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86th INDIANAPOLIS 500
Indy Racing League
OFFICIAL ENTRY LIST

Car	Driver Hometown	Car Name Chassis/Engine/Tire	Entrant	Chief Mechanic
2	Raul Boesel Curitiba, Brazil	Menards/Johns Manville D/C/F	Team Menard	David Milby
2T	Raul Boesel Curitiba, Brazil	Menards/Johns Manville D/C/F	Team Menard	David Milby
3	W Helio Castroneves Sao Paulo, Brazil	Marlboro Team Penske D/C/F	Marlboro Team Penske	Rick Rinaman
3T	W Helio Castroneves Sao Paulo, Brazil	Marlboro Team Penske D/C/F	Marlboro Team Penske	Rick Rinaman
4	Sam Hornish Jr. Defiance, Ohio	Pennzoil Panther Dallara D/C/F	Panther Racing	Simon Morley
4T	Sam Hornish Jr. Defiance, Ohio	Pennzoil Panther Dallara D/C/F	Panther Racing	Simon Morley
5	R Rick Treadway Indianapolis	Sprint/Kyocera Wireless/Airlink Racing – G/C/F	Treadway and Associates Racing	Brian Heriza
5T	R Rick Treadway Indianapolis	Sprint/Kyocera Wireless/Airlink Racing – G/C/F	Treadway and Associates Racing	Brian Heriza
6	Gil de Ferran Sao Paulo, Brazil	Marlboro Team Penske D/C/F	Marlboro Team Penske	Matt Jonsson
6T	Gil de Ferran Sao Paulo, Brazil	Marlboro Team Penske D/C/F	Marlboro Team Penske	Matt Jonsson
7	W Al Unser Jr. Albuquerque, N.M.	Corteco/Bryant D/C/F	Kelley Racing	John Worth
7T	W Al Unser Jr. Albuquerque, N.M.	Corteco/Bryant D/C/F	Kelley Racing	John Worth
8	Scott Sharp Norwalk, Conn.	Delphi D/C/F	Kelley Racing	Robert Perez
8T	Scott Sharp Norwalk, Conn.	Delphi D/C/F	Kelley Racing	Robert Perez
9	Jeff Ward San Juan Capistrano, Calif.	Target Chip Ganassi Racing G Force – G/C/F	Chip Ganassi Racing	Barry Wanser
9T	Jeff Ward San Juan Capistrano, Calif.	Target Chip Ganassi Racing G Force – G/C/F	Chip Ganassi Racing	Barry Wanser
10	Robby McGehee St. Louis	Cahill Racing/Scottrade D/C/F	Cahill Racing	Kevin Hertle
10T	Robby McGehee St. Louis	Cahill Racing/Scottrade D/C/F	Cahill Racing	Kevin Hertle
11	Greg Ray Plano, Texas	A.J. Foyt Racing/Harrah's D/C/F	A.J. Foyt Enterprises	Bill Spencer
11T	Greg Ray Plano, Texas	A.J. Foyt Racing/Harrah's D/C/F	A.J. Foyt Enterprises	Bill Spencer

OFFICIAL ENTRY LIST (continued)

