students to foster an understanding and develop an appreciation of the Indianapolis 500 and 500 Festival.

Attending practice today are students from:

- Rockcreek Elementary School, Columbus
- Morristown Elementary School, Morristown
- Royerton Elementary School, Muncie
- Parker Elementary School, New Castle
- Harriet Beecher Stowe School No. 64, Indianapolis
- Meredith Nicholson School No. 96, Indianapolis
- Griffith Elementary School, Washington
- Clay City Elementary School, Clay City
- Columbian Elementary, Kokomo
- Oak Trace Elementary, Westfield
- Baxter Elementary School, Richmond
- Durgan Elementary School, Lafayette
- Mentone Elementary School, Mentone

Several drivers are patrolling the paddock in hopes of landing a ride for the 88th running of the Indianapolis 500. Among them are: 1996 Indianapolis 500 winner Buddy Lazier, Jaques Lazier, Memo Gidley, Oriol Servia, and Jeff Simmons.

JEFF SIMMONS: “I think a lot is going to depend on what happens with qualifying here. If a lot of guys get in, and they don’t damage too many cars, then there’s chance that there may be a few open cars. There are quite a few drivers here now, and I’ve seen several more qualified guys show up as the week goes on. I’m going have seats made up for both a G Force and a Dallara just in case something comes up.”

ORIOLE SERVIA: “I’m trying to convince people to put me in a car on Sunday. If someone puts me in the spare car, with a little practice in the morning, I could qualify in the afternoon. I really want to race here. I’ve been in the States since 1998, but I’ve never done this race. I really want to do it. I have to do it. Whatever the chances are to do it, I’ll take them.”

Anne Ryder, a popular television anchor from WTHR-TV in Indianapolis, waved the green flag to open “Fast Friday.”

ANNE RYDER: “This day has been a thrill from beginning to end. I got to ride in the two-seater earlier, and to throw the green flag – I grew up in Indianapolis – was the thrill of a lifetime.”

(More)

DAY 6 – FRIDAY, May 14, 2004

PAGE 3

2:45 p.m. – Track closed for the day due to rain.

The only cars to turn laps today were #39 Fisher, #14 Foyt IV, #36 Junqueira and #15 Rice. Only Fisher (212.616 mph) turned a lap at speed. The drivers completed six total laps.

“FAST FRIDAY” RAINOUT QUOTES:

ED CARPENTER (No. 52 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): “It’s a shame that we didn’t have a full day to try things with the car, but I’m confident in the direction the team is headed. Tomorrow we have two hours to prepare so we’ll focus on making the best use of our time. Everyone is dealing with the same conditions, so we’re all in the same boat.”

ALEX BARRON (No. 51 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): “I’m disappointed that we didn’t get to run because we worked on some things last night that we wanted to try out today. It would have been nice to know if our adjustments were going to work for qualifications. It just leaves a bigger question mark for tomorrow.”

ADRIAN FERNANDEZ (No. 5 Quaker State/Telmex/Tecate Panoz G Force/Honda/Firestone): "It has been a good week for us so far with both cars, and the whole team is working really well. Obviously, the truth is going to come out tomorrow and it is a matter of weather, who has the right stuff for the right time and things like that, but I think that one way or the other, we are going to be pretty competitive with both cars. It has been a good experience so far and our setup is good. It's been fun to hang out with Kosuke (Matsuura) and everyone here in the garage and in the pits and see a lot of good friends. Now we just have to focus on tomorrow and have a good qualifying. I think our chances are very good to get the pole."

KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz G Force/Honda/Firestone): "I think we found a lot of good things this week, and we are ready to try for the front row tomorrow. Our car is very quick, but we prepared under hotter conditions, not as cool as yesterday. I think our car is probably better under hotter conditions, but it doesn't matter. I have to concentrate on those four laps, and I have confidence for the qualifying – at least second row."

MARK TAYLOR (No. 2 Menards/Johns Manville Racing Dallara/Chevrolet/Firestone): "We had a feeling yesterday we wouldn't get much work in today. I was walking with (race engineer) Brent Harvey out to pit lane, and we made it to Gasoline Alley before the rain hit. It would have been nice to get some track time, but we knew it was going to be tough to get out there today. I'm ready to qualify. Our Chevrolet is going to be quick tomorrow, and I'm looking to get the Menards/Johns Manville car to the front. It would be hard to predict the pole speed, but it will really depend on the weather."

DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone): "Tomorrow is a big day for the Klein Tools/Jim Beam team. The closer to the front we start, the better I think we will be. There are going to be a lot of contenders for the pole because everyone has shown a lot of speed this week. This field is so close. It will be difficult, but I think this Klein Tools/Jim Beam car has a chance at the front row."

(More)

DAY 6 – FRIDAY, May 14, 2004

PAGE 4

TONY KANAAN (No. 11 Team 7-Eleven Dallara/Honda/Firestone): "It is going to be an interesting day tomorrow. We'll have a few qualifying attempts plus some practice in the morning, so I'm excited. The whole Team 7-Eleven crew has worked hard all week, and I'm hoping tomorrow is going to be really good."

DARIO FRANCHITTI (No. 27 Arca/Ex Dallara/Honda/Firestone): "The weather wasn't a help today for the ArcaEx team. We still had a little bit of work to do on the qualifying car because we have spent the majority of the week working on our race setup. Hopefully, we'll do well tomorrow morning, and we'll go out and throw some big numbers up in qualifying."

BRYAN HERTA (No. 7 XM Satellite Radio Dallara/Honda/Firestone): "The rain today hurt us a little bit. We spent most of the week working on the race setup for the XM Satellite Radio car. Yesterday was the only work we did with our qualifying package, so we will need to make good use of tomorrow morning's practice. But then again, sometimes if you run too much, you get lost, and the weather may have kept us from doing that today."

AL UNSER JR. (No. 20 Patrick Racing Dallara/Chevrolet/Firestone): (About new sponsor): "As I sit here today, we just signed a deal with Stacker 2, which is an ephedra-free energy pill. We're happy to announce that right now." (About returning to IndyCar Series competition): "It was just a matter of time. We just kept trying, kept our head down and kept talking with the car owner, Pat Patrick, to put something together." (About the rain delay): "We definitely could have used more time. We were looking forward to today's running, but each day we got a mile an hour out of the car. We'll just keep working with it. We know from past races that I've been in that it's not over until it's over. As long as we can get it in the show real good tomorrow and get somewhere up near the front, then we'll go racing." (About qualifying for the Indianapolis 500): "Qualifying hasn't changed for me, at all. It's still tough to run in the top 15 or top 20. This year, with the way the rules are and the way the engines are, it's the most competitive and closest field that I've ever seen. For me, it's twice as tough now as it used to be. As for the crowds and so on, I really feel that it's just a turning point. With the way single-seat, open-wheel racing has been the last five years, it's been hard on our sport, but I really feel that the tide is turning and that the IRL is going to be the most popular series in the country."

DARREN MANNING (No. 10 Target Chip Ganassi Racing Panoz G Force/Toyota/Firestone): "Qualifying for the Indianapolis 500 is completely different than anything I have ever experienced, but I'm lucky to be with a team that has plenty of experience and success at this track. I'm relying on them to get me through my first Pole Day. It is quite exciting, and I am looking forward to it. I know we're ready for it, but everyone has been running all week under the same weather conditions and the forecast for Pole Day will be somewhat different with cooler temperatures, so that adds an extra measure of challenge to achieving success."

(More)

DAY 6 – FRIDAY, May 14, 2004

PAGE 5

SCOTT DIXON (No. 1 Target Chip Ganassi Racing Panoz G Force/Toyota/Firestone):

“Pole Day will be a bit easier for me this year since I now know what to expect, having been through it for the first time last year. I think aiming for a top five is realistic. It’s a shame we didn’t get to run a few more qualifying simulations today because of the rain, but we’ve done a lot of work this week, found some things we liked and feel pretty positive about qualifying.”

LARRY FOYT (No. 41 A.J. Foyt Racing Panoz G Force/Toyota/Firestone): (About the decision to compete in the Indianapolis 500): “It surprised me a little bit, too. Of course, it was a very good surprise. I'm very excited. It's always been my childhood dream to come here to Indy. It's just the way everything worked out. On the NASCAR side, with us not having a sponsor, it freed up my schedule. My father has known how badly I've wanted to do it. When he kind of pushed me over to the stock car side, I kind of reluctantly went with it, and I'm glad I did it. I had a great time over there, and I still feel like I have a home over there in NASCAR if we can get things rolling. This has always been my dream, so I've been very lucky to have this opportunity.” (What is your situation in NASCAR?): “Right now, I'm kind of in the unemployed driver seat right now. I've got to take whatever I can get. Hopefully, we can get a sponsor on the NASCAR side. It's very tough right now, as it is on the IRL side, all the big forms of motorsports. It's very tough right now with the dollars it takes to go racing at a competitive level. I'm having a blast here. It's been a great experience, everything I thought it would be. I'd love running in the IRL full time. I'd love running NASCAR full time. Whatever the best opportunity, I'd certainly take it.” (About his experience driving at Indianapolis Motor Speedway): “This kind of takes me back to my roots more than stock car did. I think that was a bigger adjustment for me. Growing up, I raced go-karts and Formula 2000, tested an IRL car. My whole grassroots of racing for me was in open-wheel cars. For me, I've been really comfortable. It's a little bit different line, obviously, a different feel for a driver. The car is much more responsive, much more under you feeling than a stock car, and that's what I'm used to.” (About qualifying): “I've kept the setup pretty conservative. We haven't run any great speeds, but I think that's because he (A.J. Foyt) didn't want me to make a mistake or get over my head too soon. Hopefully, we can get a little more speed for qualifying, but I think that's kind of been my dad's plan for me.”

TORA TAKAGI (No. 12 Pioneer Mo Nunn Racing Dallara/Toyota/Firestone): “While the bad weather was not a surprise, it was disappointing. We certainly could have used another day to catch up after our slow start earlier in the week. At least we have a guaranteed 30 minutes tomorrow morning to fine-tune the car before Pole Day qualifying begins. I am anticipating that the heavy rains today will dramatically alter the track conditions for qualifying tomorrow. Because of that, I would expect that many drivers will pass on their initial runs tomorrow, possibly providing more time for the Pioneer/Mo Nunn team to be on track. We had a solid qualifying effort last year on Pole Day and look forward to the big day tomorrow.”

(More)

DAY 6 – FRIDAY, May 14, 2004

PAGE 6

SCOTT SHARP (No. 8 Delphi Dallara/Toyota/Firestone): “We would have really liked to get a couple of hours in today, just to get the car back to where we were yesterday before the crash happened, as opposed to trying to sort things out in an hour of practice session tomorrow morning. If the weather forecast holds like it says it will, tomorrow looks to be a more consistent day, and we’re going to go give it everything we’ve got. As for the crash really setting us back, I don’t think that is the case. We didn’t have a front-row car to begin with, and both the No. 8 and No. 8T cars have been pretty equal in speed. Our focus when we arrived was on the race, and that has not changed.”

SARAH FISHER (No. 39 Bryant Heating & Cooling/Cure Autism Now Dallara/Toyota/Firestone): “You can’t have too many laps here, especially after having been out of a car for seven months. You can’t have too many days for practice. Having the rain come into play, it disappoints me, but if I were going to be negative about it, I’d never be happy. We’re dealing with it the best we can and trying to re-strategize and work on a different game plan. It’s been a great month for me so far. To join with Kelley Racing, they have a reputation for doing well here at the Speedway, so I’m very privileged.” (Are you frustrated with the progress of your month so far?): “It hasn’t been frustrating. Just like Al (Unser Jr.), we’ve gained a mile an hour a day, and we keep working at it. We set ourselves back on purpose the day before yesterday and did some Race Day setups to make sure we had the consistency we wanted. Yesterday, we had to go down for an engine change, and by the time we got out, my teammate took a spill, so we didn’t get to run yesterday either. We’re happy with where we are. We wish we could have gotten more out of it, but certainly, we’re not disappointed with what we’ve gotten from what we have.” (Is there interest in keeping the program together for the rest of the year?): “There’s certainly interest on behalf of Kelley Racing and myself. I have a home at Kelley Racing for the rest of the season if we can put a program together, and it really just boils down to sponsorship dollars. There are a lot of opportunities that we have sought after and that are getting close, so we’ll see. There is some interest, and Tom Kelley has been good to me, so we’ll see what happens.” (What have you learned from your other four Indy starts?): “I think I’ve taken more from running the (IndyCar) Series, period, than my four other starts here. Coming from short tracks, sprint cars and Midgets, I had no patience. I was on the go, on the gas right away. This being my fifth year in an (IndyCar Series) car, I’ve learned how to manage that. I’m really looking forward to the “500” because I have the confidence that I know how much aggression to have up front, when to hold it back and when to present it.”

ROGER YASUKAWA (No. 16 Rahal-Letterman Sammy Panoz G Force/Honda/Firestone): “We’ll be going out early Saturday, and I like that. I think we’ll have a shot for the pole at that time of the day. Today’s rain doesn’t hurt us. We got a head start on our qualifying program during the middle of the week. I think our speeds showed that the last two days. We were in the top three on Wednesday and Thursday. I feel confident about our car and the speed we have reached. It will take all four elements to win the pole Saturday. That includes the conditions, the car, the driver driving well and being able to put it on the limit. I think we can do that with our Sammy car. It feels very good going into qualifying.”

(More)

DAY 6 – FRIDAY, May 14, 2004

PAGE 7

BUDDY RICE (No. 15 Rahal-Letterman Argent/Pioneer Panoz G Force/Honda/Firestone): “The conditions are going to be the difference on Saturday. I think the pole will be around 221.5 (mph) if conditions don’t improve in the afternoon, but a 222 (mph lap) is possible later in the day. I don’t think today hurts. We are set with our qualifying trim. We weren’t going to make many changes Friday, plus we’ll get the chance to test those changes on Saturday morning. I feel good about our car right now. The Honda engine feels very good, and I will be surprised if a Honda doesn’t win the pole.”

VITOR MEIRA (No. 17 Rahal-Letterman Team Centrix Panoz G Force/Honda/Firestone): “It would have been nice to run today, but our team has been fast in qualifying trim. We have 90 minutes to run on Saturday morning, and that is plenty of time to get the car ready for qualifying. We are in the back of the line, so we might even get more time to practice, but I feel good about our chances Saturday since (teammates) Roger (Yasukawa) and Buddy (Rice) have been very good the last couple of days. The history shows that most poles are won in the 11 a.m. hour, but last year, Helio (Castroneves) won late in the day. For us to have a shot at the pole, we’ll have to go late in the day.”

HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Toyota/Firestone): “It’s too bad we got rained out today because it is always good to get some last-minute practice before Pole Day. But that’s what Indy is all about – you never know what is going to happen. Marlboro Team Penske has been working hard on the qualifying setup all week, and I think we are in good shape for tomorrow. Obviously, we’re going for the pole, but if we’re in the first two rows, I’ll be happy. I’m expecting the pole speed to be around 222 mph.”

SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone): “Marlboro Team Penske did a lot of work on the qualifying setup yesterday anticipating it might rain today. I think if we hit the gears right and are able to make our run at the right time, we should be in good shape. Everyone’s had a different agenda this week, so you don’t really know where you stack up against the competition. The wind has been out of the south, and tomorrow it’s supposed to be out of the north, which will affect speeds. My guess for the pole is high 221’s (mph) or low 222’s (mph). I would have thought it would be a bit faster coming out of the Open Test, but speeds have been slower than I would have thought over the last few days.”

BRUNO JUNQUEIRA (No. 36 PacifiCare/Secure Horizons Honda/Panoz G Force/Firestone): “I think it’s a big shame that the rain came today. Unfortunately, we had no time to run a low-downforce setup on the PacifiCare car. We had worked on getting a good setup for the race, since that is the most important thing, and we were planning on working on the qualifying setup today. We are going to have to guess a little for qualifying. I believe that Newman/Haas Racing’s engineering department will come up with a good downforce/drag ratio, and I am going to keep it flat during qualifying.”

(More)

DAY 6 – FRIDAY, May 14, 2004

PAGE 8

INDIANAPOLIS 500 QUALIFYING PROCEDURE:

1. In order to alleviate possible congestion or misunderstandings when qualifications begin, the IRL requires that each team designate a representative to participate in a blind drawing to determine the initial qualifications order.

2. A completed qualifying attempt consists of four consecutively timed laps. A car may make a maximum of three attempts, provided that neither the first nor second attempts have been run to completion. Once a car has posted its four-lap average speed, no further attempt may be made by that CAR. However, the DRIVER may attempt to qualify another car provided that the first car has been “bumped” from the field by a faster car or the first car has been withdrawn.

3. The starting field is made up of the 33 fastest qualifiers, regardless of the day on which a car has qualified. Cars are lined up according to their speed ranking on EACH DAY with the fastest qualifier on the first day occupying the pole position. The successful second-day qualifiers line up behind the successful first day qualifiers in order of speed with the fastest qualifier of the second day always starting behind the slowest successful qualifier of the first day, regardless of overall speed, followed by the successful qualifiers of the third day, in order of speed, etc.

4. Once a total of 33 cars have qualified and the time allotted for qualifications has not run out, other cars may make qualification attempts, placing the car with the 33rd fastest speed in the position of being “bumped” from the field by a faster qualifier, regardless of the day on which the original qualifier posted his/her time and speed.

5. Each car participating in the pre-qualifications draw is guaranteed a qualifying attempt provided the car is properly presented at all times. In the event of delays due to weather, etc., the “first day” qualifiers could conceivably not be determined until the second or even the third day. The original line may “run out” (“break in the line”) before the end of the first day. In that case, any subsequent qualifier is still considered a first-day qualifier and is still eligible for the pole position until the track is closed for the day.

6. Each car must take two warm-up laps. The decision either to take the green flag to start the attempt or to “wave off” the attempt must be made before the car completed the second warm-up lap.

7. If the team representative does not display the green flag to signal the start of a qualification attempt, the car will not be charged with an attempt and must return to the pit lane. A car may depart from the line an unlimited number of times, provided the team representative has not displayed the green flag.

SATURDAY’S SCHEDULE (all times local):

7 a.m.	Public Gates Open
8-10 a.m.	IndyCar Series Practice
11 a.m-6 p.m.	MBNA Pole Qualifications
6 p.m.	Track Closes
6 p.m.	MBNA Pole Award, Toro Tractor presentation, Victory Podium

END DAY 6 NOTES

DAY 7 – SATURDAY, May 15, 2004 – MBNA POLE DAY
PAGE 1

REVISED MBNA POLE DAY SCHEDULE:

11:40 a.m.	Cars to pit lane
Noon-12:40 p.m.	IndyCar Series Practice (Group 1)
12:40-1:20 p.m.	IndyCar Series Practice (Group 2)
1:40 p.m.	MBNA Pole Qualifications
6 p.m.	Track Closes
6 p.m.	MBNA Pole Award, Toro Tractor presentation, Victory Podium

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

Saturday, May 15 (Pole Day):

- Time: 8-8:30 p.m. (EDT)
- Coordinates: AMC 9, Transponder K18
Audio 6.2/6.8
Download Frequency 12060 horizontal

Tony Kanaan, driver of the No. 11 Team 7-Eleven Dallara/Honda/Firestone, turned the fastest lap of the month of May, 222.668 mph, at 11:49 a.m. Wednesday, May 12.

Helio Castroneves won the 2003 MBNA Pole for the Indianapolis 500 with a four-lap qualifying average of 231.725 mph and a time of 2 minutes, 35.3564 seconds. His fastest lap was Lap 2, which was 38.7572 seconds, 232.215 mph.

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

Today's qualifying will be broadcast live from noon-1 p.m. (EDT) on ESPN, 1-3 p.m. (EDT) on ABC and 6-7 p.m. (EDT) on ESPN.

Rain fell overnight at the Indianapolis Motor Speedway and continued until 9:30 a.m. this morning. Track drying began at 9:30 a.m.

Soldiers from the 1st Battalion, 152nd Infantry and 1st Battalion, 163rd Fire Support Team of the Indiana Army National Guard were honored in ceremonies this morning on the Yard of Bricks.

The 690 soldiers, who served in Operation Iraqi Freedom, were welcomed back to Indiana by Gov. Joe Kernan. Kernan presented the Overseas Service Ribbon and the Indiana Homeland Defense Service Ribbon to battalion commander Lt. Col. James Gentry.

JOE KERNAN (Governor of Indiana): "This is an extraordinary sacrifice that these 670 soldiers have made for each and every one of us here in Indiana, and in the country. We're so proud of them and so proud of the extraordinary service that they have rendered. It's great to be here with everyone here today to officially welcome them back home."

(More)

DAY 7 – SATURDAY, May 15, 2004 – MBNA POLE DAY
PAGE 2

The members of the band REO Speedwagon will throw the green flag to open MBNA Pole Day.

KEVIN CRONIN (Lead singer, REO Speedwagon): (About wearing sleeveless shirt today): “I thought it was summertime here. I need to buy some Indy 500 swag on the way out.” (About waving the green flag to open practice): “I’m really excited. I get it now. I understand. This place is huge; it’s awe-inspiring. It’s great. I can’t wait. I’m so happy to be here. We love Indianapolis. This is one of our favorite towns to play.”

INDIANAPOLIS 500 QUALIFYING PROCEDURE:

1. In order to alleviate possible congestion or misunderstandings when qualifications begin, the IRL requires that each team designate a representative to participate in a blind drawing to determine the initial qualifications order.

2. A completed qualifying attempt consists of four consecutively timed laps. A car may make a maximum of three attempts, provided that neither the first nor second attempts have been run to completion. Once a car has posted its four-lap average speed, no further attempt may be made by that CAR. However, the DRIVER may attempt to qualify another car provided that the first car has been “bumped” from the field by a faster car or the first car has been withdrawn.

3. The starting field is made up of the 33 fastest qualifiers, regardless of the day on which a car has qualified. Cars are lined up according to their speed ranking on EACH DAY with the fastest qualifier on the first day occupying the pole position. The successful second-day qualifiers line up behind the successful first day qualifiers in order of speed with the fastest qualifier of the second day always starting behind the slowest successful qualifier of the first day, regardless of overall speed, followed by the successful qualifiers of the third day, in order of speed, etc.

4. Once a total of 33 cars have qualified and the time allotted for qualifications has not run out, other cars may make qualification attempts, placing the car with the 33rd fastest speed in the position of being “bumped” from the field by a faster qualifier, regardless of the day on which the original qualifier posted his/her time and speed.

5. Each car participating in the pre-qualifications draw is guaranteed a qualifying attempt provided the car is properly presented at all times. In the event of delays due to weather, etc., the “first day” qualifiers could conceivably not be determined until the second or even the third day. The original line may “run out” (“break in the line”) before the end of the first day. In that case, any subsequent qualifier is still considered a first-day qualifier and is still eligible for the pole position until the track is closed for the day.

6. Each car must take two warm-up laps. The decision either to take the green flag to start the attempt or to “wave off” the attempt must be made before the car completed the second warm-up lap.

7. If the team representative does not display the green flag to signal the start of a qualification attempt, the car will not be charged with an attempt and must return to the pit lane. A car may depart from the line an unlimited number of times, provided the team representative has not displayed the green flag.

PRACTICE REPORT:

At 11:45 a.m., the ambient temperature was 58 degrees with winds from the east-northeast at 6 mph and a relative humidity of 77 percent. Skies were cloudy. Track temperature was 62 degrees, according to Firestone engineers

(More)

DAY 7 – SATURDAY, May 15, 2004 – MBNA POLE DAY
PAGE 3

PRACTICE REPORT (cont):

Noon– Practice delayed due to wet spots on the track.

12:23 p.m. – **GREEN**. Kevin Cronin, lead singer of REO Speedwagon, waved the green flag to open practice, along with band members Brian Hitt, Dave Amato and Bruce Hall. #3 Castroneves, #70 Gordon are first on track.

Crew for the No. 14 Foyt IV is changing engines after a brief fire in a wiring loom. Car will be allowed to run with Group 2 if engine change is completed before practice ends.

12:30 p.m. – **YELLOW**. Debris.

12:34 p.m. – **GREEN**.

12:40 p.m. – #16 Yasukawa turns lap at 222.990, fastest of the month.

12:42 p.m. – **YELLOW**. Debris.

12:46 p.m. – **GREEN**.

12:55 p.m. – **YELLOW**. Debris on the frontstretch.

12:59 p.m. – **GREEN**.

1:03 p.m. – **CHECKERED**. End of Group 1.

Robby Gordon will qualify his #70 Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone entry before returning to Richmond, Va., for tonight's NASCAR NEXTEL Cup Series Chevy American Revolution 400. Gordon qualified his Cingular Wireless Chevrolet sixth for that event Friday. He finished 19th in the NASCAR Busch Series Funai 250 last night in his Fruit of the Loom Chevy.

ROBBY GORDON (No. 70 Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone): "The rain doesn't help anybody. I've spoken with Brian (Barnhart, IRL senior vice president of racing operations), and he knows our situation. For us, 2:30 (p.m., Indy time) is when we have to leave. We qualified the Cingular Wireless Chevrolet sixth, and it's not worth giving up that starting position. We'll know after (pre-qualifying Indy practice) what shot we have (at pole or front row.) With the way the weather is, I think four laps at 221 mph would be pretty good. We didn't lose a lot of (track time) to our competitors the last two days (when Gordon was in Richmond) because of the rain here. It is what it is. We'll do the best we can."

1:09 p.m. – **GREEN**.

1:18 p.m. – #11 Kanaan turns lap at 223.224 mph, fastest of the month.

1:22 p.m. – **YELLOW**. #2 Taylor spins on the entrance to the pit lane but does not make contact with wall.

As of 1:30 p.m., 45 drivers have passed their physical examinations at the Clarian Emergency Medical Center.

Crew for the #14 Foyt IV will not practice in the pre-qualifying practice session, following an engine change due to fire in wiring loom this morning.

Crew for #70 Gordon reports the car could not shift into sixth gear during practice and is working on repairing the gearbox.

(More)

DAY 7 – SATURDAY, May 15, 2004 – MBNA POLE DAY
PAGE 4

PRACTICE REPORT (cont):

1:27 p.m. – **GREEN.**
1:48 p.m. – **CHECKERED.** Group 2.

FASTEST SPEEDS OF PRACTICE

Pos.	Car	Name	C/E/T	Speed
1	11	Tony Kanaan	D/H/F	223.224 mph
2	16	Roger Yasukawa	G/H/F	222.990 mph
3	5	Adrian Fernandez	G/H/F	222.832 mph
4	36	Bruno Junqueira	G/H/F	222.576 mph
5	55	Kosuke Matsuura	G/H/F	222.421 mph

The Indiana AP Broadcasters Association presented longtime Indianapolis Motor Speedway public address announcer Tom Carnegie a plaque in honor of his induction into the IAPBA Hall of Fame. Carnegie was unable to attend the original ceremony earlier this year.

Carnegie, in his 59th year as public address announcer at the Speedway, took a ceremonial lap around the track after receiving the award.

MBNA POLE QUALIFYING CHRONOLOGY:

At 2:15 p.m., the ambient temperature was 66 degrees with winds from the north-northeast at 6 mph and a relative humidity of 77 percent. Skies were cloudy. Track temperature was 74 degrees, according to Firestone engineers.

Green flag will be given to drivers on the third time by.

2:19 p.m.	#16	ROGER YASUKAWA/Los Angeles Rahal-Letterman Racing Sammy – G/H/F	
	QA-1	1 – 40.8394 – 220.375	Q – 1
		2 – 40.8738 – 220.190	
		3 – 40.9153 – 219.967	
		<u>4 – 40.9853 – 219.591</u>	
		T 2:43.6138 – 220.030	
2:25 p.m.	#6	SAM HORNISH JR./Defiance, Ohio Marlboro Team Penske - D/T/F	
	QA-2	1 – 40.6701 – 220.804	Q – 2
		2 – 40.8706 – 220.207	
		3 – 40.9130 – 219.179	
		<u>4 – 40.9586 – 219.734</u>	
		T 2:43.5023 – 220.180	

(More)

DAY 7 – SATURDAY, May 15, 2004 – MBNA POLE DAY

PAGE 5

MBNA POLE QUALIFYING CHRONOLOGY (cont.):

2:30 p.m. #70T ROBBY GORDON/Orange, Calif.
Meijer/Coca-Cola Robby Gordon - D/C/F
QA-3 1 – 41.4553 – 217.101 Q – 3
2 – 41.4806 – 216.969
3 – 41.5512 – 216.600
4 – 41.7777 – 215.426
T 2:46.2648 – 216.522

#70T Gordon left the Speedway immediately after his qualifying run for a flight to Richmond, Va., where he is competing in the Chevy American Revolution 400 NASCAR NEXTEL Cup Series race tonight at Richmond International Raceway.

ROBBY GORDON (No.70 Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone): “I’m pretty disappointed. The car just started getting tighter and tighter with every lap. Started out with a decent first lap, but it just kept getting tighter and tighter. We’re disappointed. It’s going to be our worst qualifying effort in years here at Indianapolis. Normally Thomas Knapp and myself, we hit it pretty good here, but we just missed it this time. But we’ll work real hard on race setup next week, get ourselves in a position to have a good Race Day. It was just tight, I mean really, really tight in Turn 1. Don’t know what happened, or why, but we’ll work on it.” **(More Gordon quotes will be included in qualifying quote sheet.)**

2:35 p.m. #3 HELIO CASTRONEVES/Sao Paulo, Brazil
Marlboro Team Penske - D/T/F
QA-4 1 – 41.4325 – 217.221 UA – 1
2 – Waved off

2:40 p.m. #8T SCOTT SHARP/Norwalk, Conn.
Delphi - D/T/F
QA-5 1 – 41.8575 – 215.015 Q – 4
2 – 41.7976 – 215.323
3 – 41.6506 – 216.083
4 – 41.6428 – 216.124
T 2:46.9485 – 215.635

#8T Sharp stalled on his first attempt to exit the pits and start his qualifying run.

2:45 p.m. #7 BRYAN HERTA/Valencia, Calif.
XM Satellite Radio - D/H/F
QA-6 1 – Crashed in Turn 1 UA – 1

#7 Herta did a quarter-spin in Turn 1 and made heavy contact with the SAFER Barrier in Turn 1 with right rear of the car. Car did a half-spin after impact, sliding down the short chute and stopping in the middle of the short chute at the bottom of the track, with the nose of the car pointed toward the outside wall. The Delphi IRL Safety Team assisted Herta from the car. He gave the thumbs-up symbol from a stretcher as he was wheeled to an ambulance. Heavy damage to the right side and rear of car.

(More)

DAY 7 – SATURDAY, May 15, 2004 – MBNA POLE DAY

PAGE 6

BRYAN HERTA (No. 7 XM Satellite Radio Dallara/Honda/Firestone): “We tried to free the car up. We had a little bit of understeer in (Turn) 1, and I think we went a little too far. I went into (Turn) 1, and the back just gave up.”

MICHAEL ANDRETTI (Co-owner, Andretti Green Racing): “It’s a bummer. I feel bad for (Bryan). We just made the car too neutral for him. It wasn’t really his fault. We just set up the car too loose.”

Medical update from Dr. Henry Bock, Speedway medical director: Bryan Herta was evaluated and released from the Clarian Emergency Medical center with abrasions with his right foot and right leg. He was not cleared to drive. His status will be re-evaluated Sunday.

MBNA POLE QUALIFYING CHRONOLOGY (cont.):

3:06 p.m.	#26	DAN WHELDON/Emberton, England Klein Tools/Jim Beam - D/H/F	
	QA-7	1 – 40.7092 – 221.080 2 – 40.6465 – 221.421 3 – 40.5636 – 221.874 <u>4 – 40.5910 – 221.724</u> T 2:42.5103 – 221.524	Q – 5
3:11 p.m.	#41	LARRY FOYT/Houston A.J. Foyt Racing - G/T/F	
	QA-8	1 – 42.1746 – 213.399 2 – 42.1879 – 213.331 3 – 42.2052 – 213.244 <u>4 – 42.2267 – 213.135</u> T 2:48.7944 – 213.277	Q – 6
3:16 p.m.	#12	TORA TAKAGI/Shizuoka, Japan Pioneer Mo Nunn Racing - D/T/F	
	QA-9	1 – Waved off	UA – 1
3:20 p.m.	#5	ADRIÁN FERNÁNDEZ/Mexico City Quaker State Telmex Tecate - G/H/F	
	QA-10	1 – 40.9096 – 219.997 2 – 41.0456 – 219.268 3 – Waved off	UA – 1
3:26 p.m.	#24	FELIPE GIAFFONE/Sao Paulo, Brazil Team Purex/Dreyer & Reinbold - D/C/F	
	QA-11	1 – Crashed in Turn 1	UA – 1

#24 Giaffone wiggled at the exit of Turn 1 and did a quarter-spin, making contact with the outside retaining wall in the short chute between Turns 1 and 2 with the left rear of the car. The car then continued spinning in the short chute, making another full spin before stopping against the outside retaining wall at the entrance of Turn 2. Giaffone climbed from the car without assistance. Medium damage to the left rear and rear of the car.

(More)

DAY 7 – SATURDAY, May 15, 2004 – MBNA POLE DAY

PAGE 7

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

FELIPE GIAFFONE: “I was still not flat and lifted through (Turn) 1, so it wasn't like I tried to run it flat. I almost thought I'd be able to save it as it started to move. It's too bad for the team. The warm-up was 217.7, so we were ready to improve on it. I think it was just a lack of downforce issues. We were pretty much on the edge this morning.”

MBNA POLE QUALIFYING CHRONOLOGY (cont.):

3:47 p.m.	#51	ALEX BARRON/Menifee, Calif. Red Bull Cheever Racing - D/C/F	
	QA-12	1 – 41.6268 – 216.207 2 – 41.7118 – 215.766 3 – Waved off	UA – 1
3:52 p.m.	#27	DARIO FRANCHITTI/Edinburgh, Scotland Arca/Ex - D/H/F	
	QA-13	1 – 40.8966 – 220.067 2 – 40.8513 – 220.311 3 – 40.8807 – 220.153 4 – Waved off	UA – 1
3:58 p.m.	#52T	ED CARPENTER/Indianapolis Red Bull Cheever Racing - D/C/F	
	QA-14	1 – 41.1845 – 218.529 2 – 41.1903 – 218.498 3 – 41.1390 – 218.771 <u>4 – 41.1783 – 218.562</u> T 2:44.6921 – 218.590	Q – 7
4:03 p.m.	#36	BRUNO JUNQUEIRA/Belo Horizonte, Brazil PacifiCare/Secure Horizons - G/H/F	
	QA-15	1 – 40.7824 – 220.683 2 – 40.6243 – 221.542 3 – 40.6229 – 221.550 <u>4 – 40.5877 – 221.742</u> T 2:42.6173 – 221.379	Q – 8

(More)

DAY 7 – SATURDAY, May 15, 2004 – MBNA POLE DAY

PAGE 8

MBNA POLE QUALIFYING CHRONOLOGY (cont.):

4:09 p.m.	#2	MARK TAYLOR/London Menards/Johns Manville Racing - D/C/F	
QA-16		1 – 41.0490 – 219.250	Q – 9
		2 – 41.0287 – 219.359	
		3 – 41.0428 – 219.283	
		<u>4 – 41.0519 – 219.235</u>	
		T 2:44.7124 – 219.282	
4:14 p.m.	#15	BUDDY RICE/Phoenix Rahal-Letterman Argent/Pioneer - G/H/F	
QA-17		1 – 40.5200 – 222.113	Q – 10
		2 – 40.4997 – 222.224	
		3 – 40.5614 – 221.886	
		<u>4 – 40.5634 – 221.875</u>	
		T 2:42.1145 – 222.024	
4:19 p.m.	#20	AL UNSER JR./Albuquerque, N.M. Patrick Racing – D/C/F	
QA-18		1 – 41.2974 – 217.931	Q – 11
		2 – 41.2883 – 217.979	
		3 – 41.2951 – 217.944	
		<u>4 – 41.2825 – 218.010</u>	
		T 2:45.1633 – 217.966	
4:26 p.m.	#4	TOMAS SCHECKTER/Cape Town, South Africa Pennzoil Panther - D/C/F	
QA-19		1 – 40.8362 – 220.393	Q – 12
		2 – 40.8149 – 220.508	
		3 – 40.8296 – 220.428	
		<u>4 – 40.8464 – 220.338</u>	
		T 2:43.3271 – 220.417	
4:32 p.m.	#55	KOSUKE MATSUURA/Aichi, Japan Panasonic ARTA - G/H/F	
QA-20		1 – 40.7769 – 220.713	Q – 13
		2 – 40.7825 – 220.683	
		3 – 40.7785 – 220.705	
		<u>4 – 40.7499 – 220.859</u>	
		T 2:43.0878 – 220.740	

(More)

DAY 7 – SATURDAY, May 15, 2004 – MBNA POLE DAY

PAGE 9

MBNA POLE QUALIFYING CHRONOLOGY (cont.):

4:38 p.m.	#11	TONY KANAAN/Salvador, Bahia, Brazil Team 7-Eleven – D/H/F	
	QA-21	1 – 40.7200 – 221.022 2 – 40.8358 – 220.395 3 – Waved off	UA – 1
4:43 p.m.	#39	SARAH FISHER/Commercial Point, Ohio Bryant Heating & Cooling/Cure Autism Now - D/T/F	
	QA-22	1 – 41.6928 – 215.865 2 – 41.7518 – 215.560 3 – 41.7077 – 215.787 <u>4 – 41.6914 – 215.872</u> T 2:46.8437 – 215.771	Q – 14
4:49 p.m.	#17	VITOR MEIRA/Brasilia, Brazil Rahal-Letterman Team Centrix - G/H/F	
	QA-23	1 – 40.7588 – 220.811 2 – 40.7424 – 220.900 3 – 40.7421 – 220.902 <u>4 – 40.6836 – 221.219</u> T 2:42.9269 – 220.958	Q – 15
4:55 p.m.	#3	HELIO CASTRONEVES/Sao Paulo, Brazil Marlboro Team Penske – D/T/F	
	QA-24	1 – 40.7105 – 221.073 2 – 40.7305 – 220.965 3 – 40.7594 – 220.808 <u>4 – 40.7826 – 220.682</u> T 2:42.9830 – 220.882	Q – 16
5:01 p.m.	#12	TORA TAKAGI/Shizuoka, Japan Pioneer Mo Nunn Racing - D/T/F	
	QA-25	1 – 42.0648 – 213.956 2 – 41.9327 – 214.630 3 – Waved off	UA – 2
5:06 p.m.	#5	ADRIÁN FERNÁNDEZ/Mexico City Quaker State Telmex Tecate - G/H/F	
	QA-26	1 – 40.7153 – 221.047 2 – 40.7112 – 221.069 3 – 40.7798 – 220.698 <u>4 – 40.6906 – 221.118</u> T 2:42.8969 – 220.999	Q – 17

(More)

DAY 7 – SATURDAY, May 15, 2004 – MBNA POLE DAY

PAGE 10

MBNA POLE QUALIFYING CHRONOLOGY (cont.):

5:11 p.m.	#27	DARIO FRANCHITTI/Edinburgh, Scotland Arca/Ex - D/H/F	
	QA-27	1 – 40.7767 – 220.768 2 – 40.5857 – 221.753 3 – 40.6042 – 221.652 <u>4 – 40.5927 – 221.715</u> T 2:42.5493 – 221.471	Q – 18
5:17 p.m.	#1	SCOTT DIXON/Auckland, New Zealand Target Chip Ganassi Racing - G/T/F	
	QA-28	1 – 41.0285 – 219.360 2 – 41.0398 – 219.299 3 – 41.0440 – 219.277 4 – Waved off	UA – 1
5:22 p.m.	#10	DARREN MANNING/North Yorkshire, England Target Chip Ganassi Racing - G/T/F	
	QA-29	1 – 41.1184 – 218.508 2 – 41.3254 – 217.784 3 – Waved off	UA – 1
5:27 p.m.	#11	TONY KANAAN/Salvador, Bahia, Brazil Team 7-Eleven – D/H/F	
	QA-30	1 – 40.6278 – 221.523 2 – 40.6383 – 221.466 3 – 40.6948 – 221.158 <u>4 – 40.7879 – 220.654</u> T 2:42.7488 – 221.200	Q – 19
5:33 p.m.	#51	ALEX BARRON/Menifee, Calif. Red Bull Cheever Racing - D/C/F	
	QA-31	1 – Crashed in Turn 1	UA – 2
		#51 Barron did quarter-spin in Turn 1 and hit the SAFER Barrier with the right rear of the car, spinning into the wall and making contact with the right front of the car. Barron then did another quarter-spin into the grass in the short chute between Turns 1 and 2, stopping in the deceleration lane at the bottom of the track in the short chute. Barron climbed from the car without assistance. Heavy damage to the left side and rear of car.	
5:44 p.m.	#12	TORA TAKAGI/Shizuoka, Japan Pioneer Mo Nunn Racing - D/T/F	
		Waved off on second warm-up lap.	

(More)

DAY 7 – SATURDAY, May 15, 2004 – MBNA POLE DAY

PAGE 11

MBNA POLE QUALIFYING CHRONOLOGY (cont.):

5:47 p.m.	#1	SCOTT DIXON/Auckland, New Zealand Target Chip Ganassi Racing - G/T/F	
QA-32		1 – 41.0349 – 219.326	Q – 20
		2 – 40.9983 – 219.521	
		3 – 41.0729 – 219.123	
		<u>4 – 41.0386 – 219.306</u>	
		T 2:44.1447 – 219.319	
5:53 p.m.	#14	A.J. FOYT IV/Hockley, Texas Conseco/A.J. Foyt Racing - D/T/F	
QA-33		1 – 42.0295 – 214.135	Q – 21
		2 – 42.0174 – 214.197	
		3 – 42.0002 – 214.285	
		<u>4 – 41.9764 – 214.406</u>	
		T 2:48.7944. – 214.256	
5:58 p.m.	#10	DARREN MANNING/North Yorkshire, England Target Chip Ganassi Racing - G/T/F	
QA-34		1 – 41.0904 – 219.029	Q – 22
		2 – 40.9925 – 219.552	
		3 – 41.0272 – 219.367	
		<u>4 – 41.0703 – 219.136</u>	
		T 2:44.1804 – 219.271	

#12 Tora Takagi was the only car left in line when the gun was fired at 6 p.m.

TORA TAKAGI (No. 12 Pioneer Mo Nunn Racing Dallara/Toyota/Firestone): “The Pioneer/Mo Nunn team had a tough day. We lacked speed, as well as balance and we're unable to figure it out. We have another day to qualify tomorrow and hope we do better.”

Medical update from Dr. Henry Bock, Speedway medical director: Alex Barron was evaluated and released from the Clarian Emergency Medical center with a bruised right foot. He was cleared to drive.

ALEX BARRON (No. 51 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): “I was going into Turn 1 and just before the apex the car went loose, and I spun into the wall. With temperatures cooling down, there were a lot of incidents on track today. I wish I could have given the crew a good qualifying run. We'll just have to get out there and try again tomorrow.”

MBNA POLE QUALIFYING NOTES:

- This is Buddy Rice's second-career MBNA Pole Award. He also won the MBNA Pole Award at the Toyota Indy 300 at Homestead-Miami Speedway
- This is the first time a car numbered 15 has won the pole for the Indianapolis 500.
- Honda took eight of the top-10 starting spots, including the first seven-starting positions. A Honda-powered driver has won the pole at each IndyCar Series event this season.

(More)

DAY 7 – SATURDAY, May 15, 2004 – MBNA POLE DAY
PAGE 12

MBNA POLE QUALIFYING NOTES (Cont.):

- Five of the six rookies entered qualified on the first day of qualifications. The fastest qualified rookie was Kosuke Matsuura, who qualified ninth at 220.740.
- MBNA Pole winner Buddy Rice’s car is co-owned by 1986 Indianapolis 500 winner Bobby Rahal and late-night talk show host David Letterman. Rice was asked about Letterman’s contribution to the team: “That would be like me calling David and telling him what he needs to change on his show,” Rice said. “That’s not going to happen. We’ve had a lot of correspondence with David. I’ve been talking to him quite a bit. We’re looking forward to him coming out on race weekend, and obviously he is, too. It’s going to be good. I met him for the first time last year briefly. Now that I drive for him, I’ll be able to, when he comes here, spend some time with him.”

SUNDAY’S SCHEDULE (all times local):

8 a.m.	Public Gates Open
10-11:15 a.m.	IndyCar Series Practice
11:15 a.m.	Armed Forces Ceremony
Noon-6 p.m.	IndyCar Series Qualifications
6 p.m.	Track Closes

END DAY 7 NOTES

DAY 8 – SUNDAY, May 16, 2004 – MARSH FAMILY DAY-ARMED FORCES DAY
PAGE 1

MARSH FAMILY DAY-ARMED FORCES DAY SCHEDULE (all times local):

8 a.m. Public Gates Open
10-11:15 a.m. IndyCar Series Practice
11:15 a.m. Armed Forces Ceremony
Noon-6 p.m. IndyCar Series Qualifications
6 p.m. Track Closes

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

PRACTICE REPORT:

At 10 a.m., the ambient temperature was 59 degrees with calm winds and a relative humidity of 75 percent. Skies were cloudy. The track temperature was 74 degrees according to Firestone engineers.

10 a.m.– **GREEN.** Aubrey Dunlavey, 24, of Sheridan, Ind., Jennifer Cook, 18, of Ellettsville, Ind., John McGrath, 18, of Indianapolis and Zach Howe, 19, of Whiteland, Ind., waved the green flag to open practice. The four will take part in a military induction ceremony later this morning. #25 Roth was first on track.

11:15 a.m. – **CHECKERED.**

FASTEST NON QUALIFIED DRIVERS

Pos.	Car	Name	C/E/T	Speed
1	51T	Alex Barron	D/C/F	217.494 mph
2	12T	Tora Takagi	D/T/F	215.016 mph
3	25	Marty Roth	D/T/F	212.102 mph

Selected quotes from today's front row press conference:

DARIO FRANCHITTI (No. 27 Arca/Ex Dallara/Honda/Firestone): "The sweet spot on the car is much smaller. It's a much different situation this year. The car is definitely very difficult to drive and be consistent with." (About the quality of the field): "I'm looking at the names on the board over here, and it's a pretty strong field." (About the chemistry of Andretti Green Racing): "The abuse is kind of balanced between the four of us. It's just that you only ever hear about the abuse that he (Dan Wheldon) gets because he complains more than the rest of us. Being the youngest on the team is pretty hard work, but he's doing a hell of a job. I had a great relationship with Paul Tracy, certainly off the track, even though we got together a couple of times on it. But off the track we worked very well together, and personally got along very well. We're seeing this here to a different level with the four guys. Tony (Kanaan) and I have always been really good friends. Bryan (Herta), I'm really getting to know and it's a hell of an experience. I've known Dan (Wheldon) a long time, longer than any of them I'd say. The way we're working together, I think Michael (Andretti) is a big part of that as well. We understand that we're teammates and friends at the same time. Come Sunday, we're out there to beat each other. Even yesterday, it's all about you. I wanted the 27 car to do best, obviously."

(More)

DAY 8 – SUNDAY, May 16, 2004 – MARSH FAMILY DAY-ARMED FORCES DAY

PAGE 2

Selected quotes from today's front row press conference (Cont.):

DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone): “(About being on the front row): It's very, very special, especially at this place. Everybody across the world knows what's going on here after qualifying. But, at the same time, we arrive here today and we've already had a team meeting of what we're going to do, what's going to be our structure and plan. We have to refine that plan because the picture here is the race. That takes away nothing from the pole. To sit on the pole here is absolutely awesome. We tried our hardest and Buddy and the Rahal team beat us. But, now we have to focus on the race and I'd rather win the race than the pole.” (Is being on the front row an advantage?): “It's an advantage, yes. It could easily go the other way. The biggest thing is when you start the race, there are not too many cars around you, there's not a lot of residual dirty air and you can kind of just focus on what the car's balance is like.” (About having Michael Andretti as an owner): “Having Michael is difficult to put into words. Particularly for a young driver, he's been in the situations I've been in that are new to me and he can let you know what you're supposed to be feeling, what you need to do, how you need to approach it and how you need to get the best out of it. Having that – for me – is invaluable. He's a good friend too. He's somebody I can go talk to about racing and life in general because he's seen it all. He and the other owners have created a team that has an incredible atmosphere. It's very open, very honest and there's a lot of genuine friendships there, so it works really well. And I think that comes down from the bosses at the top.” (How is Bryan Herta?): “He's very good, very good. He knocked his knee up a little bit. He'll be out today. I guarantee you that by the last stop, he'll be right up there in the front. It was disappointing because he would have been a pole contender, there's no doubt, but that happens sometimes.” (About passing during the race): “It's always difficult to overtake at the Indianapolis Motor Speedway because you race against guys who are bloody good and they never make it easier. They don't just wave you by. You've got to get your car setup so you're comfortable following a car close and capitalizing on any mishaps that the car may have in front of you.”

BUDDY RICE (No. 15 Rahal-Letterman Racing Argent/Pioneer Panoz G Force/Honda/Firestone): “The new aero package is a bit more challenge, as there is a narrower setup margin to get that perfect setup. If your setup is a little off, it's very noticeable. During the race, if you start to fall back, it really hurts the outcome. It's much more difficult to pull consistent laps once last year. (About winning the MBNA Pole Award): “You have to hang it out to be anywhere up front in the IRL – especially the front row here. Earlier in the week we were doing 221.7 (mph) without a tow. Without a doubt, the weather was a factor in qualifying for everyone. Personally, I can't complain. Honda has done their homework on the engine. Danny (Wheldon) has two poles, and I have two poles. Each day, the average has been progressing, Honda has put a lot of focus on running up front and winning, which really showed at Motegi. Honda sure we have that reliability and speed.” (About running with Rahal-Letterman Racing): “It was very satisfying to become part of the Rahal program. This has been a great opportunity. Before this, I was beginning to wonder if something would turn around. I'm currently filling in for Kenny Brack. When he comes back, it's up to Bobby (Rahal) on what happens to me.”

At 11:15 a.m., 56 new enlistees were inducted into the Armed Forces in a ceremony held in front of the Pagoda as part of Armed Forces Day activities. Members of the U.S. Army, Navy, Air Force, Marine Corps, Coast Guard and Reserves were inducted. The new enlistees were sworn in by Sen. Richard Lugar of Indiana.

(More)

DAY 8 – SUNDAY, May 16, 2004 – MARSH FAMILY DAY-ARMED FORCES DAY
PAGE 3

At noon, the ambient temperature was 65 degrees with variable winds at 7 mph and a relative humidity of 65 percent. Skies were cloudy. The track temperature was 106 degrees, according to Firestone engineers.

PRACTICE REPORT:

Noon – Track opens for qualifications and practice.

12:15 p.m. – Unqualified #51T of Barron on track.

Medical update from Dr. Henry Bock, Speedway medical director: Bryan Herta has been cleared to drive.

Dreyer & Reinbold Racing continues its tradition of running decals on the #24 Team Purex/Dreyer & Reinbold entry for all branches of the U.S. Armed Forces. The Army, Air Force, Marines, Navy and POW-MIA decals have run on the car the last three years.

Several members of the team have served, or have family members serving in each of the branches who are deployed overseas. The team also runs a decal on behalf of the 474th Refueling Wing, stationed out of Grissom Air Force Base, a former unit of crew chief Brian Franzosi. Franzosi was deployed with the 474th immediately following the terrorist attack Sept. 11, 2001.

Two-time Indianapolis 500 starter Roberto Moreno was in the Media Center and Gasoline Alley today.

ROBERTO MORENO: "In the ideal world, I would get in the Fernandez 5T car. But I don't think it's possible for them to get it together. You ask me what I would like to do, but that may not be realistic. So yes, I'm looking around, and yes, I would like to race here."

INDY 500 SECOND-DAY QUALIFYING CHRONOLOGY:

At 1: p.m., the ambient temperature was 66 degrees with variable winds at 6 mph and a relative humidity of 61 percent. Skies were partly cloudy. Track temperature was 116 degrees, according to Firestone engineers.

Green flag will be given to drivers on the third time past the flag stand.

1:03 p.m.	#51T	ALEX BARRON/Menifee, Calif. Red Bull Cheever Racing - D/C/F	
	QA-35	1 – 41.1049 – 218.952	Q – 23
		2 – 41.1335 – 218.800	
		3 – 41.1408 – 218.761	
		<u>4 – 41.1276 – 218.831</u>	
		T 2:44.5068 – 218.836	

1:15 p.m. – **GREEN.** Track opens for practice. #3T Castroneves is first on track, followed by unqualified #12T Takagi. #27T Franchitti and unqualified #7T Herta also on track.

(More)

DAY 8 – SUNDAY, May 16, 2004 – MARSH FAMILY DAY-ARMED FORCES DAY

PAGE 4

1:44 p.m. – **YELLOW**. Track inspection.

INDY 500 SECOND-DAY QUALIFYING CHRONOLOGY (cont.):

1:49 p.m. #7T BRYAN HERTA/Valencia, Calif.

XM Satellite Radio - D/H/F

QA-36

1 – 40.9711 – 219.667

Q – 24

2 – 40.9377 – 219.846

3 – 40.9278 – 219.899

4 – 40.8956 – 220.073

T 2:43.7322 – 219.871

1:59 p.m. – **GREEN**. Track opens for practice. Cars on track when track opened: #3T Castroneves, #6T Hornish, #14 Foyt IV, #41 Foyt, #20 Unser, #36T Junqueira.

2:06 p.m. – #66 Marlboro Team Penske Panoz G Force/Toyota/Firestone wheeled out for inspection.

2:19 p.m. – **YELLOW**. Tow in for #3 Castroneves.

2:25 p.m. – **GREEN**.

PJ Jones, son of 1963 Indianapolis 500 winner Parnelli Jones, will attempt to qualify for the 88th Indianapolis 500 in a Beck Motorsports entry, team owner Greg Beck announced today. CURB Records will sponsor the car.

GREG BECK (Owner, Beck Motorsports): “I’m very happy to announce that PJ Jones will drive the Beck Motorsports #98 at the 88th running of the Indianapolis 500. When discussing drivers, PJ’s name came up, and it was a natural fit.” (How soon before we see the car on the track?): “Our first opportunity will be late Wednesday if not early Thursday morning.” (What will the color scheme be?): “The paint scheme will be similar to Parnelli’s #98 paint scheme. I’m excited to be a part of seeing a great second-generation driver be part of this race. I’m also really happy with how quickly this came together. Our goal now is Indy. Hopefully things go well to show everyone what we can do. Then hopefully work with our sponsors for later this year. Another race we’re aiming for this year is Nashville.” (When did this come together?): “We actually finished the deal yesterday. Kicking around (driver) names, PJ’s name came up. I immediately realized that this was the best deal for us. Basically, the light clicked on when PJ’s name came up.

PJ JONES (Driver, Beck Motorsports): “It’s great to have an opportunity like this. With my dad having run here and won here in 1963. The car number will be 98. This number is special to me because this was dad’s number.” (How hard will it be to get up to speed?): “When I first ran back in (2002), it was easy. Now it’s harder and up to the driver. I like how the IndyCar Series is heading, requiring the driver to really show what they have to get a decent run. It’s more of a challenge to be out there fighting the car to some extent, lifting in the corners with this less downforce than before. We are going to work as hard as we can to get where we need to be come Race Day.”

PARNELLI JONES (1963 Indianapolis 500 winner): “This means a lot. PJ had an opportunity here years ago. Unfortunately, that quickly ended in a crash in practice. He didn’t have the opportunity to show what he had as the backup car was not available.”

(More)

**DAY 8 – SUNDAY, May 16, 2004 – MARSH FAMILY DAY-ARMED FORCES DAY
PAGE 5**

Several drivers have been seen in the garage area in search of a ride for the 88th running of the Indianapolis 500.

ARIE LUYENDYK: “I’m not really looking, so probably nothing will happen. For the right reason and the right deal I would (get in a car). But I wouldn’t do it just to make up the field.”

JAQUES LAZIER: “We are still walking the pits and trying to put a program together. I am very optimistic that things are going to come together on Monday or Tuesday. Today is the day all the teams that weren’t ready yesterday will get in today. Now is when we will start seeing an opening of rides for next weekend. At that point, I hope will be one of the top ones on the list. I am talking to anybody and everybody, even ones that don’t talk to me.” (How often are you talking to teams?): “You want to make a presence, but you don’t want to overdo it. I am of the belief that this is a business where you don’t want to pester someone too much. I let them know I am here, and if there’s anything they need, I will help them. I do have a couple of sponsors I am talking with. If one of those deals comes together, it would make my life much easier. Then I could bring something to the table. We could then put a deal together and be ready to go by Wednesday.” (What’s your typical day?): “Each day I start out by running between five and seven miles. Then I come out here and work on putting something together. I understand this business and know that things are very cyclical. Once I get an opportunity, I will go out there and show everyone what I am capable of.” (What’s your interaction with your brother, Buddy Lazier?): “We are collaborating in our efforts. He tells me what he has heard and what his plans are, and I tell him the same. We are definitely working together, which is good for us. He’s still looking but possibly a little further along than I am.”

An update to the Beck note from earlier: The Indy Racing League and Beck Motorsports have confirmed the #98 Curb Records entry will be a Dallara/Chevrolet/Firestone.

For the second consecutive year, the Lyn St. James Foundation will play host to the “Women in Winner’s Circle Luncheon.” The event, which drew 350 people last year, honors women’s achievements and demonstrates their importance in motorsports.

Among the drivers who will attend the event are: St. James, Sarah Fisher, Erin Crocker, Shawna Robinson, Melanie Troxel and Sarah McCune.

PRACTICE REPORT (cont.):

4:12 p.m. – **YELLOW.** Debris. Under the yellow, #6 Hornish came to a stop on the deceleration lane in the short chute between Turns 3 and 4. Crew reports car is out of fuel.

4:19 p.m. – **GREEN.**

4:58 p.m. – #13 Access Motorsports Panoz G Force/Honda/Firestone wheeled out for inspection.

5:25 p.m. – **YELLOW.** Track inspection.

(More)

DAY 8 – SUNDAY, May 16, 2004 – MARSH FAMILY DAY-ARMED FORCES DAY
PAGE 6

INDY 500 SECOND-DAY QUALIFYING CHRONOLOGY (cont.):

5:28 p.m. #12 TORA TAKAGI/Shizuoka, Japan
Pioneer Mo Nunn Racing - D/T/F
QA-37 1 – 41.9661 – 214.459 Q – 25
2 – 41.9391 – 214.597
3 – 42.0766 – 213.896
4 – 41.9566 – 214.507
T 2:47.9384 – 214.364

PRACTICE REPORT (cont.):

5:39 p.m. – **GREEN**.
At 5:45 p.m., the ambient temperature was 77 degrees. The track temperature was 93 degrees.

5:53 p.m. – **YELLOW**. Track inspection.

INDY 500 SECOND-DAY QUALIFYING CHRONOLOGY (cont.):

5:57 p.m. #24 FELIPE GIAFFONE/Sao Paulo, Brazil
Team Purex/Dreyer & Reinbold - D/C/F
QA-38 1 – 41.7502 – 215.568 Q – 26
2 – 41.6002 – 216.345
3 – 41.5781 – 216.460
4 – 41.5383 – 216.668
T 2:46.4668 – 216.259

6 p.m. – Track closes.

A total of 58 cars are now at the Speedway, 52 have passed technical inspection, and four are in the process. Forty-five drivers have passed their physical examinations at the Clarian Emergency Medical Center, and 27 have been on track to date. There were two yellows today for one hour and five minutes.

POST-PRACTICE QUOTES:

AL UNSER JR. (No. 20 Patrick Racing Dallara/Chevrolet/Firestone): “I am pretty happy with the way the #20 Patrick Racing Chevrolet/Dallara/Firestone car performed on fuel tanks. It was pretty consistent all the way around the track and felt good to drive. We tried a couple of changes and experimented with a few things looking for a little more speed, but overall I think we are good shape.”

(More)

DAY 8 – SUNDAY, May 16, 2004 – MARSH FAMILY DAY-ARMED FORCES DAY
PAGE 7

POST-PRACTICE QUOTES (cont.):

DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone): "We worked on the race setup of the Klein Tools/Jim Beam car. I think we are at a little bit of an advantage because we (AGR) have four cars. It allows us to utilize all four cars to run race simulations. I don't think we have the setup right just yet. But here at Indy it is tough. This is a difficult place to get the car right in traffic. We are going to work on that when we get back on track this week."

BRUNO JUNQUEIRA (No. 36 PacifiCare/Secure Horizons Panoz G Force/Honda/Firestone): "We worked on the race setup today to finish our preparation since we won't be here next week. We won't run much on Carburetion Day because we don't want to put too many miles on the engine, so we really to finish everything today. We learned a few things today, but we wanted to run in traffic more. I wasn't able to run behind anyone because I was by myself on track a lot today. When I finally got behind the Andretti Green drivers, I did one lap but then the yellow came out for Helio. This is another time that it would have been good to have a teammate, so we could work together to get a good car in traffic, which will be important on Race Day. I'll have to learn about the car in traffic on Carb Day, and hopefully the car will be good in the race. Yesterday was a good day for us, but today was not as good. The engineers did a good job to get a good car for qualifying even though we didn't get to run much in qualifying trim. I'm sure they can do the same for the race setup."

DARIO FRANCHITTI (No. 27 Arca/Ex Dallara/Honda/Firestone): "It was nice to get qualifying behind us yesterday. Now, we can just focus on one thing, which is obviously the race. There was always that question of 'how fast can we go; how fast do we need to go.' I'm a lot happier now, and we're definitely getting a lot closer with the Arca/Ex car. We're only interested in one thing now. We're starting up front, and we're going to try and get a car to win the race with."

TONY KANAAN (No. 11 Team 7-Eleven Dallara/Honda/Firestone): "It's good to be working in race mode. With qualifying behind us, we're just trying to feel it out and see what changes we need to make on the Team 7-Eleven car for the race. We tried to run with our teammates to see how the car would behave, and we're going to keep doing it that way from now until Race Day."

(More)

DAY 8 – SUNDAY, May 16, 2004 – MARSH FAMILY DAY-ARMED FORCES DAY
PAGE 8

BUMP DAY QUALIFYING DRAW (Sunday, May 23):

Order	<u>Car/Driver</u>
1	#11T Tony Kanaan
2	#66T TBA
3	#98 PJ Jones
4	#27T Dario Franchitti
5	#21 TBA
6	#25 Marty Roth
7	#23 TBA
8	#13 Greg Ray
9	#18 TBA
10	#14T AJ Foyt, IV
11	#26T Dan Wheldon
12	#66 TBA

MONDAY'S SCHEDULE (all times local):

No track activity

NEXT TRACK ACTIVITY: IRL IndyCar® Series practice, 11 a.m.-6 p.m. (EST), Wednesday, May 19

END DAY 8 NOTES

For Immediate Release

88th INDIANAPOLIS 500 MBNA POLE PRESS CONFERENCE

Buddy Rice, Scott Roembke

Saturday, May 15, 2004

PAT SULLIVAN: Well, last time we saw you in here, Buddy, you were smiling, but you had one eye on the monitor. Now when push comes to shove, you own that piece of hardware next to you and the pole position of the running of the Indianapolis 500. Great accomplishment. Congratulations.

BUDDY RICE: A huge accomplishment for myself, but what it's taken me to get here for the Rahal-Letterman team, to expand to the operation they have this year, to get everybody as competitive as we are. Without Argent and Pioneer on board, the help from all the people at Honda, G Force, Firestone, obviously we wouldn't be able to be up here. I'm happy that MBNA sponsors the pole award.

SULLIVAN: Scott, obviously we first saw Buddy Rice at Michigan at an Indy Racing League event, and he was spectacular there. An opportunity really came about for the two of you to come together. That relationship is certainly paying benefits today.

SCOTT ROEMBKE: Well, for sure. Bobby (Rahal) gets all the credit because he had his eye on Buddy for quite some time. We tried to do something with Buddy a few years ago. It just didn't work out. But he's always been part of the Team Rahal family and now Rahal-Letterman. I think our faith in him has been proven out this year, both the rest of the races and especially today.

SULLIVAN: Now that the day has ended, teams came in here, were scratching their head, said they were surprised you were able to pull out that extra time. Tell us about it. Did you know you had that in reserve when it came time for qualifying?

RICE: I mean, the same thing was said when we qualified on the pole at Homestead, as well. I don't think we always show our complete hand at any given point until it's time to do that, and that's what makes the strength of the Rahal-Letterman team. The engineering staff over there has been working very hard. We don't always have to put all the bits on that make the thing go fast until it's time. We never want to show our full hand. That just shows all the hard work and everything that's been going into make this car with the help from G Force and Honda. Those are two major key factors in working with them and doing that. Obviously, Honda has the top seven positions, which is excellent for them.

SULLIVAN: Questions.

Q: Buddy, I guess you listed a couple things as memorable moments for you in racing. Obviously this would have to rank, supersede all those. Can you expand on that a little bit, what it means now to have won this pole.

(More)

RICE: Well, I think -- I guess it goes back to go-karting. I think racing with my dad and doing single-lap qualifying, go-karting, to the 2-liters to Atlantics, to come here. I mean, one of the biggest things in my career was to win the Atlantic championship for DSTP. That was huge. But now to come here and drive for a team that is as big as it is with the Rahal-Letterman and to get not only their first pole for them at Homestead, it was my first pole, and now it's all of our first poles here again at Indy. It's just an unbelievable feeling right now. I don't think it's completely sunk in exactly what has happened today. I think as the time progresses, and tomorrow starts to happen, over the next few days, yeah, I'm going to have to get back to work to make sure we get the car prepared for the race and all the hard work that both Roger and my other two teammates have done. But this is definitely the biggest moment right now in my career. Hopefully we're to be able to make that a little bit better here in a couple of days.

Q: All kinds of ways to win the pole. Last year, Helio pulled one out at the end and took it. What was it like sitting there, taking some shots? Did you feel like you pushed it out there maybe unattainable?

RICE: I don't know. I mean, I don't look at things like that. I mean, I'm a pretty realistic person. I just take everything for what it is right there. There's such a deep field here, anybody at any time could have taken us off. I mean, serious contenders were obviously the Honda-part AGR cars and the Fernandez group. You can't take that group lightly, especially with the Honda power. Obviously, my teammates were going to be extremely quick. Also from the other side, Penske and Ganassi have always had good runs here, they're very strong teams, have good drivers, as well. I think the depth of the field is unmatched right now, and I think you're going to have an excellent race come May 30th for the win.

Q: Buddy and Scott, obviously Honda was fast with eight of the top nine qualifying positions. Can you address reliability issues with the new 3-liter motor heading into the race itself?

RICE: The reliability's not an issue, not at all. I mean, we've already completed 500 miles on one of our cars with Vitor running and full tank trim. It's not an issue. At the Open Test, we also had a couple cars complete over 500 miles. There hasn't even been a single engine failure all month. I don't think it's going to be an issue whatsoever.

ROEMBKE: I mean, we ran the same engine -- we run two motors, one the whole week, the one we put in yesterday. So we don't have any reliability issues.

Q: Buddy, address the ability to drive and the ability to get a ride issue, if you would. Two years ago you were the hottest driver around, we were saying the up-and-coming American driver. You didn't get a ride. Nothing lined up for this year. You finally get in through an accident. Here you sit on the pole. How does that work with your psyche?

RICE: I mean, I don't know. Basically, I mean, I was brought in -- I guess to go back, when I drove the Atlantics and I was coming up through the ladder system over there, that was supposed to be the way to do it. You're supposed to win championships, then from there you're supposed to get graduated into the next level. That never happened. **(Cont. on next page)**

(More)

RICE: (cont.): For whatever reason, there was obviously a failure, and it's happened repeatedly over there. Obviously, right about that time also I was a backup driver at Rahal. I'd already been working with them quite heavily. Some of our opportunities that we were trying to make just didn't come together. But that didn't discourage me. Then to get the ride last year, even in 2002 for the few rounds I ran, just got to take everything as it comes. Everybody has a story, everybody has a roller coaster ride to get to where they're at. I mean, every driver you go talk to, they've driven every year, but not all the years have been all that great. It's just part of the path that you take to get there.

Q: Was your qualifying run a roller coaster ride? Do you like roller coasters?

RICE: I do. Scott gets nervous. I do like roller coasters, actually, I like them a lot. I think it's just difficult to explain. I mean, the car was probably the most freed up we've had the whole month. That's what we knew it was going to take to sit on the front row and the pole. It was just going to be whoever was willing to hang it out the most. There's some guys that went out and tried and overstepped the boundaries. I made a small mistake in the Open Test, had done the same thing on an out lap. Yeah, it was a roller coaster ride. It was a hang-on deal from start to finish, no question. We were going for it. I asked my engineer the first thing this morning: 'Are we going for the pole? What are we looking for here? How many sets of tires do you want to throw at this thing to make sure we know where we're at?' That's what we went to do. We threw the big risk at it. Everything worked. It goes all back to, I mean, just a few key things. The engineering staff at Rahal-Letterman, and it goes to the power of Honda, the G Force chassis and the tires. Everything just worked perfectly for us. It was our day.

Q: You talk about everybody having a story, going through whatever they have to go through to get to where you're at now. Are there certain people that you look to as those who have been those that have picked you up when things weren't going well and are right there with you now when you're on top of the world right now?

RICE: Well, I mean, yeah. I mean, there's always been the support of my family, some of my other sponsors that have always been with me. Obviously, one of my big supporters is sitting right beside me that's always helped me. Back in '98 when I drove my first Atlantic race, I started talking with those guys then, it's now blossomed into where I'm at. They've helped me and directed me in a lot of different situations that people don't even know about. I mean, the biggest thing has been my family and friends have always been there. Some of my key sponsors that stuck with me, made sure they could help me any way they could so I could pursue my dream and to get here and to be able to run in the top echelon open-wheel series. Yeah, I mean, it's just the way it's been.

Q: Sorry to bring up '94, but you didn't get much of a chance to avenge that. Is this somewhat sweeter? You only had one chance to blot out '94. Can you talk about what the team went through coming back here, to put a car on the pole after what you've gone through?

(More)

ROEMBKE: Well, you know, there's been a lot of water under the bridge since 1994 and '95. This is a whole new team. It's a much better team. This result today I think is just a consummate team effort. As Buddy mentioned, we had an incident a couple weeks ago, and it put us behind. We've got 22 guys in Ohio that have busted their butts getting the cars repaired, finished, fixing the wrecked car, bringing everyone over here and getting prepared. We were about a day behind earlier in the week. It showed a little bit on the time charts. We never panicked. We had a plan. I can't say enough for our engineering staff. Todd Bowland and Tim Reiter, Ray Leto and Don Halliday, three engineers for the three cars, plus our technical director, they've always done just a tremendous job maximizing having three drivers out there this week. You know, we thought it would be a benefit to have a second car, then a third. It proved out. I'm just really pleased for everyone involved in the team. I don't want to look back to '94/'95. I just look back two weeks where we were, and to see what Buddy did today, go out there and hang it out like he did, you know, it takes a lot of effort. It was a thrill ride. You're not going to sit on pole here playing defense. You got to go after it. We thought we were close enough to be on the front row. You know, maybe we got a break here, a break there with someone else. Certainly, you know, when you go out there, Honda, what can you say? I mean, they brought the lumber, huh? G Force, you look at the grid. When Junqueira went out and did his time, I thought that he was pretty stout, but I thought we could go faster than he did. That was our barometer at that point in the day. Once again, just -- we got three different drivers, three different sponsors. It's a one solid team effort over there. We'll probably have more guys in the front row picture behind one car in the history of the sport tomorrow. We're all going in this together.

Q: You talk about the path you took to get here. Is today just a matter of taking advantage of the opportunities you've been able to get?

RICE: Yeah, I mean, basically it probably was going to be one of my last opportunities if I didn't take full advantage of it. I mean, got tired of pulling me around in that wagon (laughter). No, it was probably going to be one of my last opportunities. After that, it was going to have to be go try something else. Obviously, not everything works out the way you think it's going to sometimes. Not everything's always ideal. But this situation presented itself, and I couldn't step away from it. Like I said earlier, to be associated with this team and their sponsors and everybody that supports them has been unbelievable. And I just -- I'm very pleased to be here and be able to show that, you know, I still can drive, obviously. Some people didn't seem to think so. But I think this year we've proven a lot of things, shown the strength of what Rahal-Letterman can do by switching chassis, sticking with Honda, doing that. They brought in three drivers, each one of us not having been here before. It's all new. At different stages coming in, but everybody is competitive. Also the help of Kenny Brack. Even though he's not driving right now, what he brings in from a technical side, things to look at. He's a past champion here; he's a past IRL champion, as well. So he brings a lot to the table, as well.

(More)

ROEMBKE: I want to echo that. I left Kenny out of my little tribute to the team. He's been here all week. A lot of people forget that our three drivers, they have only been here one year. Whether it's just out of getting away on a rainy day, but Kenny has been up in the spotter's stand most of the week. He hasn't been overbearing. But if they want to talk about what's going on, he's been there for them. He's certainly been part of this also.

SULLIVAN: Thank you.

...IMS2004...

MBNA POLE POST-QUALIFYING QUOTES

Page 1

SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone): “The tough thing is we knew it could have been better. We had a pretty good car this morning. I think we should have been 220½. Then the car started pushing a little bit. We’ll try to make up for it during the race. We had a choice today of going down two roads, and I wanted to go for it, I wanted to try to win the pole, but I didn’t think it was my place to say which road we’d go down. Roger (Penske) said, ‘We can be consistent or we can go out there and see if we can be a little bit faster.’ We ended up deciding to do the faster one and a little bit less consistent one. He left it in my hands a little bit and said, ‘If we don’t qualify for the pole, it’s not a big deal, but sometimes it’s better to go for it than just take the easy way out.’ That’s what we did -- we went for it. I don’t know why I’m so disappointed. I think we’ll be OK. You can win this race from anywhere. It’s a lot easier to win it from first position than it is last position. But we’re not going to be in that position. I think we’ll be hopefully in the first three rows and if so, that will be good enough for me. I’ll go out and do the best I can on Race Day. He (Penske) didn’t put any pressure on me. I just knew that this was the first real opportunity I had for the pole so I was glad we went for it. I just wish it had turned out a little differently, but I’ll forget about it if we win the race.” (About being compared to Rick Mears): “I don’t know if there’s anybody else in the world I’d like to be compared to. It’s a pretty good feeling to even have him say it. It got to the point where enough people had said it, that I hoped it would not upset him, because maybe he doesn’t like the way I drive. That’s one of the coolest things anybody could ever say about me. It never gets old.”

ROGER YASUKAWA (No. 16 Rahal-Letterman Racing Sammy Panoz G Force/Honda/Firestone): “I guess being out first you don’t know what to expect, what others will do. I was looking at 221s, which didn’t come. Maybe because you’re not getting a big tow when you’re out there. A couple cars going around lets the air circulate so probably the air, in general, is just sitting right now, and it just feels heavier down the straight. Maybe that’s the thing. We lost speed. Generally speaking, the run was OK. I think we did a 220.0 or something like that. Hopefully that will put me into the first two rows, but I think we’ll just have to see what the others will do. We were really confident going into qualifying. I thought I was going out fourth or fifth. I got to the line and realized I’m the first one out there. But at the end of the run, I thought I’d just go out and do your best and see how it goes. I think I’m really happy with everything. The car was very solid. It’s been very solid all week. Buddy and I have been working on the qualifying setup, and Vitor has done a really good job with the race setup. I’m very confident with the Sammy car.”

ROBBY GORDON (No. 70T Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone): “I’m very disappointed. I thought we’d run better than that. We didn’t. The car got really tight. I just couldn’t hold it (throttle) open in Turn 1. This will probably be our worst Indianapolis 500 starting spot, and that’s disappointing. The track (conditions) obviously isn’t as fast as we thought. If we didn’t have to leave (for Richmond), we would have waved it (qualifying attempt) off, for sure. We couldn’t do that because of the circumstances. I don’t think we lost anything to our competitors by me not being here the last two days (in Richmond), because of the rain here (Indy), the other teams didn’t get that much track time. I’m already thinking about what we need to do for race setup. I think we’ll have a good car for the race, and that’s what’s important.”

(More)

MBNA POLE POST-QUALIFYING QUOTES

Page 2

SCOTT SHARP (No. 8T Delphi Dallara/Toyota/Firestone): “We’re surprised. We were wide open all the way around this morning, decided to take some wing out of the car, most of that run was wide open, and we were slower. So that doesn’t make much sense at this stage. Everyone is kind of scratching their heads. But we came to the month, and we knew we probably wouldn’t have the speed for the first three rows, based on the first three races, where we’ve been qualifying. That’s not going to change overnight. So we have chosen to work really hard on the race car setup. We’ve been saying all month, other than the pole, and maybe the front row, by the first pit stop of the race, you don’t remember who qualified where. And if that allows us to have a better race car, I’m all for that.” (About effects of Thursday crash on qualifying run): “We crashed Thursday night, but the two cars were very equal, so that really wasn’t much of a setback for us. We just went one step too far with that car, and it snapped on us. Unfortunately, it rained all yesterday. It would have been nice to have a few hours to leisurely maximize the speed of this car, but instead we had 40 minutes this morning. But the Delphi guys I thought did a great job.” (About lack of speed this month): “The important thing is, we’ve come here, and I don’t want to say we’ve won this part of the race, but to be on the pole, qualify well a number of times and then not done as well as you want in the race. It really leaves you wanting to come back here and have a great race car. And that’s what we’ve chosen to do, and I think it was the right choice all the way around.”

LARRY FOYT (No. 41 A.J. Foyt Racing Dallara/Toyota/Firestone): For me, it wasn’t too nerve-wracking because my dad has been pretty conservative on my car setup since we’ve been here. Our speeds haven’t been nearly what I wanted or what I expected when I was coming here, so on that end, it’s been a little frustrating. There are so many things that can go wrong in those four laps, and only a couple things that can really go right. So as far as that goes, I’m glad it’s over. Unfortunately, the speed wasn’t that great, but we went ahead and took it because it’s just all the car seems to have right now, and we’ll take the next two weeks to figure out a good race setup. The car drove really well – just tried to be really smooth and use up all the racetrack that I could and not scrub off any speed. We went ahead and took it rather than taking some chances. My dad’s thinking was that it’s plenty fast to be in the race. He’s been here a long time, and he knows the big pay day comes on Race Day.” (About his future racing direction): “Hopefully this will be an annual event for me. I still feel like I have some good opportunities for me in NASCAR that could come about. I definitely am having a blast. Most of my roots in racing were geared toward coming to this place. I’d love to be here on a full time if the right deal came up, but I also love stock car racing if the right opportunity came up there. It probably would just depend on sponsorships and opportunities. I wish I had done this many, many years ago because this race is why I wanted to be a race car driver. So to be here and be going through everything that I’ve watched for so many years is amazing. I wish I was smiling bigger, but the only reason I’m not is that I’m a competitive person, and the speed I ran today I’m not content with. At the same time, it’s the greatest day in my life.”

(More)

MBNA POLE POST-QUALIFYING QUOTES

Page 3

DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone): You have no idea what Kanaan's got coming, have you? I'd be very surprised if he doesn't beat us because he's performed very strongly all month. You know what Kanaan's like. He's always a challenge. If anybody's going to beat me, I hope it's him or Dario and hopefully Bryan if he gets another shot at it. And Dario is just about to go out, so hopefully he'll do well. In all fairness, the conditions are difficult out there. It seems it takes a little while for the tires to get up to temperature, and I think with how competitive the field is, certainly this year it seems more difficult than last year that suddenly people that could contend for the pole. The cars are just moving around a lot. But my boys on the Klein Tools/Jim Beam car gave me a good balance, and the old Honda was real strong into (Turn) 1, which was good. But I was a little bit apprehensive. I got loose on my last lap in practice before qualifying, and I was apprehensive after what happened to Bryan (Herta). It is more difficult when you're so close to somebody and they crash. That's a new experience for me, and one I don't particularly like. It's OK, but I'm going to kick his butt for scaring us like that." (About last year's race): "I learned a great deal from that from the next race and the way I drive as far as etiquette on the racetrack. I have three teammates that are experienced in situations like that. They give you a good idea for what's right and wrong on and off the track. They know my kind of personality. They know I'm a little bit of a hyperactive fool from time to time. They'll make me toe the line." (About what friends in England say about him racing on high-speed ovals): "They think I'm crazy. They think I'm absolutely crazy. But you know, they may think I'm crazy, but everybody in England wants to be racing in the IRL right now. For them to say that, they're coming over thick and fast. You think there's a British invasion right now with four. You guys come to the transporters next weekend, and I guarantee you there's more Brits trying to get rides later on in the season. I would say if you're looking at any championship in the world to race in right now where's there's good teams, good engine manufacturers and competitive racing that's not boring, come right here."

ED CARPENTER (No. 52T Red Bull Cheever Racing Dallara/Chevrolet/Firestone): "I'm happy to be in the race. We weren't really going to be a contender for the pole anyway, so I'm just happy to be in solid in the race. Now we can continue working on the race setup and preparing for May 30 because that's really what I want to do, is win the race." (About nerves on MBNA Pole Day): "There's not as many cars, and there's not going to be bumping, so there's not as much to be nervous about. We had a really good practice session this morning, the car was great, and I felt like we peaked right before qualifying, so there was nothing to really be nervous about. I have confidence in my team and the car I have, so it was just a matter of going out and doing what I do, and that's driving a race car. We put out four consistent laps, and now we can start thinking about the race." (About his relationship with team owner Eddie Cheever Jr.): "I've known Eddie for a long time, ever since I was a kid, but this year I'm getting to know him in a whole different light. It's really fun, though, he's been great to work with. You've got to remember I worked for A.J. (Foyt) last year, so this year is definitely going to be easier than that was. We're here to win the 500, and Eddie has done that, and I learn something from him every day."

(More)

MBNA POLE POST-QUALIFYING QUOTES

Page 4

MARK TAYLOR (No. 2 Menards/Johns Manville Racing Dallara/Chevrolet/Firestone): I'm very happy with four consistent laps. That was the main thing, just to make sure we got in the show. We missed out on Friday, and being a rookie, you can't be too careful with a car and a track with changing conditions out there. We erred on the safe side, definitely. I felt that the car was really stable. I think we've got a great race car. We'll wait for two weeks and see how it feels then." (About plan for the week): "That was the aim for the whole year. That's the benefit of a two-car team so that we can work on the month of May and make sure we make the best out of it. Although you do get a number of days here, there's never enough time and there's never enough tries to be able to work through everything you've got. We worked through the whole week just making sure I got comfortable with the track being here for the first time. Your hopes are always slightly different to what you can achieve just taking it gradually and slowly and taking out the downforce. With the time we had, we didn't really take out enough of it. We're really happy to be where we are and where we qualified, and we're very confident in going into two weeks time."

BRUNO JUNQUEIRA (No.36 PacifiCare/Secure Horizons Panoz G Force/Honda/Firestone): "I have thank a lot (of people), first off. Mr. Paul Newman and Carl Haas. To come back to run the race again, after being on pole and racing twice, it's great to be here. Just think, over a month ago we had nothing. Then they hired Jim McGee, and he did such a great job to put the team together. It's a great opportunity to race again at Indianapolis. I had one of the best moments of my career here. I love the track, (and) I used to live in Indianapolis for two and a half years." (About plan for opening week): "We just ran race trim the first days of practice. We first expected to go on Friday to testing the qualifying setup. Everybody else spent the whole week on qualifying setup. You have to prioritize the race setup since it's the most important one. So we didn't do any qualifying runs yesterday because of rain. Not to make any excuse, but then we had to try everything this morning. My fastest speed all week was 218.99. I was not even in the top 20. The team did a great job to calculate the setup, all the gears we had to have, and the car was good, and then in practice the gearbox blew. So they had to fix the car to come back to the track. The first lap I got sideways in Turn 1, thought I would crash. The second lap it didn't push as much. I was quite happy with the speed I got."

TOMAS SCHECKTER (No. 4 Pennzoil Panther Dallara/Chevrolet/Firestone): "I'll be honest with you guys: I had a mediocre run. Chevy has given me a great engine this weekend. I think we could have gone a little bit more. I just have to thank everyone at Panther and Pennzoil. I thought we had a chance for the pole, and we didn't get the maximum out of it. All in all, we have to be happy. This week has been pretty tough, and a lot of people have been on the edge and you've seen a lot of crashes. So, you know, we've got the car in one piece, and we're in the top 10, and I think so far we're the top Chevy, so we have to happy with that. You must listen to a lot of excuses in this room today. But this race is 500 miles, and I think that the way Panther runs races and the experience I've had in the past two years and I suppose my maturity now, I think maybe I'm in a position possibly to step into Victory Lane."

(More)

MBNA POLE POST-QUALIFYING QUOTES

Page 5

SARAH FISHER (No.39 Bryant Heating & Cooling/Cure Autism Now Dallara/Toyota/Firestone): “I thought it was all right. You always want to be a little bit faster, no matter how fast you are. And I’m sure Buddy Rice wants to be faster than what he did. I’m very thankful at this stage to be with Kelley Racing. To have one job a year is pretty stressful and to be out of the car but to be invited back is really an honor. We’ve been working a lot on race setup. I want a comfortable car; I want to be able to go out there and put the hammer down on Race Day and hopefully be in the top 10 at the end of 500 (miles). That’s my goal, and we’ve got ‘em in the field, and we’ve got step one accomplished.” (About the challenge of the colder weather and the new track today): “I drew number 60 so I qualified toward the back. It really wasn’t a challenge. There’s so much math in these cars that you can figure out how to have the same race car from a sunny day to a cold, dark, damp day. With a little bit of that math and a little bit of confidence and knowing where your car is at and that it’s stable enough to take those changes, it really didn’t affect us much. If anything, it made it a little better.”

AL UNSER JR. (No.20 Patrick Racing Dallara/Chevrolet/Firestone): “I think it’s a great position to be in with where we started. You know, this is our first race for the ‘04 season. The cars have changed from last year to this year with the 3(00) or 400 pounds less downforce and so all the setups that I had from a year ago didn’t apply for anything this year. We’ve been learning every day. We had those couple days of rainouts that put us a little bit behind because we didn’t have the track time. So to come up with a high 17 and low 18 was very good. The car ran consistent and solid, and now we can go to work on the race setup.” (Difficult to deal with this after you’ve spent years at the top of the grid?): “There’s always hope. We hoped that we would be starting a little bit further up front than where we are but reality hits you. You’ve got to spend some time with these cars and with your engineers and your crew to get to know each other. As late as a start as we’ve gotten, I think we’ve done a fantastic job. We’ve outqualified so far several of the teams that have been at the first three races of the season. If we keep going the way we’re going, being smart about it and using our heads and so on, we can work our way to the front.” (Do you envision yourself as a car owner for your son?): “No, no, no, no. I don’t write the checks. I take ‘em. No, no car owner.” (Which is stronger – wanting to win your first 500 or now that it has been awhile since you’ve won?): “I have the same desire that I had when I was dreaming about coming to this place. I can’t say that I want it now more than I wanted it when I was a rookie. I want to win this race every single year as bad as the year before and as much in the years to come. We’re going to do everything we can to put us in that elite three-time winner group. I have a great opportunity to do that.”

(More)

MBNA POLE POST-QUALIFYING QUOTES

Page 6

BUDDY RICE (No. 15 Rahal-Letterman Argent/Pioneer Panoz G Force/Honda/Firestone): “For what’s happened and how the month’s gone for the Rahal-Letterman group has been unbelievable and to have Pioneer and Argent on board is what we came here to do, to put there car up front. That’s obviously what I was brought here to do when I came to sub for Kenny Brack. It won’t be too much longer, and he’ll be back in the car. We’ll have a two-car effort coming. We’re very pleased with everything. You can’t say any more for Honda; they’ve had the engine to have all year. The finally won in Japan. Hopefully, we’ll have a solid top-five or so with all Hondas. That would be ideal. I’m not sure we were going to run 222 (mph), but we knew we had enough to go for the pole, for sure. People say we’re under the radar all month or something; I just think that we don’t cheat ourselves. We make sure we know where we’re running at and where we need to be. We make sure we try to do as many of our laps as we can. Obviously, it’s very difficult without a draft. That’s been very crucial to all of our qualifying sessions throughout the year both at Motegi and at Homestead, were very, very important that we made sure we knew where we were at. The team, Scott Roembke and Todd Bowland, have done an excellent job on that.” (Were you on top of conditions to adapt to them, or did you not see that much of a change?): “I think it’s hard to say. It’s been raining off and on. We knew we had a pretty solid car yesterday when we first went out. All three cars were very quick, so we knew in these conditions we were close. The biggest thing that even I’ve noticed is that it’s too easy to outsmart yourself and go down the wrong path. Todd (Bowland), my engineer, has kept everything pretty much right in line, and we’ve gone down the path that we think we need to go. Obviously, it’s worked out so far. It’s completely different, the weather, than it has been all week. The wind has completely changed the other direction. It worked out. We knew all of qualifying would be weather-dependent. If you probably go back and look my weather for when I ran vs. when Dan (Wheldon) ran, was obviously probably a little bit different, as well. That might have played a role.” (Did you get anything out of Roger’s qualifying run?): “All month what’s been a big help has been a three-car effort. Vitor (Meira) has been working on full tanks most of the month so Roger and I didn’t have to focus on that, necessarily. Vitor and I have similar driving styles, so it was going to play a good role that when he started working on full tanks, from full tanks to go to qualifying trim was going to be a help. I think without having the multiple-car effort we’d be, even if we were still sitting in the same position as a one-car effort, we’d still have to struggle next week to make sure that we had a solid full tank car.” (About being 2 mph faster than practice): “There’s a lot of work that goes into that. Some guys in the heat of the day were faster than us out and out by themselves. We saw (Tony) Kanaan and (Adrian) Fernandez run solid 221s. Obviously in this weather, some of them have dropped off, and our car maybe picked up. It goes into just doing your homework. The whole engineering staff at Rahal-Letterman group has been working hard and put the last of our stuff on. We don’t always stick everything on there we know and go out and force your hand. Then you’re going to make the other teams go out there and work that much harder.” **(Rice MBNA Pole transcript will be available after press conference).**

(More)

MBNA POLE POST-QUALIFYING QUOTES

Page 7

KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz G Force/Honda/Firestone): “I am disappointed because I expected better. I think these conditions are quite bad for us because the temperature was too cold, and hotter conditions are much better for our car. I hope we get warmer conditions for the race. But the car is working very good, and the team has done a very good job, and I am looking forward to the race.” (About the Japanese reaction to his success at Indy thus far, especially driving for Japanese manufacturer Honda): “I do my best everywhere. When I was in Europe using a different engine manufacturer, I do my best. It is hard to compare to Japanese drivers, because to compare to them, I have to be in Japan.” (About what was missing this afternoon in terms of speed): “The conditions were quite different than the couple of practice days before, and the cold conditions were not good for us. I don’t know why, but hot conditions are much better for most drivers. I think we had a little too much downforce because the temperature was cold. I don’t know why we were slow. If I knew, I would have a quicker time.”

VITOR MEIRA (No. 17 Rahal-Letterman Team Centrix Panoz G Force/Honda/Firestone): “It was good. Team Rahal made a huge effort putting the third car to Japan and also expanding here. Centrix came along with us. They’ve been a great sponsor. Almost 221 is good. To be honest, I expected a little bit more just because of Buddy’s time and speed. It’s a big difference from what I started last year. All we do now is positioning ourselves to the race. That’s the big picture, and we have to keep that in mind. I spent most of the week doing race setup. I did at least five or six full-tank runs. Qualifying simulations, I think I did four at the most while other people did 10, I guess. But Buddy and Roger have been working on it, and that’s the beauty of a three-car team. I’ve been working on racing setup, and we’re going to have a good race setup, for sure. They’ve been working on qualifying setup, and here’s a good qualifying setup. It’s going to pay off in the end having the big picture in mind, which is the race. After the first lap, you know what it’s going to be and what it’s not going to be. After my first lap, which was 220.8 or something, I knew 222 would be undeliverable. The car was good. I didn’t feel any scrubbing or the car being loose or pushing, so I kept on going. If I don’t see any problems, it is a team call. Bobby Rahal, they were watching it. I think they were pleased with it, so that’s why I kept on going. Third row, it’s a good position. Gil started, I think, 13th last year, and won. So again, it’s positioning ourselves.”

ADRIÁN FERNÁNDEZ (No. 5 Quaker State Telmex Tecate Panoz G Force/Honda/Firestone): “It was good. In the morning I was very hard on the (rev) limiter, so we changed the gears. We put a sixth, longer. I did my first attempt, and we were a little were a little slower, so we went back to the gears that we had this morning. The car felt really good. I was flat out through the four laps. For some reason, we just didn’t have the speed that we thought we were going to have. I thought we were going to be closer to 222s (mph). The car is very sensitive sometimes. The important thing to me is that every time we go to the track we’re always on top, and I think that is important. The car has been running good in traffic and getting up to speed and all that. I think we have a very strong car for Race Day, and at the end of the day that’s what really matters.”

(More)

MBNA POLE POST-QUALIFYING QUOTES

Page 8

HELIO CASTRONEVES (No.3 Marlboro Team Penske Dallara/Toyota/Firestone):
(Was 220 the range where you were looking to qualify?): “Yeah, I think 220 or 221. Unfortunately, we had a little trouble this morning. We had a range where we were going from being brave to being stupid, and I got in that range and just said OK. Unfortunately, the rain delayed a little bit what we were expecting (in terms of speed), and the car was pushing like crazy and just going straight. So I got on the radio to TC (Tim Cindric), and he said ‘Come on, fix it,’ and I said: ‘What do you want me to do? Get out of here and do like A.J. Foyt?’ But that is why we waved off the first run, which was a smart decision. So we went back, realized what happened and fixed it. It was still pushing a little, but I said, ‘You know what, that’s it, I don’t have the stomach for this anymore.’ But it was a good run for team Penske, and you can’t ask for a better team, they always have great results here.” (About how temperature affected your run today): “Normally, when it’s cooler out, we have more downforce, which means we can go faster through the corners. During the whole week, we had temperatures in the 80 to 85 range. Today we lost that dimension where we can go, and when you test like that all week, it’s simply very hard to achieve (a good setup). That’s why we went in that direction today (with less downforce) because we thought that we could do it. But unfortunately, this place is amazing, you know, that’s why it’s so difficult, because it’s constantly changing. So to answer your question, what was loose, it just took too much downforce, and the car didn’t have enough support to stay stable in a corner. In fact, I almost crashed on the last lap of the session, so I said ‘You know what, let me breathe a little bit.’”

SCOTT DIXON (No. 1 Target Chip Ganassi Racing Panoz G Force/Toyota/Firestone):
“It was pretty disappointing, but what can you do? From this morning, it pretty much went sour from the get-go. Darren’s (Manning) car had another engine problem, and we just didn’t have any speed. I think some of it’s got to be from sitting out the last two days. Friday it rained, but then Darren drove my car on Thursday. I don’t know where we lost. I think we had a good car on Wednesday. It was running the high 220s, so I was quite happy with the car on the track. We need to look at what we did or what happened to the car.” (About weather delay): “The weather doesn’t really bother me. It’s the same for everybody. Typically you just have to get out there, and hopefully you’re well prepared. I think that’s the biggest thing for today ... we just weren’t prepared. You know we lost a bunch of speed. I think we were a little maybe too confident in what we were trying to do and made changes we didn’t need to make. The run was pretty decent. The car was pretty neutral. We were flat out, and you can’t do much more than that.” (About overconfidence): “A team like this, we shouldn’t miss, but as you’ve seen in previous years where Penske didn’t do as well as they wanted to do. We need to regroup. It’s moments like this that make you stronger.”

(More)

MBNA POLE POST-QUALIFYING QUOTES

Page 9

A.J. FOYT IV (#14 Consec/A.J. Foyt Racing): “It was a frustrating day. We had a fire in the injector this morning and didn’t get any practice. My guys did a great job changing the engine in about 45 minutes. We hoped to get some practice in before I went to qualify, but the track never opened for practice. As time wore down, my grandfather asked me if I wanted to try to qualify, and I said yes. So my first laps on the track today were in qualifying. I glanced off the wall setting up for Turn 2 (white-walled the right-front tire on lap on Lap 3), but it didn’t hurt anything. I’m disappointed for my sponsor, Consec, because I know we could have run better if we didn’t have the problem early. It was a long frustrating day. I’m glad it’s over, and I’m glad we’re in the show.”

TONY KANAAN (No.11 Team 7-Eleven Dallara/Honda/Firestone): “Dario brought up a good point. We worked toward qualifying all week, and I think it proved that we have a very good organization – three cars in the top five. Having said that, what’s more amazing is having seven Honda engines in the top seven. Obviously, I was a bit disappointed because I thought we had a shot for the pole. I kept all the hopes up. All my teammates – I remember pulling out of the pits, and I saw all of them, and it was like, ‘OK, it’s your turn,’ and I didn’t do it. We worked hard. The conditions were different. I think we produced too much downforce at the end. I went for a try first, and it wasn’t right. I thought that I had a better shot, so we tried it again. Dario went one way and I went the other way. We could be looking like the kings now. He could be looking bad, but it worked the other way around. I’m extremely happy for the team. This is going to be my third 500, and this is my worst start. I think you can win from the second row. I’m happy for Dario -- great comeback. Our team relies a lot on him and Bryan doing a lot of race setup. I guess I should feel proud of myself -- it looks like I did a good job for qualifying. Hopefully we can work together. We’ll get Bryan back in the car. It was a tough day for the team. We’re so attached, and to see your first teammate go out there and crash wasn’t nice. He’s OK. He’ll be back. We’ll give him the fast car. He’ll kick our butt, maybe.” (What is the anxiety like on a day like today?): “Actually, it makes you more comfortable because you did a run already, you know the track conditions, and you know what you can do. You try to keep yourself concentrated to make the right changes, and I think we did make the right changes. We just didn’t go fast enough. But I went faster than my first run. We knew the risks. We knew it could be worse. We tried. We came here to win the pole and win the race. I was not going to give up, especially having two of my teammates doing really well. So we said, ‘Hey, we have all the same cars, let’s try something different.’ They obviously tried everything they could, and they went fast enough. So we went the other way, and it didn’t work as well. It’s good to say, ‘It didn’t work,’ and you still start fifth. Usually people who say, ‘It didn’t work,’ crashed. I guess it was a great choice. It just wasn’t as good as it should be.”

(More)

MBNA POLE POST-QUALIFYING QUOTES

Page 10

DARIO FRANCHITTI (No.27 Arca/Ex Dallara/Honda/Firestone): “I’m surprised with it, actually. Bryan and I had decided that in our side of the AGR team that we were going to work on qualifying. But unfortunately, Thursday and Friday it rained pretty much the whole time. TK (Tony Kanaan) and Dan were going to work on qualifying all the time. So we were really behind this morning, coming in. We made some good progress. The first run, I felt the car was pretty good. The second one was better. So honestly, thanks to the guys because they did a wonderful job. The last time I was here, I qualified second week, in the back, so I’m definitely happier than I was then. I’m excited to start in the front row of the Indy 500, obviously. I’ll be focused on the race and the next 500 miles and trying to do the best job I can to make sure we win the race.”

DARREN MANNING (No.10 Target Chip Ganassi Racing Panoz G Force/Toyota/Firestone): “Big, big crazy day for me, yeah, big time. Started off yesterday, we were planning on getting several simulated qualifying attempts in on a new motor. Obviously, that didn’t happen, so we went out this morning on that new motor. Tried to get some runs in, but obviously with just 30 minutes it was going to be a bit truncated session, just to do qualifying run after qualifying run for me because I’ve been in qualifying trim all week. Unfortunately, we had an engine problem from the get-go (this morning), and we couldn’t fix it in pit lane. Electrical things that we thought we might have been able to sort out. Took it back to the garage and sacrificed our starting position in qualifying line and hoped maybe we’d get a bit of testing if the qualifying line broke, and of course that didn’t happen. We had to take two qualifying attempts because on the first one I had a moment in Turn 1. Came back, and we adjusted the car beautifully. It was great after that. We’re just going to have to work really hard over the next week to get the race setup perfect. We will.” (Scott Dixon mentioned that tough days like these work to make the team stronger): “Absolutely. Being my first year and not knowing what to expect on a day like this, the pressure just builds and builds. We had like one minute left, and they were going to close the qualifying line. There’s not much more pressure than that when you’re not even in the race. It was vitally important that I laid a lap down, and I was just a bit cautious. We did a good job of adjusting to the conditions after our first run. We just didn’t have enough.”

END MBNA POLE POST-QUALIFYING QUOTES

DAY 9 – WEDNESDAY, May 19, 2004

PAGE 1

TODAY'S SCHEDULE (all times local):

9 a.m. Public Gates Open
11 a.m.-6 p.m. IndyCar® Series Practice
6 p.m. Track Closes

Several members of the Purdue University women's basketball team are at the track today. Among the players expected to attend: Katie Gearlds, Carol Duncan, Emily Heikes, Indi Johnson and Hannah Anderson.

Sarah Fisher will meet Tamika Catchings of the WNBA's Indiana Fever at approximately 5:30 p.m. on pit lane. Catchings will give Fisher a WNBA basketball. Catchings and Purdue University women's basketball player Katie Gearlds will wave the checkered flag to end practice at 6 p.m.

Robby Gordon, who is attempting to race in the Indianapolis 500 and NASCAR NEXTEL Cup Coca-Cola 600 on May 30, will not race in NASCAR Busch Series events May 23 at Nazareth Speedway or May 29 at Lowe's Motor Speedway.

By reducing his May schedule, Gordon can practice several additional days at Indianapolis and make several Meijer store appearances in the Indianapolis market. Gordon will practice today and Thursday at Indianapolis, as well as Saturday before the start of the NEXTEL All-Star Challenge at Lowe's Motor Speedway. The reduced schedule does not alter his NASCAR NEXTEL Cup Series schedule in any way, as he was not intending to miss any practice or qualifying sessions at either Charlotte race.

ROBBY GORDON (No. 70 Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone): "We didn't qualify where we wanted to at Indy, but I have complete faith in my guys that by race time we'll have one of the cars to beat. They're doing everything we ask of them, and now as the driver, I need to run as many laps as possible in order to have a great car for the race. We've got a good shot a making history by winning both races, and that's the goal. We had the schedule worked out to do it all, but by taking two races off the schedule I think we'll be better prepared for Indy and Charlotte."

Menards Infiniti Pro Series drivers Thiago Medeiros, Paul Dana, Jay Drake and Arie Luyendyk Jr. will appear at Dreyer & Reinbold Infiniti on the north side of Indianapolis for an autograph session on May 20.

The Menards Infiniti Pro Series show car will also be on hand at the appearance, which is scheduled from 5:30 p.m. to 7 p.m.

The dealership provided Infiniti vehicles for the four drivers to drive throughout the month of May.

PRACTICE REPORT:

At 11 a.m., the ambient temperature was 78 degrees with east-northeast winds at 5 mph and a relative humidity of 78 percent. Skies were cloudy. The track temperature was 93 degrees, according to Firestone engineers.

11 a.m. – Start is delayed as track crew dries wet spots at the entrance to pit road.

(More)

DAY 9 – WEDNESDAY, May 19, 2004

PAGE 2

PRACTICE REPORT: (Cont).

11:15 a.m.– **GREEN.** Bobby Plump, who made the game-winning shot for Milan High School in the 1954 Indiana state championship game, waved the green flag. Plump's team inspired the movie "Hoosiers." #7T Herta and #11T Kanaan were the first of 12 cars on track.

BOBBY PLUMP: "It was wonderful. I've been here thousands of times, but you don't realize how fast they go until you stand over there on that stand. It was a great experience."

11:36 a.m. – **YELLOW.** Debris.

11:47 a.m. – **GREEN.**

The teams of Bryan Herta (No. 7 XM Satellite Radio Dallara/Honda/Firestone) and Kosuke Matsuura (No. 55 Panasonic ARTA Panoz G Force/Honda/Firestone) qualified for the Checkers/Rally's Indy 500 Pit Stop Challenge during qualifications this morning.

Those teams join 10 previously qualified teams for the popular event May 27. The other qualified teams are those of Scott Dixon (No. 1 Target Chip Ganassi Racing Panoz G Force/Toyota/ Firestone), Helio Castroneves (No. 3 Marlboro Team Penske Dallara/Toyota/ Firestone), Sam Hornish Jr. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone), Scott Sharp (No. 8 Delphi Dallara/Toyota/Firestone), Darren Manning (No. 10 Target Chip Ganassi Racing Panoz G Force/Toyota/Firestone), Tony Kanaan (No. 11 Team 7-Eleven Dallara/Honda/Firestone), Tora Takagi (No. 12 Pioneer Mo Nunn Racing Dallara/Toyota/Firestone), Buddy Rice (No. 15 Rahal Letterman Racing Argent/Pioneer Panoz G Force/Honda/Firestone), Dan Wheldon (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone) and Alex Barron (No. 51 Red Bull Cheever Racing Dallara/Chevrolet/Firestone).

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

2003 Indianapolis 500 winner Gil de Ferran will crown the 500 Festival Queen during the Mayor's Breakfast on May 22. Team owner Roger Penske, who has fielded the entries of the last three Indianapolis 500 winners, will be the guest speaker at the breakfast, which takes place in the Pagoda Pavilion.

PRACTICE REPORT: (cont).

1:05 p.m. – **YELLOW.** #2T Taylor wiggled exiting Turn 1, did a half-spin to the left, then a full-spin to the right, slid up the track and brushed the SAFER Barrier at the entrance to Turn 2 with the left rear of the car. Light damage to the left rear and rear wing of the car. Taylor climbed from the car without assistance from the Delphi IRL Safety Team.

1:12 p.m. – **GREEN.**

1:38 p.m. – **YELLOW.** Track inspection.

Today is the 31st birthday of IRL IndyCar Series driver Dario Franchitti. Team owner Michael Andretti gave Franchitti in the IRL Experience two-seater as a birthday gift this morning.

(More)

DAY 9 – WEDNESDAY, May 19, 2004

PAGE 3

Medical update from Dr. Henry Bock, Speedway medical director: Mark Taylor was evaluated and released from the Clarian Emergency Medical Center. He was cleared to drive.

MARK TAYLOR (No. 2 Menards/Johns Manville Racing Dallara/Chevrolet/Firestone): "We were just working on race stuff. You try to work with cars in front of you, and we hadn't got quite enough downforce in the car yet. It was only a light brush with the wall so it shouldn't take too long to fix. We should be able to get back out there. We'll see."

Jim Beam® announced the winner of the Jim Beam/Indy 500 Sweepstakes, which gives one lucky fan the chance to win \$1 million if Dan Wheldon – the 2003 IndyCar® Series Bombardier Rookie of the Year and current points leader – wins the Indianapolis 500.

Sweepstakes winner Tanya Arts, along with her parents and sister, will enjoy an all-expense paid trip to experience the "Greatest Spectacle in Racing" and watch Wheldon compete on Sunday, May 30. Arts, a 25-year-old resident of Minneapolis, was chosen during a random drawing last month.

Arts will arrive in Indianapolis on May 27, Miller Lite Carb Day. She will enjoy a tour of the Indianapolis Motor Speedway museum, attend the 500 Festival Parade and meet Wheldon's Andretti Green Racing teammates and team owner Michael Andretti.

TANYA ARTS (Winner, Jim Beam/Indy 500 Sweepstakes): "I can't wait to attend my first Indianapolis 500. I look forward to watching Dan (Wheldon) bring home the Indianapolis 500 title – and dream of walking away one million dollars richer."

DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone): "Tanya is in for the ride of her life at this year's Indy 500. I look forward to meeting her and am excited to see first-hand the excitement that the Jim Beam/Indy 500 Sweepstakes has helped build for the Indy Racing League. It adds a little bit of pressure for me, but it will be exciting."

PRACTICE REPORT: (cont).

1:47 p.m. – **GREEN.**

2:28 p.m. – **YELLOW.** Debris.

Cycle Country will be Arie Luyendyk Jr.'s primary sponsor for the Futaba Freedom 100 on May 22 at the Indianapolis Motor Speedway.

Cycle Country Accessories Corp. was founded in 1981 and has since grown to be one of the world's leading manufacturers of ATV accessories. The company strives to make high-quality products that help transform people's favorite "toys" into practical work tools without interfering with the ATV's recreational uses. Their goal is to engineer products that can be mounted and removed both quickly and easily.

ARIE LUYENDYK JR.: "I'm really excited about Cycle Country's involvement for the Indianapolis race. I hope we can generate a lot of exposure for Cycle Country, one of the world's leading providers of ATV accessories."