Car	Driver Residence	Car Name Chassis/Engine/Tire	Entrant	Chief Mechanic
12	R Shigeaki Hattori Okayama, Japan	EPSON D//F	Bradley Motorsports	Andy Green
12T	R Shigeaki Hattori Okayama, Japan	EPSON D//F	Bradley Motorsports	Andy Green
14	Airton Daré Bauru, Brazil	Harrah's/A.J. Foyt Racing D/C/F	A.J. Foyt Enterprises	Craig Baranouski
14T	Donnie Beechler Springfield, Ill.	Harrah's/A.J. Foyt Racing D/C/F	A.J. Foyt Enterprises	Craig Baranouski
15	Oriol Servia Barcelona, Spain	Walker Racing Special D/C/F	Walker Racing	Ron Catt
15T	Oriol Servia Barcelona, Spain	Walker Racing Special D//F	Walker Racing	Ron Catt
16	Jon Herb Chicago	TBA G/C/F	Racing Professionals	Ron Heck
16T	Jon Herb Chicago	TBA D/C/F	Racing Professionals	Ron Heck
17	R Tony Kanaan Sao Paulo, Brazil	Hollywood Mo Nunn Racing G/C/F	Hollywood Mo Nunn Racing	Don Lambert
17T	R Tony Kanaan Sao Paulo, Brazil	Hollywood Mo Nunn Racing G/C/F	Hollywood Mo Nunn Racing	Don Lambert
19	Jimmy Vasser Las Vegas	Miller Lite/Rahal Letterman Racing D/C/F	Team Rahal	Bobby Golasinski
19T	Jimmy Vasser Las Vegas	Miller Lite/Rahal Letterman Racing D/C/F	Team Rahal	Bobby Golasinski
20	Richie Hearn Las Vegas	Grill 2 Go Sam Schmidt Motorsports Indy Car – D/C/F	Sam Schmidt Motorsports	Phil McRobert
21	Felipe Giaffone Sao Paulo, Brazil	Hollywood Mo Nunn Racing G/C/F	Hollywood Mo Nunn Racing	Tom Vasi
21T	Felipe Giaffone Sao Paulo, Brazil	Hollywood Mo Nunn Racing G/C/F	Hollywood Mo Nunn Racing	Tom Vasi
22	W Kenny Brack Karlstad, Sweden	Target Chip Ganassi Racing G Force – G/C/F	Chip Ganassi Racing	Dave Higuera
22T	W Kenny Brack Karlstad, Sweden	Target Chip Ganassi Racing G Force – G/C/F	Chip Ganassi Racing	Dave Higuera
23	Sarah Fisher Commercial Point, Ohio	Team Allegra/Dreyer & Reinbold Racing – G//F	Dreyer & Reinbold Racing	Dane Harte
23T	Sarah Fisher Commercial Point, Ohio	Team Allegra/Dreyer & Reinbold Racing – G//F	Dreyer & Reinbold Racing	Dane Harte
24	Robbie Buhl Cleveland	Team Purex/Aventis/Dreyer & Reinbold Racing - G//F	Dreyer & Reinbold Racing	Brad Brewer
24T	Robbie Buhl Cleveland	Team Purex/Aventis/Dreyer & Reinbold Racing – G//F	Dreyer & Reinbold Racing	Brad Brewer

OFFICIAL ENTRY LIST (continued)

Car	Driver Residence	Car Name Chassis/Engine/Tire	Entrant	Chief Mechanic
26	Paul Tracy Scarborough, Ontario	Team Green 7-Eleven D/C/F	Team Green	Eric Haverson
26T	Paul Tracy Scarborough, Ontario	Team Green 7-Eleven D/C/F	Team Green	Eric Haverson
27	R Dario Franchitti Edinburgh, Scotland	Team Green 7-Eleven D/C/F	Team Green	George Klotz
27T	R Dario Franchitti Edinburgh, Scotland	Team Green 7-Eleven D/C/F	Team Green	George Klotz
28	TBA TBA	TBA D/C/F	Kelley Racing	TBA
28T	TBA TBA	TBA D/C/F	Kelley Racing	TBA
30	R George Mack Los Angeles	310 Racing G/C/F	310 Racing	Jamie Nanny
30T	R George Mack Los Angeles	310 Racing G/C/F	310 Racing	Jamie Nanny
31	Robby Gordon Orange, Calif.	Menards/Childress/Cingular D/C/F	Team Menard	Dave Forbes
31T	Robby Gordon Orange, Calif.	Menards/Childress/Cingular D/C/F	Team Menard	Dave Forbes
32	R Memo Gidley San Rafael, Calif.	WESTERN UNION/Duesenberg Brothers Racing – D/C/F	Beck Motorsports	Tom Bose
32T	R Memo Gidley San Rafael, Calif.	WESTERN UNION/Duesenberg Brothers Racing – D/C/F	Beck Motorsports	Tom Bose
33	Bruno Junqueira Belo Horizonte, Brazil	Target Chip Ganassi Racing G Force – G/C/F	Chip Ganassi Racing	Rick Davis
33T	Bruno Junqueira Belo Horizonte, Brazil	Target Chip Ganassi Racing G Force – G/C/F	Chip Ganassi Racing	Rick Davis
34	R Laurent Redon Chamond, France	Mi-Jack D/I/F	Mi-Jack Conquest Racing	Rich Simon
37	Scott Harrington Louisville, Ky.	Pit Bull Energy Drink/Rhino Cleaning Products – D/C/F	Brayton Racing	Norm Johnson
37T	Scott Harrington Louisville, Ky.	Pit Bull Energy Drink/Rhino Cleaning Products – D/C/F	Brayton Racing	Norm Johnson
39	Michael Andretti Nazareth, Penn.	Motorola/Archipelago D/C/F	Team Green	John Cummiskey
39T	Michael Andretti Nazareth, Penn.	Motorola/Archipelago D/O/F	Team Green	John Cummiskey
40	Davy Jones Houston	TBA G/C/F	Team Coulson Racing	Joe Snyder
40T	Davy Jones Houston	TBA G/C/F	Team Coulson Racing	Joe Snyder