BRAD DANBOM (Vice president of sales and marketing, Cycle Country): "We are pleased and excited to be Arie's main sponsor for the next race. We believe in him. He is an excellent driver, and we are confident that his number five car is going to top finisher on Saturday. We are looking forward to the race and the great exposure it will bring for our company."

(More)

DAY 9 – WEDNESDAY, May 19, 2004
PAGE 4 - REVISED

PRACTICE REPORT: (cont).

2:49 p.m. – **GREEN.**

Two drivers from last year's Indianapolis 500 field are at the track today in search of rides in this year's race.

ROBBY McGEHEE: "At this point, it's a little bit hard to say. It's a bit frustrating to be here today. I keep telling myself: 'I'll know tomorrow. I'll know tomorrow.'" I think we need to know something soon. What's holding us back right now is there are available cars, but everyone wants a 33-car field, and no one wants to put a car in until they're sure there's 33. We've got a lot of prospective people that we're talking to, a little bit of sponsorship, and hopefully we can put it all together so we can get some track time."

JIMMY KITE: "There's still a lot of open spots. I've been working with PDM to try to put something together. They're trying to raise money for me. We'll see as the week pans out. Hopefully PDM is out here, but if not, there's other cars. We'll just see where we are on the list."

PRACTICE REPORT: (cont).

3:26 p.m. – **YELLOW.** Smoke trailing from #26T Wheldon in Turn 4.

3:30 p.m. – **GREEN.**

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

3:49 p.m. – **GREEN.**

A small birthday gathering took place today for Howard Moore at the Impact Racing office in Gasoline Alley.

Moore, who turned 87 on May 19, has been a fixture at the Speedway since 1939. His uncle, Lou Moore, fielded the cars that won the "500" in 1938, 1941, 1947, 1948 and 1949. Howard Moore has been a mechanic, a president of the Oldtimers Club, worked for the Speedway on testing days and worked with Bill Simpson of Impact Racing for the past 22 years.

Two-time IndyCar Series champion Sam Hornish Jr. is playing host to an online charitable auction of limited-edition leather jackets through May 24.

The auction will appear online at <http://hornishauction.cmagic.com> and features 24 unique lambskin jackets with gel-embossed logos of Hornish on the back and front.

The 24 jackets are each individually numbered on the inside liner and include a blank signature patch. Each jacket will also come with an autographed certificate of authenticity.

Proceeds from the auction will benefit the Shriners Hospital, a network of pediatric specialty hospitals where children under the age of 18 receive excellent medical care free of charge.

(More)

DAY 9 – WEDNESDAY, May 19, 2004

PAGE 5

Indianapolis Colts quarterback Peyton Manning visited the Speedway today with 20 children from Child Advocates as part of the “Peyton’s Pals” program associated with his Peyback foundation.

Manning and the children visited with reigning IndyCar Series champion Scott Dixon and his teammate, Darren Manning, in the Sam Schmidt Motorsports Suite in the Tower Terrace, before Peyton Manning visited the pit lane and Gasoline Alley.

Among the Indy Racing League personalities Peyton Manning visited on pit lane and garage area were: Marlboro Team Penske’s Tim Cindric, Rick Mears, Helio Castroneves and Sam Hornish Jr., Kelley Racing’s Sarah Fisher, and Target Chip Ganassi Racing’s Scott Dixon and Chip Ganassi.

PEYTON MANNING: “It’s been great. We have our foundation, the Peyback Foundation, and this program called Peyton’s Pals where we take 20 kids to different events. We take them to a Colts’ game, a Pacers’ game, ‘The Lion King,’ St. Elmo’s Steakhouse, and now they’re here at the Speedway. They were up here in a suite, and they just had a great time. It’s neat to see the smiles on their faces. I came down here (pit lane) to see some of the drivers and visit with Scott (Dixon) and Helio (Castroneves), and my cousin (Darren) Manning. It’s been fun.” (Your impression of these teams, after spending time in the Team Penske pit and in the trench between pit lane and the main straightaway): “Being an athlete, I have an appreciation for great sporting events, and especially coming today, seeing the preparation and the work ethic these guys put into it, and the seriousness of it. That’s kind of how I approach my game, and the seriousness of it, very thorough in my preparations. I admire these guys and the whole team concept of it. Not just the drivers, (but) the crew and the whole support staff. I’m very impressed with it, and I admire all these guys for their courage and their work ethic.”

PRACTICE REPORT: (cont).

4:13 p.m. – **YELLOW.** Debris.

FASTEST DRIVERS AS OF 4:15 p.m.

Pos.	Car	Name	C/E/T	Speed
1	1T	Scott Dixon	G/T/F	220.576 mph
2	55T	Kosuke Matsuura	G/H/F	219.417 mph
3	16T	Roger Yasukawa	G/H/F	219.173 mph
4	5T	Adrian Fernandez	G/H/F	219.171 mph
5	3T	Helio Castroneves	D/T/F	218.706 mph

FASTEST NON-QUALIFIED DRIVER AS OF 4:15 p.m.

Pos.	Car	Name	C/E/T	Speed
1	25	Marty Roth	D/T/F	212.292 mph

4:23 p.m. – **GREEN.**

4:32 p.m. – **YELLOW.** Debris

4:41 p.m. – **GREEN.**

4:49 p.m. – **YELLOW.** Tow-in for #7T Herta, stopped on the inside edge of Turn 2.

4:56 p.m. – **GREEN.**

(More)

DAY 9 – WEDNESDAY, May 19, 2004

PAGE 6

At 5 p.m., the ambient temperature was 82 degrees with south-southeast winds at 10 mph and a relative humidity of 71 percent. Skies were cloudy. The track temperature was 96 degrees, according to Firestone engineers.

MBNA Pole winner Buddy Rice will take batting practice with the Indianapolis Indians at 5 p.m. Friday at Victory Field in downtown Indianapolis.

Shadeland Inn and Dollar Rent-A-Car will be sponsors on Matt Beardsley's No. 12 Jugular/Landtitle race car for the Menards Infiniti Pro Series™ Futaba® Freedom 100 on May 22 at Indianapolis Motor Speedway.

MATT BEARDSLEY (No. 12 Jugular/Landtitle Dallara/Infiniti/Firestone): "We're very pleased and thankful to add Shadeland Inn and Dollar Rent-A-Car as sponsors. They've helped us out with hotel rooms and rental cars which allows us to focus on some other expenses."

PRACTICE REPORT: (cont).

5:13 p.m. – **YELLOW.** Tow-in for #8T Sharp at the exit to the pit lane.

5:20 p.m. – **GREEN.**

Jack Arute has been privy to scores of sights, sounds and stories in his 20 years as a pit reporter during ABC Sports' coverage of the Indianapolis 500. In his new book, "Jack Arute's Tales from the Indy 500," readers are taken to places most could never visit.

Arute attended his first 500-Mile Race in 1969 as a high school graduation present from his father – a short-track race facility owner in Connecticut – and has witnessed all but three races since. He soaked in all the activity and drama at the "Brickyard" on the three-day adventure. It was everything he imagined it would be – from Gasoline Alley to the yard of bricks – and the experience made up his mind that he wanted to be a part of the "Greatest Spectacle in Racing."

A window opened at ABC Sports for Arute to realize his dream.

The book includes historical photos and a foreword by four-time Indianapolis 500 winner A.J. Foyt.

JACK ARUTE: "It's a collection of my years since 1969 of things that I've witnessed. Some of them are funny, some are heart-warming. What I wanted to do with the book is through the stories explain to people what makes Indy so special."

Arute's book-signing schedule at the Indianapolis Motor Speedway and elsewhere (times are local):

May 22: Noon-1:30 p.m. in the Pagoda Plaza.

May 26: 1 p.m. in the Pagoda Plaza.

May 27: 6:30-8:30 p.m. at the Borders in downtown Indianapolis.

May 28: Noon-1 p.m. in the Indianapolis Motor Speedway Hall of Fame Museum parking lot.

May 29: 10-11 a.m. at Gift Shop 13 in the Pagoda Plaza.

June 10: 6-8 p.m. at Borders in Lewisville, Texas.

June 24: 7 p.m. at Barnes & Noble in Richmond, Va.

(More)

DAY 9 – WEDNESDAY, May 19, 2004
PAGE 7

The Racing for Corey organization announced today that they will host the sixth annual "Racing for Corey Luncheon and Day at the Track," for the Indiana Children's Fund's children and families on Bump Day May 23 at the Indianapolis Motor Speedway.

Festivities will kick off at 11:30 a.m. with lunch at the On Site Suites hospitality trailer located in the driver hospitality area. The families will enjoy the "Bump Day" qualifications throughout the day with complimentary grandstand tickets courtesy of the Indianapolis Motor Speedway. A special appearance will be made by the Wish Fund's mascot "Sunny," and Corey's quarter midget will be on display for the kids to sit in and enjoy.

Racing for Corey was established in 1999 to entertain and bring together the sport of auto racing and kids living with life-threatening illnesses. Racing for Corey is dedicated in memory of 9-year old Indiana Children's Wish child, Corey Hanchar, who was granted his wish and received a quarter-midget car. Corey's inspiration and love of racing continues through various Racing for Corey events planned throughout the year. For more information, visit www.racingforcorey.com.

Larry Foyt has teamed up with Jacob and Co., which designs unique watches including the one Foyt is sporting these days.

Foyt's black-and-silver helmet incorporates the watch-face of the Jacob and Co. Five Time Zone Watch as part of the agreement. The timepiece features a main dial set to local time and four smaller dials showing the time in Tokyo, Paris, New York and Los Angeles.

JAY ALBAUM (National sales manager, Jacob and Co): "We are excited to be part of the Foyt Racing team and Larry Foyt's first Indy 500. Jacob and Co. is on the cutting edge of the watch industry and Indy car racing is certainly on the cutting edge of motorsports, so it's a natural fit."

LARRY FOYT (No. 41 A.J. Foyt Racing Panoz G Force/Toyota/Firestone): "I am having the time of my life this month. Teaming up with a really cool watchmaker like Jacob and Co. and being able to share my experience of my first Indy 500 with them is terrific. Last month my dad's team was racing in Japan, and I'm sure the Five Time Zone Watch would have eliminated those 3 a.m. phone calls back home!"

PRACTICE REPORT: (cont).

5:29 p.m. – **YELLOW.** Rain falling on frontstretch.

5:32 p.m. – **CHECKERED.** Rain ends day.

FASTEST DRIVERS OF THE DAY

Pos.	Car	Name	C/E/T	Speed
1	1T	Scott Dixon	G/T/F	220.576 mph
2	55T	Kosuke Matsuura	G/H/F	219.417 mph
3	16T	Roger Yasukawa	G/H/F	219.173 mph
4	5T	Adrian Fernandez	G/H/F	219.171 mph
5	3T	Helio Castroneves	D/T/F	218.706 mph

FASTEST NON-QUALIFIED DRIVER

Pos.	Car	Name	C/E/T	Speed
1	25	Marty Roth	D/T/F	212.292 mph

(More)

DAY 9 – WEDNESDAY, May 19, 2004

PAGE 8

POST-PRACTICE QUOTES:

KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz G Force/Honda/Firestone): "This was the first time that I ran with full tanks so far. At the beginning, my car had a big push in almost every corner. Even Turn 4 was difficult. We went back to the setup from Saturday, and my car was getting much better than when I ran this morning. We ended up with a completely different setup than this morning, and the car had a very good balance. Today I drove runs more than 20 laps a couple of times, getting used to long runs and also drafting, and the car doesn't seem too bad. I need more experience to close on somebody from behind. It was a very good start after the qualifying."

BRYAN HERTA (No. 7 XM Satellite Radio Dallara/Honda/Firestone): "I think we made a little bit of progress today on the XM Satellite Radio car. We've got another full day of running tomorrow. As much as we are trying to simulate race conditions, I don't think anyone knows how the cars will react on race day. We are trying to do the best preparation we can, and I'm sure we'll be ready."

DARIO FRANCHITTI (No. 27 Arca/Ex Dallara/Honda/Firestone): "We're into typical Indianapolis now. One minute, you think you have it, and the next minute, you don't. But, we're getting pretty close, actually. We're honing in on what we think we need for the Arca/Ex car. We're learning stuff all the time. I did a lot of work today and got to do some running with (teammates) Tony (Kanaan) and Dan (Wheldon), which was good. Hopefully, we'll get to continue tomorrow and get it nailed down by the end of the week." (About His two-seater ride with Michael Andretti to celebrate his 31st birthday today): "I was terrified not being in control. Put it this way: If it hadn't been Michael (Andretti), I would never have done it. I guess that is trust in your boss. I'd probably ride with Mario, too, but there aren't many guys that I'd jump in that two-seater with. It must be a heck of an experience for somebody who has never experienced that before."

TONY KANAAN (No. 11 Team 7-Eleven Dallara/Honda/Firestone): "We've come a long ways. As the week goes by, we get further along on our race setup. We're trying to run together with our teammates and work with different people to see how our Team 7-Eleven car will be on Race Day. I don't want to sound repetitive, but we're just doing race stuff all day long and trying to find the best race package."

TOMAS SCHECKTER (No. 4 Pennzoil Panther Racing Dallara/Chevrolet/Firestone): "It was a productive day. We worked on the things we needed to in preparation for Race Day. There was plenty of traffic out there today to work with, and the Chevy felt good. It's a long month, but the Pennzoil Panther guys are right on schedule in preparation for Race Day."

LARRY FOYT (No. 41 A.J. Foyt Racing Panoz G Force/Toyota/Firestone): "We keep gaining. It's the fastest that we've run here, so we're headed in the right direction. We're learning new things every day. I ran in traffic with some pretty fast cars, so we learned some things there, too. It was a good day."

(More)

POST-PRACTICE QUOTES:

A.J. FOYT IV (No. 14 Conseco/A.J. Foyt Racing Dallara/Toyota/Firestone): “We shook down our T-car today, and we have a little work to do on it to find more speed. There were no big problems, just little stuff that we have to work out.”

ADRIAN FERNANDEZ (No. 5 Quaker State/Telmex/Tecate Panoz G Force/Honda/Firestone): “Another good day. Both cars ran well. Kosuke (Matsuura) ran a lot more laps than I did because we had a little problem this morning. At the end of the day, we put in some laps, and we were pretty happy with the car. I need to run a little bit more in traffic tomorrow. Overall, it was a good result and a good comeback for us after a problem in the morning.”

SCOTT SHARP (No. 8 Delphi Dallara/Toyota/Firestone): “It was good for us to get out in the Delphi car and start working in traffic, as a lot of the other teams are doing. We’re doing longer runs to see how the car settles in over the long term in a pack of cars. That’s our plan, to keep working on our race program and see how things shake out by the end of the week.”

SARAH FISHER (No. 39 Bryant Heating & Cooling/Cure Autism Now Dallara/Toyota/Firestone): “Today we worked all day on the race setup. I’m not real happy with the car yet. There’s still some room for improvement. We ran in the heat of the day, which we’re expecting for Race Day. It allowed us to see how the high temperatures affect the car, and we’re trying to figure everything out for Race Day.”

SCOTT DIXON (No. 1 Target Chip Ganassi Racing Panoz G Force/Toyota/Firestone):
(Any surprises today?): “Apart from the Hondas are strong still. That was something we thought was going to happen. We didn't really have too much on-track stuff today. We tried to do some back-to-back stuff this morning on the close to qualifying setup to see if we had sort of stepped on ourselves there. Generally, we didn't find much. After that, we just went and put more downforce on the car and a full load of full and did one run. We had to change some wing pillars and things like that, some aerodynamic stuff. We were down for quite a long time. Not really much today. I think a lot of other people did a lot of running. We both still need to work on our cars, I know Darren (Manning) is having a few issues. Mostly for us, it's the rear end of the car.”
(What are your plans for the rest of the week and weekend?): “Not much, I hope. I hope we're going to have Saturday and Sunday off, but I'm sure the team will have something different. We'll do a fair bit of running. It's hard to schedule much out because of the weather. The clouds today could have come a little earlier and messed up the afternoon. We'll probably, in the next couple of days, do as much running as we can.”
(About fuel-mileage of new engines): “Normally if an engine has more horsepower, it will burn more fuel, but I think Chevy did that when they first put out their engines, the 3.5-liter. Hopefully we'll have a little better of fuel mileage. That would be a positive. Toyota are working extremely hard to have something a little better for the race. They did get kicked in the (butt) pretty bad. I think they're going to try and fight back.”

(More)

DAY 9 – WEDNESDAY, May 19, 2004
PAGE 10

THURSDAY'S SCHEDULE (all times local):

9 a.m.	Public Gates Open
10:30 a.m.-noon	Menards Infiniti Pro Series Practice
Noon-6 p.m.	IndyCar Series Practice
6 p.m.	Track closes

END DAY 9 NOTES

DAY 10 – THURSDAY, May 20, 2004

PAGE 1

TODAY'S SCHEDULE (all times local):

9 a.m.	Public Gates Open
10:30 a.m.-noon	Menards Infiniti Pro Series™ Practice
Noon-6 p.m.	IndyCar® Series Practice
6 p.m.	Track closes

Panther Racing driver Mark Taylor will throw out the ceremonial first pitch at the Indianapolis Indians' game with the Durham Bulls on Monday, May 24 at Victory Field.

MARK TAYLOR (No. 2 Menards/Johns Manville Racing Dallara/Chevrolet/Firestone): "I was never a huge baseball fan before I came to the United States, but after living here for two years, you almost can't help but enjoy the popular American sports. I've really enjoyed watching some baseball the last few years, and I've found myself pretty caught up in the Indiana Pacers' playoff run, as well. I've heard Victory Field is a beautiful place to watch a baseball game. Some of the guys on the team have been asking if I can throw a baseball, so I'll get Eric (Haverson) to make sure I don't embarrass myself out there."

Sarah Fisher's entry in the Indianapolis 500 carries a link to the history of the "Greatest Spectacle in Racing." Fisher's Kelley Racing entry is sponsored by Bryant Heating & Cooling, which also sponsored Janet Guthrie's barrier-breaking effort in 1977.

SARAH FISHER (No. 39 Bryant Heating & Cooling/Cure Autism Now Dallara/Toyota/Firestone): "Driving the Bryant/Cure Autism Now entry for Kelley Racing in the 88th Indianapolis 500, it's a really neat opportunity for me. I'm very proud to be carrying the number 39 on my car in honor of Bryant's long history at the Speedway. The fact that Bryant was a sponsor for Janet Guthrie in 1977, and that they have been so supportive of women in motorsports is a big honor for me. I'm expecting an e-mail from Janet any day saying, 'Get out of my car.' It really is neat to be part of history."

The Pennzoil Panther Racing team, led by driver Tomas Scheckter, will attempt to set a world record for the most consecutive oil changes in one hour on Tuesday, May 25 at the Jiffy Lube located at 5444 W. 38th St. in Indianapolis.

Scheckter and his team will join members of the Jiffy Lube team in a one-hour race against the clock. Three bays will run simultaneously as customers line up for the fastest oil change. All oil changes during the event are free to the public, and Pennzoil will donate the cost to local charities.

The proceeds will benefit Best Buddies, a non-profit organization dedicated to enhancing the lives of people with intellectual disabilities by providing opportunities for one-to-one friendships and integrated employment and the Matt White Cure ALS Foundation.

FUTABA FREEDOM 100 PRACTICE REPORT:

At 10 a.m., the ambient temperature was 76 degrees with south-southwest winds at 12 mph and a relative humidity of 87 percent. Skies were cloudy. The track temperature was 86 degrees, according to Firestone engineers.

10:30 a.m. – **GREEN.** Indianapolis Indians manager Cecil Cooper waved the green flag to open practice for the Menards Infiniti Pro Series. #3 Mason and #33 Maia were first on track.

(More)

DAY 10 – THURSDAY, May 20, 2004

PAGE 2

FUTABA FREEDOM 100 PRACTICE REPORT (Cont.)

Indianapolis Indians manager Cecil Cooper waved the green flag to open practice for the Menards Infiniti Pro Series.

CECIL COOPER: “To be able to control the car and do it at 220 mph is pretty impressive. I’m now a racing fan after seeing it close up.” (Have you ever been to the Speedway?): “Never been out, but after today, I think I will be back.”

10:34 a.m. – **YELLOW**. Debris on the frontstretch.

10:38 a.m. – **GREEN**.

10:53 a.m. – #4 Roth is first car to break 190 mph with lap of 190.291.

11:09 a.m. – **YELLOW**. Tow in for #4 Roth, which is stopped on the backstretch. Crew reports car is out of fuel.

11:15 a.m. – **GREEN**.

Noon – **CHECKERED**.

FASTEST DRIVERS OF FUTABA FREEDOM 100 PRACTICE

Pos.	Car	Name	C/E/T	Speed
1	4	Marty Roth	D/I/F	190.340 mph
2	91	Paul Dana	D/I/F	190.338 mph
3	11	Thiago Medeiros	D/I/F	190.153 mph
4	25	Jay Drake	D/I/F	189.335 mph
5	2	Phil Giebler	D/I/F	189.313 mph

FUTABA FREEDOM 100 POST-PRACTICE QUOTES:

PHIL GIEBLER (No. 2 Western Union Speed Team Dallara/Infiniti/Firestone): "We're just making little steps to try to figure out how to get more speed down these straights, and we really haven't found it. We've got to look at the data and make some smart moves to make the most of the next session."

MARTY ROTH (No. 4 Roth Racing Dallara/Infiniti/Firestone): "It was a little strange getting into that car. It took a few laps to get used to it. We delved right in. I cleaned up a few bad habits that I had in the IndyCar Series car over the last week or two, and it gave me a good chance to make some changes to this car and keep it fast. We've got a great IPS car. We'll just try and keep it on top of the charts."

THIAGO MEDEIROS. (No. 11 Sam Schmidt Motorsports Dallara/Infiniti/Firestone): "We're trying to set the car up for the race. We ran some laps with other drivers to see how the car feels in the draft. We'll make some changes and see what will happen. For sure, the engines are better this year, and we made some improvements to the car to find some more speed. We've had one year of working with the car, and a lot of the cars are quicker than last year."

MATT BEARDSLEY (No. 12 Jugular/Landtitle Dallara/Infiniti/Firestone): "Not doing terrible, it's not great, either. I think we need to find about half a second or 3 miles per hour. We just have to take it back and look over the data we got and see where we go from there. I got loose a couple of times, but I think we just went the wrong way with the setup. Other than that, I feel real comfortable here."

(More)

FUTABA FREEDOM 100 POST-PRACTICE QUOTES: (cont.)

ARIE LUYENDYK JR. (No. 5 Sam Schmidt Motorsports Dallara/Infiniti/Firestone): "The session was really disappointing for me. The car is actually not good at all. It's a lot different than it was at the (Open) test. It's very loose right now in traffic, and it has a big push when I'm by myself. Hopefully we can fix it in tomorrow's practice session. Our plan today was to run the race setup, but I couldn't even get five to 10 car lengths before the car started handling badly. The best we could do was go out on our own and try and baseline the car and get our setup straight. We really even ran out of time in that hour and a half, because the car right now is very uncomfortable to drive. Hopefully we'll figure it out and be ready for qualifying."

JEFF SIMMONS (No. 14 A.J. Foyt Racing Dallara/Infiniti/Firestone): "The Delphi Futaba car is not bad. I think we still need to pick up a bit for qualifying. We have a decent race car right now, but we're going to need to work on it a bit tomorrow. We didn't feel like it was really worth beating on it today though because tomorrow's supposed to be a little bit different conditions. It looks like the weather will be OK so we weren't too worried about setting a good time. It looks like we should be able to get qualifying in."

LEONARDO MAIA (No. 33 Skip Barber Racing School Dallara/Infiniti Firestone): "It started off great after about 10 laps, then we got an oil temperature alarm, gearbox temperature alarm, and when I was pulling in, it was stuck in fifth gear, and I couldn't downshift. We were about this close to seizing up the entire gearbox. Just another lap, and it might've been a gearbox. We pulled it behind the garage, changed what we needed to change, the oil in the gearbox, and it was great for the last few laps I was out there."

JAY DRAKE (No. 25 AFS Racing Dallara/Infiniti/Firestone): "It was fun, but then it would be fun if I was going 149 (mph) out there. To actually come out here, as I have said before, to just to drive a lap around this place is a dream come true for me and then to actually be competitive with these guys – that's a big thrill for me." (How does this compare to a USAC Silver Crown car?): "There's really no comparison. It's a completely different machine. I couldn't say there were any similarities whatsoever. I just think having thousands and thousands of laps in the numerous types of race cars I have run is a big help. It helps me adapt when I get in another new race car as opposed to a guy who really hasn't raced that many different types of cars. If I take anything from the USAC cars I have ran, it's just the number of laps I have run." (About having Larry Curry around, who manages the short-track operation for Tony Stewart Racing): "That's a big deal because we can say we have already had success together, but here it all falls on Larry Curry. He knows how to mastermind these cars, especially at this racetrack. He knows how to get these cars comfortable, and he has been a big help getting me comfortable." (Are you nervous?): "Not anymore. This morning, I was extremely nervous, but now that I have got out there and have seen that I can run some competitive lap speeds, it takes all the nerves away."

PAUL DANA (No. 91 Ethanol/Hemelgarn Johnson Dallara/Infiniti/Firestone): "We tested well here a month ago, so we knew we were close. We had a real productive session. It was long enough that we did some full fuel stops, some qualifying simulations and got to run in the draft. I mean, I am real happy. It will be interesting to see what people run in qualifying. I just hope the weather holds off and we have a dry weekend."

(More)

FUTABA FREEDOM 100 POST-PRACTICE QUOTES: (cont.)

CORY WITHERILL (No. 92 Hemelgarn 91 Johnson Motorsports): "For the most part, I just went out there to get comfortable with the car. Started out a little loose and everything. We just made some changes and made it better. It was just a matter of getting back and running with the pack of cars. I mean, the whole session I stayed by myself, I really wasn't looking for jockeying speed. Just trying to get comfortable and trying to see what the car can do by itself."

INDIANAPOLIS 500 PRACTICE REPORT:

Vitor Meira will drive the No. 15T today for Rahal Letterman Racing. Today is a scheduled day off for MBNA pole winner Buddy Rice.

12:15 p.m. – **GREEN.**

12:22 p.m. – Target Chip Ganassi Racing teammates #1 Dixon and #10 Manning are first on track.

12:33 p.m. – **YELLOW.** Debris.

12:43 p.m. – **GREEN.**

At 12:45, the ambient temperature was 84 degrees with south-southwest winds at 13 mph and a relative humidity of 79 percent. Skies were mostly cloudy. The track temperature was 102 degrees, according to Firestone engineers.

Veteran Indy-style mechanic Larry Curry is helping the Menards Infiniti Pro Series effort of USAC open-wheel standout Jay Drake.

LARRY CURRY: "It was an emotional day for me the day we came here testing, and it was even a little more emotional when I came out here today. But as I have told everybody my whole career, when you walk in to the Indianapolis Motor Speedway, especially when you walk out to the grid, if it doesn't kind of give you a tingle, it's time to do something else. I had all those emotions plus some, and I'm happy that people are accepting me back because they don't have to." (What's the big adjustment for a guy like Jay?): "You know when we brought him over here and let him run a few laps in the Open Test he ran 179 mph, and he seemed to be a little depressed because he was the slowest guy. So I said, 'Jay, you are getting into a rear-engine car for only the second time and the first time ever here.' Basically just go out and get laps, and understand that you just can't drive around it. In a sprint car you hit the cushion, you flick the wheel a little bit – you can't do that you have got to be smooth, work on being very smooth." (How is he like or unlike Tony Stewart?): "Well, the things that are neat about them is that they both came here with an extremely good feel for a race car. I mean, here's a guy whose last run over here he ran 179, and his first outing today he went 188 in only his second time in the car, and that speaks of who he is. Like I have said forever, there are race car drivers, and there are people who drive race cars. He is a race car driver. In sprint cars, everything, just his intensity, how he approaches his business, he comes in and works on the sprint car every day, he is very attuned to what is going on, and here he is kind of out of his element because he isn't working on the car. But as I told him, 'Jay, as much as I'm kind of out of the water when we go to the dirt, I'm really at home here I know a lot about this so you just be a good listener, and we'll do fine.' His feedback is good, and I tried a couple of things on him for effect to find out just exactly what that feedback would be and the answers were exactly what they should have been, so that's a good sign."

(More)

DAY 10 – THURSDAY, May 20, 2004
PAGE 5 - REVISED

INDIANAPOLIS 500 PRACTICE REPORT: (cont.)

1:52 p.m. – **YELLOW**. Debris.

At 2 p.m., the ambient temperature was 82 degrees with a relative humidity of 77 percent and winds from the south-southwest at 12 mph. Skies were mostly cloudy. The track temperature was 94 degrees, according to Firestone engineers.

2:13 p.m. – **GREEN**.

2:24 p.m. – **YELLOW**. #14T Foyt IV does 1¾ spins exiting Turn 3. The rear of the car hits the inside wall in Turn 4, dislodging the rear wing. Car stops against wall. Foyt climbs from the car without assistance from the Delphi IRL Safety Team.

2:32 p.m. – **GREEN**.

2:36 p.m. – An unnumbered Panoz G Force chassis from Marlboro Team Penske was rolled through IRL technical inspection.

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

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

A.J. FOYT IV: “Coming out of Turn 3, the car stepped out on me a little bit. I’m not sure why because that lap I was just starting to get on it. It just got the rear wing, so it wasn’t too bad. Any time you spin here and don’t tear up the car real bad, you have to consider yourself lucky.”

INDIANAPOLIS 500 PRACTICE REPORT: (cont.)

3:23 p.m. – **GREEN**.

3:45 p.m. – **YELLOW**. Debris. The air temperature was 86 degrees. The track temperature was 108 degrees, according to Firestone engineers.

3:53 p.m. – **GREEN**.

The Indy Racing League will provide numerous Video News Releases throughout the month of May to assist with your coverage of the 88th Indianapolis 500. The next VNR will be:

Thursday, May 20:

- Time: 8-8:15 p.m. (EDT)
- Coordinates: AMC 9, Transponder K18
Audio 6.2/6.8
Download Frequency 12060 horizontal

1983 Indianapolis 500 winner Tom Sneva is serving as driver coach and spotter for Indianapolis 500 rookie Mark Taylor.

TOM SNEVA: “It’s not quite like driving a race car, but you know you got responsibilities and you can help your team out and your driver out and keep him out of trouble. You’re another set of eyes and ears the team can lean on a little bit, and hopefully you can help. He’s a good race driver, young and obviously a rookie here, but he’s gaining experience. Being with Panther, he’s with a good team, and that will help him a lot.”

(More)

DAY 10 – THURSDAY, May 20, 2004
PAGE 6 - REVISED

Recently retired IndyCar Series competitor Robbie Buhl will join the ESPN2 broadcast team for the Futaba Freedom 100 on Saturday. Buhl will join Cameron Steele and Helio Castroneves in the broadcast booth for the race May 22 and will continue as an analyst for ESPN2's remaining Menards Infiniti Pro Series telecasts in 2004.

INDIANAPOLIS 500 PRACTICE REPORT: (cont.)

4:21 p.m. – **YELLOW**. Debris.
4:26 p.m. – **GREEN**.
4:37 p.m. – **YELLOW**. Tow-in for #10T Manning, who has stopped on backstretch. Crew reports car has run out of fuel.
4:44 p.m. – **GREEN**.
4:53 p.m. – **YELLOW**. Debris.

IRL IndyCar Series entrants Dreyer & Reinbold Racing and Hemelgarn Racing have signed an agreement that will combine resources for 1996 Indianapolis 500 winner Buddy Lazier. The arrangement includes a pooling of sponsorship dollars and team personnel.

The car will carry the Dreyer and Reinbold traditional blue, orange and yellow paint scheme, with the number 91 that long has been associated with Lazier and Hemelgarn.

Sponsorship efforts are underway with both camps to round out the program, and the team anticipates beginning on track activity immediately.

DENNIS REINBOLD (Co-owner, Dreyer & Reinbold Racing): "We began discussing the idea of working together a few weeks ago, and the further we delved into it, the more it really made sense. Where we have some areas of need relative to the second car, they provide additional strengths, especially in the areas of personnel and sponsor relations. As one of the founding IRL teams, Hemelgarn has won at all levels of this sport, so we're excited to be able to help them remain active in the series."

RON HEMELGARN (Owner, Hemelgarn Racing): "This is my 28th year to be involved in this race. We first ran Buddy Lazier in 1991, and it was important to us to help him get a good quality ride. LifeFitness has been with us since 1985, so we're pairing them up with Brighthouse Networks and Racing for Hemophilia. We look forward to fielding a solid entry with Buddy and Dreyer and Reinbold Racing."

INDIANAPOLIS 500 PRACTICE REPORT: (cont.)

4:57 p.m. – **GREEN**.
5 p.m. – Matsuura turns fastest lap of the day, 220.784 mph.

FASTEST DRIVERS AS OF 5 P.M.

Pos.	Car	Name	C/E/T	Speed
1	55T	Kosuke Matsuura	G/H/F	220.784 mph
2	5T	Adrian Fernandez	G/H/F	220.007 mph
3	3T	Helio Castroneves	D/T/F	218.676 mph
4	15T	Vitor Meira	G/H/F	218.617 mph
5	11T	Tony Kanaan	D/H/F	218.455 mph

FASTEST NON-QUALIFIED DRIVERS AS OF 5 P.M.

Pos.	Car	Name	C/E/T	Speed
1	25	Marty Roth	D/T/F	212.352 mph

(More)

DAY 10 – THURSDAY, May 20, 2004
PAGE 7

INDIANAPOLIS 500 PRACTICE REPORT: (cont.)

6 p.m. – **CHECKERED.**

FASTEST INDIANAPOLIS 500 DRIVERS OF THE DAY

Pos.	Car	Name	C/E/T	Speed
1	55T	Kosuke Matsuura	G/H/F	220.784 mph
2	5T	Adrian Fernandez	G/H/F	220.007 mph
3	3T	Helio Castroneves	D/T/F	218.676 mph
4	15T	Vitor Meira	G/H/F	218.617 mph
5	11T	Tony Kanaan	D/H/F	218.455 mph

FASTEST NON-QUALIFIED INDIANAPOLIS 500 DRIVERS

Pos.	Car	Name	C/E/T	Speed
1	25	Marty Roth	D/T/F	212.352 mph

INDIANAPOLIS 500 POST-PRACTICE QUOTES:

KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz G Force/Honda/Firestone): “We had the quickest time, but I am not happy because the car is not like my primary car. There is something strange. You have more understeer sometimes and then a loose car, and sometimes we are influenced by the wind, and the car changes so much. Yesterday we found little problems with the car, and I think we have similar problems today, and that is why I am not happy.”

DARIO FRANCHITTI (No. 27 Arca/Ex Dallara/Honda/Firestone): “We made some good progress again today. I feel like we've been pretty close all week. We're just really trying to get it as close to perfect as we can. Obviously, the more information we get, the better job we can do with that. But I'm pretty happy. The Arca/Ex guys did a good job today. Again, having three teammates certainly helped. Bryan (Herta), Tony (Kanaan), Dan (Wheldon) and I all ran in a simulated pack, and that seemed to help.”

TONY KANAAN (No. 11 Team 7-Eleven Dallara/Honda/Firestone): “We have the advantage of having four cars, so we tried to run together as much as possible. That's a lot of traffic, having three cars ahead of you all the time, which is pretty good. As teammates, you can really work together. We're just really trying to do a lot of different things to just find out what will work best for the conditions we get on Race Day. We've had a lot of different weather so far in practice, which is pretty good – windy, sunny, cloudy – so that's good. We should have a lot of information and hopefully by Race Day we can choose the right stuff for the Team 7-Eleven car.”

BRYAN HERTA (No. 7 XM Satellite Radio Dallara/Honda/Firestone): “I'm pretty happy with the XM Satellite Radio car. I think we've accomplished everything we wanted to. If we had another week, we'd probably go out there and practice every day, but that is the nature of the game. We've had a good month other than the qualifying accident. Everything has gone according to plan.”

(More)

DAY 10 – THURSDAY, May 20, 2004

PAGE 8

A total of 58 cars are now at the Speedway, 54 have passed technical inspection and two are in the process. Twenty-seven drivers have been on the track to date. There were eight yellows for 1 hour, 26 minutes.

INDIANAPOLIS 500 POST-PRACTICE QUOTES: (cont.)

DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone): “The Klein Tools/Jim Beam team is working hard on getting a good race car. We found that a little difficult today, but that’s the beauty of our team. We have three other cars with competitive drivers in them, and they are willing to help us when we need it. We are going to have a look at our data and then come back out tomorrow to see what we’ve got.”

ADRIAN FERNANDEZ (No. 5 Quaker State/Telmex/Tecate Panoz G Force/Honda/Firestone): “We had another good day. Even though we are the fastest two guys, that doesn’t mean anything. In race trim, we are still not as I would like to be, but it is not bad also. It is hard to judge from what everyone else is doing. There are two or three cars out there that look pretty strong. We have two more days to make sure that we can find a better balance.”

HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Toyota/Firestone): “Now that the ‘first race’ of the month is done and we’re in the show, we’ve been putting all of our efforts into the race setup. We want to make sure that we have a well-balanced, consistent car that is good in traffic, so we’ve been running with other cars as much as possible. The quality of the field is very strong, so Marlboro Team Penske needs to make sure they’ve done their homework. We’ve been lucky that the weather has been pretty good this week, and hopefully we’ll be able to get on the track again tomorrow and continue our preparation.”

SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone): “In addition to working on our race setup, Marlboro Team Penske has also been focusing on improving pit stops. Quick stops will be vital during the race, so it is important that the team is taking the time to incorporate pit stop practice at the end of the session. The guys are working really hard and doing a great job. Hopefully this will pay off on Race Day and we’ll be able to use our pit stops to gain track position.”

TOMAS SCHECKTER (No. 4 Pennzoil Panther Racing Dallara/Chevrolet/Firestone): “I think we’re doing fine. The Pennzoil Panther Chevy will be where it needs to be on Race Day. There is plenty of time left before the race, and we’re getting a lot of good data to work with next week. Panther Racing has a great group of engineers, and it’s really going to make a difference in a couple weeks.”

MARK TAYLOR (No. 2 Menards/Johns Manville Racing Dallara/Chevrolet/Firestone): “We worked on some different things today and also practiced several hot pit stops. We didn’t want to do too many laps in the race car. We got some tires scrubbed in and got ourselves one step closer to the big day. It’s a long month, so we’re really taking our time with things to make sure we don’t get into a rush. The Menards/Johns Manville car is starting to feel good in traffic as well.”

(More)

INDIANAPOLIS 500 POST-PRACTICE QUOTES: (Cont.)

SCOTT SHARP (No. 8 Delphi Dallara/Toyota/Firestone): “We had a pretty good day and the Delphi crew really worked hard. We went through a lot of things and made some very good progress. Like everyone else, we’re working on trying to make our car the best possible behind guys. We’re still not quite where we want to be but we’re gaining on it.”

SARAH FISHER (No. 39 Bryant Heating & Cooling/Cure Autism Now Dallara/Toyota/Firestone): “Today we made progress as far as the comfortableness of the car. We got a little bit faster at the end and the car is running well. You have to have a race car that is underneath of you. I’m not going to trim it out like we did last year to run closer to the same speed. I’m going to have a good race car and be there at the end.”

LARRY FOYT (No. 41 A.J. Foyt Racing Panoz G Force/Toyota/Firestone): “I’m not happy with the way the car drove today. It felt like something changed so we’re checking everything to see what’s going on.”

A.J. FOYT IV (No. 14 Conesco/A.J. Foyt Racing Dallara/Toyota/Firestone): “The day started out shaky with my little spin in Turn 3. Luckily, we didn’t have any big damage to the Conesco car. I just broke the two rear wing upright posts and the left side end fence. We got back out and ran an OK time. We still have some work to do but we’re in the ballpark.”

TORA TAKAGI (No. 12 Pioneer Mo Nunn Racing Dallara/Toyota/Firestone): “The Pioneer/Mo Nunn team had another tough day. We started to make some progress but ultimately continued to struggle with the balance of the No. 12 car. We look forward to taking advantage of the remaining practice sessions and improving the race set-up for the big day”.

ROBBY GORDON (No. 70 Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone): “Our focus is getting ready to race 500 miles. I think we've got a good handling package that we can transfer over to the other car.”

ALEX BARRON (No. 51 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): “We need to run in more traffic and for longer periods of time to really get a good feel for how good our car is. We did a lot of hot stops today and worked on fuel mileage. We didn’t use a lot of tires because we were somewhat behind after qualifying.”

ED CARPENTER (No. 52 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): “At the start of the day, we had a really good race car when we were running on our own. Later on, we ran in traffic and realized we didn’t have as good of a car as we could have, so we spent the rest of the afternoon making adjustments. We improved a lot as the day went on; we just need to work on our pace now.”

(More)

Selected quotes from the Dreyer & Reinbold Racing-Hemelgarn Racing press conference:

BUDDY LAZIER (No. 91 LifeFitness DRR/Hemelgarn Racing

Dallara/Chevrolet/Firestone): “I remained confident, disappointed in the fact that I had a lot of things going, but nothing came through for the season. I felt very confident. I've been talking with Dennis (Reinbold) and Robbie (Buhl) for a number of weeks, even since the beginning of the season. Unfortunately, there aren't a lot of driving positions. I've been in the position for eight years where I haven't really been out trying to sell my services as a driver, and so it is a difficult transition for me. A lot of people are surprised when they hear that I'm in my mid-30s, because I came here as a teenager. I always loved this place. I feel like I probably have 10 years left because I love what I do. I was talking with Gil de Ferran the other day. He's just tickled, he's so happy with his decision (to retire), at least that's how he expressed it to me. For me, and I know Robbie is struggling back and forth, he's sort of between Gil and I, racing is the only thing I enjoy doing. I love it and I'm nowhere near ready to stop. I was disappointed with the prospects, disappointed I was in the position, but was really fortunate to be able to make some choices during the month. I felt the team these guys had assembled, the relationship that I've had with Robbie and Dennis in the past, the fact that they have Owen Snyder and they've been out running, and (Felipe) Giaffone as a teammate, I felt very confident that we're not starting deep in the hole. There are a lot of teams that are good guys, are working on future programs, but they don't have notes, they haven't been out running, they don't have the team that these gentlemen have set up. So I felt that this was by far my best chance at getting up to speed in a hurry and to build for the future. I believe I've made a good decision. (Is it hard to drive for Robbie after years of competing against him?): “I may have really pushed that line with him (Robbie Buhl) in the past, but fortunately we've been good friends for a long, long time. Watching him become a team owner, and the decisions that he has made, our careers have been many, many years racing together. Before the league was formed, we raced. I think it adds an extra bit of enthusiasm to me because he's always been someone I've enjoyed. When you're racing against somebody, you only get so close as friends are, and of course you're all out there trying to make the most out of what you have and out of what you are given. (Did you ever think this would not get done?) “You always have those doubts. I think even when I have a good ride I feel that way. It's just because I love what I do. I'm confident in my abilities to get the most out of what I can get. The economy, obviously it takes a while for it to filter down into racing. There's been hard times for a lot of folks in racing and a lot of series. I've had good discussions with folks. I've never felt quite that way. I've felt that we're all working to put things together, and it takes time. That is disappointing, but at the same time I've always felt pretty good about it. It's an inner feeling that you have, how much you have left to contribute and to do as a professional as a race driver. I'm just nowhere near ready. I do have a lot of friends in the paddock. I never felt like I'm reaching the end. I feel like I have quite a bit left to go.”

ROBBIE BUHL (Co-owner, Dreyer & Reinbold Racing): “I'm very happy that we have Buddy (Lazier) with us to run a second car and teamed up with Hemelgarn Racing. We have not had the smoothest week, if you will, at Dreyer & Reinbold, so our guys have been working overtime. But we're going to keep working. This is the biggest racing in the world. We've got a guy in Buddy that's won it before, so we're going to work hard to give him the best of everything we can give him.” (About his relationship with Lazier): “With some guys, it may be awkward. Buddy and I have raced together for awhile, and we've always had a wealth of good, clean, hard racing with each other. We have respect for what each other has done on the track. We'll try to pool our heads over what we've done to each other over the years and see how that can translate back to getting us what we want to have out here.”

(More)

DAY 10 – THURSDAY, May 20, 2004
PAGE 11

Dreyer & Reinbold/Hemelgarn Press Conference (cont.)

RON HEMELGARN (Owner, Hemelgarn Racing): “I thought that it was very, very important that Buddy (Lazier) be in the Indy 500. To keep the long association that we've had with Buddy is very important. Our crew has been together for a long time. Ronnie Dawes is still with us, since 1986, and Lee Kunzman, (since) 1984. Our guys have tremendous years with the organization, and they're racers. That's what they want to do: They want to go racing. I've been very busy on a few other projects, so when this opportunity came about and we started talking about it a few weeks ago, it just made sense to bring the two groups together. Obviously, Robbie (Buhl), I've known him a long, long time, and it just made a natural match, I think, for everybody. To keep the association with Buddy was so important. This is my 28th year here. I guess not being involved in Indy would be quite a heartbreak for me, if I looked back on it. I think I could go without it, but I don't know. I'm very, very happy to be involved in this operation.”

In a press conference in the Trackside Conference Room, PDM Racing owner Paul Diatlovich announced plans to field an entry for 1999 Bank One Rookie of the Year Robby McGehee. The No. 18 PDM car will be sponsored by Natoli Engineering, Wanforce, Royal Spa, Lodging Hospitality Management and National Studios.

ROBBY McGEHEE (No. 18 PDM Racing Dallara/Chevrolet/Firestone): “I certainly would have preferred to get on the track earlier. But we battled through some disappointment when our major sponsor backed out just prior to Opening Day and are now ready to race. That hurt a bit, but the Indy 500 has been important to me since I was a child, and I'm very excited with the program we have put together.”

THURSDAY'S SCHEDULE (all times local):

9 a.m.	Public Gates Open
10-11 a.m.	Menards Infiniti Pro Series Practice
11:15 a.m.-12:30 p.m.	IndyCar Series Practice
12:45-2 p.m.	Menards Infiniti Pro Series Qualifying
2:15-5:15 p.m.	IndyCar Series Practice
3-4 p.m.	Menards Infiniti Pro Series Driver Autograph Session, Pagoda Plaza
5:30-5:45 p.m.	Menards Infiniti Pro Series Practice
6 p.m.	Track Closes

END DAY 10 NOTES

DAY 11– FRIDAY, May 21, 2004

PAGE 1

TODAY'S SCHEDULE (all times local):

9 a.m. Public Gates Open
10-11 a.m. Menards Infiniti Pro Series™ Practice
11:15 a.m.-12:30 p.m. IndyCar® Series Practice
12:45-2 p.m. Menards Infiniti Pro Series Qualifying
2:15-5:15 p.m. IndyCar Series Practice
3-4 p.m. Menards Infiniti Pro Series Driver Autograph
Session, Pagoda Plaza
5:30-5:45 p.m. Menards Infiniti Pro Series Practice
6 p.m. Track Closes

FUTABA FREEDOM 100 PRACTICE REPORT:

At 9:45 a.m., the ambient temperature was 82 degrees with west winds at 10 mph and a relative humidity of 79 percent. Skies were cloudy. The track temperature was 97 degrees, according to Firestone engineers.

10 a.m. – **GREEN**. #5 Luyendyk Jr. and #11 Medeiros are first on track.

10:20 a.m. – **YELLOW**. Debris.

10:26 a.m. – **GREEN**.

11 a.m. – **CHECKERED**.

FASTEST DRIVERS OF FUTABA FREEDOM 100 PRACTICE

Pos.	Car	Name	C/E/T	Speed
1	4	Marty Roth	D/I/F	191.059 mph
2	91	Paul Dana	D/I/F	189.965 mph
3	11	Thiago Medeiros	D/I/F	189.853 mph
4	14	Jeff Simmons	D/I/F	189.575 mph
5	5	Arie Luyendyk Jr.	D/I/F	189.019 mph

INDIANAPOLIS 500 PRACTICE REPORT:

Vitor Meira will drive the No. 16T today for Rahal Letterman Racing. Today is a scheduled day off for Roger Yasukawa. 1996 Indianapolis 500 winner Buddy Lazier will drive #24T for Dreyer & Reinbold Racing.

At 11 a.m., the ambient temperature was 89 degrees with west winds at 9 mph and a relative humidity of 77 percent. Skies were cloudy. The track temperature was 101 degrees, according to Firestone engineers.

11:15 a.m. – **GREEN**.

11:20 a.m. – #24T Lazier on track for first time this month.

11:43 a.m. – Tow-in for #26T Wheldon, who has stopped on the deceleration lane in between Turns 3 and 4.

11:50 a.m. – **GREEN**.

(More)

DAY 11– FRIDAY, May 21, 2004
PAGE 2

INDIANAPOLIS 500 PRACTICE REPORT: (Cont.)
12:45 p.m. – **CHECKERED.**

FUTABA FREEDOM 100 QUALIFYING CHRONOLOGY:

At 12:45 p.m., the ambient temperature was 95 degrees with winds from the southwest at 9 mph and a relative humidity of 71 percent. Skies were partly cloudy. Track temperature was 127 degrees, according to Firestone engineers.

Green flag will be given to drivers on the second time past the flag stand.

12:50 p.m.	#92	CORY WITHERILL/Los Angeles Hemelgarn 91 Johnson Motorsports - D/I/F 1 – 48.1043 – 187.093 <u>2 – 48.2009 – 186.719</u> T 1:36.3051 – 186.906
12:53 p.m.	#25	JAY DRAKE/Val Verde, Calif. AFS Racing - D/I/F 1 – 47.5622 – 189.226 <u>2 – 47.5792 – 189.158</u> T 1:35.1414 – 189.192
12:56 p.m.	#6	JON HERB/Chicago Aercon - D/I/F 1 – 48.3207 – 186.256 <u>2 – 48.3692 – 186.069</u> T 1:36.6899 – 186.162
12:59 p.m.	#10	ROLANDO QUINTANILLA/Nuevo Laredo, Mexico Roquin Motorsports - D/I/F 1 – 48.6619 – 184.952 <u>2 – 48.7048 – 184.787</u> T 1:37.3660 – 184.869
1:02 p.m.	#91	PAUL DANA/ St. Louis Ethanol/Hemelgarn Johnson - D/I/F 1 – 47.5320 – 189.346 <u>2 – 47.5854 – 189.132</u> T 1:35.1174 – 189.240
1:06 p.m.	#24	BRAD POLLARD/ Bakersfield, Calif. XBOX/Team ISI - D/I/F 1 – 48.7492 – 184.660 <u>2 – 48.6054 – 185.165</u> T 1:37.3436 – 184.912

(More)

DAY 11- FRIDAY, May 21, 2004

PAGE 3

FUTABA FREEDOM 100 QUALIFYING CHRONOLOGY: (cont.)

1:10 p.m. #33 LEONARDO MAIA/ Miami
Skip Barber Racing School - D/I/F

#33 Maia will receive another qualifying attempt because the green flag to start his attempt was inadvertently waved after the first warmup lap. His two-lap average on his initial attempt was 185.369 mph.

1:14 p.m. #14 JEFF SIMMONS/ Hartford, Conn.
A.J. Foyt Racing - D/I/F
1 - 47.5311 - 189.350
2 - 47.6061 - 189.051
T 1:35.1414 - 189.200

1:17 p.m. #21 TAYLOR FLETCHER/ San Clemente, Calif.
Bullet-Team Motorsports - D/I/F
1 - 50.5603 - 178.005
2 - 50.5066 - 178.195
T 1:41.0669 - 178.100

1:21 p.m. #12 MATT BEARDSLEY/ Breckenridge, Colo.
Jugular/Landtitle - D/I/F
1 - 48.4606 - 185.718
2 - 48.5410 - 185.410
T 1:37.0016 - 185.564

1:24 p.m. #27 GARY PETERSON/ Long Beach, Calif.
Automatic Fire Sprinklers, Inc. - D/I/F
1 - 49.8257 - 180.630
2 - 49.9974 - 180.019
T 1:39.8204 - 180.324

1:28 p.m. #5 ARIE LUYENDYK JR./ Scottsdale, Ariz.
Cycle Country/Sam Schmidt Motorsports - D/I/F
1 - 47.5088 - 189.439
2 - 47.6698 - 188.799
T 1:35.1796 - 189.118

1:31 p.m. #3 JESSE MASON/ Niagara Falls, Ontario
Segway Human Transportation - D/I/F
1 - 48.7881 - 184.471
2 - 48.7273 - 184.701
T 1:37.5154 - 184.586

(More)

DAY 11– FRIDAY, May 21, 2004

PAGE 4

FUTABA FREEDOM 100 QUALIFYING CHRONOLOGY: (cont.)

1:35 p.m. #2 PHIL GIEBLER/ Oxnard, Calif.
Western Union Speed Team - D/I/F
1 – 47.8177 – 188.215
2 – 47.9261 – 187.789
T 1:35.7438 – 188.002

1:39 p.m. #42 BILLY ROE/ Indianapolis
XBOX/Team ISI - D/I/F
1 – 48.0731 – 187.215
2 – 48.0884 – 187.155
T 1:36.1615 – 187.185

1:42 p.m. #11 THIAGO MEDEIROS/ Sao Paulo, Brazil
Sam Schmidt Motorsports – D/I/F
1 – 47.4913 – 189.508
2 – 47.6087 – 189.041
T 1:35.1000 – 189.274

1:46 p.m. #4 MARTY ROTH/ Toronto
Roth Racing – D/I/F
1 – 47.5594 – 189.237
2 – 47.6995 – 188.681
T 1:35.2589 – 188.959

1:49 p.m. #33 LEONARDO MAIA/ Miami
Skip Barber Racing School – D/I/F
1 – 48.5044 – 185.550
2 – 48.5071 – 185.540
T 1:37.0115 – 185.545

FUTABA FREEDOM 100 QUALIFYING NOTES:

- This is Thiago Medeiros' third career Menards Infiniti Pro Series pole and second of the season. He also won the pole at the Phoenix 100 in March.
- This is third career pole for Sam Schmidt Motorsports. In addition to the two poles for Medeiros, the team also won a pole in 2003 with driver Brandon Erwin.
- Medeiros' two-lap average of 189.274 broke the track record of 188.490 set by Ed Carpenter in 2003. In all, six cars ran faster today than the track record.
- This is Paul Dana's second front-row start of the season. He won the pole for the season-opening Homestead-Miami 100 in February.
- USAC short-track standout Jay Drake qualified fourth in his first Menards Infiniti Pro Series event.

(More)

DAY 11– FRIDAY, May 21, 2004

PAGE 5

Honda engineers Yasuhide Sakamoto and Steve Eriksen, and Ilmor engineers Steve Miller and Steve O'Connor were awarded the 38th Louis Schwitzer Award for their work on the 3.0 liter Honda HI4R-A IRL IndyCar® Series engine. The announcement was made this morning by the Indiana section of the Society of Automotive Engineers, which presents the awards annually for engineering innovation and excellence.

STEVE HOLMAN (Chairman, BorgWarner Louis Schwitzer Award Selection Committee): “This year’s winners have not only impressed the committee with technical innovations but with dominant performance.” (About timing of revelation of new specs to IRL engine manufacturers): “The engine makers got the news about the new engines about a week before Christmas. Thanks, Santa.” (About performance of 3.0-liter engines): “It was predicted there would be about a 100-horsepower reduction when the specs were announced, but there’s only been about a 25-horsepower reduction, and that shows the incredible effort that the engineers have put in.”

ROBERT CLARKE (Program manager, Honda Performance Development): “It’s a true honor and pleasure to accept the Louis Schwitzer Award. Our primary goals are to develop people and technology. Honda views itself as an engine company rather than a car company. Honda uses racing as a development tool. If you can excel in racing, it’s an excellent training ground.” (About new engine specs): “A true challenge and opportunity was presented to us by the IRL to develop the 3.5 and 3-liter engines in tandem. For us, being a Japanese company, Motegi with the 3.5-liter engines followed by Indy with the 3-liter engines forced us to develop these engines in tandem. This truly is our best performance to date, tackling both programs in parallel.” (Did you ever imagine sweeping the first seven spots on the Indy 500 grid?): “Honestly, no. We felt we had a strong engine. When we first heard of the reduction in engine size, we decided that we would attack both (3.5- and 3-liter engines) equally. We had two world-class engineering companies (Honda and Ilmor) attack the program together. The 3-liter program is like starting a new season. The more we got into the week (before Pole Day), we began to introduce more development specs for engines and software. We were among the fastest on the track. We thought our competitors were holding back and thought qualifying would be different. We didn’t expect to be some dominant.” (About development of new 3-liter engine): “It goes back to this extremely compressed timeline. Normally, you’d be looking at a six-month time period. We compressed that into three months.” (About changes to engine leading into Race Day): “Chevrolet, Toyota and us, we’ll all be introducing things up to the last moment. This race is 500 miles. It’s an endurance race. You can bring your latest spec, but you’re controlled by your ability to bring reliability to the product.” (Are you surprised at the reliability of the 3-liter engine?): “I would attribute that to two areas. The nature of the IRL rules gives engine specs designed to give long life. You’re also dealing with world-class engineering companies that know what they’re doing. The ultimate test will come on the racetrack on the 30th.” (What would an Indy 500 victory mean to Honda?): “Unfortunately, Indy has not been kind to Honda in the past. In 1994, we came to Indy and failed to qualify. A decade later, we dominated qualifying. What a difference a decade makes. We’re really enjoying competing in the IRL and the Indy 500. We recognize this as the greatest race of the world, and there would be no greater honor than to win against the level of competition we have.”

(More)

DAY 11– FRIDAY, May 21, 2004

PAGE 6

INDIANAPOLIS 500 PRACTICE REPORT: (cont.)

2:18 p.m. – **GREEN.**

2:48 p.m. – **YELLOW.** #7T Herta did a 180 degree spin and made heavy contact with the SAFER Barrier with the left rear and the left front of the car at the entrance to Turn 3. He then slides along the barrier and come to a stop at the exit of Turn 3. There is heavy damage to the left side of the car. Herta climbs from the car without assistance from the Delphi IRL Safety Team.

3:07 p.m. – **GREEN.**

3:13 p.m. – **YELLOW.** Debris on frontstretch.

FASTEST NON-QUALIFIED INDIANAPOLIS 500 DRIVERS AS OF 3:15 p.m.

Pos.	Car	Name	C/E/T	Speed
1	24T	Buddy Lazier	D/C/F	215.513 mph

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

BRYAN HERTA (#7T XM Satellite Radio Dallara/Honda/Firestone): "I was going down the backstretch and it felt like the right rear part of the car let go. I tried to save it and thought I could for a second. I thought I'd let the car brush up against the wall, but it whipped around and we took the hit."

A day off from the track Thursday didn't mean MBNA polesitter Buddy Rice had the day off.

Rice appeared on four morning radio shows, shot the opening segment for the ABC race telecast and held a 20-minute interview with Jack Arute of ABC for the pre-race show.

The former high school baseball player took batting practice with the Indianapolis Indians AAA baseball team with coaching from former Milwaukee Brewers slugger Cecil Cooper, the manager of the Indians. Earlier in the day, Rice gave Cooper a tour of the Rahal-Letterman Racing garage area.

Rice rounded out the day by talking on local live TV with the NBC station as well as the Phoenix NBC station.

BUDDY RICE (No. 15 Rahal-Letterman Argent/Pioneer Panoz G Force/Honda/Firestone): "I had a day out of the car but not a day off. I was able to play golf on Tuesday and that was great. Today will did a lot of media stuff and that comes with winning the pole. But the batting practice was really a blast. I actually hit the ball better than I thought I would. It was fun. They want me to throw out the first pitch later this week."

INDIANAPOLIS 500 PRACTICE REPORT: (cont.)

3:20 p.m. – **GREEN.**

3:40 p.m. – **YELLOW.** Debris.

3:46 p.m. – **GREEN.**

3:49 p.m. – **YELLOW**

3:54 p.m. – **GREEN.**

4:08 p.m. – **YELLOW.** Debris

4:17 p.m. – **GREEN.**

(More)

DAY 11– FRIDAY, May 21, 2004

PAGE 7

INDIANAPOLIS 500 PRACTICE REPORT: (cont.)

5:02 p.m. – Jaques Lazier on track for the first time this month in car 14T.

5:06 p.m. – **YELLOW**. Debris.

Members of the Congressional Black Caucus, led by Rep. Julia Carson (D-Ind.), will visit the Indianapolis Motor Speedway on Saturday, May 22. The group will meet with IMS officials, enjoy breakfast in an Indy 500 Club suite and tour some of the Speedway's key landmarks.

The group is scheduled to arrive at 8 a.m. (EST) and depart at 9:30.

Media interested in photos or interviews are welcome to join the caucus at the Indy 500 Club suite, located at Gasoline Alley Suite No. 531, located just north of the entrance to the garage area.

In addition to Rep. Carson, members of Congress that are scheduled to attend are: Rep. James Clyburn (D-S.C.), Rep. Elijah E. Cummings (D-Md.), Rep. Danny K. Davis (D-Ill.), Rep. Sheila Jackson Lee (D-Texas), Rep. Donald Payne (D-N.J.), Rep. Bobby Rush (D-Ill.) and Rep. Bennie Thompson (D-Miss.).

INDIANAPOLIS 500 PRACTICE REPORT: (cont.)

5:09 p.m. – **GREEN**.

5:15 p.m. – **CHECKERED**.

FASTEST INDIANAPOLIS 500 DRIVERS OF THE DAY

Pos.	Car	Name	C/E/T	Speed
1	5T	Adrian Fernandez	G/H/F	218.257 mph
2	3T	Helio Castroneves	D/T/F	218.040 mph
3	1T	Scott Dixon	G/T/F	217.640 mph
4	55T	Kosuke Matsuura	G/H/F	217.520 mph
5	15T	Buddy Rice	G/H/F	217.249 mph

FASTEST NON-QUALIFIED INDIANAPOLIS 500 DRIVERS

Pos.	Car	Name	C/E/T	Speed
1	24T	Buddy Lazier	D/C/F	215.513 mph
2	14T	Jaques Lazier	D/T/F	212.340 mph

A total of 58 cars are now at the Speedway, 54 have passed technical inspection, and two are in the process. Twenty-nine drivers have been on the track to date. There were nine yellows for 2 hours, 24 minutes.

FUTABA FREEDOM 100 WARMUP:

5:38 p.m. – **GREEN**.

5:53 p.m. – **CHECKERED**.

(More)

DAY 11– FRIDAY, May 21, 2004

PAGE 8

FASTEST DRIVERS OF FUTABA FREEDOM 100 WARMUP

Pos.	Car	Name	C/E/T	Speed
1	14	Jeff Simmons	D/I/F	188.063 mph
2	33	Leonardo Maia	D/I/F	188.052 mph
3	92	Cory Witherill	D/I/F	187.791 mph
4	4	Marty Roth	D/I/F	187.586 mph
5	25	Jay Drake	D/I/F	187.260 mph

A.J. Foyt IV and Sarah Fisher will be signing autographs in the Pagoda Plaza on Saturday. Foyt will sign from Noon to 1 p.m. Fisher will sign from 1 p.m. to 2 p.m. Both will be at the MBNA kiosk.

INDIANAPOLIS 500 POST-PRACTICE QUOTES:

KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz G Force/Honda/Firestone): "I'm very comfortable. I didn't expect this result. Our car is very fast every day. Yesterday I wasn't that happy. Today our car was more consistent. Today we really improved a lot because of his (Adrian Fernandez) feedback. He gave me a lot of different things for the setup." (About his approach to the Indianapolis 500): "Very normal. I'm very relaxed." (What will you do on your days off next week?): "Golf and work out. Just work out."

DARIO FRANCHITTI (No. 27 Arca/Ex Dallara/Honda/Firestone): "We definitely got some of the results we wanted today. We certainly learned some things and we're pretty close. But, I think we still have a couple more things we'd like to try. That's one of the advantages of having such a good technical group at AGR is that they keep coming up with new things to try and new ways to improve the ArcaEx car. We'll see what happens."

TONY KANAAN (No. 11 Team 7-Eleven Dallara/Honda/Firestone): "You're never going to feel 100 percent ready because there are so many variables. But, I'm happy with the Team 7-Eleven car. I think it's pretty good, but we'll really find out on race day. It seems very consistent. We'll just have to see what's going to happen when it counts."

DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone): "We are going to practice again tomorrow with the Klein Tools/Jim Beam car and we will continue to prepare for the race. I would much rather spend more time preparing so I know I can sleep well at night. Otherwise it plays on your mind how to make the car better. It's a long race but if you go into it not fully prepared it is going to be an even longer one. I felt that my race car was comfortable this morning but I think we can perfect it a little bit more. That's what we're going to work on tomorrow."

TOMAS SCHECKTER (No. 4 Pennzoil Panther Racing Dallara/Chevrolet/Firestone): "It was another good day for the Pennzoil Panther guys. Our Chevy ran well. We just looked hard at what we did yesterday and tried to improve it for today. We'll just carry on improving and get back out there on Sunday."

(More)

DAY 11– FRIDAY, May 21, 2004

PAGE 9

SCOTT SHARP (No. 8 Delphi Dallara/Toyota/Firestone): “Today was a better day for the Delphi team. We’ve been making some progress on our race car so that is a real plus. Each day we’re gaining on it, little by little, and hopefully we will continue to make gains until race day.”

ADRIAN FERNANDEZ (No. 5 Quaker State/Telmex/Tecate Panoz G Force/Honda/Firestone): "We're pretty confident. Yesterday, I wasn't very happy with the overall results. We were fast, but we weren't as good in traffic as I wanted to run. I know my competition, and I know which are the guys to beat, and I thought my car was not behaving the way I wanted it to behave in traffic. We made some good changes for today, and the car was absolutely more consistent through the day, even when it got windier at the end of the day. That really gives me good confidence that the car is strong now with the package that we have. There are a few little things that we need to try tomorrow just to confirm what we are going to do for the race. We've been working together very well. When one car finds something good, we talk about it, and we try it on the track. Today, we confirmed some things that we have found.” (About his teammate): “When I saw Kosuke (Matsuura) driving, and when I was driving in Phoenix and Japan, I knew he was quick. He's very talented, and only thing he needs to learn is the art of winning ovals. Traffic is totally different than a road course. He is learning very quickly, and I think that now that we're been together, we've been able to push the team towards the top. I learn from him, and he learns from me. We both try to get the team to the top."

SARAH FISHER (No. 39 Bryant Heating & Cooling/Cure Autism Now Dallara/Toyota/Firestone): “We basically base-lined the car this morning and then went out this afternoon and made a big change. It wasn’t quite what we wanted from the car so we were going to try and go back on that change for the last part of the session and just didn’t get done in time. We’re trying to work on getting a fast race car.”

BUDDY LAZIER (No. 24T Team Purex/Dreyer & Reinbold Dallara/Chevrolet/Firestone): “It was a great day for me to better myself, and to really get to know the team. I enjoyed the day. I'll be able to be comfortable from today forward. I feel good--the car is excellent. We worked all day on race set-ups and went just as fast on old tires as we did on new ones."

LARRY FOYT (No. 41 A.J. Foyt Racing Panoz G Force/Toyota/Firestone): “Not a real good day today. I feel like we learned stuff that doesn’t work. We tried a lot of different things and it seemed like the car just went backwards for us. We’ve definitely lost the balance of the car so hopefully we can get that back.”

A.J. FOYT IV (No. 14 Consec/A.J. Foyt Racing Dallara/Toyota/Firestone): “We ran the T-car this morning and never really got too comfortable in it but it’s pretty hot and slick out there today. We took our primary car out and we had a little bit of race set-up on it and never really got too comfortable with it. We just need some more overall grip on the car. We’ve got a few more days to work on it and we’re not too far off. We’ve got some things to dial it in a little bit better so I’m not too worried about it.”

(More)

DAY 11– FRIDAY, May 21, 2004

PAGE 10

INDIANAPOLIS 500 POST-PRACTICE QUOTES (cont.):

ALEX BARRON (No. 51 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): “With the weather being hot and humid, it allowed for extreme conditions in terms of grip. We ran a lot of laps of the Chevy engine and worked on perfecting our race setup in these temperatures since you never can predict what Race Day weather will turn out to be.”

ED CARPENTER (No. 52 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): “I feel like we’re getting really close. Today was a perfect day to run since the weather was so hot and greasy. The conditions, as far as making the car handle, were not that good, but they really helped because it will make it that much easier when the weather is not so hot and humid.”

BUDDY RICE (No. 15T Rahal-Letterman Argent/Pioneer Panoz G Force/ Honda/Firestone): “We ran half of the race distance today. I’m really happy with the car, and we are just going to get ready for the race now. I’m done on the track for the weekend. We are very excited and happy the way the race setups have gone this week. It was a good test for us today. The conditions are as bad as it can get. If it is cooler and nicer on Race Day, we know how to handle it. I think we have every variable covered. Now, we going to go down Nashville for a Firestone tire test on Sunday and Monday. This will get us back to the standard tracks we normally run. It will be nice to get away from Indy for a few days. It will be nice to unplug a little even though we going to another track. We can get in a fish bowl here, so Nashville will be good for me. It will be a little more quiet and calm after this week.”

VITOR MEIRA (No. 16T Rahal-Letterman Sammy Panoz G Force/ Honda/Firestone): “I’d like to have every day like today. The Team Centrix team is excited about the conditions we have tested this week and last week. We experimented a little and actually went over the edge on some setups. I don’t think the conditions can get worse than we had today. Very hot, very humid, very windy. The wind changed a lot, too. Sometimes the car feels great and sometimes it feels good. There is only about 5 percent difference, but we are prepared for the race. I am very confident in the car. Boy, this team is good, and I am ready for the race. It was Roger’s T today, and I drove Buddy’s T car yesterday, and there is no difference in all of our cars. I think we are going to go there in the race.”

JAQUES LAZIER (No. 14T Consec/A.J. Foyt Racing Dallara/Toyota/Firestone): “A.J. asked me to shake down the car and get comfortable. I got a good feel for what the car likes, and the car feels good. I honestly don’t know what’s going on. He just asked me to jump in the car and shake it down. I ran for A.J. some last year and had a lot of fun doing it, and I would love to drive for A.J. here at the 500. It would be a dream come true.”

A.J. FOYT (Owner, A.J. Foyt Racing): (About running Jaques Lazier): “This was just a shakedown, let him feel the car out. I’ve got two cars (in the race), I don’t need three. It was just a shakedown, just let him feel the car. I had it pretty soft for Anthony, and I just wanted to see what his (Lazier’s) feelings were on the car just to give me some feedback information. I was using it for a test car, mainly.” (Would you run Jaques if you weren’t in danger of getting bumped?): “I doubt it because I really don’t have three crews to do it proper. And if I do something, I like to do it proper, and I wouldn’t want to cheat him.”

(More)

DAY 11– FRIDAY, May 21, 2004

PAGE 11

SATURDAY’S SCHEDULE (all times local):

8 a.m.	Public Gates Open
10 a.m.-noon	IndyCar Series Practice
12:30 p.m.	Futaba Freedom 100 Pre-Race Ceremonies
1 p.m.	Futaba Freedom 100 (40 laps)
2:30-6 p.m.	IndyCar Series Practice
6 p.m.	Track Closes

END DAY 11 NOTES

FUTABA FREEDOM 100 POST-QUALIFYING QUOTES

Friday, May 21, 2004 -- Page 1

JON HERB (No. 6 Aercon Dallara/Infiniti/Firestone): “I think I should have done a better job for the guys here on the crew. We put a new motor in, and they worked real hard after last practice to give us a new motor. We went out there, and the motor was great. It pulled real good, and we got up to speed pretty quick. As a matter of fact, I got up to a range I had not been before, so I tried another gear, and we weren’t able to pull that, so I think we lost quite a bit there with that monkey business. I think I learned my lesson there.”

ROLANDO QUINTANILLA (No. 10 Roquin Motorsports Dallara/Infiniti/Firestone): “Basically, we think we are getting everything out of it. That’s as fast as she goes. We just need to really concentrate on the race. Make sure we have a good warm-up or Happy Hour and a good car for the race. It’s a long race, good to qualify well, but important to have a good race car. If your running in a pack, it’s good to have a car that can run in traffic in order to be moving up during the race. That’s what we are concentrating on 100 percent.”

JAY DRAKE (No. 25 TBA Dallara/Infiniti/Firestone): “Just to come here and get to drive around this racetrack, it’s a dream come true for me. Even if it’s just temporarily, you know, to come here and qualify for a race and have them say, ‘It’s a new track record,’ that’s something you dream of as a little boy, and you never really think it’s going to happen in any form. And when it does, you know, I’ve said this before, but if nothing else happens this weekend, it’s been awesome already.” (About team): “I think having all these good people behind me makes it easier than it would be for somebody. I mean, to have a guy like Larry Curry, you know, if he tells me the car is going to do something, I know it’s going to do it. I’m not going out there thinking, ‘Well, he said it’s going to do this, let’s see if it does.’ When you have that kind of confidence, it makes it a little bit easier than some. Gary Peterson and his AFS Racing team have great equipment, and they did a great job putting it together for me. We’re just thrilled to be here.”

JEFF SIMMONS (No. 14 A.J. Foyt Racing Dallara/Infiniti/Firestone): “I knew the first lap was good. I’m not sure why we slowed down a little bit on the second one. It can be anything, really. You get a little gust of wind or anything around here can change it. But the guys at A.J. Foyt Racing did a great job on the Delphi/Futaba team here. We’ve got a good place to start, I think. There are some quick cars still coming (in qualifying), but we’ve got a good place to start and a good race car. We ran the quickest laps that we have run alone, so the car was pretty good. Just missed it a little bit on that last lap, it could be anything. But it’s a good place to start.”

TAYLOR FLETCHER (No. 21 Bullet-Team Motorsports Dallara/Infiniti/Firestone): “We’ve been kind of struggling all weekend. It’s a new team, got a great bunch of guys and we’re just coming together and working the bugs out. We’ve got the normal gremlins that bit you, and there’s not a whole lot of time to fix them here. But overall, I couldn’t be happier with the team performance considering we just put the team together two weeks ago. So other than that we just need to work on speed. We’ve got the wrong gears in there, and we finally realized that after morning practice. (We) missed most of yesterday’s practice, so this afternoon we get to do a gear change, and hopefully you’ll see us in the race moving up to the front.”

(More)

FUTABA FREEDOM 100 POST-QUALIFYING QUOTES

Friday, May 21, 2004 -- Page 2

BRAD POLLARD (No. 24 XBOX/Team ISI Dallara/Infiniti/Firestone): “Not what I hoped for. We’ll keep getting better and keep coming back. We’ll just do as good as we can do.”

PAUL DANA (No. 91 Ethanol/Hemelgarn Johnson Dallara/Infiniti/Firestone): “It got hot in a hurry. The heat is hurting us in both terms of the engine, the motor’s cold and the track. It was sliding all over the place, definitely slower than we simulated. Three times we have simulated quicker than that, so obviously track conditions were a little greasy, hot.”

CORY WITHERILL (No. 92 Hemelgarn 91 Johnson Motorsports Dallara/Infiniti/Firestone): “We could have gotten a little bit more out of the car. Actually, my first warm-up lap was three-tenths of a second quicker, but for some funny reason it dropped down speed on the first lap, and the second lap we got a little slower. I don’t know, maybe it’s because of the heat; the heat had a lot to do with it. For the most part, it’s just getting a good car for the race. With the Hemelgarn Johnson team, we finished second here last year, so I think we’ll have a good car for the race.” (About hot weather): “Yeah, it does play a big factor. The handling of the car changes a lot with the heat and everything, and obviously it affects the engine. Like I said, the race is tomorrow, and that’s a whole different game, and I know I’ll have a good car. I love this place. I’ve ran the 500 before, so it’ll be a good deal for us.”

MARTY ROTH (No. 4 Roth Racing Dallara/Infiniti/Firestone): “I went around flat out. We’re going to have to go through it and figure out what happened out there. Could’ve been this wind throwing the car off, who knows. Still a great car, you know my team did a fantastic job putting the car together. Can’t be too disappointed.”

LEONARDO MAIA (No. 33 Skip Barber Racing School Dallara/Infiniti/Firestone): “My crew works really hard, everyone at Brian Stewart (Racing) put in 100 percent, so to be 12th on the grid is disappointing. We could be a lot better. I was flat out. From the time I left the pits, I was flat out, never took my foot off the pedal for one lap. It’s a little disappointing, but we know we have a good race car and a lot can happen in 100 miles, especially this track. This track is one where you can pass, so I’m not too worried. It’s a little disappointing to start from there, but we’ve got a long race, and we can move up.”

JESSE MASON (No. 3 Segway Human Transportation Dallara/Infiniti/Firestone): “Yeah, a little disappointed. Going in I knew we had a better race car than we did qualifying car. I’ve got the Brian Stewart team, and they’re awesome. They have got unbelievable experience, and I’m sure they have some tricks up their sleeves for Race Day.”

ARIE LUYENDYK JR. (No. 5 Cycle Country/Sam Schmidt Motorsports Dallara/Infiniti/Firestone): “Well, the car was really good on the warm-up lap, and it just had a little bit of understeer, so I cranked the weight-jacker all the way to the front, hopefully to get the thing a little more neutral. And then actually coming into (Turn) 2, in the middle of 2, it had a big wiggle. I kept my foot in it, but I think it kind of hurt us for the first lap, and then the second lap was slower just because the engine heats up and these cars get progressively slower the more you are on the track.”

(More)

FUTABA FREEDOM 100 POST-QUALIFYING QUOTES

Friday, May 21, 2004 -- Page 3

MATT BEARDSLEY (No. 12 Jugular/Landtitle Dallara/Infiniti/Firestone): “Not too bad, could have been a lot better. If we could have gone three more miles an hour, it would have been a lot better. But still we’re looking to make it better than last year. But we had a really good qualifying effort last year, and going into the race we’ll feel better this year.”

PHIL GIEBLER (No. 2 Western Union Speed Team Dallara/Infiniti/Firestone): (Can you win here as you did at Homestead-Miami?): “I really hope so. You know, this is the place to do it, and Indy means a lot to the whole team and me, especially. I hope to go out there and have a good race, and it shows from my previous qualifying position in Homestead that you don’t need to start up front to get up front at the end of the race.”

THIAGO MEDEIROS (No. 11 Sam Schmidt Motorsports Dallara/Infiniti/Firestone): “I want to say thanks to Sam Schmidt Motorsports and those guys. They did a wonderful job, and gave me a very good car and put everything together, and we made a nice run.” (About track conditions): “Yeah, it was really good. The weather is really warm right now, so there is too much grip on the track, and that is one thing I tried to learn is to be more careful in the first warm-up lap and started pushing hard in the other two. That’s the trick that I learned watching the other guys run, and that’s what I did and put everything together, and I thank team Sam Schmidt for that.” (About race): “For sure, it’s not (going to be as easy). Here you have a different spirit, the race is going to be very competitive. It’s going to be hard to pull away from the pack because the draft is going to be the biggest thing here, so we just have to be calm and have a good car for all 40 laps of the race.”

BILLY ROE (No. 42 XBOX/Team ISI Dallara/Infiniti/Firestone): “You can spend a lot of time making the car fast, but you really need to have a good race car when it comes to this place, with it always changing with the weather and temperature and so on. I’d really like to thank Kenn Hardley Racing for helping to put together this program, and Xbox and the rest of the team. They all did a great job.”

FUTABA FREEDOM 100 FRONT-ROW PRESS CONFERENCE QUOTES

PAUL DANA: “We went quick in the test, all day yesterday and all today. I was a tiny bit conservative. Not in the setup, but just in the line that I drove. It was greasier than this morning; it was hotter. The car was moving around a little bit underneath me so I was a little conservative. If I had widened the arc a little bit in all four corners, I think it's a tenth over the two laps, it's so close. I'm not really angry at these guys. I'm angry at myself. I think we left a little on the table, and Thiago and the Sam Schmidt team are good enough that if you do that, they're going to take it from you. We'll have a strong car tomorrow, but we were so close.”

(More)

FUTABA FREEDOM 100 POST-QUALIFYING/FRONT ROW QUOTES
Friday, May 21, 2004 -- Page 4

THIAGO MEDEIROS: "The car was good for the run. I was one of the last cars to go out for qualifying, and I saw that the other guys, when the tires had too much temperature, they had too much grip." (How close did you come to the wall?): "It was very close. I don't know how close it was. I had very strong sidewinds on the exit of Turn 2, and I almost hit the wall. It was like, "Oh, oh!" But my mind was set. I wasn't going to lift that time. I might touch the wall, I might use the wall, but I wasn't going to lift. That was my goal. I know that we didn't have the best car today, but we were smarter and we could get the pole."

SAM SCHMIDT (Team owner, Sam Schmidt Motorsports): "This is just awesome. We really wanted to start on the pole here, and now we have to work on the race setup and make sure we can maintain it." (About racing a Penske car in the Indy 500 with Richie Hearn): "Really, it's a testament to the team that we were able to do this for a second year with Penske, to acknowledge us and that we were capable of doing a good job. They've done a heck of a job in the last six weeks of getting this car ready for this race." (About team's performance in Futaba Freedom 100 qualifying today): "We knew after Phoenix they would be gunning for us, and Thiago went out there and did a good job. The only disappointment is that Arie's warm-up speed would have gotten the pole, but then it dropped off after that. But he'll be able to move to the front with this setup, and then we can focus on the Indy 500 after that."

END FUTABA FREEDOM 100 POST-QUALIFYING/FRONT ROW QUOTES

DAY 12– SATURDAY, May 22, 2004 – FUTABA FREEDOM 100 RACE DAY
PAGE 1

TODAY’S SCHEDULE (all times local):

8 a.m.	Public Gates Open
10 a.m.-noon	IndyCar® Series Practice
12:30 p.m.	Futaba Freedom 100 Pre-Race Ceremonies
1 p.m.	Futaba Freedom 100 (40 laps)
2:30-6 p.m.	IndyCar Series Practice
6 p.m.	Track Closes

Fifty-five mayors from across the state of Indiana visited the Speedway today as part of the annual 500 Festival Mayor’s Breakfast. The event, hosted by Indianapolis mayor Bart Peterson, serves as a salute to mayors and civic leaders from around Indiana. As a public event, it is also a salute to Indianapolis 500 fans as about 1,000 people attended.

The mayors were treated to a lap around the Speedway’s 2.5-mile oval and a garage tour. IRL IndyCar Series team owner Roger Penske was the keynote speaker for the event. Attending today’s event were:

David W. Abel	Washington	Sam Hubbard	Dunkirk
James Acton	Lebanon	Tom Jones	Linton
Tom Arthur	Brazil	Dan Klein	Crown Point
Tim Boles	Sullivan	Joe Klumpp	Bedford
Don Bowling	Loogootee	Bill Marksberry	Rising Sun
Bob Bridges	Rushville	Melvin McBrayer	Cannelton
Jim Bullard	Seymour	Terry McDonald	New Haven
Kevin D. Burke	Terre Haute	Matt McKillip	Kokomo
Deborah Cantwell	Lawrence	John Minch	Berne
Butch Chastain	Mitchell	Terry Mooney	Vincennes
Judy Chastain	Salem	Jim McPherson	Montpelier
Butch Coburn	Butler	Tom Nipp	New Castle
Jon W. Craig	Petersburg	Beth Packer	Rockport
Brad Crain	Covington	Bart Peterson	Indianapolis
Steven D. Croyle	Winchester	Tony Roswarski	Lafayette
William Cunningham	Lawrenceburg	Ron Shepard	Clinton
John Ditslear	Noblesville	Wayne Seybold	Marion
Ted Ellis	Bluffton	Joseph Stahura	Whiting
Michael Fincher	Logansport	Tom Trowbridge	Bicknell
Robert Fox	Monticello	Nannette Tunget	Southport
Scott Furgeson	Shelbyville	Robert Vanlandingham	Wabash
James Garner Sr.	New Albany	Jim Walker	Peru
Doug Hedrick	Greendale	Rob Waiz	Jeffersonville
Pamela Hendrickson	Boonville	Ernie Wiggins	Warsaw
Richard Hickman	Angola	Hugh Wirth	Oakland City
Richard Hoepfner	Woodburn	Joe Wright	Beech Grove
Bruce Hosier	Portland	Norman Yoder	Auburn
Flip Hoover	Union City	John Zumer	Crawfordsville

(More)

DAY 12– SATURDAY, May 22, 2004 – FUTABA FREEDOM 100 RACE DAY
PAGE 2

INDIANAPOLIS 500 PRACTICE REPORT:

At 10 a.m., the ambient temperature was 84 degrees with southwest winds at 17 mph and a relative humidity of 71 percent. Skies were cloudy. The track temperature was 112 degrees, according to Firestone engineers.

10 a.m. – **GREEN**. Indianapolis Mayor Bart Peterson waved the green flag. #6 Hornish, #20 Unser Jr. are first on track.

BART PETERSON (Mayor of Indianapolis): “It’s a lot of fun. I have racing in my blood. Having lived in this city my whole life, I have racing in my blood and have the privilege of waving the green flag for practice for five years now. It’s a thrill every time, an indescribable thrill every time. To stand there and watch those cars go by 5 feet away is a pretty remarkable experience. In the past, I’ve been up in the flag stand. So this is a little bit of a different experience. But, at the end of the day, I’m just a big, big racing fan. I’m excited about this month. I think we’re going to have a terrific race, a very competitive race this year and really looking forward to it and a chance to be part of the mayor’s breakfast. Having all of these mayors from all around the state and fans here today is just a thrill.” (About the 500 Festival Mayor’s Breakfast): “This is the biggest grouping of mayors here since the breakfast began in 1958. I’m excited to be part of it.”

10:33 a.m. – **YELLOW**. Debris.

10:58 a.m. – **GREEN**.

11:07 a.m. – #33 Hearn on track for the first time this month.

INDIANAPOLIS 500 PRACTICE REPORT: (cont.)

11:36 a.m. – **YELLOW**. Debris.

11:40 a.m. – **GREEN**.

11:45 a.m. – **YELLOW**. Track inspection.

At 11:45 a.m., the ambient temperature was 90 degrees with southwest winds at 15 mph, gusting to 25 mph, and a relative humidity of 60 percent. Skies were mostly cloudy. The track temperature was 120 degrees, according to Firestone engineers.

11:54 a.m. – **GREEN**.

Noon – **CHECKERED**.

FASTEST DRIVERS OF INDIANAPOLIS 500 PRACTICE AT NOON

Pos.	Car	Name	C/E/T	Speed
1	55T	Kosuke Matsuura	G/H/F	218.300 mph
2	6T	Sam Hornish Jr.	D/T/F	218.096 mph
3	11T	Tony Kanaan	D/H/F	218.066 mph
4	26T	Dan Wheldon	D/H/F	217.916 mph
5	5T	Adrian Fernandez	G/H/F	217.755 mph

FASTEST NON-QUALIFIED INDIANAPOLIS 500 DRIVERS AT NOON

Pos.	Car	Name	C/E/T	Speed
1	33	Richie Hearn	G/T/F	197.864 mph

(More)

DAY 12– SATURDAY, May 22, 2004 – FUTABA FREEDOM 100 RACE DAY
PAGE 3

Jennifer McConnell, of Indianapolis, was named 500 Festival Queen. McConnell is a student at Indiana University.

Two princesses were named to the Queen's Court: Lauren Petticrew of Zionsville, Ind., and Margaret Kleinhenn of Noblesville, Ind. Petticrew attends Indiana University, and Kleinhenn is a student at Purdue University.

2003 Indianapolis 500 winner Gil de Ferran crowned McConnell in ceremonies this morning.

FUTABA FREEDOM 100 RACE SPECIFICS:

- The green flag to start the race will be shown on the third time past the flag stand.
- The field will be brought to the start of the race at approximately 100 mph.
- The race is 40 laps/100 miles.
- Three-time Indianapolis 500 winner Johnny Rutherford will drive the Chevrolet Corvette C5-R Pace Car.

FUTABA FREEDOM 100 PRE-RACE:

At 12:50 p.m., the ambient temperature was 90 degrees with a relative humidity of 62 percent and winds from the southwest at 21 mph. Skies were mostly cloudy. The track temperature was 132 degrees, according to Firestone engineers.

At 12:59 p.m., Jerry Bean, president of Robert O. Whitesell and Associates in Indianapolis, gave the command to fire engines. All 17 cars are running on the grid.

FUTABA FREEDOM 100 RACE RUNNING:

Lap 1: **GREEN:** Greg Holler, Delphi purchasing manager from Kokomo, Ind., waved the green flag to start the Futaba Freedom 100. #14 Simmons leads #11 Medeiros into Turn 1. Simmons right front wheel touched Medeiros' left rear wheel at the exit to Turn 2. Medeiros keeps lead.

Lap 3: **YELLOW:** #42 Roe and #6 Herb make contact on frontstretch. Both cars continue with #6 Herb missing left front wing. Top five are: #11 Medeiros, #14 Simmons, #5 Luyendyk, #91 Dana, #25 Drake.

Lap 4: Crew for #6 Herb reports damage to right-rear suspension. #42 Roe to pits to change right rear tire. Herb out of race.

Lap 5: **GREEN:** #14 Simmons moves to inside of #11 Medeiros and completes the pass for lead at exit to Turn 2.

Lap 7: #14 Simmons leads #11 Medeiros by .2551 of a second. #2 Giebler passes #91 Dana for fourth.

Lap 10: #14 Simmons leads #11 Medeiros by .2310 of a second. #25 Drake passes #91 Dana for fifth in Turn 3.

Lap 11: #4 Roth slows on the backstretch and pulls into the pits. Roth out of race.

Lap 13: #11 Medeiros passes #14 Simmons for lead and leads by .0559 of a second at line.

Lap 15: #11 Medeiros leads #14 Simmons by 2.0932 seconds.

Lap 20: #11 Medeiros leads #14 Simmons by 3.4013 seconds.

Lap 25: #11 Medeiros leads #14 Simmons by 4.2726 seconds.

(More)

DAY 12– SATURDAY, May 22, 2004 – FUTABA FREEDOM 100 RACE DAY
PAGE 4

FUTABA FREEDOM 100 RACE RUNNING (cont.):

Lap 26: **YELLOW**. #3 Mason, #10 Quintanilla make contact after Quintanilla attempted inside pass. Mason's car makes heavy contact with SAFER Barrier in Turn 1 with right side of the car. Car does a half-spin and comes to a stop at the exit of the corner.

Lap 28: Under caution, the top 10 are: #11Medeiros, #14 Simmons, #5 Luyendyk, #2 Giebler, #25 Drake, #33 Maia, #10 Quintanilla, #12 Beardsley, #92 Witherill, #91 Dana.

Lap 31: **GREEN**. #11 Medeiros leads #14 Simmons into Turn 1.

Lap 35: #11 Medeiros leads #14 Simmons by 1.2942 seconds.

Lap 37: #14 Simmons brushes the outside wall in the short chute between Turns 1 and 2.

Lap 39: **WHITE** and **YELLOW**. #10 Quintanilla spins on exit to Turn 2 and makes contact with the inside wall with the front of the car. Quintanilla climbs from the car without assistance from the Delphi IRL Safety Team.

Lap 40: **CHECKERED**. Thiago Medeiros wins the Futaba Freedom 100.

Medical update from Dr. Henry Bock, Speedway medical director: Jesse Mason has been checked and released from the Clarian Emergency Medical Center. He is not cleared to drive.

FUTABA FREEDOM 100 POST-RACE NOTES:

- This is Thiago Medeiros' second consecutive victory in the Menards Infiniti Pro Series. He also won the Phoenix 100 from the pole on March 20. The last time a driver won consecutive races when Mark Taylor won the Chicagoland 100 and California 100 in 2003.
- This is the first time in series history a driver has won consecutive races from the pole position.
- Thiago Medeiros has won three of the last four Menards Infiniti Pro Series races dating back to the 2003 season finale at Texas. He has five straight top-three finishes. He moves into third place in all-time wins in series history.
- This is the second straight year the pole sitter has won the Futaba Freedom 100. Ed Carpenter won the race from the pole in 2003.
- The field of 17 starters was the second-most for a Menards Infiniti Pro Series event. The largest field was 19 at this event in 2003.

FUTABA FREEDOM 100 POST-RACE QUICK QUOTE:

THIAGO MEDEIROS (No. 11 Sam Schmidt Motorsports Dallara/Infiniti/Firestone): "It's unbelievable. I'm so excited. I have to say thanks to the team. They did a wonderful job this weekend. They know how hard we tried to find a good setup for the race. We did it. Yeah!" (About racing with Jeff Simmons): "It was hard to find a gear to restart in the race. I have to say thanks to Jeff. We had a really hard fight for first place. But it was really clean. Thanks to him, too." (About importance of clean air when racing from front): "We made some changes before the race. We thought the wind would change things. We put more downforce on the car, and that made me be able to go flat out all the way around." (**Medeiros press conference transcript to follow.**)

(More)

DAY 12– SATURDAY, May 22, 2004 – FUTABA FREEDOM 100 RACE DAY
PAGE 5

Medical update from Dr. Henry Bock, Speedway medical director: Rolando Quintanilla has been checked and released from the Clarian Emergency Medical Center. He is cleared to drive.

INDIANAPOLIS 500 PRACTICE:

2:33 p.m. – **GREEN**.

At 2:33 p.m., the ambient temperature was 84 degrees with a relative humidity of 58 percent and winds from the southwest at 16 mph, gusting to 24 mph. Skies were mostly cloudy. The track temperature was 116 degrees, according to Firestone engineers.

3:10 p.m. – #98 Jones on track for first time this month.

3:35 p.m. – **YELLOW**. Debris.

3:42 p.m. – **GREEN**.

Tony George, president and CEO of the Indianapolis Motor Speedway, received the prestigious Louis Meyer Award during the annual Hall of Fame/500 Oldtimers Banquet on May 21 in downtown Indianapolis.

George Brattain, president of the 500 Oldtimers Club, presented the award to George. The award is named for Meyer, the first three-time winner of the Indianapolis 500, and is the top honor handed out by the club each May.

Other awards will be presented May 24 at the club's annual barbecue.

Later in the program, George introduced the five new members inducted into the Indianapolis Motor Speedway Hall of Fame.

The latest inductees were Indy 500-winning drivers Mark Donohue, Emerson Fittipaldi and Tom Sneva, and team owners Lindsey Hopkins and Jack Zink.

Jeff Simmons, who finished second in the Futaba Freedom 100 on May 22 for A.J. Foyt Racing, will attempt to qualify May 23 for his first Indianapolis 500 in the No. 21 Mo Nunn Racing car. Simmons said he expected to get some seat time at the Indianapolis Motor Speedway late in the afternoon practice session May 22.

JEFF SIMMONS (No. 12T Pioneer Mo Nunn Racing Dallara/Toyota/Firestone):

“This is just great. I’m getting the opportunity of a lifetime, and I’m thankful to Mo Nunn, Peter Parrott and everyone at the IRL that has helped put this together for me. I just had a great run in the Pro Series and, to be honest, that helped give me the chance.” (When do you plan to go out, and what sponsor and car number will you run?): “We’re going to try to go out toward the end of the day today, start getting some laps and see if we can get up to speed for Sunday. I believe the sponsor details are being worked out, but I’ll be driving the No. 21.” (This is exactly what the IRL had in mind with the Pro Series ... develop talent in the hopes that drivers can move up to the IndyCar Series. How do you feel about serving as a prime example of that goal?): “Like I said, the race today had something to do with this deal coming together. It goes to show that IndyCar Series team owners are watching the Pro Series races, and they are looking for new talent. Once upon a time you (drivers) couldn’t get there without bringing a whole lot of money, but that’s starting to turn around. I’m just looking forward to this opportunity, and I can’t thank the IRL and Mo Nunn Racing enough.”

(More)

DAY 12- SATURDAY, May 22, 2004 – FUTABA FREEDOM 100 RACE DAY
PAGE 6

INDIANAPOLIS 500 PRACTICE: (cont.)

4:08 p.m. – **YELLOW**. Debris.

4:16 p.m. – **GREEN**.

4:48 p.m. – **YELLOW**. Debris.

Entry updates:

- The driver of #12T is Jeff Simmons, Hartford, Conn.
- The #70T is now #18, and the driver is Robby McGehee, St. Louis.
- The #24T is now #91.
- The #66 car is now #33. The driver is Richie Hearn, Glendale, Calif. The entrant is Sam Schmidt Motorsports. The chief mechanic is Chris Griffis.

While the Target Chip Ganassi Racing Toyotas stayed in the garage area today, the Ganassi Racing empire never seems to take a day off. Scott Pruett, the 1989 Indianapolis 500 Bank One Rookie of the Year, drove his Ganassi CompUSA Lexus to the team's fourth consecutive Daytona Prototype pole position in Grand-Am competition at Mont-Tremblant, Quebec. Pruett will team with another former Indy 500 driver, Max Papis, in Sunday's race.

INDIANAPOLIS 500 PRACTICE: (cont.)

4:52 p.m. – **GREEN**.

FASTEST DRIVERS OF INDIANAPOLIS 500 PRACTICE AT 5 P.M.

Pos.	Car	Name	C/E/T	Speed
1	5	Adrian Fernandez	G/H/F	218.495 mph
2	55T	Kosuke Matsuura.	D/T/F	218.300 mph
3	6T	Sam Hornish Jr.	D/H/F	218.096 mph
4	11T	Tony Kanaan	D/H/F	218.066 mph
5	26T	Dan Wheldon	G/H/F	217.916 mph

FASTEST NON-QUALIFIED INDIANAPOLIS 500 DRIVERS AT 5 P.M.

Pos.	Car	Name	C/E/T	Speed
1	91	Buddy Lazier	D/C/F	214.414 mph
2	25	Marty Roth	D/T/F	212.632 mph
3	33	Richie Hearn	G/T/F	212.617 mph
4	98	PJ Jones	D/C/F	193.205 mph

Robby Gordon got in 43 laps of Indy 500 race setup work today in his qualified No. 70T Meijer/Coca-Cola Dallara-Chevrolet at the Indianapolis Motor Speedway. His best lap speed was 215.751 mph. Gordon left early to return to Charlotte for tonight's NASCAR NEXTEL All-Star Challenge, where he'll drive the Cingular Wireless Chevy for Richard Childress Racing.

Gordon will be back in Indianapolis on Sunday for practice and a 7 p.m. autograph session at the Meijer store at Pike Plaza.

THOMAS KNAPP (Team manager/engineer, Robby Gordon Motorsports): "Robby had to be a little careful out there with traffic since this is the car he qualified."

(More)

DAY 12– SATURDAY, May 22, 2004 – FUTABA FREEDOM 100 RACE DAY
PAGE 7

IndyCar Series veteran Jimmy Kite, a four-time Indianapolis 500 starter, visited the Speedway today.

JIMMY KITE: “I’m just a fan today. I’m just walking around and saying ‘hi’ to all the friends I haven’t seen in a year. I’d like to be in a car, and I know we worked really hard last week at PDM. We just had something fall through at the last minute. They had to do what they had to do. I’m glad to see Robby (McGehee) in a car. He’s a pretty good friend of mine.”

INDIANAPOLIS 500 PRACTICE: (cont.)

5:34 p.m. – #12T Simmons on track for first time this month.

5:52 p.m. – #18 McGehee on track for first time this month.

6 p.m. – **CHECKERED.**

FASTEST DRIVERS OF INDIANAPOLIS 500 PRACTICE

Pos.	Car	Name	C/E/T	Speed
1	5	Adrian Fernandez	G/H/F	218.495 mph
2	55T	Kosuke Matsuura.	D/T/F	218.300 mph
3	6T	Sam Hornish Jr.	D/H/F	218.096 mph
4	11T	Tony Kanaan	D/H/F	218.066 mph
5	26T	Dan Wheldon	G/H/F	217.916 mph

FASTEST NON-QUALIFIED INDIANAPOLIS 500 DRIVERS

Pos.	Car	Name	C/E/T	Speed
1	91	Buddy Lazier	D/C/F	214.414 mph
2	25	Marty Roth	D/T/F	213.097 mph
3	33	Richie Hearn	G/T/F	212.617 mph
4	12T	Jeff Simmons	D/T/F	209.820 mph
5	98	PJ Jones	D/C/F	208.342 mph
6	18	Robby McGehee	D/C/F	175.934 mph

POST INDIANAPOLIS 500 PRACTICE QUOTES

MORRIS NUNN (Owner, Mo Nunn Racing): “Well, I think the series needs 33 cars in the field at the ‘500,’ and Jeff has been doing quite well in the Pro Series. He knows this track, and he’s run in Foyt’s (IndyCar Series) car, which is a Dallara with a Toyota, so that was a plus. And also he had a seat already made, so that’s another plus because it takes a day to make one. So when we make a late decision like this, we have to take all those things into account. He’s going to do a few laps now, and we’ll run him in the morning and see what happens. We don’t want to put any pressure on him at all. If it’s comfortable and he’s comfortable, then we’ll make a decision to see if we’ll make an (qualifying) attempt.”

KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz G Force/Honda/Firestone): “I did a full tank run of 34 laps complete, and the car was very consistent. I tried a lot of things like fuel mixtures and different things, and my car seems to be working very good.”

(More)

DAY 12– SATURDAY, May 22, 2004 – FUTABA FREEDOM 100 RACE DAY
PAGE 8

Glen MacDonald, who owns Bald Spot Sports, a maker of seats for IndyCar Series drivers, credited Jeff Simmons for having seats made for both the Panoz G Force and Dallara chassis. MacDonald said Memo Gidley also has two seats made.

A total of 58 cars are now at the Speedway, 55 have passed technical inspection and one is in the process. Forty-nine drivers have passed physicals. Thirty-three drivers have been on the track to date. There were eight yellows for 3 hours, 49 minutes. Drivers turned 1,414 laps today.

POST INDIANAPOLIS 500 PRACTICE QUOTES (cont.)

DARIO FRANCHITTI (No. 27 Arca/Ex Dallara/Honda/Firestone): “As good as our engineering staff is, we could keep trying things from now until Race Day and not stop. But you just can't do that. It's hard work going out there and running every day. We're just hoping now that we've found what we need to try and win this race in the ArcaEx car.”

TONY KANAAN (No. 11 Team 7-Eleven Dallara/Honda/Firestone): “I think Team 7-Eleven is ready. You'll never feel like you're quite there, but we've got plenty of information. Now we just need to sit down and analyze it with a clear head. It's been a stressful 10 days for everybody, and we all need a rest. But I'm happy. It's been a great team effort. Everybody at AGR has done a great job and so has everyone at Honda. We feel we're ready. I guess it's almost show time.”

DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone): “We are very fortunate on this team to have a good group of guys to help perfect the car setup. I think the Klein Tools/Jim Beam crew is well prepared for the race. The conditions change so much you can never be too confident. I think we are where we need to be, and now we can just look forward to the race.”

ADRIAN FERNANDEZ (No. 5 Quaker State/Telmex/Tecate Panoz G Force/Honda/Firestone): "Another great day. We are finished, and Kosuke is going to run a little bit more tomorrow. We are done. We did all the things that we wanted to do on the car. The car is working good. We did tires for the race; we did all the preparation we needed to do and minor adjustments to the cockpit. I drove the T-car in the morning and the primary car in the afternoon, just a few laps to make sure it was running good. We are ready."

MARTY ROTH (No. 25 Roth Racing Dallara/Toyota/Firestone): “We’ve got a pretty strong car. There’s a lot of people showing up today, and some will be out for the first time tomorrow. At this place, you have to put your time in. You’ve got to do your laps. As far as showing up here and throwing a car on the grid, they’ve got their work cut out. I know how hard it is to get to the 213 mark. You just don’t put a car out at Indy and go fast.”

SCOTT SHARP (No. 8 Delphi Dallara/Toyota/Firestone): “The car is handling good. I’m wide open. We’ve been working and working on our race car, but we still need to get out and do some more work in traffic. We made some good changes to the car today, and hopefully we’ll continue to make gains for the race when we go back out tomorrow.”

(More)

DAY 12– SATURDAY, May 22, 2004 – FUTABA FREEDOM 100 RACE DAY
PAGE 9

Jeff Simmons has passed three of the four phases of the Rookie Orientation Program. The fourth phase is on-track observation by the IRL driver coaches. IRL Sr. Vice President of Racing Operations Brian Barnhart said Simmons was evaluated during practice today and will be observed again tomorrow before a determination of his status is made.

POST INDIANAPOLIS 500 PRACTICE QUOTES (Cont.)

ROBBY McGEHEE (No. 18 PDM Racing Dallara/Chevrolet/Firestone): “We’re looking great. We expected to get out and get some running in today, but essentially all we got to do was a shakedown of the car. We checked the car and went back out for a second brief run where I was just building speed slowly to get my own head up to speed since it’s been so long since I’ve been traveling at those speeds – on the ground anyway. We’ll just really try to get out on the track tomorrow morning, and hopefully, we’ve got good weather –not too windy – and we should be in good shape.”

PJ JONES (No. 98 CURB/Agajanian/Beck Motorsports Dallara/Chevrolet/Firestone): “Looking forward to qualifying tomorrow. We need a few more laps in the morning to play with the balances. This was the first time the car had run. We’ve put thirty laps on it today and still need to put a balance on it. We’re not really worried about speed right now just more worried about the balance and get me going a little bit. But we’re fine. Everything’s good, we really didn’t have any problems. I felt like I was getting the rust off. I’m excited for tomorrow.”

JEFF SIMMONS (No. 12T Pioneer Mo Nunn Racing Dallara/Toyota/Firestone): “It was good. I was taking my time to build everything up and obviously Mo Nunn and this whole team have given me a great opportunity here. Just trying to go about it very professionally. There’s a few little things in terms of my seating, and pedals and stuff that we need to get quite right before I’m totally comfortable. But I’m completely satisfied with the run we just had, and it was really fun to be out there. (We) really started working on the feel of the car and to make small changes and see what that was like. We didn’t do much of that in the rookie test so it was good to get out there and do that. We’ve got a good place to start from tomorrow and get ready to qualify.” (How does the feeling of this car compare to the Menards Infiniti Pro Series car?): “It’s obviously more power and it’s quicker, and you also have more grip. But you’re just dealing with those higher speeds. It hasn’t been a tough adjustment. Once I get my seating just right. I was a little bit lower sitting in it in the garage and I thought it was where I wanted to be, but it turns out I need to be just a little bit higher, so I was actually having to stretch my head just a little bit to see. So once we get that sorted out I should be much more comfortable and ready to get at it.” (Do you think the team was equally satisfied and optimistic?): “Yeah, I think they’re satisfied with what we just did. If I can just manage to get out of the pits without stalling it. I didn’t do that at all in the rookie test. I think that has a little to do with the pedals. I was having to stretch for the gas, so once we get that sorted out. We need to obviously be ready to do pit stops for the ‘500.’ I think everyone was satisfied with what we did at the end of the day, though.”

(More)

MAY 12– SATURDAY, May 22, 2004 – FUTABA FREEDOM 100 RACE DAY
PAGE 10

POST INDIANAPOLIS 500 PRACTICE QUOTES (cont.)

SARAH FISHER (No. 39 Bryant Heating & Cooling/Cure Autism Now Dallara/Toyota/Firestone): “I think we’ve been pretty good today. I feel pretty comfortable, really comfortable in the car by myself. In traffic, we just have to use the tools in the car to get the car to handle how I want it to. When I can achieve that, the car will be great in traffic. I’m pretty comfortable where I’m at and I think we’re ready to go. We didn’t have any miles left on the engine so we’re not going to run tomorrow. Next time we go out will be Carburetion Day.”

FELIPE GIAFFONE (No. 24 Team Purex/Dreyer & Reinbold Dallara/Chevrolet/Firestone): “We had a pretty good session in the morning. The conditions were hot, but we started working where Buddy left off yesterday. I'm happy with the car, and we should be OK with the race car. He finished up a couple of things when he ran later, and we learned a lot. I think we're both really satisfied with the balance of our cars.”

BUDDY LAZIER (No. 91 LifeFitness DRR / Hemelgarn Racing Dallara/Chevrolet/Firestone): "The car feels really good, and it stayed consistent throughout the day. If I could've just gotten into the draft, we really would've picked up a couple of spots. We were able to do some long runs for the first time, and I'm really comfortable with the car for tomorrow.”

ALEX BARRON (No. 51 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): “We ran some laps in this morning’s session but decided to come back into the garages and make some changes. In the afternoon my car was running really solid, so I’m happy with the progress we made.”

RICHELIE HEARN (No. 33 Sam Schmidt Motorsports Panoz G Force/Toyota/Firestone): "It feels really good. I love to be driving here. I love the race. You don't want to miss it. Bit I didn't want to do the thing where you walk around all month, either. It's really tough on your psyche. This year, Sam (Schmidt) had mentioned that there might be a possibility a few weeks ago, and I just let everybody I knew know that I could do it, that I'm ready to do it. Just let me know. He called me Thursday afternoon, and I was here Thursday night. It worked out well. I had a seat made already from last year, so it didn't take much to get me fitted for the car. Sam and I go back a long time. In a situation like this, it shortens the learning process. It makes it easier for him knowing what I need, and me knowing what to expect from Sam. With only a day and a half, we just don't have time to mess around. Like (Sam) said, those guys worked really hard. They obviously just won the (Menards Infiniti Pro Series) race and finished third, and then they had to press the button for me. Hopefully, I can give them a decent finish, as well. Last year, I jumped in the car, and I hadn't been in car since I crashed in Kentucky in August. It was a long time. Unfortunately, I've done this a few times, so I kind of know how hard to push and what needs to be done to make the car comfortable and not scare myself and overstep the boundaries. I think I have an advantage over some people in a last-minute deal that way. I'm not going to turn down the opportunity. I love being involved. There's nothing like being out there on that grid next Sunday before the start of the race. If I only get one day of practice, I'll deal with it."

(More)

MAY 12– SATURDAY, May 22, 2004 – FUTABA FREEDOM 100 RACE DAY
PAGE 11

ED CARPENTER (No. 52 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): “It was a good day today. We finished up everything we needed to get done. I’m really happy with the way the car is headed going into the race.”

SAM SCHMIDT (Owner, Sam Schmidt Motorsports): "I'm amazed. I thought I was truly blessed and overwhelmed last year when I got a call from Tim Cindric. Tim called Wednesday night and said, 'Let's do this deal.' If I could have felt it, I said, 'Pinch me.' We had a fantastic time with those guys - Penske, Toyota, Firestone. Everyone just pitched in to make it happen in an extremely short amount of time. We juggled the IPS race, and our guys were running Tony Renna. It was unbelievable. I think the end product was a real quality product. I started beating up Tim in January to do this deal and not wait to the last minute, but ultimately it didn't work out that way and we did our deal Wednesday night. Fortunately my guys worked stuff out this year. Our primary focus was to win the IPS race today. I can't say enough about them. They got it all together. The last three nights they've been working until midnight on both cars and everything else. That's how I kind of got up getting the Penske deal again. It's funny to drive up and down the pit lane and see the envy in everybody's eyes. 'I've got a Penske car.' That's how the deal came together. The best thing about this the second time around, at least I know all of their crew members by first name now. We literally went over to Penske's garage, and all of the documents were there from last time. It didn't take a bunch of FedEx's back and forth.” (About a field of 33): “I've been so busy I haven't really given it much thought. I think there will be 33 because there have been a couple of other guys that have been running. My passion is really for the race. There's so much gossip around here, you can't really listen to it. Does it matter to me? Not so much. It's just one less guy you gotta try and beat. I think it will be a full field.” (About the sponsor, Lucas Oil Products): “It is a true rags to riches story. I was frankly shocked when we started this conversation that he had never sponsored a car here. With my off-road background, and knowing a bunch of guys in NHRA and stuff, I see Lucas Oil everywhere. But I also know that a guy like this gets a ton of calls. Without the personal introduction, it probably wouldn't have happened.” (About driver Richie Hearn): “Richie and I go way back. I was racing a different series when he won the championship in Atlantics in 1995. Really good friends with them at the time. He won the Vegas race in '96 in the IRL. I just know the guy can drive, and he doesn't mess around a whole lot. Richie gets the job done. It's the whole timeframe thing, too. I wasn't scared at all about him not being in a car for three, four, five months, whatever it is, because we just know what he needs. His seat was done. It was just a good fit. We did everything right last year. I just got caught out a little bit. If we can do the same thing this year, I think we can run up front.”

LARRY FOYT (No. 41 A.J. Foyt Racing Panoz G Force/Toyota/Firestone): “I am not too concerned about tomorrow. Did I say that with enough reservation? Hopefully, we will be OK. It may be close, but that’s what Bump Day is all about. I think my dad worked out a deal with Chip Ganassi so that I have a back- up car to hop into. If something did happen, I would have a really good shot at getting back in.”

(More)

MAY 12– SATURDAY, May 22, 2004 – FUTABA FREEDOM 100 RACE DAY
PAGE 12

Lucas Oil Products will serve as primary sponsor the No. 33 Sam Schmidt Motorsports Dallara/Toyota/Firestone driven by Richie Hearn, company owner Forrest Lucas announced.

FORREST LUCAS (Owner and founder, Lucas Oil Products, Inc.): “Growing up in Indiana, and actually racing a few times myself, I never would have dreamed I would be able to sponsor a team for the Indianapolis 500. We focus a great deal of our marketing and advertising efforts toward motorsports. This avenue has proven highly successful for our company, and with the new involvement with Sam Schmidt, Richie Hearn and the Indianapolis 500, Lucas Oil Products will be brought to a whole new level of accomplishments.”

SUNDAY’S SCHEDULE (all times local):

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

END DAY 12 NOTES

For Immediate Release

**FUTABA FREEDOM 100 SECOND- AND THIRD-PLACE PRESS CONFERENCE
Jeff Simmons, Arie Luyendyk Jr.
Saturday, May 22, 2004**

PAT SULLIVAN: Second- and third-place finishers in the Freedom 100, Jeff Simmons, of course who has won a couple of times in this series, a former Barber Dodge Pro champion. And Arie Luyendyk Jr. probably leads this series in podiums, just a whole range of very, very good finishes. Congratulations on the second- and third-place run. Arie is, of course, lamenting this run, but nonetheless, a nice performance. Jeff, take us back to that first lap because it looked pretty tight between and you Thiago.

SIMMONS: Yeah, I thought I was going to get him on that first lap, actually. I got a good run and got down the inside there, and he was just able to drive around on the outside, and we touched a little bit coming out of (Turn) 2 there. And I'm not sure if I drifted up a little or he came down, but it's probably a little of both. I don't think that that really did anything to the car. Although it's possible because we did have a pretty bad understeer a little bit later on as all of the tires came up with the pressure and all that. But unfortunately we weren't able to hold on the lead in that first corner, and after that, it was just kind of a battle for the rest of the race trying to keep the car down.

Q: When he got around you, it looked like he got a good tow and moved around you; were you surprised he was able to break free to the degree that he was?

SIMMONS: Not really. Because we had such a bad understeer in Turn 3, especially. Turn 1, I could get through there flat, just about every time. Turn 3, it was always kind of a crapshoot. I was putting things down on the grass trying to use as much track as I could. I was dropping -- I was shifting and doing everything I could, trying to get through Turn 3.

Q: Was it the wind?

SIMMONS: Well, the wind made Turn 3 worse, yeah. The way the wind is blowing today, it would make Turn 3, it would give you the most understeer over there. So I knew it was a matter of time when I got a big push like that that he would get a little run. Seemed like he could drive just about anywhere he wanted. He could run high and still run through there flat.

SULLIVAN: I see you nodding a lot, and from your advantage point, what did you say when you came in? You thought maybe on the longer run, you might have had a shot at him, as well. Take us through your day and had you your car performed?

(More)

LUYENDYK: Well, starting fifth, I knew it was going to be hard because my car was really bad in traffic during the warm-up yesterday. I was a bit concerned with the car. But by the time the race came around and we went into the first corner, I was already in fourth, and then a few laps later, I was able to get Paul Dana for third, so right then I knew my car was pretty good. Yesterday was quite loose during the warm-up, and then I was really relieved to see that I wasn't loose any more, and it just had a bit of understeer. You know, Thiago and Jeff were battling up there and I was catching up, and on the longer runs, I notice Jeff did have a really good car through 1 and 2, and he was struggling in 3 a bit. So I tried to get as close to him as I could through 1 and 2 and then line him up through 3 and 4, and I was flat through 3 and 4 every lap. My problem was just Turn 2, the car seemed to be really susceptible to the wind, and a few laps almost caught me out. So that's what I was concerned with, and I was hoping for a longer run because I was getting closer and closer to Jeff, and I had once before, but then I had to get off the throttle pretty good in Turn 1 because I picked up a good understeer. And then I was working my way back up to him, and that's when the yellow came out. So I wasn't close enough to get a good run on him yet, and I think maybe I would have if his car -- if the race would have stayed green, the car would have gotten worse and mine stayed pretty consistent.

Q: Did you brush the outside wall?

LUYENDYK: Yeah, the last five laps there I was just pushing as hard as I could it was pretty -- exit one. There was a lot of oil dried down and Turn 1 seemed to be a bit difficult toward the end of the race.

Q: Jeff, what's next for you after this race?

SIMMONS: I really have no idea right now. I'm still hoping that there's a possibility I'll get in the car tomorrow for the chance on Bump Day, but I really don't know what the chances of that are. I mean, chances look good at some point. Earlier in the week, they were looking a little better, and that sort of went away. So, just kind of keep my fingers crossed and hopefully I'll get a shot after that. After that, there's really no plans for the rest of the year. Hopefully I'll be able to get in a car somewhere.

Q: Arie, you knew what Thiago had under the hood, what he was dealing with. Did you think it would be tough to catch him from the time he took off from Jeff?

LUYENDYK: Ever since we rolled off from the truck, his car has been a bit better than mine. It seems to be happening every weekend. Our crew needs to figure out what they are doing, and it seems just to be the car because our data, when we make the cars the same, we throw his setup in my car, our data seems to be completely different as far as the characteristics of the car. I think his car has a bit of an inherent push, and my car seems to be more neutral, and we are just trying to figure that out and hopefully we can by the next race. I knew it would be difficult to catch him, but I knew if I could get in his tow and the car was good in traffic, anything could happen. It's unfortunate that we had to start fifth. I think that was our biggest downfall. I think if we would have started up further, we could have done better, but, you know, that's how it goes.

(More)

Q: Do you think you'll run in the IRL next year?

LUYENDYK: That was my goal this year. Over the winter, we were looking at a lot of teams and a lot of people have interest as far as the team owners are concerned and sponsors. We just can't find enough money to put it all together, but hopefully next year, with the help of some of our sponsors currently, that we can jump up to the big car and perform there. I did my rookie test in 2002 and I was really comfortable with the Indy car back then. I have so much more experience under my belt since then that I think I would adapt very quickly.

Q: Jeff, history lesson for those maybe who forgot, you like that inside groove on the first turn in the first lap, you took it on Ed (Carpenter), or I think tried to take it on him early in the race?

SIMMONS: Yeah, I generally get pretty good starts, I think and pretty good restarts. I got a good start this time. And last year, I probably could have got Ed, except for the engine just hiccupped there for just a second, and that's all it really takes to kill the run, and I had to back out of it last year. But this year, I was able to go down in there. My spotter was telling me he was outside, so I had to kind of -- I really had to force the car to stay down there, and, I just wasn't able to get as good of a run coming through that short chute and down out 2, coming out of 2, so Thiago was able to get by down the back straight.

Q: When Thiago came around you on 12, just his car faster or something happened to yours?

LUYENDYK: I just picked up a huge, huge push and had to totally get out of the gas in Turn 3. There were a lot, a lot of laps out there where I was not able to run flat out.

Q: Jeff, I just wanted to ask you quickly, about the thrill of working with A.J. Foyt over the last week, and the fun of getting out on the track knowing that he's talking in your ear today?

SIMMONS: Well, he's just talking -- he'll probably give me an ass-kicking when I get back. It's been great. I've learned a lot of things from here, and it's different working with A.J. than it is with anybody else I've ever worked with. I wanted to win this race as much for him as I did for myself, I think, and it's a little disappointing that we could not get it done, but second place isn't bad. It's, you know, just wish we could have done just that little bit better.

Q: How is it different working with A.J.?

SIMMONS: Well, I mean, A.J., tends to make more of the decisions, and they are more solo decisions, and there's nothing wrong with that. He has the experience, and he probably does know best in just about every instance. I can't say that I would have done anything different with the car or anything than he did. You know, he gave -- he gave me a great car, just the conditions today, it just wasn't quite right for us. It was a little bit like yesterday. Yesterday's first session, we could not go around the track flat either, and in qualifying we had a really good car. We almost -- almost took pole, and just so happens that again today we picked up that understeer. And it's a little unfortunate, the warm-up was yesterday and we don't have warm-ups on Race Day.

(More)

Q: A lot was made last year of Ed running away and nobody seeing him, before the last yellow both you guys probably had to feel like anything could still happen, you're still three or four seconds before. I guess it was down to less than that, but still a race; Thiago didn't run away and hide.

SIMMONS: I guess he didn't run away and hide, but I really think there was just about no chance that I was going to be able to get by even if I was able to catch back up to him, because even running alone, I couldn't run flat around the track every time. If I got close to him, I was going to have to completely lift off either in 1 or in 3, and it was just going to kill any sort of run we had.

LUYENDYK: I think for Jeff and for me that last restart, we saw it as an opportunity, and the bad thing was that we had Gary Peterson in the mix there. And I think he did a good job of getting out of the way, it just was, you know, another car we had to get around before we could get to the leader. That's what really made my restart not very good, because I kind of missed a gear getting around Gary, and then Jeff got by and he got by a little easier than I did, because I picked up a big push in Turn 4 on the restart. I think if he would not have been there, I think maybe we could have gotten a run, because I know Thiago's car was not that good behind other's cars because we were complaining about that yesterday in practice. That last restart was an opportunity, and it didn't pan out.

...IMS2004...

FUTABA FREEDOM 100 POST-RACE QUOTES

Page 1 – Saturday, May 22, 2004

JEFF SIMMONS (No. 14 A.J. Foyt Racing Dallara/Infiniti/Firestone): “First, I want to say thanks to Futaba and A.J. Foyt Racing. They did a great job on the car, as we came here and hadn’t raced since last year. The tires are a little different this year, and we didn’t have any testing. We had just a little bit too much understeer down at both ends of the track, really, Turn 1 and Turn 3. I got that on the restart, but I was hoping I could hold on because I knew that he was going to get understeer behind me. But we weren’t able to go flat quite a few of those laps, and you’ve got to be able to go flat around here to win.” (Did you hit the wall late in the race): Yeah, I touched the wall there at the end, just pushing as hard as I could. It was a light hit. I don’t think we did any damage at all. I was just pushing as hard as I could trying to get back up on him in the draft there. Unfortunately, I couldn’t get a repeat win for A.J. Foyt, but I’m thankful that I had this opportunity, and hopefully I’ll get a chance in the 500 this year, as well.” **(More Simmons quotes in second- and third-place transcript.)**

JAY DRAKE (No. 25 TBA Dallara/Infiniti/Firestone): “It’s awesome. It’s the end to a great week for us. Just to come around here and drive around this place is a dream come true for me. And then to come out here and just to be in a race, and on top of that we ran competitive, it’s something I would have never expected. Something I always would have hoped and dreamed but never would have expected to get the chance. I did today, so it was fun.” (Go through your race ... How did your base of knowledge from USAC cars translate?): “I would have liked it to be longer because the more I went the more I was learning about how to race these cars. Honestly, we were just terrible on the starts and restarts because I didn’t know how to shift the thing. Frankly, I’m not going to sit here and say that I did. I’ve never had to shift before. We’ve got one gear in the (USAC) cars we race, and we just run it flat out. With every restart, I was learning how to get it up through the gears a little better. It’s not the actual shifting, anybody can do that, but it’s the timing of it. These guys are all road racers, and they’ve done a lot of shifting. They know how to work that. I was starting to figure it out better. Once we got up to speed, Larry (Curry) was telling me that on that long run we were running the same lap times at Thiago (Medeiros), so if we could get up to them we could run with them. That shows how much of a rookie I am, I didn’t even know how to shift the thing. But given all that, it was a great day for us, to come here and run fourth. Big day.” (Did Tony Stewart give you any tips on running here?): “I talked to him a couple times on the phone. He gave me some helpful tips about what to do, what not to do. Basically he told me how to keep from smashing myself into a wall. About everything he told me I learned today that if I didn’t have that advice I might have got myself into trouble. Even though he couldn’t be here, he was a big help.” (What do you learn from today and see in the future?): “Man, I sure hope (I can get an IndyCar Series ride). All the praise we got just for being here, through all the officials and everyone from the IRL, they are happy to see a guy like me here. And I hope so, because I’m sure happy to see a guy like me here.”

TAYLOR FLETCHER (No. 21 Bullet-Team Motorsports Dallara/Infiniti/Firestone): “It went pretty good. We were working on the car while we were out there, dialing some cross-weight into it. Kind of came up short on test time over the weekend. We only got basically two 10-minute sessions, so we were kind of making up for lost ground today. But we couldn’t be more pleased. We finished the race, made up a couple of spots, had a good race and good racing with some of these other guys. I can’t complain at all. We’re real happy.”

(More)

FUTABA FREEDOM 100 POST-RACE QUOTES

Page 2 – Saturday, May 22, 2004

MARTY ROTH (No. 4 Roth Racing Dallara/Infiniti/Firestone): “The engine let go. You know the car was coming alive. It didn’t like a big pack. Once it thinned out, the car was coming alive. That’s what I needed. I needed a thinner pack in front. The car was handling great.”

JON HERB (No. 6 Aercon Dallara/Infiniti/Firestone): “I guess Billy (Roe) didn’t know I was there. He turned right into me as I was coming up alongside his rear there. I tried to back out a little bit but got into his right rear, got into the fence on the right-hand side and cut his tire down but took my right front wing off and the right-front suspension. So we’re done.”

GARY PETERSON (No. 27 Automatic Fire Sprinklers, Inc. Dallara/Infiniti/Firestone): “Ah, pretty good. We lost a couple of gears, but my other car, AFS Racing No. 25, Jay Drake, did a fantastic job. I think he finished fourth, and we’re very happy about that. We put a lot of effort into getting that car and kind of stayed a little bit slow on our car, working on it. But we’re happy, I’m happy, and the team’s happy.”

PAUL DANA (No. 91 Ethanol/Hemelgarn Johnson Dallara/Infiniti/Firestone): “They don’t get much tougher. We just had an enormous push, massive. I mean, the Hemelgarn Johnson guys gave me a great car for all practice and qualifying, so I’m sure they were as surprised as I was. We were out of adjustment across the bar, all the way through the range the weight-jacker, both directions, didn’t seem to matter. I just had no front end on the car at all. And around here, if you’re not in the throttle, you’re not in the gear, and so if you’re not in that window, the motor’s not pulling, and you’re done. We were done early, and just slid backward, so it’s a frustrating day. We have a good program here with the Ethanol program, and hopefully we’ll get it later in the season.”

MATT BEARDSLEY (No. 12 Jugular/Landtitle Dallara/Infiniti/Firestone): “Not bad, got caught up in some lap traffic there at the end. But, all in all, wasn’t bad. Had some really good racing going on, a lot better than last year. I made a pass on the first lap. The car was working really well. On its own, it was working really well. In traffic, it wasn’t very good at all. But it was getting better, but ‘it’s that same old wish that there was another 10 laps.’ It would have been a lot better.”

PHIL GIEBLER (No. 2 Western Union Speed Team Dallara/Infiniti/Firestone): “We made some good moves at the beginning of the race and on the restart. We moved up slowly, and I thought I was going to get third and maybe even second. Thiago was pretty strong today, and he had a strong car. He would have been hard to catch. Yeah, I had a pretty good car. The wind was definitely a factor out there. It was moving around all over the place, and in different corners it was different, so it was really confusing when you were trying to figure out what to do and how to set up the car. In the corner, each side of the track is completely different. Yeah, I got nipped there at the end, and unfortunately I didn’t have radio contact there at the end. I accidentally pulled my radio out when I was pulling off a tear off. I didn’t know it was that close to the end of the race, which was kind of unfortunate. And I got caught out there on the restart, but all in all it was a pretty good race. We got some points. We just need to get Thiago in the next couple rounds and get the points closer.”

(More)

FUTABA FREEDOM 100 POST-RACE QUOTES

Page 3 – Saturday, May 22, 2004

ROLANDO QUINTANILLA (No. 10 Roquin Motorsports Dallara/Infiniti/Firestone):
“We had a good car. It was a good car. It was a shame that we couldn’t qualify right. We had contact with Mason. The car was just really loose after that. The guys gave me the option to come in and look at it, but I figured we came here to race. The guys definitely worked hard enough to get a top spot and not lose a lap. We tried to compensate for that oversteer. We just kept going and going. I said we’re going for it, we’re going for it. We’re going for a championship here, and we’re not holding anything back. We haven’t left the garage area before 11 any night. If I could do it again, I wouldn’t do anything different.”

LEONARDO MAIA (No. 33 Skip Barber Racing School Dallara/Infiniti/Firestone):
“Everything really went great. The car was handling perfectly up until the last six to seven laps. Then we kind of struggled a little bit. But the car was awesome in the beginning, and I got a couple of people on some restarts. I just caught them kind of sleeping a little bit, right around the outside. It was a really great race. I was expecting to finish somewhere around eighth today with how we qualified. But did better than we expected, and toward the end there we were running with the leader. So we were really happy. I think with a bit more time we could have gotten maybe (Phil) Giebler. Maybe even moved up a little bit more. We moved up a lot, and the guys did a great job with Brian Stewart (Racing) and happy to finish where I did. I was pretty good in traffic depending on what the guy in front did. I mean, some guys would drive a different line each lap. So it’s kind of hard to plan ahead. Some guys will stay on the outside sometimes, and you can stay with them. But some guys are just outside one lap and inside another. So you don’t know where to stay, so it’s kind of tough. But if I could get any bit of clean air, I was fine and could hang right with them. But as soon as someone would cut me off my (clean) air, I would understeer right out to the wall.”

CORY WITHERILL (No. 92 Hemelgarn 91 Johnson Motorsports Dallara/Infiniti/Firestone): “Yeah, I’m all right, considering we had a car that probably could have handled a little bit better. But for the most part, the main thing was to come out here and do the best we can. This deal came together Monday, so we had to deal with what we had to do. I’m honored to come back here and drive for Hemelgarn Johnson. They gave me a chance to come back here. The crew did an awesome job getting the car ready. Maybe we just missed the setup. We had too much of a neutral car so we were playing with the adjustments throughout the whole race.”

BRAD POLLARD (No. 24 XBOX/Team ISI Dallara/Infiniti/Firestone): “It’s awesome to be at the Speedway and great to bring the Pollard name back to the Speedway. It marks the beginning of our fight to get back into the Indy 500. We’re very thankful, and can’t thank our sponsors, Xbox and Courtyard Marriott, enough, and Kenn Hardley for putting together a very good car. We were starting to finish pretty strong, got boxed in a little bit, but we’re learning a lot and going to keep getting stronger. It’s all about rolling back on the trailer sometimes, and you work with what you’ve got.”

END FUTABA FREEDOM 100 POST-RACE QUOTES

For Immediate Release

FUTABA FREEDOM 100 WINNER'S PRESS CONFERENCE

Thiago Medeiros, Sam Schmidt

Saturday, May 22, 2004

PAT SULLIVAN: Thiago, in Victory Lane it looked like you were a pretty excited winner. Congratulations. Talk about those first couple of laps with Jeff Simmons.

THIAGO MEDEIROS: It was a very good start. He took advantage from the start because he needed to have a very long straightaway, and it was very windy, as well, at the same time. He overtook me on the start because we had a very strong straightaway, and we did not have enough horsepower to pull out. We had a very hard and clean run. We touched the wheels in the exit of Turn 2 on the first lap, and Jeff is one guy that I have a lot of confidence to run side by side. I mean, he did a wonderful job. We had a very hard fight for first place, but I knew that my car was handling very good. We made some changes before the race. We put a bit more downforce in the car because we saw the wind conditions were completely different than we saw yesterday. I knew that if I started to work on the car during the race, I could overtake him again, and that's what we did. I just took advantage when he gave me enough room and overtook him and took the car around today at the end of the race.

SULLIVAN: Arie (Luyendyk Jr.) and Jeff both mentioned how difficult it was to go flat around the course in various places with the wind, and oil-dry caused some problems. And I picked up from their description of the race, they thought that perhaps you were able to stay a little bit more flat totally around the course. Talk about it from your perspective.

MEDEIROS: It's hard to say. I have very good car control. I know that I have, and I just took advantage from that, and when I was behind Simmons I couldn't keep my car really behind him. I just took my time and was studying whether I was quicker than him to take advantage and try to overtake him. He made a mistake and gave me enough room. When I was running behind him, the weather conditions were really hard. The car was pushing in (Turns) 1 and 2 and loose in (Turns) 3 and 4. But I knew that we had to have a very good car, and I started to make some changes in the rear and the weight-jacker, just to see how the car feels after those changes, and the car was feeling really good. I just overdrove the car a little bit when I was really behind him trying to overtake him. I could overtake him and then just go back, drive the car around and make a better balance to the end of the race.

SULLIVAN: A good day for Sam Schmidt Motorsports. Sam, you've etched your name as a winning car here at the Indianapolis Motor Speedway.

(More)

SAM SCHMIDT: Thank you. Those last five laps were pretty emotional, and I saw the yellow (flag) come out, I pretty much knew we had it. All I ever wanted to do since I was 5 years old was come to this place. Rick Mears was my hero, and I would love to be setting where he is, but this is kind of the second-best thing. You know, after everything me and my family have been through for the last five years, this is pretty special.

SULLIVAN: Sure it is, and it's special for all of us. Talk about this guy. Obviously, you have two good drivers. Thiago has been coming on really strong, he came to us with good credentials and looks like he has the right stuff.

SCHMIDT: Yeah, you not only look at your own situation every year, but you look at everybody else's, your competitors' and different things, and I knew in his situation last year that the guy could come out here and win a lot of races and win the championship. So, you know, we started talking at the end of last year, and we were able to put something together in January. It's fantastic for our team. We've also, you know, grown our team, and I think the team has elevated, as has Thiago, our games, to where we're just really proud of the guys. We knew that after Phoenix, everybody else was going to try and win this race really, really hard and A.J. (Foyt), pulling his secret weapon out of the garage one more time, we knew that would be the stiffest competition possible for a long race. But, you know, the guys just worked. They didn't take a vacation the last six weeks. They have been working on that car and Arie's car. One-two would have been nice, but I'm not greedy.

MEDEIROS: I learned one thing, that those guys made me look good here today, great, to be honest. I wasn't anything without them. So I'm just very pleased with all the team has done for me, and they are just very focused on our car and our job. We try to do the best we can be and find something together to go to the IRL (IndyCar Series).

Q: Is there some secret that Brazilians have to coming here?

MEDEIROS: In Brazil, as I told you before, I mean, it's kind of feeling like you don't have much choice, either you are a good soccer player or a race car driver. So, I wasn't a good player. (Laughter).

Q: I understand there's no Firestone label left on that left-rear tire. Can you talk about getting that close to Jeff, and you guys touching a little?

MEDEIROS: We touched a little on the first lap. Jeff is one guy that I met last year, and we made a lot of runs together last year, when he finished in second and I finished in fourth in the championship. He's one guy who is very experienced, and he knows how to push. He knows how far he can push the car and doesn't overdrive the car. He knows his limits. We have a lot of confidence running side by side. I think that he will say the same about me. But, you know, we are here to race, and let's go racing hard. That's what happened. We had a lot of confidence. We just touched the wheels, but that's one thing that happens in auto racing.

Q: Watching your laps, you were running consistently faster, and then the lead kept widening and widening and widening, and it seemed like you got stronger. Without the yellows, do you think you could have kept pulling away and your car was that much stronger?

(More)

MEDEIROS: We had our doubt over the weekend here because we didn't really know how the weather conditions were going to be this morning. That's what I thought. It was running through our minds this weekend because the weather conditions here have changed so fast, and we were thinking about the choices that we had from the previous years that we had for the start of the race time. I think that we made the right choice. The gears were perfect. When I was running behind Jeff, I mean, I did not have a taller gear, but I think it was the top speed that we could get here, and not only by myself, but when drafting the other cars, as well. I think we did the right choice. I could get away, I mean, I was pushing hard all the time to be very consistent and very concentrated on my job at the same time, because when things start getting easy, it's easy to lose your concentration here, and trying to drive to the limit of the car and every time pushing hard, that's what I did.

Q: How different is it this track from anywhere else? In Phoenix, you lapped the entire field, but this place is different, every turn is different, every time you go around the track, it changes. Was it hard to keep up with or were you able to obviously handle it?

MEDEIROS: Let's talk about the race in two different parts. So, the first part, the middle of the race, when I was running behind Jeff and I had to make some changes, my car was really, really loose behind Jeff because I made a lot of changes to keep my car behind him. I did not have enough downforce to keep my car low, and I was trying to get a run on him. The wind was blowing sideways in (Turns) 1 and 2, and I was really, really loose, especially behind him, because we got some back winds and some side winds. So the car was like, 'Ooohh.' I mean, I drove the car to the limit. I like to be on the edge. It doesn't matter if the car has two, three, four wheels, I like to drive the car. After I overtook him, I made some changes, went back to the restart with the changes I made, and I was pretty confident. The car had a very good balance to the end of the race.

Q: Were you sure the last 10, 15 laps that nobody could probably take you?

MEDEIROS: I mean, it's hard to say that. That's one of the reasons I did not celebrate the race until I crossed the finish line. (Laughing) Especially here Indy, I saw many videotapes about the race before I came here. I think that videotape gives me a lot of help. The videotapes are the only thing that really showed me, especially the point that I really learned how those guys drive and saw so many close finishes here in Indy, that was one of the reasons I did not celebrate the race until crossing the brickyards. Everything could be possible, you never know. Some mechanical problem, you never know.

Q: Did you get fined for speeding on pit road coming in after the victory? You locked them up a couple of times.

MEDEIROS: We were running without first gear to have a more ... I mean, we don't have to use the first gear here on the big tracks, especially like this. We didn't have enough horsepower to leave my marks here on the Indy track. So, let's lock the brakes, and this is my point.

SULLIVAN: Well, I don't know if we've had a happier winner, so congratulations.

...IMS2004...

DAY 13– SUNDAY, May 23, 2004 – BUMP DAY
PAGE 1

TODAY’S SCHEDULE (all times local):

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

INDIANAPOLIS 500 PRACTICE REPORT:

At 10 a.m., the ambient temperature was 82 degrees with southwest winds at 20 mph, gusting to 28 mph, and a relative humidity of 64 percent. Skies were cloudy. The track temperature was 112 degrees, according to Firestone engineers.

10 a.m. – **GREEN**. #55 Matsuura is first on track.

IndyCar Series veteran Jaques Lazier, a three-time Indianapolis 500 starter, is at the track today. Lazier briefly practiced this week with A.J. Foyt’s team and hopes to secure a ride.

JAQUES LAZIER: “Honestly, I don’t know if I’ll be in a car today. It’s really out of my hands right now. There’s 32 cars, and there’s the possibility of a 33rd car. If that happens, my ride will dry up and go away.”

Jeff Simmons passed the fourth and final phase of the Rookie Orientation Program during practice this morning. Simmons passed three of the four phases of ROP last month.

For the second consecutive year, the Lyn St. James Foundation will play host to the “Women in Winner’s Circle Luncheon.” The event, which drew 350 people last year, honors women’s achievements and demonstrates their importance in motorsports.

Among the 33 drivers who will attend the event are: St. James, Sarah Fisher, Erin Crocker, Shawna Robinson, Melanie Troxel and Sarah McCune.

In addition to the “Grand March of Winning Women Racers,” there will be two announcements. USAC will announce the winner of the Kara Hendrick Spirit Award, and there will be preliminary data shared from the recent online survey being conducted by the University of Indianapolis and the Lyn St. James Foundation.

LYN ST. JAMES: “I’m so pleased to have such support from the motorsports industry and from the Indianapolis community. When we did this last year for the first time it was so successful that we wanted to do it again this year. There certainly is a need for a platform to show just how many women and young girls are winners in racing.”

Jay Drake, who finished fourth in the Futaba Freedom 100 on Saturday, finished second in the Tony Hulman Classic for the USAC Valvoline National Sprint Car Series on May 22 at the Terre Haute Action Track.

INDIANAPOLIS 500 PRACTICE REPORT: (Cont.)

10:37 a.m. – **YELLOW**. #14 Foyt IV brushes the wall in Turn 2 with the right rear.

10:49 a.m. – **GREEN**.

11:04 a.m. – **YELLOW**. Debris.

(More)

DAY 13– SUNDAY, May 23, 2004 – BUMP DAY
PAGE 2

INDIANAPOLIS 500 PRACTICE REPORT: (Cont.)

11:10 a.m. – **GREEN.**

11:15 a.m. – **CHECKERED.**

FASTEST DRIVERS OF INDIANAPOLIS 500 PRACTICE AT 11:15 A.M.

Pos.	Car	Name	C/E/T	Speed
1	55T	Kosuke Matsuura	G/H/F	218.692 mph
2	55	Kosuke Matsuura	G/H/F	218.034 mph
3	91	Buddy Lazier	D/C/F	217.371 mph
4	12T	Jeff Simmons	D/T/F	215.640 mph
5	4	Tomas Scheckter	D/C/F	214.805 mph

FASTEST NON-QUALIFIED INDIANAPOLIS 500 DRIVERS AT NOON

Pos.	Car	Name	C/E/T	Speed
1	91	Buddy Lazier	D/C/F	217.371 mph
2	12T	Jeff Simmons	D/T/F	215.640 mph
3	33	Richie Hearn	G/T/F	214.334 mph
4	25	Marty Roth	D/T/F	213.662 mph
5	98	PJ Jones	D/C/F	212.346 mph
6	18	Robby McGehee	D/C/F	206.010 mph

INDIANAPOLIS 500 POST-PRACTICE QUOTE:

KOSUKE MATSUURA (No. 55 Panasonic/ARTA Panoz G Force/Honda/Firestone): "Today I drove the primary car. We had a couple of problems, but we solved the problems, and the car is ready for the race. My backup car also is very quick. We have two cars very quick, so I am very happy."

INDIANAPOLIS 500 BUMP DAY QUALIFYING CHRONOLOGY:

At 1 p.m., the ambient temperature was 85 degrees with variable winds at 6 mph and a relative humidity of 61 percent. Skies were partly cloudy. Track temperature was 110 degrees, according to Firestone engineers.

Green flag will be given to drivers on the third time past the flag stand.

12:03 p.m. #98 PJ JONES/Torrance, Calif.

CURB Records - D/C/F

QA-39

1 – 42.1753 – 213.395

2 – 42.1667 – 213.439

3 – 42.2008 – 213.266

4 – 42.1900 – 213.321

T 2:48.7328 – 213.355

Q – 27

(More)

DAY 13– SUNDAY, May 23, 2004 – BUMP DAY
PAGE 3

INDIANAPOLIS 500 BUMP DAY QUALIFYING CHRONOLOGY: (cont.)

12:09 p.m. #25 MARTY ROTH/Toronto
Roth Racing - D/T/F
QA-40 1 – 42.6638 – 210.952 Q – 28
2 – 42.4601 – 211.964
3 – 42.3592 – 212.469
4 – 42.3489 – 212.520
T 2:49.8320 – 211.974

1999 IndyCar Series champion Greg Ray is strapping in to the #13 for the first time this month.

12:14 p.m. #91 BUDDY LAZIER/Vail, Colo.
LifeFitness DRR / Hemelgarn Racing - D/C/F
QA-41 1 – 41.8947 – 214.824 Q – 29
2 – 41.8020 – 215.301
3 – 41.8075 – 215.272
4 – 41.8520 – 215.043
T 2:47.3562 – 215.110

12:20 p.m. #12T JEFF SIMMONS/Hartford, Conn.
Pioneer Mo Nunn Racing - D/T/F
QA-42 1 – 41.8449 – 215.080 Q – 30
2 – 41.8926 – 214.835
3 – 41.9269 – 214.659
4 – 41.9466 – 214.559
T 2:47.6110 – 214.783

12:35 p.m. – **GREEN**. Track opens for practice. #13 Ray is first on track. It is his first appearance this month.

12:59 p.m. – **YELLOW**. Track inspection in anticipation of a qualifying attempt.

INDIANAPOLIS 500 BUMP DAY QUALIFYING CHRONOLOGY (cont.):

1:02 p.m. #33 RICHIE HEARN/Glendale, Calif.
Sam Schmidt Motorsports - G/T/F
QA-43 1 – 42.0712 – 213.923 Q – 31
2 – 42.0666 – 213.946
3 – 42.1253 – 213.648
4 – 42.1853 – 213.344
T 2:48.4484 – 213.715

1:13 p.m. – **GREEN**. Track opens for practice. #4 Scheckter, #3 Castroneves and unqualified #18 McGehee are on track.

(More)

DAY 13– SUNDAY, May 23, 2004 – BUMP DAY
PAGE 4

1:26 p.m. – **YELLOW**. Debris

INDIANAPOLIS 500 BUMP DAY QUALIFYING CHRONOLOGY (cont.):

1:35 p.m.	#18	ROBBY McGEHEE/St. Louis PDM Racing - D/C/F	
QA-44		1 – 42.3202 – 212.664	Q – 32
		2 – 42.5364 – 211.583	
		3 – 42.4820 – 211.854	
		<u>4 – 42.7690 – 210.433</u>	
		T 2:50.1076 – 211.631	

1:40 p.m.	#13	GREG RAY/Plano, Texas Access Motorsports - G/H/F	
QA-45		1 – 41.4794 – 216.975	Q – 33
		2 – 41.5312 – 216.705	
		3 – 41.5843 – 216.428	
		<u>4 – 41.5787 – 216.457</u>	
		T 2:46.1736 – 216.641	

1:50 p.m. – **GREEN**. Track opens for practice. #4 Scheckter in first car on track.

2:10 p.m. – **YELLOW**. Rain.

Today is Media Center manager Bill York's 71st birthday. In celebration of the event, York was presented with a cake by the media center staff, which also sang "Happy Birthday" to him. Memorabilia and well wishes from the Indianapolis Colts and Indiana Pacers, with whom York also serves as media center manager, are also displayed.

2:28 p.m. – 1996-97 IRL IndyCar Series champion Tony Stewart has completed his physical examination at the Clarian Infield Medical Center. Stewart is in the IRL offices with four-time Indianapolis 500 winner

2:39 p.m. – **GREEN**.

2:45 p.m. – **YELLOW**. Rain.

1963 Indianapolis 500 winner Parnelli Jones watched his son PJ Jones qualify for his first Indianapolis 500.

PARNELLI JONES: (Any tears in your eyes?) Yeah. (What are your thoughts?) Well, it's a little emotional, especially after Page getting hurt. I've been a nervous father anyway. I'm just delighted he's in the race. (How does this moment stand in your mind?) Well, I came here with a good piece of equipment and great opportunity. I run up front all the time I was here. It's difficult to see your son come here with a secondary – and I don't say a secondary team, but without a lot of time, effort and, you know, in the second weekend. He's probably had maybe 30, 35 hot laps. He (Page) was pretty young at the time and there were about four balls on the table. And he said, hey, dad, if I run these balls will you take us to the Las Vegas Grand Prix?

DAY 13– SUNDAY, May 23, 2004 – BUMP DAY
PAGE 5

PARNELLI JONES QUOTES: (Cont.)

I looked down there and figured there was no way. Anyway he snapped them all four in. Later I tried to get reservations for them at Las Vegas. It was very difficult at the time so I said, what if I buy this go-kart you have been hounding me to buy? So I did that. He jumped on that chance. So then PJ said, I've got to have one, too, dad. So then they were out in the parking lot and pretty soon they're running into each other. Then they kept begging me to take them to the races. And I was probably as nervous as I was a few minutes ago. We never accepted that Page wasn't going to get well. And he came a long ways. Anyway, that's the worst thing that's ever happened to me. I'll tell you that racing has been very good to me. And again I look back at the fact I didn't want them to race in the first place, because I know it's a dangerous sport. What do you say? You just go and do the best you can. And talking to them does absolutely no good. (T Foyts, Jones in race, did you ever think you'd see that day) Yeah, I thought that was going to happen. I thought earlier PJ, if he had the right opportunity. He jumped around in some different cars and stuff. He never has got (His hit). He's always been on the short end. When he went with Patrick they didn't treat him right. When he was with Toyota the engines were having a lot of problems, doing a lot of development. That put him in a development situation there. He just had some bad times in open wheel racing. He went down and got in the stock car thing. Even down there they kind of tagged him as a road racer. Really, he has run a lot more oval stuff than he has road racing. I think he has a lot of talent and he's a good race driver. He just needs to find somebody who supports him like he likes to drive. But however he's 35 years old now so he's really went through a period of time where he should have had something and some direction.

1996-97 IndyCar Series champion Tony Stewart, one of three drivers to drive in both the Indianapolis 500 and Coca-Cola 600 on the same day, visited the Speedway today.

TONY STEWART: “(A.J.) still has my cell phone number. There's only so many times a guy can call you before you can call him back. I got tired of listening to his voice mails. (Would you have gone out if the weather had held for you?): “What do you mean ‘if?’ The day's not over yet. You guys worry about getting the track dry. We'll take care of the rest.” (How many laps will you need?): “I don't need even five.” (Does Joe Gibbs approve this?): “Joe better be working on football players today.” (When did you decide to do this): “I was coming here any way. I'm serious. I got tired of seeing his number coming up on the cell phone. I knew what he wanted. He wasn't going to stop until he got me, because he knew I was coming today. I'd feel a lot better if it wasn't wet because I have nowhere else to be today.” (About the running the double): “Running Indy never wasn't a priority. There are a lot of obligation down there to uphold. The thing Bob Nardelli, the CEO of Home Depot and Joe Gibbs have always said is if I wanted to do it, they were 100 percent behind me. To have a car owner and sponsor like Home Depot to be so supportive is pretty big. (How disappointing will it be if you can't get out today?): “It will be for these guys. They're working pretty hard and we have lots of work to do before we get out on the track. For those guys to work as hard as they are today, when they've got two cars in the show already. It will be disappointing. But if I had been here for two weeks and didn't get in, it would be a lot more disappointing than being here for just a day.” (Is this something you would consider for next year?): We have a long way to think about that. At least we won't have to wait until the last minute to put it together.” (How many phone calls did it take?): I don't know. Ask (A.J.) how many times he called.” (Would you be here if A.J. IV or Larry were on the bubble?) “Just because they're family doesn't mean I won't get a ride here. He still owes me one.”

(More)

DAY 13– SUNDAY, May 23, 2004 – BUMP DAY
PAGE 6

Four-time Indianapolis 500 winner A.J. Foyt on the visit of Tony Stewart:

A.J. FOYT: “The first time he sat in an IndyCar (Series car), it didn’t take him five laps to get to speed. If it didn’t take five laps then, why do you think it would take five laps now?” (How did you get Tony to come today?): “He’s a friend of mine. I stay in trouble. He stays in trouble. So we enjoy trouble together. That’s why we’re friends.” (How many times did you call him?): “I knew he was in town, and he didn’t report to me, and I didn’t report to him, so I said ‘God damn it, you gotta call me back.’”

A.J. FOYT IV: “I think it’s a very good car. It’s definitely a car that can get in the race with the times they are putting up there now. Tony Stewart is definitely the man to get that done. We’ll get it out and see how he runs and see if he wants to qualify.”

4:42 p.m. –Car #14T being rolled out to pit lane.

Jim Beam will continue its support of The Michael Andretti Foundation and donate another \$100,000 as part of the company’s ongoing initiative to promote the importance of responsible consumption by legal-purchase age adults. On Thursday, May 27, Jim Beam and Andretti will be part of a formal press conference at the Indianapolis Motor Speedway to announce the renewed partnership.

Throughout the 2004 IndyCar Series season, Andretti will make donations from this \$100,000 fund to local universities in various race markets, including \$20,000 to Purdue University to finance The Century Council’s *Alcohol 101 Plus*TM education program and to provide colleges the opportunity to start an alcohol education program or to augment existing efforts.

4:48 p.m. – Car of #18 McGehee wheeled out to pit lane.

IRL Senior Vice President for Racing Operations Brian Barnhart spoke about Tony Stewart’s visit to the Speedway.

BRIAN BARNHART: “Tony did a great job for us when he was with us in 1997, and he does a great job right now. We’d be happy to have him back.” (If he makes a qualifying attempt, what will you say to him?): “Welcome home.”

PRACTICE REPORT (cont.)

4:50 p.m. – **GREEN.**

4:58 p.m. – Tony Stewart in Foyt garage changing into his driver’s suit.

5:04 p.m. – Tony Stewart moving toward pit lane. Team has fired engine on pit road.

5:05 p.m. – Tony Stewart on the pit lane for first time this month.

5:08 p.m. – Team owner A.J. Foyt speaking with Stewart on pit lane next to #14T as throngs of media surround Stewart.

5:08 p.m. – **YELLOW.** Debris.

5:14 p.m. – **GREEN.**

5:36 p.m. – Stewart leaving the pits after decision made not to make qualifying attempt.

5:58 p.m. – **YELLOW.** Rain.

6 p.m. – **CHECKERED.**

(More)

DAY 13– SUNDAY, May 23, 2004 – BUMP DAY
PAGE 7

TONY STEWART (You're stirring up a lot of interest, but I can see in your eyes you really want to be in that race car): "Trust me, yeah, I want to be in it more than you can imagine right now. When A.J. called me this morning, I thought he was joking at first but (with) the amount of phone calls he made, I noticed he was pretty serious. It started out just making a couple laps, and then it was, hey, we can get this thing in the show. When you saw how excited the fans were to see us get ready, I wanted to put this thing in the show. I thought, 'Shoot, I haven't really prepared for it, but I can do this.' I'm in as good a shape this year as I have been as far as being behind the wheel, so I could start this thing and I guarantee you I could run in the top 10 running for A.J. Foyt this year, but we need to just do it the right way." (You came in here without any preparation, but what about next year? Could this fuel some excitement?): "I could promise you, I've got the fever again now, so if there's any way I can work with Joe Gibbs and Home Depot and get something done for next year, we got a good start if we can get started today on that for next year." (Everybody speculated that you were just here having some fun, but isn't this like any situation with a race car where you get out there rolling and don't want to stop?): "I think everybody knows A.J. Foyt, and everybody knows me. I think at first it started out as kind of a joke that, 'Hey, we might go out there and run a couple laps and stir everything up a bit,' but then we got talking about it and we got our hopes up. A.J.'s emotional about this place; I'm emotional about this place, (and) nothing would make him happier than putting three cars in the race this year. Trust me, we wouldn't have went through all this trouble and had the crew guys work as hard as they've done today, and get Simpson to get gear. I didn't bring anything up today; I just came with my friends. Didn't have any gear, but everybody at Simpson Race Products thrashed and got my helmets ready and got prepared to go out and do this. This wasn't a joke, it was something A.J. and I took serious today." (So it is officially off?): "Yeah, according to Cary Agajanian, our attorney, legally I can't do it. The groups of people that called him, they weren't furious and 100 percent against us doing it. They wanted to see me do it. There's a couple variables in the equation that kept us from doing it legally, so if we do it, we've got to do it the right way." (About the fan support): "I just wish I could run for these people back here. There's a few people who stood out here in the rain when they found out we were going to do this. There's no better feeling than coming back home to Indiana and having the support from these race fans today." (About the reasons he couldn't run today): "We got a lot of great people that support our program on the stock-car side, and the two groups who called wanted us to do this, but there are conflicts with their companies." (So this was a legitimate effort?): "We had you guys fooled. It really wasn't a real serious deal when I got here, but more A.J. and I talked, and the more the guys got excited, you know how A.J. and I are emotional about this place. We love the Speedway. I'm burning up. I'm sweating. I could be sitting up in a suite hanging out and drinking beer." (Are you serious about putting an effort together for next year?): "I'm going to talk to Joe (Gibbs) and Home Depot and see if I can start working on something. I pretty much made the commitment to those guys that I wasn't going do anything until I decided I was done with the (NEXTEL) Cup Series, but you know, they've always been supportive. That's the great thing about Joe Gibbs and Home Depot. They've always said if I wanted to come back and run Indy, that they're behind me 100 percent. I firmly believe their heart is where my heart is, and they want me to be happy and be able to come back here and run Indy. I'm sure they've got mixed emotions today, too. They'd like to see me go out there and run some quick laps." (Do you have the bug again?): "It's like jungle fever. I've got it bad. I don't think this can be cured in a couple of weeks."

(More)

DAY 13 – SUNDAY, May 23, 2004 – BUMP DAY
PAGE 8

Entry changes:

- The number of #12T Simmons is now #21.
- The car name for #33 Hearn is Lucas Oil Products/Sam Schmidt

CARY AGAJANIAN (Manager, Tony Stewart): “It’s simple that everybody understands that there are sponsors and manufacturers and car owners, and all types of different sanctioning bodies. It’s a complicated world in racing now. Fifty years ago when you came out to the Indy 500, this was the only thing you concerned yourself with, but that’s not the case anymore. Tony is a true racer, somebody who has had the same blood through his veins as a Parnelli Jones or an A.J. Foyt. And A.J. Foyt knows exactly what is going on here. They’re both great racers, and Tony loves this race more than anything, and wants to get in. And so he came in and started talking to Foyt, and it just grew from there. A.J. was gracious enough to say, ‘If you want to get in the car, take some laps,’ and it started that way, that simply, because we really didn’t think that he would have anything really going on up here. And he would love to do it, but there are a lot of people that Tony has to consider, and I’ve already mentioned them. There’s Home Depot, and there’s Chevrolet, and there’s Joe Gibbs, and it goes on and on. You know, you just don’t do that without really having people understand and know what you’re doing. And this has happened so quickly, and we’re now at 5:15, so I don’t think that we can put this all together. We’re still actually working on it.” (Can he still go out and run laps?): “We’re still even talking about that. I’ve just been talking to Brian Barnhart, and there’s a possibility that he still could do that, but I think overall he probably, to the great disappointment of a lot of people, he may end up sitting on the wall when the gun goes off here.” (Could he qualify the car and have someone else drive it Race Day): “Of course, he could do that physically. I think we would still have the same contractual problems. Physically, he could do it and that would work, unless there were clearances made and all the rest of it.”

ROBBY McGEHEE: (Reaction to Agajanian’s comments): “That’s one less thing I have to worry about now. You know, I’m not comfortable with the speed we qualified with. I don’t think it would stand up to another qualifier, but the final laps we had, I think the PDM crew did a great job in the Natoli Engineering car, so we’re, I guess, I’m really happy, but I’ll be more happy when it turns 6 o’clock and the gun goes off.” (What’s your plan now?): “We were going to go out and run a little bit, but I told Paul that I’ve kind of had enough drama today. I just didn’t have a good feeling, it’s windy, and I said, ‘Can we just let this thing play out?’ I apologize to the crew because it’s created a little more work on Carb Day that we’re going to have to do, but I am ready for today to be over.”

A total of 56 cars are now at the Speedway, 55 have passed technical inspection and none are in the process. Thirty-four drivers have been on the track to date. There were six yellows for 2 hours, 26 minutes. Drivers turned 565 laps today.

Seven Indianapolis 500 starters and Futaba Freedom 100 winner Thiago Medeiros will participate in IndyCar Series video game contest on Community Day, Wednesday, May 26. IndyCar Series drivers scheduled to participate are: Ed Carpenter, Alex Barron, Scott Dixon, Darren Manning, Vitor Meira, Buddy Rice and Dan Wheldon.

(More)

DAY 13 – SUNDAY, May 23, 2004 – BUMP DAY
PAGE 9

INDY 500 STARTING FIELD NOTES

- There are 12 Toyota-powered entries, 10 Chevrolet-powered entries and nine Honda-powered entries in the field of 33 cars. There are 22 Dallara chassis and 11 Panoz G Force chassis.
- There are 18 Americans in the field. Other countries represented in the field are: Brazil (5), Great Britain (4), Japan (2), Canada (1), Mexico (1), New Zealand (1) and South Africa (1).
- There are three former winners in the field for the race: Al Unser Jr., Helio Castroneves and Buddy Lazier. Between them, they have five victories.
- Drivers in the field have made 94 total starts. Al Unser Jr. has made the most starts of any driver in the field with 16.
- There are eight rookies in the field: Kosuke Matsuura, Mark Taylor, Darren Manning, Ed Carpenter, Larry Foyt, Jeff Simmons, PJ Jones, Marty Roth.
- The oldest qualifier is Marty Roth, who will be 45 years, 167 days on Race Day. He is the oldest rookie qualifier since USAC short-track standout Jack Hewitt, who was 46 in 1998.
- The youngest qualifier is A.J. Foyt IV, who will be 20 years, 5 days on Race Day.
- Andretti Green Racing qualified four cars for the race, most of any team. Rahal-Letterman Racing qualified three cars.
- Drivers Robby Gordon and Scott Sharp will make their 10th Indianapolis 500 starts.

DOUG DUCHARDT (Director of GM Racing): “GM and Chevrolet have a longstanding relationship with Tony Stewart, and we respect and understand his passion for racing and for the Indianapolis 500. We would be delighted to see Tony driving in the Indy 500, and GM Racing would certainly work hard to put him in a competitive situation in the race, just as we have done with Chevrolet drivers from NASCAR and other racing series.”

Next track activity: Miller Lite Carb Day practice, 11 a.m.-1 p.m. (EST),
Checkers/Rally’s Indy 500 Pit Stop Challenge, 1:30-3:30 p.m., Thursday, May 27.

END DAY 13 NOTES

BUMP DAY POST-QUALIFYING QUOTES

Page 1 – Sunday, May 23, 2004

PJ JONES (No. 98 CURB Records Dallara/Chevrolet/Firestone): “Just looking back over the years thinking about how many years we wasted not being here for what ever reason was. Then, career-wise going more toward NASCAR racing and racing a bit down there. Then having the accident two years ago (here at Indianapolis) with having a great car, and everything was going good. We were quick and then not having a chance last year. If you spend too much time out of these cars, it’s like everyone will forget about you. Having this deal put together at the last minute last week, coming here without a ride and it all falling together is pretty awesome. Then think, ‘OK, we’re going to have plenty of time.’ Wednesday goes by, Thursday goes by, Friday goes by, The pacing, and finally we got out a little bit yesterday and today trying to knock the rust off.” (Father’s reaction to making the field?): I think he had a few tears. You know it’s pretty special, Page (Jones) called me. He was all excited, that’s pretty cool.” (Your father was in tears. What were your emotions?): “For me, it was more of a relief just to finally get in the race. I hadn’t really even thought about it, just all the time I hadn’t been in the race, just getting in the race this week. There’s so much pressure, even though everyone can say, ‘Oh, well, you know the field may not be filled or they’re going to be right at 33 cars. There is still a lot of pressure. Greg Beck did a great job at giving me a great car. I ran around here yesterday thinking, ‘Man, if I’d made one mistake or something happens.’ We had a little problem yesterday right from the beginning. I was on my 10th lap going into Turn 1, and the throttle stuck wide open. I had to get out of the car, I was so nervous. Because that kind of got me a little scared for a moment. Anybody going into a corner at 200 mph, and the throttle sticks ... So that kind of shook me up a little bit. I’m thinking, ‘Wow, I stuck that in the fence right there (in 2002).’ I wasn’t worried about getting hurt.; I was more worried about the consequences of not making the race. Then coming out this morning and running some more. Just trying to get more comfortable without putting the car in jeopardy. It’s a huge commitment driving these cars. You’re pushing the envelope and push the envelope. Until you step over the envelope, just sometimes you don’t know that you’re there. So you just got to kind of creep up on it, creep up on it. That’s the hardest thing that, especially being out of practice and sync with these other race cars. I just want to make sure that I don’t step over the limit and skip the thing into the fence and we’re going home again.” (Reflect on the second-generation aspect of the team you’re driving. One of the team owners being the son of the man that your dad won his races for.): “This is a pretty cool opportunity. Not very many second-generation drivers could say that I’m driving for the same man that my dad drove for, for the same family. Also Greg Beck, his father involved in racing during the 60s era. Being kind of another second generation there involved in the team. Having the opportunity to paint the car the way my dad’s was and the opportunity to have the same number doesn’t all fall into sync very often for somebody. So this is just a great opportunity. It’s pretty cool.” (One day to warm up, only one day of qualification, and one shot to do it. How much pressure is there to get it all exactly right the first time?): “A lot. If I was seasoned and running the cars the last couple of races, you could say it’s no big deal, and if the car had been running all month like Jaques’ car, Buddy’s car or Richie’s car, you could say, ‘Well, hey, he went out and did 215 mph, and you know it’s good. But when I got in it Wednesday, I didn’t know it was good. They had just put it together. I have a lot of great guys and trust them, but sometimes things don’t work out right, and the car has a problem or the balance isn’t there. So there’s a lot of issues to work out, and you have to slowly get it up to speed. Making sure that you don’t have any issues.” (**More Jones on next page**)

(More)

BUMP DAY POST-QUALIFYING QUOTES

Page 2 – Sunday, May 23, 2004

PJ JONES (No. 98 CURB Records Dallara/Chevrolet/Firestone) (cont.): “Getting it right the first time, I wasn’t real confident going out to qualifying not being that I had a lot of time on it. I didn’t want to be way at the back of the field. I knew the job; we just need to put it in the race. I kept telling myself that. But went out to do the best that I can, run it wide open and take what we get. Those were the four best and the most comfortable, easy laps since I’ve been here. So it felt really good.” (About driving for your dad in the past): “Thank god that it’s not A.J. Foyt that I’ve got to drive for all the time. I did drive for A.J. once, and he was great and I don’t say that, but my dad’s one notch below A.J., he has his moments. He’s been really great throughout my career. I was talking to Brian Stewart, he runs the Infiniti Pro Series and as a team owner, and I drove for him in Indy Lights. He came up and talked to us yesterday, I was with a group of people, he said, ‘You know, I tell all my fathers he had some young kids in his cars, the best father I’ve had is Parnelli Jones.’ He never interfered. He was there for support. He never got in the middle of it. When the car was going slow, he didn’t come up to me and say, ‘What are you going to do about it?’ I know he’s always looked after my best interests, and he’s taught me everything I know about racing.”

MARTY ROTH (No. 25 Roth Racing Dallara/Toyota/Firestone): “It’s been a long wait to get to the 500, and I’m sure it hasn’t sunk in yet. It’s been a great month, and it’s been a huge learning curve as a driver, and a team owner and just about everything. We put this team together this year and jumped into the Infiniti Pro Series, and from developing that team, we saw it as a great opportunity to move right into the IRL game. We got the car out there, and put it in the 500.” (About his return to racing after a long hiatus): “Like you said, the Infiniti Pro Series definitely helped open the door to getting into the Indy Racing League. The guys running that sanctioning body are basically the Indy Lights crew that I used to run with back in 1990, with Roger Bailey at the helm. It’s a fabulous series, and I couldn’t imagine making this jump without going through a couple of seasons in the Infiniti Pro.” (Did you learn anything in the Futaba Freedom 100 Saturday that can help you in the Indianapolis 500?): “The Infiniti Pro car, we were pretty quick with it. In the first two practices we were the fastest car out there. It was a car that liked to run by itself. We started in sixth spot, so the first few laps there was quite a pack. The car was a real handful because it couldn’t handle the heavy traffic as well as some of the other cars. As the race progressed and everybody came into a single file, my car came alive. I would say the biggest thing I learned in that race to take to the 500 is that when the green flag drops and it’s a pack going into corner 1, I don’t think anyone’s car is going to handle. But as that line starts to thin out, and if you’re just patient and keep your nose clean, the downforce will come in, the speeds will come up, and the car will be working a lot better.” (About his courage after two spins earlier in the month): “They didn’t phase me. The toughest part about the last two weeks was just bringing the car up to speed. The team we’ve put together, Mark Moore, the team manager, myself included, we really know how to set cars up, and I think this was a humbling experience for us. We thought we could do a better job of it. But it’s better sooner than later, and it’s better later than never, and that’s sort of where we’re at right now. It didn’t happen as quick as we would have liked, but we’re quick studying, and we’re getting a handle on this package. It’s a brand-new team, a brand-new car, and a brand-new driver in the program, and we’ve just got to make it all work. The guys that are out here that we’re competing against are the best in the world, and the teams are the best in the world, and we see where they’re really at, and we’ve just got to rise to that level.”

(More)

BUMP DAY POST-QUALIFYING QUOTES

Page 3 – Sunday, May 23, 2004

BUDDY LAZIER (No. 91 LifeFitness DRR/Hemelgarn Racing Dallara/Chevrolet/Firestone): “It felt great. I’m certain I’ve never qualified with so much downforce. I’ve really enjoyed working with the Dreyer & Reinbold team – Owen Snyder, my teammate Giaffone, Dennis Reinbold, Robbie Buhl. It’s just been a magnificent time working with them, even though I’ve only had two half-days in the car. Every day we’d get done, Owen would look at me and say, ‘Hey, you’re not thinking about chasing speed, are you?’ He didn’t want me, of course, to start looking at trimming the car way out and going for a qualifying speed. Obviously, they’ve had a difficult month. They’ve had to put back together two race cars. So, I just wanted to have an uneventful run. It really was qualifying with our race package, our race level downforce. This morning when I was able to get a draft, I could actually get to some speed and get up in the 17-18 range. The car is really good. That is definitely our race car. Because we’ve had the two days and it was such a limited amount of running, we really only ran race stuff, full tanks, focusing on next Sunday. I have a remarkably good race car. I’ve been very pleasantly surprised and shocked with how little time how good that race car is. We never really did focus on qualifying at all. That was just a very solid run. The team has worked hard. It’s incredible what they’ve done. I haven’t seen anybody put in more hours. We’re in pretty good shape. It’s not like we’ve got to go out right now with the cold day and wind. We’ve been out in the hot of the day, cold days, full tanks most of the time. I’m in pretty good shape; I think Felipe feels that way too. We’re in really good shape with our race setups, so I’m not sure that it’s going to be required to do much running. However, every time I’m in the car – because I’ve only had two half-days – I’m getting more comfortable and getting more feedback.” (About working with Owen Snyder): “We’ve really clicked well. We communicate well. I can tell he’s a magnificent tuner. The way he works on the car is neat. We’ve raced against each other so many times. I’ve never worked with him. I told him right away, ‘I’d much rather race with you than against you.’ We get along great. The racer in me feels like it would have been fun and neat to see what we could go do because I believe there’s a lot in that car if you wanted to go get some big numbers, but what’s the point? I think they would have wrung my neck if I would have pushed too hard to take a bunch of downforce out. I do have an amazingly good race car. I am shocked at how good it is. We ran in the hot weather yesterday when it was very hot and slippery. We were still able to run hard wide open, good numbers. So regardless of what the conditions are, I think we’re going to be right on pace and we were able to accomplish that in two half-days. Believe me, I think come race day we’re going to have what we need to make a really strong run.” (About the 500): “I think this is my 11th or 12th start. I was actually here as a teen-ager for two years with cars like from the Machinist Union that were show cars that they ran two years before. It had been a show car for two years, and they gave that car to my dad and I. So we took the engines. I passed my rookie test and I almost made the race. Because I’ve been here so long, I think people think I’m older than I am and maybe wiser – I don’t know. I’m in my mid-30s. I guess it’s because I just came here when I was so young. The Indy 500 has always been so special. The first year I remember that I qualified for this race was such remarkable feeling of accomplishment, and I feel that exact way today. It was a very uneventful qualifying run. I feel like I could be a contender for the first couple rows. It’s just so special to be in the race. This was not the best of what will be our program this year. The best of what we’re going to do, what we’re all about is going to be Race Day. **(More Lazier on next page)**

(More)

BUMP DAY POST-QUALIFYING QUOTES

Page 4 – Sunday, May 23, 2004

BUDDY LAZIER (No. 91 LifeFitness DRR/Hemelgarn Racing Dallara/Chevrolet/Firestone): (cont.): “Even though I’m starting toward the back, it’s a long race, and anything can happen here. It may be a long shot with as little practice as we’ve had, but Owen I are really clicking. He knows what I want. I know what he’s thinking I should get and we’re working well together. There’s a chemistry that could do some pretty neat things come the end of the race. We could be tough.

JEFF SIMMONS (No. 12T Nunn Racing Dallara/Toyota/Firestone): “It was a whirlwind 24 hours, really. I haven’t had a moment to stop yet. I was joking with the guys out there (that) I didn’t have a moment to clean my helmet before I qualified, so my picture is going to have a lot of bugs. Yesterday I had commitments before the Menards Infiniti Pro Series race and then had the race and right after that came in here (Trackside Conference Room) and did the media press conference. When I walked out the door from that, Brian (Barnhart) was there to tell me that what we had been talking about for a while with Mo Nunn, and Mo Nunn Racing was a go. From that moment until the time I was on the track was in a couple hours, so it happened really fast, and we had a lot to do to get ready for today, even. Then we went out this morning, and I was much more comfortable in the car. We got some of the seating issues I had yesterday sorted out. It’s just been tremendous, getting the car in the show solidly, and now we’re ready to focus on next weekend. Judging by what others were running yesterday I knew we’d have to be in the 214 range. I was hoping we could be a little faster than that, in the 215s. I think we had one lap in the 215 (range). But we were between a race setup and a qualifying setup. There was a lot more we could have done to trim the car out. We could have gone a lot quicker, and we know that. But that wasn’t the purpose. We decided to go a little conservative. It’s pretty windy out there. We just wanted to get it in the 500, and now we can concentrate on working on pit-stop stuff. I need to make sure I can get in and out of the pits quickly and also hit the marks every time very well, because that helps the pit crew.”

RICHIE HEARN (No. 33 Sam Schmidt Motorsports Panoz G Force/Toyota/Firestone): “If I only did one race a year, this would be it, and I would be happy. I appreciate what Sam and the people from Lucas Oils have been able to do to give me a chance to get my fifth ‘500’ here. It came together very late, and I still held out hope and then here we are.” (Overall, you’ve had some success here): “I’ve run very well here. I just enjoy, it’s just one of the few tracks I enjoy driving. I respect the place but it doesn’t scare me to where it keeps me from focusing on what I need to do, so every time I come here I feel I know I can do a good job, I just need to have the full month. The last time I had the full month I finished third, so I’d like to be able to get that chance again to be a part of it, and we’ll see what we can do next week.”

(More)

BUMP DAY POST-QUALIFYING QUOTES

Page 5 – Sunday, May 23, 2004

ROBBY McGEHEE (No. 18 PDM Racing Dallara/Chevrolet/Firestone): “When I woke up this morning, the first thing I said is: ‘I can’t wait for this day to be over, with good results. Just get me through it.’ I think the only thing that could have been better is if we got more track time, we could have gotten the car a little faster and not been on the bottom of the pole. But that’s what happened; the rain kind of forced our hand. It took me a while to get up to speed in the car. It took me 30 or 40 laps just to get comfortable and trust the car since it has been such a long while since I’ve driven previously. Once I started getting comfortable in the car and started running flat around the track, they said, ‘Rain in Terre Haute,’ and Paul (Diatlovich) said, ‘Let’s put this thing n qualifying line.’ We thought we made a very last-minute change in the car that was going to help. We had a little bit of a push in Turn 3, and unfortunately the change didn’t really help. I went out there and on Lap 2, Turn 3. I went in flat and just went into a huge push. I always say I’m not lifting in qualifying, but if it prevents me from hitting the wall, I’m going to lift, so that’s what happened.” (About qualifying on Bump Day): “This Bump Day thing, this is the second time for me and hopefully the last time. I’d really like to start on Opening Day and work on the car. I’m not really sure how many laps we got, but last year it was probably 25 or 30 laps, and this year it was probably a few more than that, but not many.” (About if we’ve seen all car and driver combinations, or if there could be more qualifiers): “I hope we’ve seen all the combinations (laughter), but this is the Indy 500, and anything can happen. I’ve heard from a few people that this is it, but I know there are other combinations out there. It’s just a matter of if they get on track or not.” (About what this means for your career): “I think it’s pretty important. I don’t want to say... I mean, the only way this could help my career is if it forges a relationship with PDM, which I’d really like to do. Realistically, we came in here one day, 50 laps, you know, these other cars have run thousands of miles since the beginning of May. So as a realist, I don’t really think we’re going to win the race, but we always have the opportunity to. We’re going to go for a top 10 and try to build a relationship with PDM. I really enjoy working with those guys, as well as try to forge a relationship with the new sponsor Natoli Engineering that’s on the car.” (What does your performance here mean for the possibility of a ride for the next race?): “That’s a good question. I’m not really sure at this point. We’re here now, the Indy 500, this is the crown, this is it.”

GREG RAY (No. 13 Access Motorsports Panoz G Force/Honda/Firestone): “Nerves were certainly part of our program. We’ve been working pretty hard on the business side, and we’ve really been focusing all our efforts on long term, not short term. That may really baffle people when you’re on the stage of the world’s greatest race here at the Indianapolis 500, which is our Super Bowl. The series is based on racing the full year and having a team and relationships and staff and buildings and cars, and so we’ve really been focusing on the long term and not the short term. And that really cost us. There were probably some things we could have done that would have gotten on the track sooner. I’m not so sure we’ve even accomplished our long-term goals yet, but that’s been our main focus. It was nerve-wracking. It’s been nerve-wracking the last two weeks. I’ve been working from sunup to sundown to create a better future for our team. We carried a fair amount of stress the last couple weeks getting ready for this, and it wasn’t the optimal situation to just jump in the car. It’s not the kind of thing I like to do.” **(More Ray on next page)**

(More)

BUMP DAY POST-QUALIFYING QUOTES

Page 6 – Sunday, May 23, 2004

GREG RAY (No. 13 Access Motorsports Panoz G Force/Honda/Firestone): (cont.):
(About the business side and racing side of the 500): “I’ve ran the gamut -- small team back in 1997 and 1998 to mega-team with Team Menard in 1999 through 2001 and driven for a legend in A.J. Foyt, so I definitely ran the gamut of situations. The Indy Racing League, the Indy 500 and open-wheel racing and all these things are very much a moving target, and things are changing. We’re having to really focus on what’s happening today and what’s going to happen a year, two and three years from now. That’s what we’re focusing on.” (If you had been able to prepare more, do you think you could have run 220 or more?): “You can never say ‘never.’ The field is full of competitive cars and teams, but I think with the great Honda power and the G Force package -- which we sort of pioneered last year -- I really believe in the right situation that we could have been a pole contender. We barely missed it in Japan. I think we could have clearly been a contender. That doesn’t even matter. Again, we’re focusing long term, and where we start is where we start.” (About the future?): “We don’t have a primary sponsor. There’s a sequence of events that could make our program fly like a 747 or a sequence that could send it in a completely opposite direction.” (About qualifying run): “There was a lot of frustration. We had race motor, race gearbox, race downforce. You know, you have to do the smart thing. We were all chomping our bits going, “OK, let’s just unleash this thing, peel the downforce off of it and go for it,” but it really doesn’t prove a point. Yes, you could go out and stand the world on fire, but we wouldn’t have qualified any higher up, and every time you push the boundaries, you take on additional risks. At Access Motorsports, we’ve proven ourselves to make smart decisions this far in our team’s history, and we want to continue to do that. There’s frustration, knowing we could be so much faster. We just didn’t have time to get the car sorted out. It’s not anything reflective of what we really could do. We just needed to get it safely in the show. It was a very conservative approach.”

END BUMP DAY POST-QUALIFYING QUOTES

2004 ACCIDENT REPORT – Page 1

1. **CAR #70T** **DATE:** Monday, May 10 **TIME:** 5:44 p.m.
DRIVER: Robby Gordon
CAR NAME: Meijer/Coca-Cola Robby Gordon
CAR CONDITION: Moderate damage to the left side of the car.
DESCRIPTION: The car wiggled in the short chute between Turns 1 and 2 and then did a half-spin to the left. Car then spun to the right while climbing the track and made contact with the SAFER Barrier in Turn 2.
DRIVER'S CONDITION: Gordon exited car without assistance. He was evaluated at the Clarian Emergency Medical Center, released and cleared to drive.
2. **CAR #24T** **DATE:** Tuesday, May 11 **TIME:** 5:02 p.m.
DRIVER: Felipe Giaffone
CAR NAME: Team Purex/Dreyer & Reinbold
CAR CONDITION: Moderate damage to right-side of the car.
DESCRIPTION: The car made light contact with the right rear of the car with the wall in the short chute between Turns 3 and 4, then made hard secondary contact with the SAFER Barrier with the right front of the car in Turn 4. The car rode around the wall and came to rest at the entrance to the pit lane.
DRIVER'S CONDITION: Giaffone exited car without assistance. He was evaluated at the Clarian Emergency Medical Center, released and cleared to drive.
3. **CAR #1T** **DATE:** Thursday, May 13 **TIME:** 5:02 p.m.
DRIVER: Darren Manning
CAR NAME: Target Chip Ganassi Racing
CAR CONDITION: Slight damage to right-side suspension.
DESCRIPTION: The car brushed the outside retaining wall exiting Turn1 and then continued on to the pits.
DRIVER'S CONDITION: Manning was not required to visit the Clarian Emergency Medical Center.
4. **CAR #8** **DATE:** Thursday, May 13 **TIME:** 5:53 p.m.
DRIVER: Scott Sharp
CAR NAME: Delphi
CAR CONDITION: Heavy damage to rear of the car.
DESCRIPTION: The car did a quarter-spin and made hard contact with the SAFER Barrier in Turn 1 with the rear of the car.
DRIVER'S CONDITION: Sharp exited car without assistance. He was evaluated at the Clarian Emergency Medical Center, released and cleared to drive.
5. **CAR #7** **DATE:** Saturday, May 15 **TIME:** 2:45 p.m.
DRIVER: Bryan Herta
CAR NAME: XM Satellite Radio
CAR CONDITION: Heavy damage to the right side and rear of car.
DESCRIPTION: Herta did a quarter-spin in Turn 1 and made heavy contact with the SAFER Barrier in Turn 1 with right rear of the car. Car did a half-spin after impact, sliding down the short chute and stopping in the middle of the short chute at the bottom of the track, with the nose of the car pointed toward the outside wall.
DRIVER'S CONDITION: The Delphi IRL Safety Team assisted Herta from the car. He gave the thumbs-up symbol from a stretcher as he was wheeled to an ambulance. He was evaluated and released from the Clarian Emergency Medical center with abrasions with his right foot and right leg. He was cleared to drive May 16.

(More)
2004 ACCIDENT REPORT – Page 2

6. **CAR #24** **DATE:** Saturday, May 15 **TIME:** 3:26 p.m.
DRIVER: Felipe Giaffone
CAR NAME: Team Purex/Dreyer & Reinbold
CAR CONDITION: Moderate damage to the left rear and rear of the car.
DESCRIPTION: The car wiggled at the exit of Turn 1 and did a quarter-spin, making contact with the outside retaining wall in the short chute between Turns 1 and 2 with the left rear of the car. The car then continued spinning in the short chute, making another full spin before stopping against the outside retaining wall at the entrance of Turn 2.
DRIVER'S CONDITION: Giaffone climbed from the car without assistance. He was evaluated at the Clarian Emergency Medical Center, was released and cleared to drive.
7. **CAR #51** **DATE:** Saturday, May 15 **TIME:** 5:33 p.m.
DRIVER: Alex Barron
CAR NAME: Red Bull Cheever Racing
CAR CONDITION: Heavy damage to the left side and rear of car.
DESCRIPTION: The car did a quarter-spin in Turn 1 and hit the SAFER Barrier with the right rear of the car, spinning into the wall and making contact with the right front of the car. The car then did another quarter-spin into the grass in the short chute between Turns 1 and 2, stopping in the deceleration lane at the bottom of the track in the short chute.
DRIVER'S CONDITION: Barron climbed from the car without assistance. He was evaluated and released from the Clarian Emergency Medical Center with a bruised right foot. He was cleared to drive.
8. **CAR #2T** **DATE:** Wednesday, May 19 **TIME:** 1:05 p.m.
DRIVER: Mark Taylor
CAR NAME: Menards/Johns Manville Racing
CAR CONDITION: Light damage to the left rear and rear wing of the car.
DESCRIPTION: The car wiggled exiting Turn 1, did a half-spin to the left, then a full-spin to the right, slid up the track and brushed the SAFER Barrier at the entrance to Turn 2 with the left rear of the car.
DRIVER'S CONDITION: Taylor climbed from the car without assistance. He was evaluated at the Clarian Emergency Medical Center, was released and cleared to drive.
9. **CAR #14T** **DATE:** Thursday, May 20 **TIME:** 2:24 p.m.
DRIVER: A.J. Foyt IV
CAR NAME: Conseco/A.J. Foyt Racing
CAR CONDITION: Slight damage to the rear of the car.
DESCRIPTION: The car did 1 $\frac{3}{4}$ spins exiting Turn 3. The rear of the car hit the inside wall in Turn 4, dislodging the rear wing. Car stopped against wall.
DRIVER'S CONDITION: Foyt climbed from the car without assistance. He was evaluated and released from the Clarian Emergency Medical Center. He was cleared to drive.
10. **CAR #7T** **DATE:** Friday, May 21 **TIME:** 2:48 p.m.
DRIVER: Bryan Herta
CAR NAME: XM Satellite Radio
CAR CONDITION: Heavy damage to the left side of the car.
DESCRIPTION: The car did a 180-degree spin and made heavy contact with the SAFER Barrier with the left rear and the left front of the car at the entrance to Turn 3. Car then slid along the barrier and came to a stop at the exit of Turn 3. The car was qualified May 16.
DRIVER'S CONDITION: Herta climbed from the car without assistance. He was evaluated and released from the Clarian Emergency Medical Center. He was cleared to drive.
11. **CAR #14T** **DATE:** Sunday, May 23 **TIME:** 10:37 a.m.
DRIVER: A.J. Foyt IV
CAR NAME: Conseco/A.J. Foyt Racing
CAR CONDITION: No damage reported.
DESCRIPTION: The right rear of the car brushed the SAFER Barrier at the exit of Turn 2 before continuing to the pits.
DRIVER'S CONDITION: Foyt was not required to visit the Clarian Emergency Medical Center.

DAY 14– THURSDAY, May 27, 2004 – MILLER LITE CARB DAY
PAGE 1

TODAY’S SCHEDULE (all times local):

8 a.m.	Public Gates Open
11 a.m.-1 p.m.	IndyCar Series Practice
Noon	Artist Charles Fazzino Autograph Session, Gift Shop Tent, Museum Lot
1-1:30 p.m.	Vintage Race Car Laps
1:30-3:30 p.m.	Checkers/Rally’s Indy 500 Pit Stop Challenge, Pit Lane
3:30 p.m.	Miller Lite Carb Day Concert featuring Live and Kenny Brack and the Subwoofers, Miller Lite Stage, Pagoda Plaza
6 p.m.	Track Closes
6 p.m.	Last Row Party, Brickyard Crossing Inn Pavilion

One of Andretti Green Racing’s primary sponsors, the Archipelago ExchangeSM (ArcaEx®), is using the exposure gained by its association with one of the most competitive teams in the Indy Racing League® IndyCar® Series to provide additional visibility for listed companies, potential issuers and business partners.

Archipelago uses its space on the #27 Arca/Ex Dallara/Honda/Firestone to highlight companies throughout the IRL season. For the 88th running of the Indianapolis 500, Sun Microsystems, Inc. has joined ArcaEx on the car as a technology partner. The Sun Microsystems logo is positioned on both the front and rear wings of the ArcaEx car, which is driven by Dario Franchitti and is qualified on the outside of the front row for Sunday’s Indianapolis 500-Mile Race.

Checkers Drive-In Restaurants, Inc., the nation’s largest double drive-thru chain and ‘Official Burger’ of the Indianapolis 500®, is donating \$100,000 to the Cure Autism Now (CAN) Foundation in a ceremony today before the Checkers/Rally’s Pit Stop Challenge.

The Team CAN sponsorship and check presentation is an expansion of Checkers/Rally’s already successful partnership with the Indianapolis 500 and the NASCAR NEXTEL Cup Brickyard 400.

KEITH SIROIS (President and CEO, Checkers Drive-In Restaurants, Inc.): “We are very pleased to announce that Checkers/Rally’s has met its goal of raising \$100,000 for this important cause. I’d like to express my thanks to our customers who contributed to this charitable initiative by purchasing the collectible, Team CAN Cup at our restaurants and to our franchisees who actively participated in the program. With additional support from Kelley Racing, FUEL, actor and spokesperson Anthony Edwards and driver, Sarah Fisher, we have been able to raise money and awareness for autism research, while furthering our relationship with the Indianapolis Motor Speedway and motorsports fans everywhere.”

(More)

DAY 14 – THURSDAY, May 27, 2004 – MILLER LITE CARB DAY
PAGE 2

Subway officials announced today that it will serve as primary sponsor of the No. 20 Dallara/Chevrolet/Firestone driven by two-time Indianapolis 500 champion Al Unser Jr. for the 88th running of the Indianapolis 500.

Subway has been an active supporter of motorsports for a number of years with a very successful program in the NASCAR NEXTEL Cup Series, which includes two race entitlements and major sponsorship of the No. 16 car of Greg Biffle.

CHRIS CARROLL (Marketing Director, Subway Franchisee Advertising Fund Trust): “With its worldwide audience, the Indy 500 is one of the premier sporting events in the world, and the Indy Racing League has developed into a world-class racing series. We saw this as the perfect opportunity to expand our program into another realm of the business and align ourselves with proven winners in Al Jr. and Patrick Racing.”

AL UNSER JR. (No. 20 Patrick Racing Dallara/Chevrolet/Firestone): “It’s great to have Subway involved in the Indianapolis 500. We’ll do everything we can to give them a good run.”

Access Motorsports officials announced today that Rent- A-Center, Eufora MasterCard and University Loft Co. have signed a one-race agreement to sponsor owner/driver Greg Ray’s car in the 2004 Indianapolis 500. Ray’s car will carry a new paint scheme, which debuts today during Miller Lite Carb Day final practice prior to the 88th running of the Indianapolis 500.

GREG RAY: (No. 13 Access Motorsports Panoz G Force/Honda/Firestone): “We know our awesome Honda power, along with our G Force chassis and Firestone tires, will be ready to race on Sunday. We are very excited about Rent-A-Center, Eufora MasterCard and University Loft’s participation with our team for this year’s running of the Indy 500.”

MARK SPEESE (Chairman and CEO, Rent-A-Center): “It’s a pleasure to be participating in a race as prestigious as the Indianapolis 500. It gives our company increased visibility with racing fans at this 93-year-old race.”

MARK D’AMBROSIO (President, Eufora): “Greg has done a great job on a very limited budget, and we are pleased to be in a position to help put his car on the track. He has proven he has what it takes to win, and we at Eufora are excited to be a part of the effort with such a capable driver.”

INDIANAPOLIS 500 PRACTICE REPORT:

At 10:45 a.m., the ambient temperature was 73 degrees with southwest winds at 20 mph, gusting to 28 mph, and a relative humidity of 64 percent. Skies were cloudy. The track temperature was 88 degrees, according to Firestone engineers.

11 a.m. – **GREEN.** Rupert Boneham from “Survivor” waved the green flag to open Miller Lite Carb Day Practice. #15 Rice was first on track.

11:15 a.m. – **YELLOW:** Debris on the frontstretch. Twenty-seven of the 33 starters have been on track so far.

11:20 a.m. – **GREEN.**

(More)

DAY 14– THURSDAY, May 27, 2004 – MILLER LITE CARB DAY
PAGE 3

Menards Infiniti Pro Series driver Arie Luyendyk Jr. will participate in Players Run, a seven-day, cross-country, car rally that begins in New York and ends in Los Angeles. This year's Players Run will benefit The Children's Miracle Network.

The 2004 Players Run kicks off in Manhattan on Saturday, June 5 and will take 75 teams on a nationwide journey through 12 states and Canada before ending in Los Angeles on Saturday, June 12. During the week-long adventure, the teams will caravan across the highways of America, seeing the sites and sounds, along with some track time on various racetracks and participate in other exclusive activities.

ARIE LUYENDYK JR: "I think this is going to be a blast. Three-thousand miles in seven days, driving a Supercar, count me in. Troy Hanson, a former GM for Ryan Hampton's 2002 Menard Infiniti Pro Series effort, invited me to go along as one of the celebrity drivers, and I'm really looking forward to it."

Tony Kanaan passed Scott Dixon to take the checkered flag in a pre-Indianapolis 500 video game simulation conducted by Codemasters. The race took part in celebration of the 88th running of the Indianapolis 500 and the upcoming release of Codemasters' video game, IndyCar Series 2005, which ships for the Xbox video game system from Microsoft on June 22, 2004.

Kanaan took the lead on the last lap by passing Dixon on the outside in the final turn. In the heart-pounding finish, it was a combination of precise steering and advanced tactics that allowed Kanaan to overtake Dixon and scream across the finish line.

TOM BASS (Senior Product Manager, Codemasters): "For IRL drivers, winning the Indy 500 is the ultimate dream. We've re-created the race so accurately that Tony Kanaan could very well be celebrating two victories in one week."

NICOLE POLSKY (Director of Licensing, Indianapolis Motor Speedway): "IndyCar Series 2005 allows fans to get a taste of IndyCar Series action first hand. The game creates such a realistic experience that many of the IRL drivers use it to keep sharp when they are unable to get on the track."

IndyCar Series veteran Jaques Lazier will spot for Robby Gordon in Sunday's 88th Indianapolis 500 and will be available to drive Gordon's #70 Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone should Gordon need to leave before the end of the race to fulfill his commitment to drive the Cingular Wireless Chevy for Richard Childress Racing in Sunday evening's Coca-Cola 600 NASCAR event at Lowe's Motor Speedway in Charlotte.

ROBBY GORDON (No. 70 Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone): "The one thing I don't control is the weather, so I have Jaques Lazier here. We've talked about it with Meijer and Coca-Cola and all our other sponsors. Jaques is a friend of mine and obviously has a lot of experience in these cars. He has a seat for a Dallara. The plan is he will spot for me (both in Carb Day and Race Day) and be available to drive just in case."

JAQUES LAZIER: "This is the result of a long friendship with Robby, and I'm very grateful he's asked me to be available. I'm happy to spot for Robby. If he needs me to drive the Meijer car, I'll be ready. I'm excited and honored that Robby asked me."

(More)

DAY 14– THURSDAY, May 27, 2004 – MILLER LITE CARB DAY
PAGE 4

INDIANAPOLIS 500 PRACTICE REPORT: (Cont.)

11:28 a.m. – **YELLOW**: Debris.

11:32 a.m. – **GREEN**.

11:42 a.m. – 32 of the 33 starters have been out on pit road. The only car not on pit road is #98 Jones.

The Indy Racing League, Indianapolis Motor Speedway, ABC Sports and ESPN have reached a wide-ranging, multimedia extension of their current agreement. The announcement was made today by Tony George, president and CEO of both the Indy Racing League and Indianapolis Motor Speedway, Loren Matthews, senior vice president of programming for ABC Sports, and Mark Quenzel, senior vice president of programming and production for ESPN.

The new agreement, which runs until 2009, includes comprehensive coverage of the IRL IndyCar® Series in addition to the IRL Menards Infiniti Pro Series™ races and ancillary programming support along with both network's traditional extensive coverage of the Indianapolis 500.

The agreement includes distribution rights for IRL-related programming and content on numerous ESPN outlets, including ESPN Classic, ESPN International and ESPN.com, as well as opportunities involving emerging technologies such as pay-per-view, video-on-demand, interactive TV, broadband, video game development and wireless applications. ESPN will hold rights for high definition distribution on ESPN HD and Spanish-language telecasts on ESPN Deportes. **(A complete transcript of this morning's announcement will be available shortly).**

ESPN will distribute the Indianapolis 500 to the largest worldwide television audience in the 88-year history of the event. ESPN, which is the exclusive worldwide television representative of the Indy Racing League's IndyCar Series and the Indianapolis 500, will televise the Indy 500 LIVE to 150 countries and territories outside of the United States via its affiliated networks in Africa, Asia, Australia, Latin America, New Zealand, and the Middle East.

ESPN is also responsible for the global syndication of the Indy 500 for broadcast in Australia, Belgium, Brazil, France, Germany, Italy, Japan, Mexico, the Netherlands and the U.K. In addition, ESPN has reached an agreement with Eurosport, the most widely available channel in Europe, reaching over 95 million homes and 250 million viewers in 54 countries, to televise the Indy 500 on same-day delay.

JOIE CHITWOOD (Senior Vice President of Business Affairs for the Indianapolis Motor Speedway): "To have the largest international television audience in Indy 500 history is a testament to the appeal of this great race," said. "With a field of great American and international racers, the Indy 500 has once again demonstrated why it is called "The Greatest Spectacle in Racing."

MARK S. REILLY, Vice President and General Manager of International Sales, ESPN): "The Indianapolis 500 is recognized as a one of the premier motor sports competitions throughout the world and ESPN is pleased to once again offer record distribution of this great event.

(More)

DAY 14– THURSDAY, May 27, 2004 – MILLER LITE CARB DAY
PAGE 5

Continuing its support of The Michael Andretti Foundation, Jim Beam donated \$100,000 to the Foundation as part of the company's ongoing initiative to promote the importance of responsible consumption by legal-purchase age adults. Jim Beam and Andretti announced the renewed partnership at a press conference this morning.

Throughout the 2004 IndyCar Series season, Andretti will make donations from this \$100,000 fund to local universities in various race markets, including \$20,000 to Purdue University to finance The Century Council's *Alcohol 101 Plus*TM education program and to provide colleges the opportunity to start an alcohol education program or to augment existing efforts.

INDIANAPOLIS 500 PRACTICE REPORT: (Cont.)

At Noon., the ambient temperature was 81 degrees with southwest winds at 15 mph, and a relative humidity of 74 percent. Skies were cloudy. The track temperature was 117 degrees, according to Firestone engineers.

12:08 p.m. – **YELLOW**. Debris. Crew for #98 Jones reports car has an oil leak, which is keeping the car off track.

12:11 p.m. – **GREEN**.

12:24 p.m. – #98 Jones cleared pit lane. All 33 cars have practiced today.

Sarah Fisher will honor her sponsor, Bryant & Cooling, by leading the parade of vintage Indy cars around the track Thursday as part of the "Carburetor Days" festivities.

Fisher will lead the pack in the very same #61 car that Bryant Heating and Cooling Systems sponsored in 1958, its first year in a long tradition of supporting the Indianapolis 500. The car, a classic Frank Curtis roadster, has been fully restored and donated for the festivities by its current owner, Keith Crain of Crain Publishing.

SARAH FISHER (No. 39 Bryant Heating & Cooling/Cure Autism Now Dallara/Toyota/Firestone): "I am honored to have the opportunity to commemorate Bryant's rich history with the Indianapolis 500 by driving the original Bryant Special. Bryant has an outstanding tradition of helping people do 'Whatever It Takes' to succeed, especially here in Indianapolis. So, I'm going to do whatever it takes to win on Sunday."

Tomas Scheckter and the crew of the No. 4 Pennzoil Panther Racing Dallara/Chevrolet/Firestone set a world record May 25 by changing the oil on 58 cars at an Indianapolis Jiffy Lube.

The team did a total of 110 oil changes during the two hours they were on duty and also cleaned windows, signed autographs and posed for pictures. Pennzoil donated \$60 per car to charity, and the event raised more than \$5,000 for Best Buddies and the Matt White Cure ALS Foundation.

Rupert Boneham, of "Survivor", waved the green flag to open Miller Lite Carb Day.

RUPERT BONEHAM: "Isn't that a neat thing. Last year, I was running cables here and down in the manholes, and this year I'm between the track and pit road waving the green flag. That's a neat advance." (You've been here before): "For the last 10 years, I've worked here for ABC. Before that, I was a fan."

(More)

DAY 14– THURSDAY, May 27, 2004 – MILLER LITE CARB DAY
PAGE 6

Mitch Davis, the engineering liaison for Target/Chip Ganassi Racing, was named the winner of this 2004 True Grit Award. Chris Paulsen, Owner of C & R Racing, Inc., announced Davis as the seventh annual winner of the “True Grit” Award which will be presented today.

Paulsen, an Indy-style chief mechanic for many years, will present the \$5,000 award to Davis.

CHRIS PAULSEN (Owner, C & R Racing, Inc.): “Mitch Davis is an excellent pick. I’ve known Mitch for 19 years. I remember when he worked for Roush Racing on the NASCAR team. Mitch is a go-getter – he really gets after it. He is very intense and can literally do anything. He is a very well-rounded race car mechanic. He is intent on putting together a winning car and will stop at no attempt to do that.”

INDIANAPOLIS 500 PRACTICE REPORT: (cont.)

12:44 p.m. – **YELLOW.** Rain.

12:50 p.m. – **GREEN.**

1 p.m. – **CHECKERED.** Actor Jim Caviezel waved the checkered flag.

FASTEST DRIVERS OF INDIANAPOLIS 500 MILLER LITE CARB DAY PRACTICE

Pos.	Car	Name	C/E/T	Speed
1	55	Kosuke Matsuura	G/H/F	219.226 mph
2	5	Adrian Fernandez	G/H/F	218.066 mph
3	1	Scott Dixon	D/T/F	217.391 mph
4	17	Vitor Meira	G/H/F	217.172 mph
5	16	Roger Yasukawa	G/H/F	217.119 mph

Selected quotes from today’s press conference with Rahal-Letterman Racing:

BOBBY RAHAL (Co-owner, Rahal-Letterman Racing): (About advice he gives to drivers): “I try and try and continue to tell them the importance of understanding closing rates. Understanding where you want to pass somebody. Understanding closing rates. Understanding not to get into a situation with somebody when you do get blocked and not get used.” (Any previous race that sticks out that had a similar month of May?): “Not much different than the ‘94 or ‘95 race here. Only difference being that this year it took a while to get the field full. A lot of that is the economy. Companies are very conservative for sponsorship due to happenings in the world. We have a minimum of 20 to 25 really strong cars here this year. This race is going to be a great show for the fans. I’m excited to be back here with three cars. Buddy getting the pole was a nice bonus. There are basically two races here in the month of May. The race for the pole and a race to the finish come Sunday.” (About past gearbox issues): “We don’t anticipate any problems. The gearboxes have been pretty trouble free and reliable. It shouldn’t be an issue.” (About fuel strategies): “We’ll play with fuel settings throughout the race. To try for an extra lap as long as it doesn’t negatively effect position or outcome in the end. Hopefully one of these fellas can experience a win here like I have.”

(More)

DAY 14– THURSDAY, May 27, 2004 – MILLER LITE CARB DAY
PAGE 7

ROGER YASUKAWA (No. 16 Rahal-Letterman Sammy Panoz G

Force/Honda/Firestone): (Outlook and plan for Race Day): “Get up front and stay up front. As always, stay out of trouble. Depending on how the race works out for me, I’ll give it all I have those last 20 laps.”

VITOR MEIRA (No. 17 Rahal-Letterman Team Centrix Panoz G

Force/Honda/Firestone): “As a team, I think Buddy’s pole shows that our hard work is paying off. We as a team respect each other. No team orders here. If it comes to passing each other (within the team), we will pass. This race takes so much more concentration than any other races we run. You can’t let it get to you.”

BUDDY RICE (No. 15 Rahal-Letterman Argent/Pioneer Panoz G

Force/Honda/Firestone): (Is this year approached any different than last year? Because of smaller engines and new aero packages?): “With the smaller engines, the torque is less. It will be harder to keep that momentum going. Getting through traffic will be much tougher. The key will be understanding when you get caught in traffic. Like Bobby (Rahal) said, it’s all about momentum. My car is pretty good in traffic. Cars that are not good in traffic will quickly fall back. If you are going to do well here, you have to do well in traffic to get the run. It’s as simple as that. Most passing will be done going into (Turns) 1 and 3. The only passing in the short chutes will be slower traffic.” (Focus, now that you have the pole): “My focus hasn’t changed. You can’t get caught up in the moment. If you do, you lose focus and lose that all-important edge. My plan is to stick to our team strategies. Penske, Ganassi, and Andretti have been all sizing each other up. We’ve all tested different scenarios and conditions with and without traffic, which will be the big battle come Sunday. There is also more pressure on teams with fuel strategies. There are so many cars and so many variables out there. If a win happens here for me , it won’t be a life-altering experience. I’ll go with it if it comes. But this place would sure be a great one to put under my belt. We’ll have to see how conditions change during the race. When the track gets slippery, it will be even more difficult to pass. We’ll also have to see how soon the marbles develop in the turns. Which will make pulling speed out of the turns that much more difficult. It will be a very strategic race to pass. Probably won’t be too many banzai moves during the race. Passing lapped traffic will be a strong factor.”

Danica Patrick, who drives in the Toyota Atlantic series for Rahal-Letterman Racing, visited the Media Center today along with team co-owner Bobby Rahal and Rahal-Letterman Racing Indy 500 drivers Buddy Rice, Vitor Meira and Roger Yasukawa.

Rahal complimented Patrick, 22, a native of Beloit, Wis., during the team’s press conference, indicating he thinks she is ready to make her Indianapolis 500 debut.

DANICA PATRICK: “I’ve always been confident that I can drive. It’s not like I’m finally proving that. I hope that this will be a good team I can learn from. This oval stuff, I’ve asked people time after time to all different kinds of people what’s the trick. I’m a being a silly road racer, saying to myself its just an oval, how hard can it be? I know it’s going to be tough and there’s got to be a trick to it. So I ask everyone what’s the trick and what’s the toughest part to driving at an oval. I’ve got a great team to learn from between now and next year here. **(More Patrick quotes on next page)**

(More)

DAY 14– THURSDAY, May 27, 2004 – MILLER LITE CARB DAY

PAGE 8

DANICA PATRICK (cont.): (You started racing as a result that your younger sister went karting one day?): “I started racing when I was 10 and my sister was 8. As a family, we’d gone to midget races all the time because my day use to race midgets. My sister just liked and wanted to race. Being that I didn’t want to be left out of the loop, I said, ‘Sure, I’ll try it, too.’ I ended up being pretty good at it from the start, and she quit, and that was it. My Mom did it for a while, racing herself. It was just really a family weekend event.” (How long have you wanted to race in the Indianapolis 500?): “I had three wishes as a little girl. One was to meet Leonardo Di Caprio. The second was to marry my boyfriend then, which that won’t happen. Third was winning the Indy 500. So, I don’t think there’s any race car driver that hasn’t dreamed and wished they could win the Indy 500 one day.” (About her friendship with Lyn St. James): “My first race was 1997. I sat across from pit out with Lyn St. James. She came to the North American karting championships in Charlotte, N.C. She was looking at drivers there and was talking to another racing team from Europe and came over and talked to me, and I said, ‘Actually, I’m going to your driver’s develop program next week.’ I ended up winning the Kara Hendrick’s at her driver’s development program. From there, Lyn and I became friends. She’s always supported female race car drivers. Our relationship grew, we talk here and there. She still looks out for me, puts in good words for me here and there. She has been a great person to talk to and learn from in regards to the many different aspect of this job. She put in a word for me at Ford. Which is where I was introduced to Jackie Stewart. Which is where Jackie was wondering if I was good enough to be put in a car. Lyn told Jackie not to worry about that, she (Patrick) could do it.”

POST-MILLER LITE CARB DAY PRACTICE QUOTES:

ADRIAN FERNANDEZ (No. 5 Quaker State Telmex Tecate Panoz G Force/Honda/Firestone): “It was another good day for us. We had a great day. We basically did just a few laps, making sure that we did what we have been doing all month. The cars are good, and that's it. We are ready to race.”

KOSUKE MATSUURA (No. 55 Panasonic/ARTA Panoz G Force/Honda/Firestone): “It was a very, very good test. This whole month, my team, my mechanics did a very good job, and the car seems to be very good – both cars, me and Adrian. The car is very fast, and for drafting, the car has a very good balance. Everything is perfect. Next we have to think on pit-stop strategy and race strategy. I am ready for the race, and I am very confident.”

BRUNO JUNQUEIRA (No. 36 PacifiCare/Secure Horizons Panoz G Force/Honda/Firestone): "I'm quite happy with the PacifiCare car. Already, on the second lap, we moved to P1, and I told the team the car was great. Maybe I had a little more understeer than I needed, but it's hard to guess what the conditions will be on Race Day, so we will develop some things to help the car in different situations. I want to win this race, and I think the PacifiCare Newman/Haas team is able to put together a good car that's capable of having a good chance.”

(More)

DAY 14– THURSDAY, May 27, 2004 – MILLER LITE CARB DAY

PAGE 9

POST-MILLER LITE CARB DAY PRACTICE QUOTES (cont.):

DAN WHELDON (No. 26 Klein Tools/Jim Beam Dallara/Honda/Firestone): "The balance of the Klein Tools/Jim Beam car felt very, very good. I think we were running on our own just a little too much, but we did get a good feel for it. The big thing about this race is making sure you perfect your car as the race goes on to make sure it is good at the end. I think this setup gives the Klein Tools/Jim Beam team a chance at winning if everything goes right."

BRYAN HERTA (No. 7 XM Satellite Radio Dallara/Honda/Firestone): "My guys had a lot more work this month than most of the team's out here, and they did a great job rebuilding the XM Satellite Radio car. It feels just like it did before, and that increases my comfort level. We are looking good for the race. It's 500 miles, so we are just going to bide our time and be there at the finish."

AL UNSER JR. (No. 20 Patrick Racing Dallara/Chevrolet/Firestone): "Today went very well for the Patrick Racing team. The Chevrolet engine ran really great for us. The air was very dense today, so we ran the speeds basically that we expected to run. The telemetry played nice, all electronics played well, so we are happy with the car and ready to go racing on Sunday. As far as the race is concerned, I really have no idea what to expect at this point. The weather is going to make a strong impact on what actually happens during the race. It is the tightest field ever, and I think that pit stops and strategy are going to be the biggest thing to affect the race. Track position will mean everything in this race."

A.J. FOYT IV (No. 14 Consec/A.J. Foyt Racing Dallara/Toyota/Firestone): "I'm satisfied with the way today went. We mainly wanted to get a good starting point on the Consec car for the race. We have a little work to do, but I wasn't taking any chances out there. We have a good consistent car, and that's important."

LARRY FOYT (No. 41 A.J. Foyt Racing Panoz G Force/Toyota/Firestone): "A lot can happen on Carb Day, so I just wanted to get through it without a problem. It turned out to be an important day for us because I was unhappy with the car when we started, and Dad made a few changes, which made a big difference. I'm real happy with the car now."

BUDDY LAZIER (No. 91 LifeFitness DRR/Hemelgarn Racing Dallara/Chevrolet/Firestone): "I've got a really good race car. I'm just so pleased to be working with Dreyer & Reinbold, Robbie Buhl and Owen Snyder, our engineer, leading the team. We just ran 15 laps, and all is well. Obviously, we're saving the car for our 500-mile run, so we kept the miles down to a minimum and ran a half-tank and a full tank. I feel that there's much left in the car and that I can step up when I need to. I can run well in hot and cold temps, and I'm pleased with handling and downforce. So with two and a half days of work or two and three quarter days now with Carb Day, I feel as though we have as good a handle on the car as most, or better than most, of those who've been running for the last three months, which is truly amazing and a testament to Dreyer & Reinbold, Owen Snyder and my teammate Felipe's (Giaffone) capabilities. Looking forward to the race."

(More)

DAY 14– THURSDAY, May 27, 2004 – MILLER LITE CARB DAY

PAGE 10

POST-MILLER LITE CARB DAY PRACTICE QUOTES: (Cont.)

FELIPE GIAFFONE (No. 24 Team Purex Dreyer & Reinbold Dallara/Chevrolet/Firestone): "I'm comfortable flat, and we were scrubbing just a little. Today was our first time back with the race car, so we're trying to find the right balance and setup based on what we ran on the other car. As always, it's a long race on Sunday, so we'll just keep tuning the race car. I've come from the back to the front before, so I know what it means to be patient and work your way up."

JEFF SIMMONS (No. 21 Pioneer Mo Nunn Racing Dallara/Toyota/Firestone): "We started this morning working on the downforce of the No. 21 Pioneer car. Unfortunately, we did not have an opportunity to run with too many other cars out there. We ended up making some small mechanical changes on the car and would anticipate that we will stick with them. It was great to meet the Pioneer crew today. We had a good opportunity to work on our pit stops, and we hit our marks every time. We are looking forward to Race Day and hope that both the track and race will come to us."

TORA TAKAGI (No. 12 Pioneer Mo Nunn Racing Dallara/Toyota/Firestone): "After several tough weeks here at the Speedway, we are now at the point of no return. Under the circumstances, the Pioneer car is good enough to finish strong. While not entirely thrilled with the setup, I am not disappointed, either. The car has steadily improved, and we look forward to Race Day."

BUDDY RICE (No. 15 Rahal-Letterman Argent/Pioneer Panoz G Force/Honda/Firestone): "We did all of our leak checks and ran a few laps in traffic. The car feels great. Vitor's (Meira) work on full tanks for five days has really paid off for the Rahal-Letterman team. I think the Argent/Pioneer Honda will be able to run at the front all day with this setup. I know it's a long day, and the conditions will change. The big thing this year will be pit stops. With the smaller full tank, there will be more pit stops, and the crews will be very important. But overall, I'm pleased with our car and team for the race."

ROGER YASUKAWA (No. 16 Rahal-Letterman Sammy Panoz G Force/Honda/Firestone): "The primary car feels great. The team did a fantastic job rebuilding the car for the race. The car is solid, and I ran by myself. I'm very pleased with the setup. We ran a lot of laps in traffic earlier last week, and we know how the car feels in those conditions. Today the air was heavy, like on Pole Day, so we had to make a few adjustments for the final run, but I'm very confident about the Sammy car."

ROBBY McGEHEE (No. 18 PDM Racing Dallara/Chevrolet/ Firestone): "We learned a lot about the car. This was our first time on full tanks with this car; I just wish we had been able to do this earlier. We had a push, and it got loose in Turn 1 a couple of times, but we worked on getting a comfortable car for me to race on Sunday. We'll go back to the garage and make some more adjustments. We will use the first part of the race to tune the car so we can be strong at the end, when it counts."

(More)

DAY 14– THURSDAY, May 27, 2004 – MILLER LITE CARB DAY

PAGE 11

POST-MILLER LITE CARB DAY PRACTICE QUOTES: (Cont.)

VITOR MEIRA (No. 17 Rahal-Letterman Team Centrix Panoz G Force/Honda/Firestone): “The car feels better than I expected. I’ve always heard that the month of May is like a puzzle and that you want to put it all the pieces together on Carb Day, and today we have done that. We ran five full days of full-tank runs this month, and that is why we are in such good shape right now. We went through everything from tire pressures to ride heights and all kinds of settings. In the past, I have had a car this quick for qualifying, but I have never had as good a race car as this one. This Centrix Rahal-Letterman team is sensational. Needless to say, I’m very excited for the race. The situation will be the same on Race Day. A green track and lots of traffic. We are good for the race now.”

ROBBY GORDON (No. 70 Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone): (About competing in both the Indianapolis 500 and the Coca-Cola 600): "I think we're very well prepared going into both races. Obviously, we didn't qualify as well as we'd like, but I think we have a good-handling car for the race. There are always a lot of factors going into the race, like fuel mileage and all the other variables that make the Indy 500 the Indy 500." (About forecast scattered showers on Sunday): "I don't control the weather. We know what our plan is, and we'll stick with it. I have Jaques Lazier here. He's going to spot for me and is available to drive if that's the situation that we have to deal with." (About the start): "Brian (Barnhart) sounded pretty convincing (in the drivers' meeting) that he wants a safe start, and if that means falling in line through Turn 1 and then start passing coming off Turn 2, that's how I'll handle it. Hopefully, we can carry a lot of momentum and start making places after that."

Selected quotes from the three fastest drivers during Miller Lite Carb Day practice today:

KOSUKE MATSUURA (No. 55 Panasonic/ARTA Panoz G Force/Honda/Firestone): "I think that I have the ability to lead the race. I think after 150 laps it can be possible." (On whether or thinks he can win the race): "Hopefully. Everybody. Everybody thinks they can win."

SCOTT DIXON (No. 1 Target Chip Ganassi Racing Panoz G Force/Toyota/Firestone): "I think everybody is pretty sensible and is going to get through Turn 1. I do not see that being a problem. It was not last year. I think everybody just sort of jumps into single file and I think that is what you have to do." (About having only the race left): "It is about time. I think after our qualifying effort we were sure that the race was the next day after qualifying. It is good to get it over and done with. It would be good if we were racing tomorrow. It just needs to be over and done with."

ADRIAN FERNANDEZ (No. 5 Quaker State Telmex Tecate Panoz G Force/Honda/Firestone): (About his consistent month): "It feels good. That means the car is working well. It is giving me the confidence to go out there and be fast right away. We have not worked tremendously on the car since qualifying. Actually with qualifying, I felt that it was the worst performance, but we learned some things after that and we made the car very consistent. That is important, because before if it was hot, then it was good, but if it was cold, then it was not as good. But now, we made changes to the car and tried things in many situations, so it gave us the confidence for the race." **(More Fernandez quotes on next page)**

(More)

DAY 14- THURSDAY, May 27, 2004 – MILLER LITE CARB DAY

PAGE 12

ADRIAN FERNANDEZ (cont.): (About the performance of Kosuke Matsuura): "I think Kosuke will be a bit of a surprise on Sunday. I have been telling him a lot of different things, but I think he has been working. I have been on top of him, trying to tell him what to expect for the race. All of the different things, all of the different scenarios that could be presented to him. He could have the fastest car all throughout the month, and he could not lead the race. There is still too many variables to the race that you have to consider. Running in traffic is another one of those. But I think that he will be able to learn through the first half of the race and be able to be quite competitive and strong to the end of the race." (About going into the first turn on Sunday): "I just hope that I do not have anybody beside me because I do not like it. I do not see much. My visibility is not very good. I do not know what Scott (Dixon) thinks, but you put all your trust in your spotter. Coming into the first corner, I think it is a good idea to be a bit separated because the visibility is very little at time. It is one of those things. We have a good car and do not want to take any chances." (About how nice it is to have only the race itself left): "It is a long month. You have to be patient. You have to do the whole thing. I took off these last few days and went to Phoenix. I went home just to relax a little bit and forget about the track. I became pretty well recharged, and that is good, and we are ready for the race."

RESULTS OF THE 28th CHECKERS/RALLY'S INDY 500 PIT STOP CHALLENGE:

First Round

Marlboro Team Penske (#3 Castroneves), 8.4240 def. Super Aguri Fernandez Racing (#5 Matsuura), 10.6561.

Andretti Green Racing (#11 Kanaan), 9.1149 def. Kelley Racing (#8 Sharp), 9.3893.

Marlboro Team Penske (#6 Hornish), 8.4217 def. Target Chip Ganassi Racing (#1 Dixon), 9.1235.

Red Bull Cheever Racing (#51 Barron), 9.2037 def. Andretti Green Racing (#7 Herta), 9.4757.

Quarterfinals

Marlboro Team Penske (#3 Castroneves), 10.2376 def. Andretti Green (#27 Franchitti), 10.4043.
Andretti Green Racing (#11 Kanaan), 8.8354 def. Target Chip Ganassi Racing (#10 Manning), 9.2884.

Rahal-Letterman Racing (#15 Rice), 9.3367 def. Marlboro Team Penske (#6 Hornish), no time (Car disqualified for not leaving pit box under power).

Andretti Green Racing (#26 Wheldon), 9.4382 def. Red Bull Cheever Racing (#51 Barron), 9.7288.

Semifinals

Marlboro Team Penske (#3 Castroneves) 8.2023, def. Andretti Green Racing (#11 Kanaan), 10.5711

Rahal-Letterman Racing (#15 Rice), 9.7231 def. Andretti Green Racing (#26 Wheldon), 14.5298 (Five-second penalty for missed lug nut on right-front wheel.)

Final

Rahal-Letterman Racing (#15 Rice), 12.3365 def. Marlboro Team Penske (#3 Castroneves), 24.4300 (10-second penalty for running over the air hose.)

(More)

DAY 14– THURSDAY, May 27, 2004 – MILLER LITE CARB DAY
PAGE 13

CHECKERS/RALLY’S PIT STOP CHALLENGE NOTES:

- The winner of the Checkers/Rally’s Pit Stop Challenge has gone on to win the Indianapolis 500 four times: Bobby Unser, Penske Racing (1981); Danny Sullivan, Penske Racing (1985); Jaques Villeneuve, Team Green (1995); Helio Castroneves, Marlboro Team Penske (2002).
- Rahal-Letterman Racing won \$30,000 of an \$80,000 purse for winning the Checkers/Rally’s Pit Stop Challenge. Marlboro Team Penske earned \$15,000.
- This is the first Checkers/Rally’s Pit Stop Challenge championship for Rahal-Letterman Racing. It is the second time a Rahal-owned team has won the contest. Rahal-Hogan Racing won in 1992 with team co-owner Bobby Rahal as the driver. Rahal finished second as a driver four times.
- Buddy Rice became the fifth driver to win back-to-back Pit Stop Challenge titles, though he is the first to win back-to-back races with different teams. The last driver to win the back to back events was Jacques Villeneuve in 1994-95, both with Team Green.
- Rahal Letterman Racing became the 13th different team to win the Checkers/Rally’s Pit Stop Challenge.

CHECKERS/RALLY’S PIT STOP CHALLENGE PRIZE PAYOUT:

<u>Position</u>	<u>Car</u>	<u>Team/Driver</u>	<u>Award</u>
1	15	Team Rahal (Buddy Rice)	\$30,000
2	3	Penske Racing (Helio Castroneves)	\$15,000
3	11	Andretti Green Racing (Tony Kanaan)	\$6,000
4	26	Andretti Green Racing (Dan Wheldon)	\$5,500
5	10	Chip Ganassi Racing (Darren Manning)	\$4,500
6	51	Cheever Racing (Alex Barron)	\$4,000
7	27	Andretti Green Racing (Dario Franchitti)	\$3,000
8	6	Penske Racing (Sam Hornish Jr.)	\$3,000
9	1	Chip Ganassi Racing (Scott Dixon)	\$2,500
10	8	Kelley Racing (Scott Sharp)	\$2,500
11	7	Andretti Green Racing (Bryan Herta)	\$2,000
12	55	Fernandez Racing (Kosuke Matsuura)	\$2,000

CHECKERS/RALLY’S PIT STOP CHALLENGE QUICK QUOTES:

SCOTT ROEMBKE (Team Manager, Rahal-Letterman Racing): “What a great result. Our guys practiced hard for this. It was close when it got down to the final three. But the other two teams had problems. We just never gave up. Wasn’t the cleanest of pit stops, but it got the job done. You can’t have a more motivated pit crew with getting the pole and winning the pit stop competition. Happy to win.”

(More)

DAY 14– THURSDAY, May 27, 2004 – MILLER LITE CARB DAY

PAGE 14

CHECKERS/RALLY'S PIT STOP CHALLENGE QUICK QUOTES: (cont.)

BUDDY RICE (No. 15 Rahal-Letterman Argent/Pioneer): “These guys have never given up. They’ve done an excellent job the whole time. So this has been a big deal for them and everything. This has been huge. These guys have had an excellent time. This is their deal and their time to shine, and that’s what’s supposed to happen. We’re starting on the pole and have been working hard all month. This is just icing on the cake for them. Now have to go and focus on Sunday and hope we can win the big one.”

BOBBY RAHAL (Co-owner, Rahal-Letterman Racing): “I think you would classify as winning ugly, but a win is a win. It’s great to go up against Roger in the finals. I can’t imagine a more dramatic last run for everybody. Everyone had problems, but our team reacted beautifully. A win is a win.” (Is this a good omen for Sunday?): “Two out of three so far. We’ll go for the trifecta.”

Actor Jim Caviezel waved the checkered flag to end practice earlier today.

JIM CAVIEZEL (Waving the checkered flag may not be as cool as driving the Pace Car in 2002, but still pretty exciting?): “Oh, it’s fantastic, just coming out here and being a part of all the hoopla here. When I first came here, I got the bug, and I wanted to come back and do a lot of things year-round, but I don’t have a lot of time. This something I asked Tony George if I could be a part of each year, if I can make it. Just wonderful people in the heartland of America. Anything I can do to bring more attention to it, I will. You can see it on TV, but you really have to be here to truly experience it. It’s just that much better.” (What is your favorite thing to do here?): “My favorite thing is getting right down where Penske is (near Turn 1), right where the cars come by. When they come down the first (front) straightaway – “Lady and Gentlemen, Start Your Engines” is great and all – but when they come down that straightaway the first time, and I always bring someone down here with me, the look of the rush on their face is incredible. And I still get that feeling. It’s fantastic, you can’t even believe.”

Roth Racing chief mechanic Charles “Butch” Winkle was honored with the Clint Brawner Mechanical Excellence Award. The award is presented annually by the Clint Brawner Foundation to the Indianapolis 500 chief mechanic who “exemplifies the mechanical and scientific creativity, ingenuity, perseverance, dedication, enthusiasm and expertise” of legendary namesake Clint Brawner, who was chief mechanic on winning cars in 51 AAA and USAC national championship races and guided six season champions. For the past eight years, Firestone Racing has sponsored the Brawner award – which includes a commemorative plaque and \$5,000 check to the winner. Winkle also will have his name added to a permanent trophy located in the Indianapolis Motor Speedway Hall of Fame Museum.

BUTCH WINKLE (Chief mechanic, Roth Racing): “This is a tremendous honor, and I’d like to thank the Brawner Foundation and Firestone. Getting Marty’s car into this year’s race was a great challenge, but the crew kept working harder and harder until we made it. For me to be linked with Clint Brawner and the other great mechanics who have won this award before is one of the highlights of my career. Not many people can get in a car here and be fast the first time. It took Marty a little longer to find out this place is a lot more difficult than he thought, but he got the job done. Keeping the crew’s morale up was the hardest part. We just had to remember to put egos and pride aside, and work through it. We kept working at it.”

(More)

DAY 14– THURSDAY, May 27, 2004 – MILLER LITE CARB DAY
PAGE 15

POST-CHECKERS/RALLY’S PIT STOP CHALLENGE QUOTES:

BOBBY RAHAL (Co-owner, Rahal-Letterman Racing): “To win like we won just now, you know, it is kind of winning ugly, but a win is a win. I am really happy for these guys. It is bragging rights. It is their chance to show everybody what they can do. We beat some tough competitors to get there.” (How is a 10 second stop is now a slow stop?): “Especially when you consider how few of them are over the wall compared to Formula One or NASCAR. Formula One looks like they have a small town out there changing the tires. A lot of the same guys won the pit stop contest when we were in the CART series. Two years running, in fact. We always pride ourselves on fast pit stops. It always helps come Race Day, because I think we are looking at at least 10 pit stops.” (Who gets the money?): “The money goes directly to the crew. It does not go to the company at all.”

BUDDY RICE (No. 15 Rahal-Letterman Racing Argent/Pioneer Panoz G Force/Honda/Firestone): “They have been doing an excellent job. These guys earned it to get here from that race at Moteqi with how hard they worked and the fast pit stops that they had there. We were able to come here and walk away with a win. This is their time to shine. It has been a hectic month. We have had a rough year. We switched chassis, and for them to not only get our car, but all three cars up to speed in such a short time, and for this team to grow. For these guys and for all the hard work that they have been putting in right now, it is their deal, and they deserve it.” (Does winning the competition help you for Sunday?): “I think to win this competition actually does help. It gives a boost to the guys. It started to show how hard they do work and all the early mornings and all the late nights that they put in. It is finally starting to pay off for them. It is a boost, and it actually is extra pressure and extra time for them to practice under pressure in a competition like this, so that they get a little bit more prepared for what happens on Sunday. It is also good practice for myself, so I think it is beneficial to do this.”

RICARDO NAULT (Chief Mechanic, No. 15 Rahal-Letterman Racing Argent/Pioneer Panoz G Force/Honda/Firestone): “I am so proud of these guys. They have been working their tails off. We have a ‘bobble,’ and guys continue on. We just keep pushing, and it paid off today.”(About practicing pit stops during week): “We practice almost every day back at the shop. We have a car that is just for pit stops. We go over there for a good half hour or 45 minutes every day and do pit stops. At the racetrack, we usually do it every morning.”

(More)

DAY 14– THURSDAY, May 27, 2004 – MILLER LITE CARB DAY
PAGE 16

RACE DAY SCHEDULE:

5 a.m. Military bomb signifies opening of track
8 a.m. Spectacle of Bands
9:20 a.m. Festival Princess Parade Laps
9:40 a.m. “On the Banks of the Wabash” – Purdue University Band
Marion County Sheriff Motorcycle Drill Team
Cars placed in position
9:50 a.m. Celebrity/VIP Parade Laps
10:15 a.m. “I Hope You Dance” – Lee Ann Womack, Victory Podium
Military Recognition lap in Chevrolet vehicles
10:20 a.m. Driver Introductions
10:31 a.m. “God Bless America” – Florence Henderson, Victory Podium
10:40 a.m. “Star Spangled Banner” – Jessica Simpson, Victory Podium
10:42 a.m. “Drivers To Your Cars” announcement
10:44 a.m. Invocation
10:45 a.m. Memorial Day Recognition
10:47 a.m. Taps – Purdue University Band
10:49 a.m. “Back Home Again in Indiana” – Jim Nabors, Victory Podium
Balloon Spectacle
10:51 a.m. “Gentleman, Start Your Engines” – Mari Hulman George, Victory
Podium
10:53 a.m. 2004 Chevy Corvette leads pace lap – driven by Morgan Freeman
11 a.m. Start of the 88th Indianapolis 500-Mile Race

END DAY 14 NOTES

UNOFFICIAL BOX SCORE

IRL IndyCar™ Series

88th Indianapolis 500-Mile Race at Indianapolis Motor Speedway

Sunday, May 30, 2004

FP	SP	Car	Year	Driver	Car Name	C/E/T	Laps Comp.	Running/Reason Out	IRL Pts.	Total IRL	IRL Stand.	IRL Awards	Designated Awards	Total Awards	
1	1	15		Buddy Rice	Rahal-Letterman Argent/Pioneer	G/H/F	180	Running	53	129	3				
2	5	11		Tony Kanaan	Team 7-Eleven	D/H/F	180	Running	40	157	2				
3	2	26		Dan Wheldon	Klein Tools/Jim Beam	D/H/F	180	Running	35	158	1				
4	23	7		Bryan Herta	XM Satellite Radio	D/H/F	180	Running	32	91	7				
5	4	36		Bruno Junqueira	PacifiCare/Secure Horizons	G/H/F	180	Running	30	30	23				
6	7	17		Vitor Meira	Rahal-Letterman Team Centrix	G/H/F	180	Running	28	41	21				
7	6	5		Adrián Fernández	Quaker State Telmex Tecate	G/H/F	180	Running	26	50	19				
8	13	1		Scott Dixon	Target Chip Ganassi Racing	G/T/F	180	Running	24	106	5				
9	8	3	3W	Helio Castroneves	Marlboro Team Penske	D/T/F	180	Running	22	128	4				
10	12	16		Roger Yasukawa	Rahal-Letterman Racing Sammy	G/H/F	180	Running	20	39	22				
11	9	55	R	Kosuke Matsuura	Panasonic ARTA	G/H/F	180	Running	19	81	11				
12	24	51		Alex Barron	Red Bull Cheever Racing	D/C/F	180	Running	18	82	10				
13	20	8		Scott Sharp	Delphi	D/T/F	180	Running	17	78	12				
14	3	27		Dario Franchitti	Arca/Ex	D/H/F	180	Running	16	68	14				
15	25	24		Felipe Giaffone	Team Purex/Dreyer & Reinbold	D/C/F	179	Running	15	15	24				
16	29	21	R	Jeff Simmons	Pioneer Mo Nunn Racing	D/T/F	179	Running	14	14	25				
17	17	20	16W	Al Unser Jr.	Patrick Racing	D/C/F	179	Running	13	13	26				
18	10	4		Tomas Scheckter	Pennzoil Panther	D/C/F	179	Running	12	73	13				
19	26	12		Tora Takagi	Pioneer Mo Nunn Racing	D/T/F	179	Running	12	88	8				
20	30	33		Richie Hearn	Lucas Oil Products/Sam Schmidt	G/T/F	178	Running	12	12	27				
21	19	39		Sarah Fisher	Bryant Heating & Cooling/Cure Autism Now	D/T/F	177	Running	12	12	27				
22	33	18		Robby McGehee	Burger King Angus Steak Burger PDM	D/C/F	177	Running	12	12	27				
23	28	91	11W	Buddy Lazier	LifeFitness DRR/Hemelgarn Racing	D/C/F	164	Fuel System	12	12	27				
24	32	25	R	Marty Roth	Roth Racing	D/T/F	128	Accident	12	12	27				
25	15	10	R	Darren Manning	Target Chip Ganassi Racing	G/T/F	104	Accident	10	100	6				
26	11	6		Sam Hornish Jr.	Marlboro Team Penske	D/T/F	104	Accident	10	87	9				
27	27	13		Greg Ray	Access Motorsports	G/H/F	98	Accident	10	58	15				
28	31	98	R	PJ Jones	CURB Records	D/C/F	92	Accident	10	10	32				
29	18	70	9	*Robby Gordon	Meijer/Coca-Cola Robby Gordon	D/C/F	88	Mechanical	10	10	32				
30	14	2	R	Mark Taylor	Menards/Johns Manville Racing	D/C/F	62	Accident	10	54	17				
31	16	52	R	Ed Carpenter	Red Bull Cheever Racing	D/C/F	62	Accident	10	52	18				
32	22	41	R	Larry Foyt	A.J. Foyt Racing	G/T/F	54	Accident	10	10	32				
33	21	14		A.J. Foyt IV	Conseco/A.J. Foyt Racing	D/T/F	26	Handling	10	56	16				
				Other									0	0	
				*-Jaques Lazier took over driving in relief after restart.									0	0	
												TOTAL:	\$0	\$0	\$0

Time of Race: 3:14:55.2395 **Average Speed:** 138.518 mph **Margin of Victory:** Under Caution

Fastest Lap: #17 Vitor Meira (Race Lap 173, 218.401 mph, 41.2086 sec.) **Fastest Leading Lap:** #15 Buddy Rice (Race Lap 154, 215.872 mph, 41.6913 sec.)

MBNA Pole Winner: #15 Buddy Rice (222.024 mph, 2:42.1445) **Marlboro "Lap Leader" Award:** #15 Buddy Rice **Bombardier "Quick Start" Award:** #11 Tony Kanaan

Firestone "Performance" Award: #15 Buddy Rice **Checkers/Rally's Pit Stop Challenge:** #15 Buddy Rice

Legend: R=Indianapolis 500-Mile Race Rookie; W=Indianapolis 500-Mile Race Former Winner **Chassis Legend:** D=Dallara (22); G=Panoz G Force (11)

Engine Legend: C=Chevrolet (10); H=Honda (11); T=Toyota (12) **Tire Legend:** F=Firestone (33)

Lap Leaders:

Laps	Car	Driver	Laps	Car	Driver
1-12	#15	Buddy Rice	117-119	#26	Dan Wheldon
13-15	#51	Alex Barron	120-133	#11	Tony Kanaan
16	#7	Brian Herta	134	#27	Dario Franchitti
17-33	#26	Dan Wheldon	135-150	#36	Bruno Junqueira
34-49	#15	Buddy Rice	151	#11	Tony Kanaan
50-58	#6	Sam Hornish Jr.	152-166	#15	Buddy Rice
59-97	#15	Buddy Rice	167-168	#7	Bryan Herta
98-103	#26	Dan Wheldon	169-171	#5	Adrian Fernandez
104-116	#11	Tony Kanaan	172-180	#15	Buddy Rice

Total: 17 Lead changes among 9 drivers

Lap Leader Summary:

Driver	Times	Total
Buddy Rice	5	91
Tony Kanaan	3	28
Dan Wheldon	3	26
Bruno Junqueira	1	16
Sam Hornish Jr.	1	9
Bryan Herta	2	3
Alex Barron	1	3
Adrian Fernandez	1	3
Dario Franchitti	1	1

Caution Flags:

Laps	Reason/Incident
11-15	#14 Foyt IV, accident T1
22-29	Rain, Red Flag after Lap 27
56-61	#41 Foyt, accident T2
63-69	#2 Taylor, #52 Carpenter, accident T3
95-102	#98 Jones, accident backstretch
106-115	#6 Hornish Jr., #10 Manning, #13 Ray, accident frontstretch
132-136	#25 Roth, accident T4
174-180	Rain
Total: 8 caution flags, 56 laps	

DAY 15 – SUNDAY, May 30, 2004 – RACE DAY
PAGE 1

Good morning.

Anton H. (Tony) George, president and chief executive officer of the Indianapolis Motor Speedway, members of the Hulman-George family and the entire Speedway and Indy Racing League staff welcome you to the World's Greatest Race Course and the 88th Indianapolis 500-Mile Race.

88th INDIANAPOLIS 500 ORDER OF THE DAY (all times local):

5 a.m. Military bomb signifies opening of track
8 a.m. Spectacle of Bands
9:20 a.m. Festival Princess Parade Laps
9:40 a.m. "On the Banks of the Wabash" – Purdue University Band
Marion County Sheriff Motorcycle Drill Team
Cars placed in position
9:50 a.m. Celebrity/VIP Parade Laps
10:10 a.m. Military Recognition Lap in Chevrolet vehicles
10:15 a.m. "I Hope You Dance" – Lee Ann Womack, Victory Podium
10:20 a.m. Driver Introductions
10:34 a.m. "God Bless America" – Florence Henderson, Victory Podium
10:40 a.m. "Star Spangled Banner" – Jessica Simpson, Victory Podium
10:42 a.m. "Drivers To Your Cars" announcement
10:45 a.m. Invocation, Monsignor Joseph Schaedel, vicar general of Archdiocese of Indianapolis
10:48 a.m. Memorial Day Recognition, U.S. Air Force General Bill Begert
10:49 a.m. "Taps" – Purdue University Band
10:50 a.m. "Back Home Again in Indiana" – Jim Nabors, Victory Podium
Balloon Spectacle
10:52 a.m. "Lady and Gentlemen, Start Your Engines" – Mari Hulman George, Victory Podium
10:53 a.m. Parade Lap
10:58 a.m. Pace Laps led by 2004 Chevy Corvette – driven by Morgan Freeman
11 a.m. Start of the 88th Indianapolis 500-Mile Race

The Speedway's Daily Trackside Report system will provide you with information throughout and after the 88th Indianapolis-500 Race, including race running, statistical and scoring information, records and the unofficial and final box scores. Prize money will be announced at the Victory Celebration on Monday night.

The 89th Indianapolis 500-Mile Race is scheduled for Sunday, May 29, 2005. Ticket information can be found on page 15-16 of the 2004 Indianapolis 500 Official Program. Ticket information can also be obtained by calling the Speedway's ticket office, (800) 822-INDY or logging on to www.indianapolismotorspeedway.com.

(More)

DAY 15 – SUNDAY, May 30, 2004 – RACE DAY
PAGE 2

Brian Barnhart, an Indianapolis native, is the senior vice president of racing operations for the Indy Racing League. He is the chief official of the 88th Indianapolis 500-Mile Race.

Actor Morgan Freeman will drive the 2004 Chevrolet Corvette Official Pace Car leading the field to the start of the 88th Indianapolis 500-Mile Race. During caution periods in the race, three-time Indianapolis 500 winner Johnny Rutherford, from Fort Worth, Texas, will be the driver. Jim Haynes, from Phoenix, will serve as observer from the Pace Car. Under the caution, cars will close up behind the Pace Car.

The 33-car field, aligned in the traditional 11 rows of three, will get the green flag on the third time past the flag stand. The chief starter of the Indy Racing League is Bryan Howard of Lomita, Calif., and the assistant starter Paul Blevin, of Riverside, Calif. Both are in their eighth year at their respective positions.

Rain began falling shortly before 6 a.m. at the Speedway and stopped shortly after 6:20 a.m.

INDIANAPOLIS 500 WEATHER DELAYS IN THE LAST 10 YEARS

1994	No delays
1995	No delays
1996	No delays
1997	Rain forced postponement of race twice, race completed Tuesday
1998	Race started 34 minutes late due to morning showers
1999	No delays
2000	Race started three hours, three minutes late due to morning rain
2001	Race started on time; red flag on Lap 155 for 16 minutes due to rain
2002	No delays
2003	No delays

TrimSpa officials announced May 28 that the weight-loss supplement company will serve as an associate sponsor of Sarah Fisher and Scott Sharp of Kelley Racing at the 2004 Indianapolis 500. Fisher's #39 Bryant Heating and Sharp's #8 Delphi car will display the TrimSpa logo. Trimspa spokesperson Anna Nicole Smith will be a guest of the team today at the Speedway.

ALEX GOEN (Founder and CEO of TrimSpa): "What a great weekend this is going to be. Between our sponsorship with Kelley Racing and Anna being in town, we are looking forward to the excitement."

Ron Gregory passed Dave Darland with 15 laps to go to win the 59th "Night Before the 500" USAC National Midget Car Series event at Indianapolis Raceway Park.

Eric Gordon led 220 of 500 laps to win the 56th PayLess/Delco Remy "Little 500" USAC Sprint Car event on May 29 at Anderson Speedway. Gordon won the event for the second straight year and sixth time overall.

(More)

DAY 15 – SUNDAY, May 30, 2004 – RACE DAY
PAGE 3

Red Bull Cheever Racing and Mecachrome International will debut a Mobile Engineering Center (MEC) today at the 88th running of the Indianapolis 500.

The first of its kind in the IRL IndyCar Series, the MEC will serve as the control center for the engineers working with Red Bull Cheever Racing drivers Alex Barron and Ed Carpenter.

The MEC is the hub for a high-speed wireless communications network and houses the servers for software being developed by Premonition Software.

Mecachrome's partnership with Red Bull Cheever Racing contributes expertise and critical processes including engineering, research, development as well as chassis and component aerodynamics and design.

EDDIE CHEEVER (Owner, Red Bull Cheever Racing): "The competition in the Indy Racing League is fierce. We are forever trying to find ways to enhance our performance. Mecachrome, along with Cisco and Premonition Software, bring together existing knowledge and tools that are not currently being used in motorsports. They are working with us to find solutions in the areas of engineering, communications and data analysis."

GUILLAUME CASELLA (President, Mecachrome Canada and Executive Vice-President, Mecachrome International): "The MEC will provide a state-of-the-art environment for our highly dedicated engineers to work with Red Bull Cheever Racing in their quest for victory."

At 9:18 a.m., rain began to fall at the Speedway.

PRE-RACE HISTORICAL RACE NOTES:

- 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.

Entry update:

- Robby McGehee's car is now named the No. 18 Burger King Angus Steak Burger PDM Dallara/Chevrolet/Firestone.

At 9:50 a.m., rain has stopped.

At 10:10, light rain again falling over the Speedway.

Robby Gordon, who will attempt to race in both the Indianapolis 500 and NASCAR NEXTEL Cup Coca-Cola 600 today, must leave the Speedway by 2:40 p.m. to reach Lowe's Motor Speedway on time.

ROBBY GORDON (No. 70 Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone): "It stopped raining a little while ago, and they were drying the track, so I was hoping that we would have an on-time start. I think not making that and knowing it will take two to three hours to dry the track and pit lane. Normally on a practice day, they don't dry pit lane, but they have to dry pit lane because people will be changing tires today. Best case scenario, and I hate to say this for all the Indy 500 fans, let it rain here in Indy and we'll come back and do this tomorrow."

(More)

DAY 15– SUNDAY, May 30, 2004 – RACE DAY
PAGE 4

Race specifics from Saturday’s driver’s meeting:

- The race becomes official after 101 laps.
- The pit-lane speed is 60 mph
- The pace-speed to the green will be approximately 110 mph.

At 10:32 a.m., rain had stopped, and track drying was under way.

Larry Foyt is carrying the initials BAM on the sidepods of his No. 41 Panoz G Force/Toyota/Firestone. The initials stand for Beth Ann Morgenthau, who developed a friendship with the Foyt family through Larry during his rookie year in NASCAR Nextel Cup in 2003.

Morgenthau, a longtime fan of the Indianapolis 500, will be a guest in Larry Foyt’s pit today. Following the race, she will board A.J. Foyt’s private plane for Charlotte, N.C., to watch Ken Schrader compete in her NASCAR Nextel Cup Series No. 49 Dodge.

Motorkote Hyper Lubricant is sponsoring a national contest for fans who join the Motorkote Club. All new members of the club will be eligible for the Motorkote/IRL “Leader at the Half” Challenge.

On Sunday, June 6, members of the club will be chosen at random, and the first club member to correctly identify the “Leader at the Half” at the Indianapolis 500 will win a 2004 Chevrolet Corvette Pace Car and a trip to the Bombardier 500 at Texas Motor Speedway on June 12 to receive the car.

University of Cincinnati men’s basketball coach Bob Huggins and Cleveland Browns quarterback Kelly Holcomb were among the celebrities attending the 88th Indianapolis 500 today. Holcomb formerly played for the Indianapolis Colts.

BOB HUGGINS: “I have been to the time trials a bunch, but this is my first time to the race. It's unbelievable being here; it's an unbelievable, spectacular place. I think these guys’ (the drivers) reaction time has to be just incredible. I think you'd have to see things before they happen, which is kind of what great players do in basketball.”

KELLY HOLCOMB: “This is my seventh time coming; I don't know what it is about this place. I got tickets the first year I played here, and it just got in my blood. I never did like racing until I came to Indianapolis. I enjoy coming back each year see some of my old friends from the Colts, so it is neat.” (Comparing football to racing): “It takes a lot of courage to be a quarterback being chased by 300-pound guys faster than you trying to tackle you. It also takes a lot of courage to go around over 200 mph the turns not knowing if the car will hold. We just have to trust. I am sure there is a lot of anxious nerves going on this morning. Right before as game, there's a lot of anxiousness. You really don't know what's going to happen, just as long as you do your best. I am sure those guys are ready to get out there and race.”

Dave Popielarz, chief mechanic for the No. 27 Arca/Ex Dallara/Honda/Firestone driven by Dario Franchitti, won the 20-lap four-cylinder Hornets class oval feature May 29 at the Indianapolis Speedrome. Popielarz’ wife, Terri, finished fourth and won a heat race.

DAVE POPIELARZ: “We could have two checks for a total of \$2,000,050 by the end of the 500.”

(More)

DAY 15 – SUNDAY, May 30, 2004 – RACE DAY
PAGE 5

At 11:45 a.m., the ambient temperature was 73 degrees with south-southeast winds at 15 mph and a relative humidity of 83 percent. Skies were cloudy. The track temperature was 84 degrees, according to Firestone engineers.

MORGAN FREEMAN (Actor, Pace Car driver, 11:55 a.m., Race Day): “This is one of those times in your life when you realize you’re involved in something just a little bit bigger than awesome.” (Are your nerves up at all?): “It’s building. With me it builds slowly, and I usually don’t get the sweats until curtain time. So when they call drivers to the cars, (it’s) curtain time.” (How has this weekend been for you?): “From getting off the plane to now, it’s just been one very nice, pleasant, exciting experience after another.” (You’re used to acting and performing in front of others, does this compare?): “No, acting is what I do. I’m very comfortable with that. This is the first time being on a racetrack with 350,000 people there, with an extraordinary amount of excitement surrounding the event. You’re not a spectator, you’re part of it. Just an incredible amount of excitement.”

Four F-16 jets from the 122nd Fighter Wing of the Indiana Air National Guard based Fort Wayne, Ind., performed the flyover today. The squadron is nicknamed “The Black Snakes.”

88th INDIANAPOLIS 500 PRE-RACE:

At 1:01 p.m., Jim Nabors sang “Back Home Again in Indiana,” and the traditional balloon spectacle took place.

At 1:02 p.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.

At 1:07 p.m., all cars rolling from grid in 11 rows of three to start parade lap, with Morgan Freeman driving the Chevrolet Corvette Pace Car. All 33 starters are rolling.

88th INDIANAPOLIS 500 RACE RUNNING:

Lap 1: **GREEN:** #15 Rice leads #26 Wheldon into Turn 1 and 2 and leads first lap by .5622 of a second. Wheldon falls to fourth from second.

•#15 Buddy Rice led Lap 1, his first career lap led in the Indianapolis 500. This is the 39th time that the pole-winning car has led the first lap.

Lap 5: #15 Rice leads #27 Franchitti by 1.4113 seconds.

Lap 10: #15 Rice leads #27 Franchitti by 3.3088 seconds. Top five: #15 Rice, #27 Franchitti, #11 Kanaan, #26 Wheldon, #3 Castroneves.

Lap 10: **YELLOW:** #14 Foyt IV brushes the wall in Turn 4, continues down the frontstretch, then does a half-spin in Turn 1. The car makes contact with the SAFER Barrier with the left side of the car. The car then slid across the track and hit the inside retaining wall in Turn 2 with the rear of the car. There is moderate damage to the left side and rear of the car. Foyt climbed from the car without assistance from the Delphi IRL Safety Team.

Lap 13 pit stop report: Engine cover, left sidepod off #13 Ray due to electronic control unit problem. Stalled twice trying to exit pits. Ray away on third try without engine cover, sidepod, stop lasted 1:42.

Four tires, fuel: #16 Yasukawa, 13 seconds; #17 Meira, 12 seconds; #16Yasukawa, 13 seconds; #17 Meira, 12 seconds; #52 Carpenter, 12 seconds.

(More)

DAY 15 – SUNDAY, May 30, 2004 – RACE DAY
PAGE 6

Lap 13 pit report (cont): Four tires, fuel: Four tires, fuel: #4 Scheckter, 13 seconds; #2 Taylor, 12 seconds; #27 Franchitti, nine seconds, crew reports transmission problem; #11 Kanaan, 11 seconds; #26 Wheldon, eight seconds; #55 Matsuura, 12 seconds; #6 Hornish, 9 seconds, #5 Fernandez, 12 seconds; #3 Castroneves, 9 seconds; #36 Junqueira, 9 seconds; #10 Manning, 8 seconds; #1 Dixon, 8 seconds; #8 Sharp, 9 seconds; #39 Fisher, 13 seconds; #70 Gordon, 11 seconds; #25 Roth, 14 seconds; #41 L. Foyt, 20 seconds.

Four tires, fuel, front-wing adjustment: #15 Rice, 10 seconds; #12 Takagi, 11 seconds; #21 Simmons, 10 seconds; #20 Unser, 11 seconds; #91 Lazier, 29 seconds. Four tires, fuel, tire pressure adjustment: #24 Giaffone, 16 seconds.

Lap 14: #13 Ray returns to pits for further service. Crew attempting to replace electronic control unit. Stop lasted 1:54.

Lap 15: Under caution, top 10 are: #51 Barron, #7 Herta, who did not pit. #26 Wheldon, #15 Rice, #27 Franchitti, #3 Castroneves, #11 Kanaan, #6 Hornish, #55 Matsuura, #36 Junqueira.

Lap 16: **GREEN:** #7 Herta leads into Turn 1 followed by #26 Wheldon and #51 Barron.

Lap 17: #7 Herta leading his first laps at Indianapolis 500.

Lap 19: #26 Wheldon takes lead from #7 Herta. The laps are the first led by Wheldon at Indianapolis.

Lap 20: #26 Wheldon leads #3 Castroneves by .7401 of a second.

Medical update from Dr. Henry Bock, Speedway medical director: A.J. Foyt IV has been checked and released from the Clarian Emergency Medical Center without injury. He is cleared to drive.

A.J. FOYT IV (No. 14 Consec/A.J. Foyt Racing Dallara/Toyota Firestone): “First, I hit the wall coming out of Turn 4. I thought everything was OK, but when I got into (Turn) 1, I found out it wasn’t. It was pretty stupid on my part.”

Lap 22: **YELLOW.** Rain falling on parts of the Speedway. Top five are: #26 Wheldon, #3 Castroneves, #11 Kanaan, #15 Rice and #6 Rice.

Lap 25: Under caution, the top-10 are: #26 Wheldon, #3 Castroneves, #11 Kanaan, #15 Rice, #6 Hornish, #7 Herta, #27 Franchitti, #55 Matsuura, #5 Fernandez and #4 Scheckter.

Lap 28: **RED FLAG:** Rain again falling on the Speedway.

1:47 p.m. – #70 Gordon on golf cart leaving pit road.

•The only Indianapolis 500-Mile Races to be restarted on the same day after a rain delay are the 1926 and 2001 races. The 1926 race was temporarily halted because of rain on Lap 71 and was declared official when rain again stopped the race on Lap 160, at the 400-mile mark. The 2001 race was red-flagged on Lap 155 due to rain. The race resumed under caution after a delay of 16 minutes, 34-seconds.

2:05 p.m. – Robby Gordon leaves Speedway via helicopter for Coca-Cola 600 in Charlotte, N.C., which is scheduled to start at 5 p.m. (EST, Indy time).

(More)

DAY 15 – SUNDAY, May 30, 2004 – RACE DAY
PAGE 7

ROBBY GORDON’S INDIANAPOLIS 500 RACE DAY CHRONOLOGY:

11:58 a.m. – Gordon was introduced to crowd.
12:11 p.m. – Gordon arrives at his car.
12:52 p.m. – Gordon climbs into the No. 70 Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone.
1:02 p.m. – Command to start engines.
1:05 p.m. – Cars rolling on track
1:09 p.m. – Green flag, start of 88th Indianapolis 500-Mile Race
1:39 p.m. – Jaques Lazier arrived in #70 Gordon’s pit. Team decides if heavy rain arrives at track before 2:45 deadline to leave for Charlotte, N.C., Gordon will leave Indianapolis early.
1:42 p.m. – Gordon climbs out of car during red-flag period due to rain.
1:47 p.m. – Gordon leaves pit lane on golf cart.
1:55 p.m. – Gordon arrives at Indianapolis Motor Speedway helipad.
2 p.m. – Gordon enters helicopter owned by Indianapolis Motor Speedway, bound for Indianapolis International Airport for private flight to Concord, N.C.
2:05 p.m. – Helicopter carrying Gordon leaves Speedway.

JAQUES LAZIER (Relief driver, Robby Gordon Motorsports): “It’s pretty chaotic isn’t it? It makes it fun. We really have no control of the weather and what it’s going to do. If they need me later on today as Robby goes down to Charlotte for his contractual obligations, then I’m more than happy to run the Meijer/Coca-Cola Chevrolet for them.” (Are you confident driving the car without many laps?): “I’m very confident. Obviously, I’ve known (engineer) Tom Knapp for several years, and I’ve always wanted to work with him. He’s wanted to work with me today, so this might just be a blessing in disguise.”

ROBBY GORDON (No. 70 Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone): “Weather held us up, and it looks like weather is going to favor us here. We can always come back and run tomorrow.” (Were you happy with your car?): “We had a great car. We went from 18th to ninth on the start, and then we had a bad pit stop, and we lost some positions. We’ll just learn from our mistakes and be stronger later on in the day.” (Will the weather keep you from getting to Charlotte?) “No, the weather won’t keep us from Charlotte. We should be able to get there OK. I think we have good race cars on both ends. The Meijer/Coca-Cola car was very fast. Just disappointed we lost seven positions on pit lane. We’ll get those back. We have a car that handles right behind cars. We were able to get through some Toyotas and Hondas.” (What did you say to Jaques Lazier?): “I told Jaques that if he gets into drive, he had a good race car. I was happy with the car that Thomas Knapp gave me. I knew we didn’t have the speed for qualifying, but I knew we’d have it for the race.”

#7 Bryan Herta started the race from the 23rd position and took the lead on Lap 16. This is the earliest a driver has led the race starting from the 23rd position. The previous best was in 1977 when Bill Vukovich Jr. took the lead on Lap 26.

#51 Alex Barron started the race from the 24th position and took the lead on Lap 13. This is the earliest a driver has led the race starting from the 24th position. The previous best was in 1955 when Art Cross took the lead on Lap 133.

(More)

DAY 15 – SUNDAY, May 30, 2004 – RACE DAY
PAGE 8

RAIN DELAY NOTES:

- #13 Ray will fall to rear of the field for going to the garage to make repairs on car.
- #70 has changed drivers from Robby Gordon to Jaques Lazier and will fall to the rear of the field. Lazier will not receive points for the event.
- Crew for #14 Foyt is repairing the car in hopes of returning to the race. Crew is using parts from the back-up car to replace the nose, undertray, rear suspension, rear wing, both sidepods and the right front suspension.

3:18 p.m. – Drivers to your cars.

3:29 p.m. – P.A. announcer Tom Carnegie gave command, “Lady and gentlemen restart your engines.”

3:30 p.m. – Field is rolling after rain delay of 1 hour, 47 minutes.

88th INDIANAPOLIS 500 RACE RUNNING: (Cont.)

Lap 27: Under caution, the top 10 are: #26 Wheldon, #3 Castroneves, #11 Kanaan, #15 Rice, #6 Hornish, #7 Herta, #27 Franchitti, #55 Matsuura, #5 Fernandez and #4 Scheckter.

At 3:30 p.m., the ambient temperature was 77 degrees with south-southeast winds at 15 mph and a relative humidity of 83 percent. Skies were cloudy. The track temperature was 111 degrees, according to Firestone engineers.

Lap 28: #14 Foyt back on track, 17 laps down.

Lap 29: #14 Foyt to pits for fuel.

Lap 30: **GREEN.** #26 Wheldon leads field into Turn 1. #15 Rice passes #11 Kanaan and #3 Castroneves for second.

Lap 31: #26 Wheldon leads #15 Rice by .3077 of a second.

Lap 33: #15 Rice passes #26 Wheldon for lead in Turn 2.

Lap 35: #15 Rice leads #26 Wheldon by .8898 of a second.

Lap 39: Top five are within 3.61 seconds.

Lap 40: #15 Rice leads #26 Wheldon by .7759 of a second. Top five are: #15 Rice, #26 Wheldon, #6 Hornish, #3 Castroneves, #7 Herta.

Lap 42: #18 McGehee to pits for four tires and fuel and front-wing adjustment.

Lap 45: #15 Rice leads #26 Wheldon by .8945 of a second. Hornish up from 11th at start of race to third. Franchitti has fallen from third to 10th. Kanaan has fallen from third when race restarted to sixth.

Lap 50: Working heavy traffic, #6 Hornish passes #15 Rice for lead on frontstretch. It is the first lap Hornish has led at Indianapolis. He is the fourth driver to lead the 500 for the first time today. #14 Foyt out of car.

Lap 51: #6 Hornish leads Rice by .6500 of a second.

Lap 53: #26 Wheldon and #7 Herta pass #3 Castroneves for third and fourth.

Lap 54: #17 Meira passes #11 Kanaan and #3 Castroneves for fifth place.

Lap 55: #6 Hornish leads #15 Rice by 4.702 seconds.

Lap 56: **YELLOW:** #41 Foyt gets high on the exit to Turn 2 and makes contact with the SAFER Barrier with the right side of the car. Foyt climbs from the car with assistance from the Delphi IRL Safety Team.

(More)

DAY 15 – SUNDAY, May 30, 2004 – RACE DAY
PAGE 9

Lap 58: Under caution, the top five are: #6 Hornish, #15 Rice, #26 Wheldon, #7 Herta, #17 Meira.

Lap 58 pit stop report: Four tires and fuel: #4 Scheckter, 15 seconds, #51 Barron, 14 seconds; #20 Unser, 15 seconds; #13 Ray, 17 seconds; #55 Matsuura, 14 seconds; #36 Junqueira, 15 seconds; #5 Fernandez, 12 seconds; #6 Hornish, 10 seconds; #3 Castroneves, 10 seconds; #26 Wheldon, 10 seconds; #15 Rice, 10 seconds; #25 Roth, 21 seconds; #1 Dixon, 11 seconds; #10 Manning, 11 seconds; #17 Meira, 12 seconds; #16 Yasukawa, 21 seconds; #2 Taylor, 13 seconds; #52 Carpenter, 16 seconds.

Four tires, fuel, front-wing adjustment: #70 J. Lazier, 17 seconds; #33 Hearn, 21 seconds; #21 Simmons, 13 seconds; #27 Franchitti, 11 seconds; #18 McGehee, 20 seconds.

Four tires, fuel, rear-wing adjustment: #12 Takagi, 13 seconds.

Four tires, fuel, air pressure adjustment: #7 Herta, 10 seconds; #91 B. Lazier, 15 seconds, #24 Giaffone, 15 seconds; #98 Jones, 20 seconds; #11 Kanaan, 8 seconds.

Four tires, fuel, pressure adjustment, front-wing adjustment: #39 Fisher, 23 seconds.

Lap 58: #39 Fisher reporting radio problems. Fisher indicated that another team's transmissions are cutting into her radio frequency.

Lap 60: #17 Meira, running sixth, sent to back of the line for driving under an air hose during pit stop.

Lap 62: **GREEN.** #15 Rice leads field into Turn 1. #26 Wheldon passes #6 Hornish for second into Turn 1.

Lap 64: **YELLOW:** #52 Carpenter and #2 Taylor touched going into Turn 3. Taylor's car does a quarter-spin and makes hard contact with the left rear of the car. Carpenter does a half-spin and makes contact with the left-side of the car. There is heavy damage to the rear of the both cars. Carpenter climbs from the car without assistance from the Delphi IRL Safety Team. Taylor climbs with assistance from the Delphi IRL Safety Team.

Lap 65: Under caution, top 10 are: #15 Rice, #26 Wheldon, #6 Hornish, #7 Herta, #11 Kanaan, #3 Castroneves, #27 Franchitti, #1 Dixon, #5 Fernandez, #55 Matsuura.

#17 Meira to pits, fuel only, six seconds. #16 Yasukawa to pits, four tires and fuel, 10 seconds.

Lap 66: #25 Roth to pits, four tires and fuel, 11 seconds; #13 Ray to pits, four tires and fuel, 13 seconds.

Medical update from Dr. Henry Bock, Speedway medical director: Larry Foyt has been checked and released from the Clarian Emergency Medical Center without injury. He is cleared to drive.

•Prior to today, the last time two members of the same family to crash in the same Indianapolis 500 was 1992. Mario Andretti hit the Turn 1 wall and his son, Jeff Andretti, hit the Turn 2 wall in separate incidents. A.J. Foyt IV and Larry Foyt crashed in separate incidents today.

Lap 70: **GREEN.** #15 Rice leads field into Turn 1. Field fans out down the frontstretch

Lap 72: #15 Rice leads #26 Wheldon by .3772 of a second.

Lap 73: #70 J. Lazier to pits, four tires, fuel, replace coil. Stop lasted 3:34.

Lap 75: #15 Rice leads #26 Wheldon by .4998 of a second.

Lap 76: #16 Yasukawa to pits, four tires and fuel, 10 seconds.

(More)

DAY 15 – SUNDAY, May 30, 2004 – RACE DAY
PAGE 10

Lap 80: #15 Rice leads #26 Wheldon by .4998 of a second.

A.J. FOYT IV: “We could not really get anything going out there. I was in the way every lap. I couldn’t really feel it, so there’s no sense in staying out there in everybody’s way. So we decided to quit. It wasn’t my safety. It didn’t have anything to do with that. It was a matter of being in everybody’s way and also trying to put a car together. My crew did a great job, but you need more time to prepare a car than that.”

Lap 85: #91 B. Lazier to pits, four tires, fuel, 15 seconds. Car had punctured right-front tire.

Lap 86: #15 Rice leads #26 Wheldon by .4418 of a second. #12 Takagi to pits, reporting handling problems. Four tires, fuel, front-wing adjustment.

Lap 88: Top five are: #15 Rice, #6 Hornish, #26 Wheldon, #11 Kanaan, #7 Herta.

Lap 89: Manning passes Herta for fifth place.

Lap 90: #15 Rice leads #6 Hornish by .8291 of a second. Top four within 4.9033 seconds.

Lap 94: **YELLOW:** #98 Jones gets high out of racing line on the exit of Turn 2 and makes contact with the SAFER Barrier with the right side of the car. Medium damage to the right side of the car. Jones climbs from the car without assistance from the Delphi IRL Safety Team.

Before yellow: #26 Wheldon, four tires and fuel, 12 seconds; #11 Kanaan, four tires, fuel, had cut left rear tire.

Lap 96: Under caution, the top five are: #15 Rice, #6 Hornish, #10 Manning, #3 Castroneves, #7 Herta.

Lap 97 pit report: four tires and fuel: #51 Carpenter, #20 Unser, 15 seconds; #33 Hearn, 17 seconds; #18 McGehee, 16 seconds; #25 Roth, 18 seconds; #21 Simmons, 13 seconds; #17 Meira, 12 seconds; #1 Dixon, 11 seconds; #10 Manning, 23 seconds; #51 Barron, 14 seconds; #15 Rice, 18 seconds, stalled upon exit; #36 Junqueira, 13 seconds; #27 Franchitti, 11 seconds; #55 Matsuura, 14 seconds; #5 Fernandez, 14 seconds; #3 Castroneves, 11 seconds; #6 Hornish, 10 seconds.

Four tires, fuel, front-wing adjustment #18 McGehee, #7 Herta, 9 seconds; #4 Scheckter, 14 seconds; #8 Sharp, 15 seconds; #39 Fisher, 17 seconds; #13 Ray, 21 seconds.

Four tires, fuel, pressure adjustment: #24 Giaffone, 17 seconds.

Medical update from Dr. Henry Bock, Speedway medical director: Ed Carpenter has been checked and released from the Clarian Emergency Medical Center without injury. He is cleared to drive. Mark Taylor has been transported to Methodist Hospital for further observation. He is awake and alert.

Lap 99: #70 J. Lazier out of the car. Team reports broken axle. Top 10 are: #26 Wheldon, #11 Kanaan, #6 Hornish, #3 Castroneves, #7 Herta, #5 Fernandez, #27 Franchitti, #15 Rice, #1 Dixon, #55 Matsuura.

Lap 100: #6 Hornish to pits, fuel only, 16 seconds, stalled twice exiting pits; #8 Sharp to pits, fuel only, seven seconds.

Lap 101: #6 Hornish to pits, fuel only, fixing stuck fuel vent.

Top 10: #26 Wheldon, #11 Kanaan, #3 Castroneves, #7 Herta, #5 Fernandez, #27 Franchitti, #15 Rice, #1 Dixon, #55 Matsuura, #51 Barron.

Lap 103: **GREEN.** #11 Kanaan passes Wheldon going into Turn 1. Herta passes Castroneves for third. Andretti Green Racing cars run 1-2-3.

(More)

DAY 15 – SUNDAY, May 30, 2004 – RACE DAY
PAGE 11

Lap 105: **YELLOW**: #10 Manning and #13 Ray make contact on the exit to Turn 4. Cars did a quarter-spin to the left and collect #6 Hornish. Cars slide along the inside wall of frontstretch and make contact with the attenuator at the end of the pit wall. Cars come to rest on the pit lane. All cars have heavy damage. Ray, Hornish and Manning climb from their cars without assistance from the Delphi IRL Safety Team.

Lap 110: Under caution, the top 10 are: #11 Kanaan, #26 Wheldon, #3 Castroneves, #7 Herta, #5 Fernandez, #1 Dixon, #55 Matsuura, #15, Rice, #4 Scheckter, #27 Franchitti.

JAQUES LAZIER: “I have to thank Robby Gordon. He went out on a limb, for sure. I had not been in this car before. I feel bad for the team. They worked their tail off. Hopefully, Robby can end well where he is going because unfortunately we did not end well. But at the same time, it was one heck of a roller-coaster ride.”

Pit note: #39 Fisher was receiving the IMS Radio Network on her radio due to frequency malfunction. Then a fan in the crowd was able to tune into her frequency and started singing, “Singin’ in the Rain” to Fisher through the radio. Fisher politely asked the fan to stop singing and hasn’t heard from the fan since then.

Lap 114 pit report: Four tires and fuel: #91 B. Lazier, 14 seconds; #12 Takagi, 13 seconds. Fuel only: #8 Sharp, 8 seconds; #33 Hearn, 11 seconds; #18 Ray, 15 seconds. Four tires and fuel, #16 Yasukawa. Fuel only: #27 Franchitti, 5 seconds; #36 Junqueira, 8 seconds.

Lap 116: **GREEN**. #11 Kanaan leads #26 Wheldon into Turn 1. Wheldon makes pass for lead on outside of Turn 1.

Lap 118: #26 Wheldon leads #11 Kanaan by .2991 of a second.

Lap 119: #11 Kanaan passes #26 Wheldon for lead in Turn 1. Dark clouds appear over Speedway.

Lap 121: #11 Kanaan leads #26 Wheldon by .2893 of a second.

Lap 125: #11 Kanaan leads #26 Wheldon by .4025 of a second. Top five are: #11 Kanaan, #26 Wheldon, #3 Castroneves, #7 Herta, #5 Fernandez. Top five are separated by 1.7411 seconds.

Medical update from Dr. Henry Bock, Speedway medical director: Greg Ray, Darren Manning and Sam Hornish have been checked and released from the Clarian Emergency Medical Center without injury. They are all cleared to drive. IMS Safety Worker David Stout has been transported to Methodist Hospital for X-rays on his left foot.

Lap 130: #11 Kanaan leads #26 Wheldon by .7554 of a second. Top three separated by 1.0362 seconds.

Lap 131: #25 Roth gets high on the exit to Turn 4 and makes contact with the SAFER Barrier with the right side of the car. Car continues down the frontstretch and makes contact with the inside wall. Roth climbs from the car without assistance

Lap 132: Under caution, the top five are: #11 Kanaan, #26 Wheldon, #3 Castroneves, #7 Herta and #5 Fernandez.

Lap 133 pit report: Four tires and fuel: #21 Simmons, 14 seconds; #20 Unser, 10 seconds; 10 seconds; #39 Fisher, 15 seconds, #18 McGehee, 24 seconds; #17 Meira, 11 seconds; #16 Yasukawa, 11 seconds; #1 Dixon, 10 seconds, #51 Barron, 14 seconds; #4 Scheckter, 11 seconds; #3 Castroneves, 27 seconds; #5 Fernandez, 10 seconds; #55 Matsuura, 11 seconds; #11 Kanaan, 9 seconds; #15 Rice, 9 seconds; #26 Wheldon, 9 seconds.

Fuel only: #8 Sharp, 10 seconds; #7 Herta, 5 seconds.

(More)

DAY 15 – SUNDAY, May 30, 2004 – RACE DAY
PAGE 12

Lap 133 pit report: (cont.): Four tires and fuel: #51 Barron, #91 B. Lazier.

Lap 134: #24 Giaffone to pits after overshooting stall on previous lap, four tires and fuel, 13 seconds; #4 Scheckter to pits for fuel only, five seconds. #27 Franchitti to pits due to flat right rear tire, four tires and fuel, 9 seconds.

Lap 135: Under caution, the top five are: #36 Junqueira, #26 Wheldon, #11 Kanaan, #7 Herta, #15 Rice.

Lap 137: **GREEN.** #36 Junqueira leads field into Turn 1. #11 Kanaan passes #26 Wheldon for second.

Lap 140: #36 Junqueira leads #11 Kanaan by .8401 of a second.

Lap 142: #36 Junqueira leads #11 Kanaan by 1.3796 seconds and third place Wheldon by 1.7774 seconds.

Lap 145: #36 Junqueira leads #11 Kanaan by 1.3796 seconds and third place Wheldon by 1.7774 seconds.

Lap 147: #36 Junqueira leads #11 Kanaan by 2.8095 seconds.

DARREN MANNING: (About accident): "I was way around the outside, and I was nearly alongside (Al) Unser Jr., as well. I was going by them both (Ray and Unser Jr.). I didn't have it in gear in the pit stop so we dropped way back to the back. I was actually trying to pass Unser Jr. at the time. I don't know what was going on with Greg (Ray) if his spotter told him that I was there. He kept coming and clipped my left rear. He should have maybe even seen me because I was well alongside him. Just for shame. I guess it was my fault really because to be in that position anyway. I didn't have it in gear in the pit stop, and that dropped us right to the back of the field when we were running in third. It's just a great shame for Team Target and Toyota, because we were right up in the front of the field by the second stop with 120 laps to go. I had a quick car. We were turning fast laps. I was able to overtake a run with everybody out there. It's just a shame for these guys."

Lap 150: #36 Junqueira leads #11 Kanaan by 3.4179 seconds. #15 Rice passes #11 Kanaan in Turn 1.

ED CARPENTER: "I got a good run off (Turn) 2 on Alex (Barron) and Mark (Taylor). I was halfway by Alex, and he about ran me in the grass. I gave way to him, and then Mark and I went in two-wide, and you just can't have two-wide at Indy. The guy on the outside has to give the guy on the inside some room, eventually. That's what happens, though."

Lap 151: Leader #36 Junqueira to pits, four tires and fuel, 12 seconds.

Lap 152: #15 Rice leads #11 Kanaan by .7382 of a second.

Lap 155: #15 Rice leads #11 Kanaan by .4223 of a second.

LARRY FOYT: "I just got up in the marbles. My car was bad all day and got under me in (Turn) 2, and that took me into the fence."

MARTY ROTH: "I got caught in McGehee's wash and pushed into the wall. This was a great experience. We had something go bad with our tires early on, but once we changed them, we took off and had a great race car. This was an awesome first IRL race for us, and I look forward to our next."

PJ JONES: "I was a little loose, and then all of a sudden, the right front (tire) went, 'Boom,' and I just went right in the fence. I don't know if I got in the gray or what happened. I was riding along, and I wasn't running that fast. We were struggling with the car a little bit."

Lap 157: #15 Rice leads #11 Kanaan by .7235 of a second.

(More)

DAY 15 – SUNDAY, May 30, 2004 – RACE DAY
PAGE 13

Lap 160: #15 Rice leads #11 Kanaan by 2.7379 seconds.

Lap 161: #15 Rice leads #11 Kanaan by 2.8591 seconds.

Lap 162: #15 Rice leads #11 Kanaan by 3.0506 seconds

SAM HORNISH JR.: "Greg Ray and Darren Manning got together, and I really didn't have anywhere to go. It was not the greatest thing that could have happened at that point in time. We were up at the front doing everything we could to stay out of trouble, and we had a problem that was nobody's fault. We came in, fixed it, went back out and were moving back up through the field. For two guys to get together in front of me, with one of them that's seven laps down, it's not very fun. But we'll move on, wait for the next time, and see if we can win one of these days."

Lap 164: #15 Rice leads #26 Wheldon by 2.7257 seconds. #11 Kanaan to pits, four tires and fuel, 11 seconds.

Lap 165: #26 Wheldon to pits, four tires and fuel, 12 seconds.

Lap 167: #7 Herta leads #5 Fernandez by 2.0353 seconds. Lap 167 pit report: Four tires and fuel: #1 Dixon, 12 seconds; #16 Yasukawa, 13 seconds; #15 Rice, 10 seconds.

Lap 168 pit report: Four tires and fuel: #8 Sharp, 12 seconds; #20 Unser, 15 seconds; #21 Simmons, 13 seconds; #18 McGehee, 16 seconds; #24 Giaffone, 13 seconds; #39 Fisher, 12 seconds.

Lap 169 pit report: Four tires and fuel: #7 Herta, 9 seconds, #17 Meira, 9 seconds; #51 Barron, 10 seconds; #55 Matsuura, 14 seconds; #3 Castroneves, 9 seconds; #27 Franchitti, 10 seconds.

Lap 170: #5 Fernandez leads as moisture shows on ABC cameras. It is the first time Fernandez has led the race.

Lap 171: #5 Fernandez to pits, four tires and fuel, 9 seconds. #15 Rice takes lead on exchange of pit stops.

Lap 172: #15 Rice leads #11 Kanaan by 1.4237 seconds. Moisture reported on Speedway.

Lap 174: **YELLOW.** Light rain falling on the Speedway: Top 10: #15 Rice, #11 Kanaan, #26 Wheldon, #7 Herta, #36 Junqueira, #17 Meira, #5 Fernandez, #1 Dixon, #3 Castroneves, #16 Yasukawa.

Lap 179: **YELLOW AND WHITE:** Under caution: Top 10 are: #15 Rice, #11 Kanaan, #26 Wheldon, #7 Herta, #36 Junqueira, #17 Meira, #5 Fernandez, #1 Dixon, #3 Castroneves, #16 Yasukawa.

Lap 180: **CHECKERED:** Buddy Rice wins the 88th Indianapolis 500-Mile Race. In victory lane, crew chanted "Buddy, Buddy" as Rice drank the milk.

INDIANAPOLIS 500 QUICK QUOTES:

DAVID LETTERMAN (Co-owner, Rahal-Letterman Racing): "My God, what a job Buddy did today. He was just coming after it, coming after it, coming after it. My thanks to Bobby (Rahal) and Scott (Roembke) and Honda and Argent and all these people that really worked hard. It's just a thrill to be part of this." (Did you ever think of the possibility of this moment?): "No. Are you kidding me? No. It's been a good year. It's been a great year."

(More)

DAY 15 – SUNDAY, May 30, 2004 – RACE DAY
PAGE 14

INDIANAPOLIS 500 QUICK QUOTES: (Cont.)

BUDDY RICE: “The least amount of mistakes. We had to go through some diversions. We had an issue with one of the pit stops, but hey, these guys have been fighting all year. We had a couple other of these deals won, but we had little mishaps that weren’t our fault, so this is great.” (Is this win what you dreamed it would be?) “It’s just great right now, Just for everybody and what they’ve done for me, my family and everybody that really helped me out. This is pretty unbelievable.” (Was the rain a factor?): “We knew we had it all month. We had it before. We were strong. We knew it. It’s racing and anything can happen, but this is great.”

DAN WHELDON: “It’s fantastic to come in third at the Indianapolis 500. When you work so hard and miss it by so little, it’s kind of disappointing in a way. But you know, Buddy Rice had a really strong month, and other than somebody on our team, you couldn’t have a better winner other than him. It’s great for Honda.” (About Andretti Green Racing teammates): “All of us were strong today. It was a good team effort. It’s a difficult race. You’ve got to hang it out to win it, and Buddy certainly did that today.”

TONY KANAAN: “He (Buddy Rice) was much stronger. I don’t think I had the car to pass him. He was much faster, and he had a better car today. Not always the best car and best driver wins, but today I think he deserves it. I did my best.”

INDIANAPOLIS 500 POST-RACE NOTES:

- This Buddy Rice’s first career victory. His previous best finish was second in his debut race at Michigan International Speedway in August 2002.
- Rice is the 63rd different winner of the Indianapolis 500, including the two co-winners, and the fourth driver to record his first IRL IndyCar® Series victory at the Indianapolis 500. He’s the eighth driver to win in his second start.
- The last race shortened by rain was in 1976 when Johnny Rutherford won after the race was stopped after 255 miles (102 laps).
- Rice is the 17th pole winner to win the Indianapolis 500. The last pole sitter to win the race was Arie Luyendyk in 1997.
- The last team to win the pole, pit-stop contest and race was Penske Cars Ltd., with driver Bobby Unser in 1981.
- Bobby Rahal is the first car owner to win the race as an owner and a driver since A.J. Foyt won the race with Kenny Brack in 1999.
- Three of the four Andretti Green Racing cars led at least one lap today: #7 Herta, #11 Kanaan, #26 Wheldon. The last time three cars from one team led laps in an Indianapolis 500 was 1988, when Rick Mears, Danny Sullivan and Al Unser led at least one lap while driving for Penske Racing.
- This is the third time that a car numbered 15 has won the race. Previous winners were co-winners L.L. Corum and Joe Boyer (1924) and Frank Lockhart, who won the rain-shortened race in 1926.

(More)

DAY 15 – SUNDAY, May 30, 2004 – RACE DAY
PAGE 15

- The 2004 Indianapolis 500 had six drivers who led the race for the first time in their Indianapolis 500 careers. The six first-time leaders were: #15 Rice, #26 Wheldon, #6 Hornish, #7 Herta, #27 Franchitti, #5 Fernandez. The 2002 race also had six first-time leaders. The only race to have seven first-time leaders was in 1911.
- The winner of the Kentucky Derby has accurately predicted the winner of the Indianapolis 500 for the second straight year. In 2003, Funny Cide won the Derby and broke from post position No. 6. Gil de Ferran won the race driving car No. 6. In 2004, Smarty Jones won the Derby and broke from post position 15. Buddy Rice's car is numbered 15.

TRANSCRIPTS OF ALL PRESS CONFERENCES AND QUOTE SHEETS TO FOLLOW.

END DAY 15 NOTES

For Immediate Release

88th INDIANAPOLIS 500 SECOND, THIRD-PLACE PRESS CONFERENCE

Tony Kanaan, Dan Wheldon

Sunday, May 30, 2004

MODERATOR: We have two gentlemen who have put together an outstanding month. I suspect both felt were in position to win the event but a great day for Andretti Green Racing when you look at that scorecard, a second, third and a fourth. Tony Kanaan and Dan Wheldon, both of you, congratulations, I know you were here last year, Tony, and you mentioned fact that you were going to do everything you can to get Michael a victory, and you did that, as did Dan. Talk about your day.

KANAAN: Well, long day, for everybody. Fun race. I never had so much fun in my life with a teammate that I had with Dan today. I tell you, you know, winning races is important, and winning championships, but the relationship and when you get out on the track and you can fight that hard between each other and still get out of the car and be able to laugh about it, that's, for me, it's priceless. This guy is going to give me too much work, so I'm going to try to win the championship very soon because he is a nightmare. (Laughter.) Great effort. Not great enough. I don't think -- in my point of view, this race needs to be won by the best car and the best driver, and I think it happened today. I don't think we had the car to win the race. I'm not going to sit here and say, "Yeah, I wish it was going to go green." I don't think the result would have changed even if it wasn't raining, because he was so much stronger than me and Dan. Great job from Honda. I mean, top four, it's a big effort. I'm happy for them. Thanks to 7-11 and the whole team. Great battle with my teammates.

WHELDON: He teaches me everything. Between him Bryan and Dario, I have three of the best teachers out there.

KANAAN: Unfortunately, the battle wasn't for the lead, it wasn't for the race win. It was a pleasure.

MODERATOR: In terms of your emotions, you were up front there, is this -- it's probably secondary, you've had another great race and you came in as points leader and you haven't hurt yourself there obviously. Talk about your emotions, and I want you to also comment, because you two went just wheel-to-wheel out there, lap after lap. We had a couple of shots of Michael and it looked like he needed a little antacid.

(More)

WHELDON: It's like Tony said. I had -- probably that was my most enjoyable race ever from driving -- from a driving standpoint. We went into it -- into one a couple of times really hard with one another, but left each other, I think, enough room so that we could do that. It was a lot of fun, but like Tony said, I think that we did an absolutely fantastic job, with three of the top four speaks volumes of Andretti Green Racing. The crew worked very hard all month. I'm very happy. You know, Honda, they won Motegi and now they have won the Indianapolis 500. They are two of the biggest races of the year for them, so for them -- we're going to have to slug it out between the two of us hopefully. You know, I have to say, the Indianapolis 500 kicks ass. It is the best race in the world by miles. And when you can race -- and I think throughout the grid, there's people that respect each other a lot and can really race one another real hard. I certainly learned from last year because I actually raced Sam Hornish real hard. Overall, I had a lot of fun.

Q: -- inaudible -- do you think it would have been closer ?

KANAAN: I don't think so. I think it was as competitive or maybe even more competitive than last year. It's a combination of downforce and the engine power that they cut, obviously trying to make it safer. My point of view is if it's for safety, it's good. It's harder for us, I would say, with less power, because when you get together in traffic, sometimes the engine takes a while to pick back up. But it was a clean race, I think, for the weather conditions and all of the battles they had. There was a lot of crashes, thank God nobody was hurt. So I guess the change did work. We never got anybody hurt through the whole month. A couple crashes, that's always going to happen, but everybody is in one piece and that's a big accomplishment for IRL. If anybody -- people like to blast us here in Indianapolis, but like Dan said, you know, people that they are criticizing, it's because they want to be here, and they are not able to. So they can come here any time.

MODERATOR: Did you get an opportunity to speak before you came in, I'm sure you did with Michael; tell us about what his reactions are.

WHELDON: Well, I haven't seen all of his races here, but I'm sure he's gutted to have three of the top four and not win the race. The poor guy has tried so hard to win the race, but in the future Andretti Green is going to be able to win the Indianapolis 500. It is just a tad disappointing, because we were so competitive. I don't exactly know how many, but I'm sure TK and I led a lot of laps between us. To come up a little bit short, its make you want the Indianapolis 500 to start again in June.

KANAAN: To me, at the end of the race and he said, "Hey, we didn't have enough speed, do we." I said, "Yeah, I know." So I guess -- and that's all us. I think we did a great job during the month, but we weren't fast enough today.

Q: Was there any debate to make a final pit stop and how close were you on fuel at the end of the race?

(More)

KANAAN: I think me and Dan we were all pretty close. I had enough fuel to finish the race. I had to save a lot of fuel to be able to finish on the green. But could we gamble? The best gamble, if you can predict the weather, you are going to win every race. Yeah, we could have gambled, put half a tank on get out in the lead and try to be lighter than Buddy, but what about if it didn't rain? I'm going to have to come in on the green. It's those kind of decisions that you always think afterwards; yeah, I could have done different. But, you know, when the pressure is on, you have to do the most sensible thing, and the most sensible thing was put full tires and full tank, and it still wasn't good enough to finish the race without any yellow flag. That was my case.

WHELDON: Mine was pretty similar. I think -- I think from what they -- I don't know if they told me the exact choice; I think they tell me what I want to hear. (Laughter). I honestly think though that the guy that caused my race is Tony Kanaan. Personally, I thank him and Mr. Penske, they are absolutely fantastic. Some of the things he dreams up, I am amazed with. He's certainly very good. He told me that we could make it till the end. But I did have to say, I couldn't go crazy, which tends to frustrate me a little bit. But, hey, it's basically wearing that green card, you can see him racing Buddy. The only thing that I would have liked is if I could have helped him maybe get past. But like I said, Buddy, Buddy was stellar all month. I couldn't think of a nicer kid out of this team to win the race, and I think he'll make the IRL proud as an Indianapolis 500 champion.

Q: Did the rain break allow your team to re-tweak or did you lose momentum?

WHELDON: It gave me enough time to eat pasta, drink water, check the data and change my suit.

KANAAN: The guy changed his suit between 30 laps and the end of race. I don't understand it. Actually he has plenty of suits. I only had one; I was sweating, d I had to keep my own. The rain, it's definitely more distraction. You want to get it done. You wait the whole month. But once you are in the car -- you probably get anxious out of the car. Once you put your helmet on, you're ready to race. No matter you interrupt ten times the race, you put us back and we are ready to continue racing. Now we feel exhausted. We wanted to go party. I don't know if -

-

WHELDON: You can buy me dinner tonight.

KANAAN: No, you can buy dinner.

WHELDON: Yeah, Dario can buy us dinner.

KANAAN: Bryan.

WHELDON: Yeah, Bryan's rich.

(More)

Q: A number of restarts had real aggressive driving and four-wides, was that because you weren't sure it was going to end or because it's the Indianapolis 500?

WHELDON: A lot of people said that. We didn't go four-wide through the corner but certainly we felt it down the straight, a four-wide. It's obviously the Indianapolis 500, everybody wants to get to the front, and they know it's critical to be right around the front all the time. I think with the length of the straight, and with the way the restarts are, it tends to allow you to suck up to the cars in front. So, it happened to me when I -- when I was leading him, because I left -- I looked in my mirror at turn four and thought, yes, I got him before Turn 1, and then he came blasting by. You know what, I just had a ton of fun. I could race like that every day of the week, I really could, for 365 days a year.

MODERATOR: Guys, you brought a lot of color into the Speedway, your entire team, and have been delightful in these sessions as well. Congratulations on your effort and we'll see you at Texas.

...IMS2004...

88th INDIANAPOLIS 500-MILE RACE
POST-RACE QUOTES
PAGE 1

SCOTT DIXON (No. 1 Target Chip Ganassi Racing Panoz G Force/Toyota/Firestone):

“Guys on the team did a great job. Didn't have all the pieces this Indy.”

ROBBY McGEHEE (No. 18 PDM Racing Dallara/Chevrolet/Firestone): “The rain delayed things. Every time this track was fresh, it was deadly loose in every corner. We came in and fixed it and it was good. Then it rained. We went back out, and it was loose again in traffic. They finally got that out of it, and by mid-race and we had a pretty decent car to run decent lap times. Nothing that would light the track on fire, but certainly better than earlier on. A lot of times, we were just out there surviving and finishing the race. The car was comfortable, though. The PDM crew did a great job with the pit stops. It is a fun race. I forgot how darn long this race was. It is a long one, though.”

AL UNSER JR. (No. 20 Patrick Racing Dallara/Chevrolet/Firestone): (Finished 17th): “I guess it's where we started. I didn't lose any ground, and I didn't gain ground, unfortunately. The racing crew did a great job. The car didn't stutter one bit all month long. I like the Chevrolet power, but I wish my handling would have showed up a little bit better. Every time I got in traffic, I just couldn't do anything with anybody, so I ended up losing ground.” (About strategy late in the race): “We were on a set schedule at that time. We were doing the best job we could do as far as getting in and out of the pits. They gave me a good horse today, and I want to congratulate Bobby Rahal and Buddy Rice. Those two guys are good friends, especially Turkey Bird (Rahal). It's good to see him win the 500 again. And Buddy Rice, fantastic job. They deserved it, and they earned it.”

JEFF SIMMONS (No. 21 Pioneer Mo Nunn Racing Dallara/Toyota/Firestone): “It felt like it was a lot better than a 16th-place run, really. The Pioneer Mo Nunn guys did a great on the pit stops. I made it a little tough on them. I went a foot or foot-and-a half by them. I had a little trouble getting out on that last one. I could not get it in gear. I think it cost us a position, but it is probably it. We really ran strong. We were closing in on the other rookie there, Matsuura, and he had a strong car all month long. I am happy that we finished. I think it was a little bit of sweet. I really think we could have rolled better than a 16th-place run. We finished, and I hope I get a full-time ride.”

SCOTT SHARP (No. 8 Delphi Dallara/Toyota/Firestone): “We ran all day long, and the Delphi guys gave me some great stops. The car was real good; it just didn't seem like we had enough speed to be better, but we duked it out real hard at the end there, and picked up a bunch of spots. We hoped we would have been better than 13th, but, you know, that's the way it falls sometimes, and we'll take it and roll.”

(More)

88th INDIANAPOLIS 500-MILE RACE
POST-RACE QUOTES
PAGE 2

RICHIE HEARN (No. 33 Lucas Oil Products/Sam Schmidt Panoz G

Force/Toyota/Firestone): "The race was OK. Unfortunately, I was down on power. I could only run about 207 by myself. I thought I was a sitting duck all day. I probably had the best-handling car I have ever had, which is kind of disappointing because we just had no horsepower to keep me going. I really had to work and make the pass. I was catching people right when I went into the corner, and then I would have to lift and it would just get worse from there. It is just the way it is. I am happy to be apart of it and hopefully put something a little bit better together for next year."

ADRIAN FERNANDEZ (No. 5 Quaker State Telmex Tecate Panoz G

Force/Honda/Firestone): "It was a good day for everybody; I am very proud of the guys. Obviously, we would like to have had a better result. We just seemed to not have the breaks that we needed to have. We started with a not-so-good pit stop at the beginning, and then I was having a little bit of a problem on some of the restarts. I sort of took it back on the track and passed some people and got into a good position, but I think the biggest bad break was at the end when Helio (Castroneves) overshot his pit, and I really had no space to come into my pit so that really put us in a bad position for the guys to change the tires. We lost like three or four positions that we couldn't recover at the end. We suffered from understeer through the race, and that really didn't help me to push a little bit harder like I would have liked to do. In general, it was a good race; good for Kosuke (Matsuura). For our second year here as a team, I think it was a very good result, and I very proud of them."

BUDDY LAZIER (No. 91 LifeFitness DRR / Hemelgarn Racing

Dallara/Chevrolet/Firestone): "After the restart, we had no radio communication, which complicated our situation. Robbie (Buhl) did a great job of calling the changes and tuning the car even though we weren't able to talk about it. I'm not sure if we ran out of gas or if we had an electronics issue to end our day. The car was making intermittent noises down the backstretch for the last 15-20 laps, and the dash kept blinking. We lost a lap with a flat tire earlier and got it back, and just had one more stop to make. It was starting to go flat the lap before, and then when I got into (Turn) 3, the whole car took off. We had a strong top-10 car here. I didn't have any trouble passing anywhere."

FELIPE GIAFFONE (No. 24 Team Purex/Dreyer & Reinbold

Dallara/Chevrolet/Firestone): "We had a better pace in traffic, and the car was OK toward the end. I missed our pit box on the next-to-last stop and had to go around another lap, which probably cost us three to four spots. Owen (Snyder III, engineer) and the team did a great job, and I'm looking forward to the rest of the season."

TORA TAKAGI (No. 12 Pioneer Mo Nunn Racing Dallara/Toyota/Firestone): "My car had something wrong. It was loose, very loose."

(More)

88th INDIANAPOLIS 500-MILE RACE
POST-RACE QUOTES
PAGE 3

ALEX BARRON (No. 51 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): “We’re pretty pleased. It was kind of up and down. I think we had a really good race car all day. The restarts – I only had one good restart, and all the other restarts, as soon as I got a run I had to lift because the guy in front of me checked up in front of me, and I just didn’t have the timing down. Once I got it running, I was able to overtake cars. Overall, I think we had a solid car, but I think we should have been able to take more advantage of our overtakes on the straights. It didn’t seem like we had the speed. I’m really happy with the team, solid pit stops, good balance of the race car.” (A day like this, with delays and rain, does that throw off the flow for you?): “Not really, because we actually made a change after it started to rain, (and) it actually helped us go quicker. But it didn’t seem like we had the straight-line speed we needed to overtake. We made it better, but we’ve still got a ways to go. Overall, I think everything went real solid with the team, and you couldn’t ask for a more balanced race car. It was good all race.”

TOMAS SCHECKTER (No. 4 Pennzoil Panther Dallara/Chevrolet/Firestone): “In the beginning, it was OK, and we were gaining some positions. We just struggled a lot on restarts, and we trimmed the car a little bit, then we came in for one stop and we didn’t get any fuel in. So I had to come in and start at the back. We made some aerodynamic changes, but the car just got really bad halfway through the run so we came in for almost an emergency pit stop because I was going to crash it sometime. We came out, and the car was much better. So a tough day overall, but we’ll carry on working for the rest of the races.”

KOSUKE MATSUURA (No. 55 Panasonic ARTA Panoz G Force/Honda/Firestone): “I think I could have finished in the top five, you know. Many times, pit mistake, and I am very disappointed about this.” (More Matsuura to follow in transcript).

SARAH FISHER (No. 39 Bryant Heating & Cooling/Cure Autism Now Dallara/Toyota/Firestone): "I'm glad that we finished. Everybody here at Kelley Racing prepared first-class equipment, and they have first-class people. I mean to bring guys in who have never worked together, and to just jell like that, and to produce pit stops that they produced, that was awesome. They did a wonderful job. I just wish we were faster. We trimmed it out there the last half of the race; we dropped the wing down. We were running flat, you know, and that's all she had. So we just started to trim it out, and tried to stay in the draft. I just wish we could have been faster, but there's a lot of things out of your control as a driver. Kelley Racing has done an excellent job of putting first-class equipment together, so we'll just have to go back and be happy with what we've got."

VITOR MEIRA (No. 17 Rahal-Letterman Team Centrix Panoz G Force/Honda/Firestone): “I think we got penalized in the middle of the race. We made 27 positions from Lap 100 to the end of the race, and we had the quickest lap of the race for Rahal-Letterman. We couldn’t ask for more. Pole, then pit stop contest, quickest lap of the race, won the race. There’s nothing else you do. We got it all. Team Centrix/Team Rahal-Letterman, we couldn’t ask for much better job.”

(More)

88th INDIANAPOLIS 500-MILE RACE
POST-RACE QUOTES
PAGE 4

BRYAN HERTA (No. 7 XM Satellite Radio Dallara/Honda/Firestone): “It was a great result for our team. I guess it could have been better ... first, second and third, but let's not get greedy. The right guy won today. Buddy Rice had the fastest car, and he won the race. That's the way the Indy 500 is supposed to be. You know, we've got to work a little bit harder for next year. Hopefully we'll make it a one, two, three, four. With the month I had, this feels like a win. I've been in the wall hard twice. Today's little problems, but here in the race it all came right, and we got a nice result. I would have liked to win, but like I said, this is Indy. Compared to where we started, it's a great day, a great effort for Andretti/Green Racing.”

ROGER YASUKAWA (No. 16 Rahal-Letterman Sammy Panoz G Force/Honda/Firestone): “It was a long race for me. I had a good start, and unfortunately I lost some spots early on before the rain. Then you know, we had two flat tires, unfortunately. I kept going backward, but then I kept working myself back up. Team Rahal/Letterman Racing is a fantastic team. I want to congratulate Buddy. A great team effort. I want to thank my sponsors, Sammy and Honda, for their help and support. It was a good race.”

GREG RAY (No. 13 Access Motorsports Panoz G Force/Honda/Firestone): “It was disappointing we went six laps down immediately (at the start). We had electrical issues, and we got that sorted out at the rain delay. We weren't thinking when, just have a good competitive race and get some attention for our new partner with Uefora credit cards, Rent-a-Center, and University Law. I wasn't being aggressive in traffic and had a run on (Darren) Manning. He was on the outside of me, and he was there the whole time. I could see him, my spotter told me he was there. I gave him room at the wall. But I'm really not quite sure what happened. But he got into my left rear. That took us, spinning both of us around. I never touched the outside wall, and Hornish was right up behind us. It was one of those racing deals, disappointing for us. I'm totally disappointed. Those guys, too. I'm sure they were higher up in the mix than we were. But the impact is much bigger for us as we're a much smaller team. They've got plenty of ponies in the stable, and we don't. I'm just disappointed for all of us. Just wrong place, wrong time for all of us.”

DARIO FRANCHITTI (No. 27 Arca/Ex Dallara/Honda/Firestone): “It was an interesting day. Before the first rain shower, we had a problem with the gear. We had only first, second, third, fourth gear. And we thought the car was pretty good. We made a small adjustment. I think we got a bit greedy on that one. We thought we didn't quite have the car to win the race, so we thought we should make an adjustment to try to get us up there. I think we went too far in that. The car wasn't good in traffic. I don't know; we were pretty slow in the straight. We just kept going backward all day. It was pretty frustrating. Traffic was tough today. One guy would go by you, and it seems two or three would line up and get you afterward, and that's what we were fighting all day.”

(More)

88th INDIANAPOLIS 500-MILE RACE
POST-RACE QUOTES
PAGE 5

BRUNO JUNQUEIRA (No. 36 PacifiCare/Secure Horizons Panoz G

Force/Honda/Firestone): “It was a good day. We didn’t have the best car in traffic. We had a good car to run by ourself. We were on a different strategy from the leaders. We led some laps. Unfortunately, the rain came a little bit too late, but I think I’m quite happy with the finish, finishing fifth. I’m happy with the result.”

DAVID LETTERMAN (Co-owner, Rahal-Letterman Racing, #15 Rice): “You’re 16th, and your heart sinks a little bit, but Buddy’s heart didn’t sink. He just kept gnawing at it and gnawing at it and running everybody down. The car was the strongest one in the field all the day. He opened up the early lead. Then we sit out an hour and a half for rain. Nothing phased him. Nothing phased the car. It was bound to happen, you know. Two-hundred laps, 400 laps – I think it’s still Buddy ... I don’t think the rain was the factor. I’m disappointed it didn’t go 200. For Buddy, I know he would like a full race, but I don’t think it would have been a factor. The guy who was supposed to win this race won regardless of the weather.” (About being the owner of the winning car): “I don’t belong here, for heaven’s sake. What am I doing here? It’s unbelievable. It’s very nice. You know, you’re a kid, and you dream about this. And the race is so much a part of your life. To get to go to the race is a big deal. To be in the race ... but to win it, that’s just nuts. I’ve had dreams where I’m driving and always something happens, and Bobby asks me to get out of the car.”

MICHAEL ANDRETTI (Co-owner, Andretti Green Racing): “Buddy had too much car at the end for us. It’s a little disappointing, but yeah, we’ll take second, third and fourth. It’s not too bad, and we’re still in the lead for the championship. I think we might have opened it up a little bit with Tony and Dan. We were competitive; we just weren’t quite quick enough.”

HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Toyota/Firestone): “We had a solid car today. I think we could have finished in the top three. Unfortunately, we had a little miscommunication in the pits and lost some valuable positions on the track when we were hoping to make a pass in the pits. Indy is the kind of place where you try to give it your all. And unfortunately, it was not our day. Marlboro Team Penske had been working hard all month; it’s disappointing we couldn’t finish better.”

A.J. FOYT IV (No. 14 Consec/A.J. Foyt Racing Dallara/Toyota Firestone): “First, I hit the wall coming out of Turn 4. I thought everything was OK, but when I got into (Turn) 1, I found out it wasn’t. It was pretty stupid on my part. We could not really get anything going out there. I was in the way every lap. I couldn’t really feel it, so there’s no sense in staying out there in everybody’s way. So we decided to quit. It wasn’t my safety. It didn’t have anything to do with that. It was a matter of being in everybody’s way and also trying to put a car together. My crew did a great job, but you need more time to prepare a car than that.”

(More)

88th INDIANAPOLIS 500-MILE RACE
POST-RACE QUOTES
PAGE 6

JAQUES LAZIER (No. 70 Meijer/Coca-Cola Robby Gordon Dallara/Chevrolet/Firestone): "I have to thank Robby Gordon. He went out on a limb, for sure. I had not been in this car before. I feel bad for the team. They worked their tail off. Hopefully, Robby can end well where he is going because unfortunately we did not end well. But at the same time, it was one heck of a roller-coaster ride."

DARREN MANNING (No. 10 Target Chip Ganassi Racing Panoz G Force/Toyota/Firestone): (About accident): "I was way around the outside, and I was nearly alongside (Al) Unser Jr., as well. I was going by them both (Ray and Unser Jr.). I didn't have it in gear in the pit stop so we dropped way back to the back. I was actually trying to pass Unser Jr. at the time. I don't know what was going on with Greg (Ray) if his spotter told him that I was there. He kept coming and clipped my left rear. He should have maybe even seen me because I was well alongside him. Just for shame. I guess it was my fault really because to be in that position anyway. I didn't have it in gear in the pit stop, and that dropped us right to the back of the field when we were running in third. It's just a great shame for Team Target and Toyota, because we were right up in the front of the field by the second stop with 120 laps to go. I had a quick car. We were turning fast laps. I was able to overtake a run with everybody out there. It's just a shame for these guys."

ED CARPENTER (No. 52 Red Bull Cheever Racing Dallara/Chevrolet/Firestone): "I got a good run off (Turn) 2 on Alex (Barron) and Mark (Taylor). I was halfway by Alex, and he about ran me in the grass. I gave way to him, and then Mark and I went in two-wide, and you just can't have two-wide at Indy. The guy on the outside has to give the guy on the inside some room, eventually. That's what happens, though."

LARRY FOYT (No. 41 A.J. Foyt Racing Panoz G Force/Toyota/Firestone): "I just got up in the marbles. My car was bad all day and got under me in (Turn) 2, and that took me into the fence."

MARTY ROTH (No. 25 Roth Racing Dallara/Toyota/Firestone): "I got caught in McGehee's wash and pushed into the wall. This was a great experience. We had something go bad with our tires early on, but once we changed them, we took off and had a great race car. This was an awesome first IRL race for us, and I look forward to our next."

PJ JONES (No. 98 CURB Records Dallara/Chevrolet/Firestone): "I was a little loose, and then all of a sudden, the right front (tire) went, 'Boom,' and I just went right in the fence. I don't know if I got in the gray or what happened. I was riding along, and I wasn't running that fast. We were struggling with the car a little bit."

(More)

**88th INDIANAPOLIS 500-MILE RACE
POST-RACE QUOTES
PAGE 7**

SAM HORNISH JR. (No. 6 Marlboro Team Penske Dallara/Toyota/Firestone): "Greg Ray and Darren Manning got together, and I really didn't have anywhere to go. It was not the greatest thing that could have happened at that point in time. We were up at the front doing everything we could to stay out of trouble, and we had a problem that was nobody's fault. We came in, fixed it, went back out and were moving back up through the field. For two guys to get together in front of me, with one of them that's seven laps down, it's not very fun. But we'll move on, wait for the next time, and see if we can win one of these days."

...IMS2004...

For Immediate Release

**88th INDIANAPOLIS 500 TOP-FINISHING ROOKIE PRESS CONFERENCE
Kosuke Matsuura
Sunday, May 30, 2004**

MODERATOR: As the highest-finishing rookie, high up on the grid, you had a very solid race and your team had a very good race. Congratulations on your run.

KOSUKE MATSUURA: Thank you very much.

MODERATOR: Tell us about it. Are you, as you sit here now, are you satisfied with where you finished, did you think you had more? Just your reaction overall to the day.

MATSUURA: If I don't make a crash, I'm going to finish top of the rookies. Today, I think I was quite competitive at the beginning. But when we got the call, after 15 laps, with lower temperature, others were quicker than us. That was very difficult. I think I did my best, 180 laps, and there are a lot of things, total four races so far, and I'm very happy to finish at the top of the rookies.

MODERATOR: It was a long day with the delays and everything, what was that like for you as a driver?

MATSUURA: It was a very long day. At first, I was nearly sleeping in the car, maybe 10 laps, seven laps behind the Pace Car, I was nearly sleeping because my car was pretty hot. It was really hot; I was nearly sleeping. But I was competitive for 180 laps. I think I did a couple very good early starts, overtook maybe three or four cars, and I'm happy.

Q: How does it feel to be one of the only rookies who finished the race today?

MATSUURA: Right now, nothing, because I'm very disappointed because I could have finished in the top five. I think I overtook a lot of cars on the track, but then a couple pit mistakes, and that's why I lost a lot of position. The top of the rookie, I was driving, I was calculating who is in front of me, rookie driver, and after the crash, I was nearly laughing. So maybe tomorrow it's going to be happy because I get a lot of prize money. (Laughter).

MODERATOR: So you're telling us you're going to like that prize money just a little bit?

MATSUURA: Yeah, prize money makes me happy. (Laughter).
(More)

MODERATOR: That's universal language in all racing languages, indeed. The number of incidents out there, we had several accidents; were you close to any of them?

MATSUURA: I had quite couple of times I nearly hit the wall. The first time was when I went to -- when I enter Turn 3 with (Scott) Dixon, two-wide nearly hit the wall. And the conditions were pretty difficult, it was quite windy, and it was very difficult for us. But I finished with the car, and I didn't break anything these four races, and I think my manager will be very happy.

MODERATOR: Most rookies say the start of the race is something they are not prepared for with the turbulence and the crowd, and the stands were all full. What was the start like for you?

MATSUURA: You know, I think first time to get a lot of turbulence and this track is very low downforce circuit, and when you lose downforce, it's very difficult. And especially today was very windy, the wind direction was difficult, Turn 3, Turn 4, and many times I nearly hit the wall. I think the beginning, competing in races, in Homestead I was completely alone, driving alone. Phoenix, sometimes I fight with somebody. And then Motegi, I was fighting a couple of guys. And then today, 180 laps I was driving somebody in the drafting. That's why I ran a lot of things, and I have to work and prepare for the good drafting car.

MODERATOR: Congratulations.

...IMS2004...

For Immediate Release

**88th INDIANAPOLIS 500 WINNER'S PRESS CONFERENCE
Buddy Rice, Bobby Rahal, David Letterman, Scott Roembke
Sunday, May 30, 2004**

MODERATOR: As a champion here, now you've done it as a driver and an owner, what a feat in its own.

BOBBY RAHAL: It's obviously very sweet. People have asked me, is it sweeter than doing it as a driver; I think it's just different. There's nothing like crossing the Yard of Bricks when you're driving a racing car. And yet, at the same token, this has been just a great achievement for our team. Three in the top 10, I mean, I can't be happier. And Buddy, of course, drove the wheels off the thing, and Roger did a great job. What I'm most pleased about, this guy to my right, Scott Roembke, who grew up here and this is his life, Indianapolis, especially. I am so pleased for him and for David, for the same reasons, being from Indiana, this is just an awesome achievement for our team. And while I appreciate it, and appreciate it greatly, I am more so pleased for Scott and Dave and the entire team, and of course Buddy, a guy that people wouldn't give a chance to, and here he is. I think, I dare say, I believe that he dominated the race. I don't know how many laps he led, but he certainly drove around everybody when he had to. You know, just a fantastic performance.

MODERATOR: David, we certainly enjoy your show at night and laugh at your jokes and antics, but we saw you right after the race was over doing an interview, and it looked like you were pretty emotional about coming back here and winning the Indianapolis 500.

DAVID LETTERMAN: Yeah, I don't even know where to begin. I don't belong here, first of all. I've been with this organization, I don't know, since '94, '95, something like that, and I want to be sure that I say good, smart things here about good, smart people. I want to thank everybody, because, you know, you work just as hard in the races that you lose as you do in the races that you win. I want to thank everybody in this organization, top to bottom, for the hard work they have done since I've been a part of this team. I couldn't be happier. This win today has so many interesting, worthy facets. Bobby touched on Buddy coming in, getting a good ride, and just, was there a stronger car in the field today; was there a stronger driver in the field today; did it look like a horizon job when they dropped the green flag. Then we went out and we had brunch and cocktails, came back, started it again. I'm sitting in the motor home talking with Kenny Brack about his baby and he says, "You know, I think they are racing." We heard it may be Labor Day before we get this thing dried up. I go up there, I see Treble in the pit stop, he was talking to Bobby's dad, and I said, "Where did Buddy come out?" 16th. **(More Letterman on next page)**

(More)

LETTERMAN (cont.): At that point I went outside for a little breath, and I said, well, this is going to be one of those things, be happy with a top-five, top-three finish. And by the time I got back to the pits, my God, Buddy just would not stop, and it was eating everybody alive. There's something about it, it was I think preordained certainly. You could feel it. You could feel it from the start of the race. Buddy is a tough kid. He's a pretty tough guy. Please no, flash photos. (Laughter).

MODERATOR: Well, Scott, you've got a hard act to follow. David touched on the fact that this has been your life and here you have a team, I want to accent the positives for starters. First of all, the two Andretti Green drivers who came in here finished second and third said the best driver and the best team won the race. They made absolutely to bones about that, and said, it didn't really matter if the race went back to green, the dominant car and driver won, and that's the great news. You had won the pit stop competition, and yet, one of the key moments was, in fact, there was a pit stop that just went a little awry, and you know the thin margin between winning and losing here that must have been a moment of heartache for you.

SCOTT ROEMBKE: Well, certainly caught our attention. But, you know, it's a long race, and sometimes you can get away with making a mistake and other years you can't. Fortunately for us, we did stall on the one stop and went from the front to the back, but circumstances allowed us, I think it was quite obvious that we had the fastest car. And then, you know it became a race against Mother Nature, and timing that right, and we're just very thankful that that last pit stop sequence was allowed to cycle through and it didn't rain in the middle of that, or else that could have been a pretty big wild card. I just want to thank Bobby and David for giving us everything we need to put this team together. It was a total team effort and the guys at work we talked about this after the pole, all three guys worked together all month. I saw Roger going to the front today, when we told Buddy that rain was 30 minutes away and he was PA, he had to go; he went. He did just a great job.

Q: Talk more, Scott, about the situation with the race, at a moment that Bruno Junqueira came out of sequence –

ROEMBKE: Well, I worked for Jim McGee for a long time, and he always is pretty on the leading edge of those things and certainly looked like that might pay off for him. It would have been their victory to take, certainly but just glad that it held off long enough to let the cars that had been up front motivate the day cycle through. You know, I believe the right car won the race. I'm pleased to hear the comments from the Andretti Green team. They are tough competitors. And thanks to Honda. I think it was a pretty good whitewashing there at that point. If you didn't have a Honda, you weren't going to win today.

Q: It's obvious this is a very special race for all three of and you all three of you spent a significant amount of time away from this event, just put it in perspective a little bit having gone through that to come back here and win.

(More)

RAHAL: For me, personally, leaving this, not being here was not a pleasant decision to make at the time. But, you know, we came back two years ago, and while we weren't obviously as successful, it was great to be back. This is, obviously, the most important race in the world, and, you know, you just can't help but feel that when you come out here on Race Day, the crowd is fantastic. And today, exemplified today when it rains and nobody went home that I could see, or maybe a few, but not many. And in the end, they saw a great race. So, you know, it was -- personally I'm very pleased not only that we came back two years ago, but that we focused our resources totally this year on this series and on this race, and I think that was an indication for the decision we made, because I think our performance as a team reflected the focus we were able to get by being in this series in total. For me, it's great to be back, and geez, to win it, as I say, it doesn't get any sweeter.

Q: David, can you comment on that?

LETTERMAN: Well, I go where Bobby goes, and he tells me what we're going to do and I say, sure, let's do it. But obviously, in the beginning, it was a disappointment not to be here, like for Scott and myself and for everyone else who lives here. When you're growing up, I don't know what it is, I guess when I was a kid, there was no Major League Baseball in Chicago and Cincinnati. But we didn't have anything here. So the Speedway became my Major League Baseball. Every month of May, the world would come to you. I can't begin to describe the magic that there was when you were a kid and you just tough it out through these long, lousy Indiana winters. I, of course, lived outside -- (Laughter). And then you get to go out to the Speedway, and there's just this excitement and this drama, and the place is sacred. The greats of the sport have competed here and given their lives here. I forget the question, but I -- (Laughter). You know, I haven't had anything to drink in 30 years. I feel like I'm drunk right now, I'm sorry.

Q: Bob, this place has been a roller coaster for you as a team owner, and this year has been tumultuous, is it too soon -- you come back from 10 years ago, you came here as a team owner didn't even make the race as a champion and you swept the month.

RAHAL: Well, there was no question, it was a dream month. As I say, I take a great deal of satisfaction, no one has to point out the irony of where we were ten years ago and where we are today, particularly with our relationship with Honda. Ten years ago, or 15 years ago, I worked hard to try to help bring Honda into Indy-car Racing, and several years later, under very difficult circumstances, I had to make a decision to leave them. And then I had to sit there and watch everybody else enjoy the spoils. Particularly the teams that did everything they could to try to keep Honda out when we were trying to bring them in. And then for me today, to bring Honda their first pole position at Indianapolis and their first victory, I'm just so proud of that. And I'm thankful to them for bringing me back into the fold, allowing us the opportunity again, because, frankly, I never thought that would happen. And they should take great satisfaction from this entire month, this entire year, to be sure. As Scott said, they cleaned house this month, and I just can't -- they work hard, they are brilliant and they deserve it. **(More Rahal on next page)**

(More)

RAHAL (cont.): So, yeah, the irony of the last ten years is not lost, and this somehow wipes out all of the frustration and all of the depression that Scott and I went through when everybody started winning with Hondas and we were on the sidelines. It was great, and my congratulations to them.

Q: Bob, can you talk about what it was like watching the last 10 or 15 laps of that when you knew the rain was coming and all of those decisions were being made?

RAHAL: Well, as Scott said, we had been talking on the radio about the weather, and Bob saw -- his pilot is here and asked if we could get updates like every 15 minutes. Early in the race, said no problem, there's no rain coming. Then the call came, I don't know, probably an hour before the end of the race. And I said you know, there's a lot of bad weather coming and we think it will be here in 20 or 30 minutes; I think it actually took a little bit longer. I said to Scott, if you guys are going to go, now is the time, because especially after you led so easily in the beginning, to lose the race because of the rain, that would have been tough to swallow. Sure enough, as Scott said, Buddy got the whip out, and, man, he put some moves on some people, brilliant restarts. I felt that irrespective -- of course, then I'm listening to the radio and the officials are saying, well, we don't think it's wet enough yet. I'm going: Like hell, it's wet! (Laughter) I think we ought to red flag this right now! (Laughter). So, obviously every other pit was saying the opposite. It was a great race for us. It was great to watch Buddy because the guy just drove through the pack.

Q: If we would not have gotten the last rain, how confident were you Buddy could hold off the other drivers the last 20 laps?

RAHAL: I appreciate Tony and Dan Wheldon's honesty. The only thing that could have tripped it up would have been getting bogged down in traffic. But I think had there been a restart and gone green, I think the same guy would be sitting up here today.

MODERATOR: Well, what do you say, there he is, the 2004 Indianapolis 500 Champion, Buddy Rice. (Applause).

BUDDY RICE: Thank you. I don't know what to say right now. First of all, I would like to thank all of the guys that are sitting up here. I had to fill in for Kenny Brack and it was not the -- not the best way you want to come in is filling in for somebody like that for what happened to him. He legitimately held a spot with such a top-rated team. So for me to come in and get his support and all of the help he's given, not only for the first part of the season and starting when he showed up in Phoenix and some of the testing, we had talked; and to come here this month and be a big support of the team for most of the month, was pretty cool, and to help the other drivers, as well. I don't know, for Scott and Bob and Dave up here, I know Scott and Dave and I have been talking since -- or Scott and Bob and I have been talking since '98, '99 when I started racing Atlantics there to try to put something together -- sorry, Dave, I didn't talk to you about it. (More Rice quotes on next page.)

(More)

RICE (cont.): But these guys were on the track. (Laughter). We were trying to sort something out, and things never quite worked out. They always said when the timing is right, things will come together, and we'll make something happen. I guess this was the right time. We started off the season excellent. We had a good chance at winning at Homestead; we had a puncture, just circumstantial, just the way it is. We've had two good other runs at other facilities, and Honda finally got their first win at Motegi, and for us to come here, the long history Bob has with Honda and for to us get the pole for them for the first time and the first win is huge at the biggest race in the world. I don't know, I'm on equal footing with Bob to a certain degree, because I've won the Indianapolis 500 now, but he still has got championships and a lot more wins under his belt. So, keep trying to chase that.

Q: David, you talked earlier about what it was like to grow up in Indiana and to follow the Indianapolis 500, and we look at the variety of drivers and names and legends that have been born here, can you imagine in a better story, than the guy that's sitting next to you right now and Buddy Rice? Here is a guy who was out of work, he's kind of an all-American kid who has worked very hard; there's very few stories like this in real life.

LETTERMAN: Well, like I said, there are many facets to this tremendous victory, and I think Buddy alluded to this as well, the relationship with he and Kenny, I think, is extra special. I think there's probably nobody happier in this facility today than Kenny is for Buddy. Kenny is a tremendous man. He's proven everything he needs to ever prove in his life. And I think it's a great victory for Buddy, and the two of them have been very gracious about the situation.

Q: What did you see in this guy, Bobby?

RAHAL: Well, I mean, I just -- I saw a lot of things. (Laughter). This is what happens when you wear your hat the right way around, Buddy. (Laughter). No, that's all right. I might even let him wear it backwards one of these days.

RICE: Dave said it's OK.

RAHAL: Going to a lot of the same races, watching Buddy in the Atlantic series, you don't win the Atlantic championship and not have talent. You don't win as many races as he did in other categories and not have talent. And it's just like anything for a driver, you want to be in the right environment, the right team. If you're in the right environment, you can really grow and blossom and achieve, and you can fulfill your destiny and the capabilities that you have. I just felt that -- and Scott, obviously, was very proactive about Buddy, as well. I think we both felt that we would do a great job for us, we would be a leader. We didn't know the full picture with Kenny, like how long he would be out or what have you. We need a guy who is going to lead this team and be a team player. I've got to tell you, I can't imagine a better -- a better guy for that than Buddy. We have been very, very pleased with how he has come into this team and really become the leader that we needed.

(More)

Q: After you got shuffled back to 16 on the pit stop, if you could go over your charge back to the front, what you had to do, if you had any close calls in traffic, because traffic really seemed to be incredible out there today.

RICE: Yeah, traffic was -- we knew it was going to be a problem. But there was no reason to panic. We were only halfway through the race. The skies were still clear. There was nothing at that time threatening, and we knew we had at least two more stops before anything was going to remotely happen with weather at that time. So, I wasn't concerned. There was no reason to panic. Maybe if there was 20 or so laps to go, 30 laps to go, last stint, you start getting a little worried. Scott Roembke made all of the right calls today on fuel strategy and what we needed to do. That played a major factor on that last stop with what we had to do, because obviously some other cars came in when we did. We stayed out longer and it seemed to be quite pivotal. Another thing that I think that happened, we got a couple of breaks in traffic late in the run. I know Tony was close. I got by, I forget who it was, going into Turn 1; it was kind of a late pass, but I needed to make it to give myself that barrier. And Tony got bottled up so bad, that I couldn't even see him anymore. I think that was also another cushion that we needed and it just helped. It helped to go back to conserving fuel like we did, and that was the whole thing. We knew it was going to be a lot of fuel strategy. Pit stops were going to be crucial and whoever made the least amount of mistakes. There were a couple close calls with some lap guys, and just the way it is. With the way the packages are right now, it's so close from top to bottom, you knew that was coming.

Q: You led a race-high 91 laps. In that last stint, that last pit stop, how did you feel when you had to come in with the dark sky, and then were you relieved when you saw the Andretti Green cars then having to do the same thing a few laps later?

RICE: Well, actually they pitted before I did. The Andretti Green cars pitted before me, yeah. That was the whole thing. Scott had made the right call on fuel, and what we were doing on that last stint, it looked like it was going to be green. The we knew the skies were coming, but the whole thing was as long as we charged and stayed out front, like they said, we needed to do we were going to be fine. We had the barrier, those guys had to come in and pit, we were still doing what we needed to on fuel strategy. When Tony came out of the pits, I knew he had to be at least a lap down at that point. So if the rains would have opened up -- or the skies would have opened up with rains, then he's at least a lap down. He almost went down a lap earlier, too, but we had everything fall into place today, just it all kind of worked out.

Q: I know you changed your hat around. Have we seen the end of the soul patch, too?

(More)

RICE: That's been like a big thing, too, between that and Under the Radar Program all month. (Laughter). Amazing. First off, I don't know how you can be underneath the radar when you are in the top eight, top five. Every day, we had the pole. We've been in contention for wins throughout the whole month. The patch was a cosmetic change we needed to make for several of our sponsors in situations, but that's things that you have to do. It's not an issue. Nothing changed. I mean, it doesn't change my attitude. It doesn't change my approach to anything. It doesn't change my lifestyle, nothing. It's just a little bit of a cosmetic change. But I'm totally cool with it. Doesn't change my -- I guess my persona or anything. It might come back. We'll see. Bob's already talking about letting the hat come back, so we'll see what we can work on next. (Laughter).

ROEMBKE: Buddy is very gracious, but Todd and Steve Dickson were the guys that called the fuel and strategy in the pits. Todd is the team engineer. We thought the car was pretty good. Buddy was flat on his second last, never lifted didn't lift again till the first round of pit stops. Steve was the guy on the radio with Buddy keeping him clean. Certainly those two were the guys steering the ship down there, and I was just making sure we were all in the same place. They deserve an ample amount of credit on that and they did a great job today for us.

Q: Earlier in the week, you've been so calm about your approach to the race, and you said you don't necessarily see it being as life-altering, you would take the win if it came. Now that you've just visited victory circle and you're sitting up here, how excited do you find this particular race in particular, to be where you are?

RICE: I guess we're going to have to wait and see. I don't know right now. This is pretty crazy. Like everybody said, this is everything you work for, it's the biggest race in the world, and to be able to come here and not only sit on the pole, but to be able to win it -- obviously, now I know I led the most amount laps. I don't know, I think it's pretty cool.

Q: Just talk about the American race driver and how he's been kind of forgotten, especially at this place in the last five, six, seven years, and what this means to young American drivers.

RICE: Hopefully it gives people a little bit of a shot in the arm right now. Because there's a company, as you guys all know, Red Bull is trying to put an American driver search together. A lot of kids that are over there in that program are kids I've raced against and grew up with over on the West Coast. I wouldn't say that -- I mean, there's a ton of talent in this country. Obviously, Bob is one of them that's been pulling up from that, and there's some other people that have been doing it, but the whole thing is timing, I think. Being given a chance, you know, there was a situation back in 2000 that I was in, and I think some people are quite aware of what happened on that deal, and they posed what they call the top Europeans versus the top Americans at the time. I sure didn't go in there and get spanked by any means of the situation at all. Things didn't happen for whatever reason; it was just not the right time. **(More Rice quotes on next page.)**

(More)

RICE (cont.): So hopefully this shows to some of the other kids and some from go-karts to circle track to whatever they are doing, that they can make it here and they can come here and win. You know, obviously the European training ground is different than the American training ground. But there's so much influx right now back and forth with the Europeans coming here, and the Americans going over there and back and forth and now. There's enough intermeshing that I think the talent level has jumped up once again. When I go to the go-kart track to run with some of those kids and I haven't driven in a while, there's no way I can compete at that level now without training quite heavily to get ready for a go-kart. I think that there is a place for the Americans. I don't think they are overpowered by the Europeans, and I think that you'll see more young Americans coming up, but I think there's more than talented drivers -- more than enough talented drivers out there. Some just need to be given a shot, and hopefully timing will work out for them and they will be able to make it.

Q: When you were growing up, did you ever dream of this moment being able to do something like this or did you just think of that as a whacky kids's dream? And also, what does this guy, does he remind you of any of the drivers that you used to call your heroes when you were a kid?

LETTERMAN: When I was a kid growing up in -- no, the answer -- do you dream about it? Sure. Do you ever think it's possible? No. When I was 16, I couldn't make a fist. So, there was not much I could do. As far as I think the first guy I saw drive this track was a fellow named Bud Tinglestad. Does Buddy remind me of Bud Tinglestad? I don't know. (Laughter) I don't know.

RICE: Bud Tinglestad never wore his hat backward. (Laughter).

MODERATOR: For all of us that remember Bud Tinglestad, it was a great run. To all of you, a hearty congratulations on a job well done.

...IMS2004...