OFFICIAL ENTRY LIST (continued)

Car	Driver Residence	Car Name Chassis/Engine/Tire	Entrant	Chief Mechanic
41	TBA TBA	A.J. Foyt Racing G/C/F	A.J. Foyt Enterprises	Cody Zobac
41T	TBA TBA	A.J. Foyt Racing G/C/F	A.J. Foyt Enterprises Teams	Cody Zobac
44	R Alex Barron San Diego	Rayovac Blair Racing D/C/F	Blair Racing	Gary Neal
44T	R Alex Barron San Diego	Rayovac Blair Racing D/C/F	Blair Racing	Gary Neal
45	TBA TBA	TBA D/C/F	Blair Racing	TBA
45T	TBA TBA	TBA D/C/F	Blair Racing	TBA
51	W Eddie Cheever Jr. Phoenix	Red Bull Cheever Racing Ininiti D//F	Red Bull Cheever Racing	David Meehan
51T	W Eddie Cheever Jr. Phoenix	Red Bull Cheever Racing Ininiti D//F	Red Bull Cheever Racing	David Meehan
52	R Thomas Scheckter Cape Town, South Africa	Red Bull Cheever Racing Ininiti D//F	Red Bull Cheever Racing	Owen Snyder III
52T	R Thomas Scheckter Cape Town, South Africa	Red Bull Cheever Racing Ininiti D//F	Red Bull Cheever Racing	Owen Snyder III
53	R Max Papis Como, Italy	Red Bull Cheever Racing Ininiti D//F	Red Bull Cheever Racing	Josh Junge
53T	R Max Papis Como, Italy	Red Bull Cheever Racing Ininiti D//F	Red Bull Cheever Racing	Josh Junge
55	W Arie Luyendyk Scottsdale, Ariz.	Meijer G/C/F	Treadway and Associates Racing	Skip Faul
55T	W Arie Luyendyk Scottsdale, Ariz.	Meijer G/C/F	Treadway and Associates Racing	Skip Faul
81	Billy Roe Indianapolis	American Dream Mortgage Integrated Services Inc. – G/C/F	Zali Racing	Jeff Babbitt
91	W Buddy Lazier Vail, Colo.	Coors Light/Life Fitness/Tae-Bo/ Delta Faucet – D/C/F	Hemelgarn Racing	Dennis LaCava
91T	W Buddy Lazier Vail, Colo.	Coors Light/Life Fitness/Tae-Bo/ Delta Faucet – D/C/F	Hemelgarn Racing	Dennis LaCava
92	TBA TBA	TBA D/C/F	Hemelgarn Racing	Dennis LaCava
92T	TBA TBA	TBA D/C/F	Hemelgarn Racing	Dennis LaCava
98	Billy Boat Phoenix	CURB Records D/C/F	CURB/Agajanian/Boat Indy Racing	Terry Wilbert
98T	Billy Boat Phoenix	CURB Records D/C/F	CURB/Agajanian/Boat Indy Racing	Terry Wilbert

OFFICIAL ENTRY LIST (continued)

Car	Driver Residence	Car Name Chassis/Engine/Tire	Entrant	Chief Mechanic
99	Mark Dismore Greenfield, Ind.	Grill 2 Go Indy Car	Sam Schmidt Motorsports	Phil McRobert

Legend:

R = Indy 500 Rookie

W = Past Indy 500 Winner

Chassis: D = Dallara; G = G Force

Engine: C = Chevrolet; I = Infiniti

Tire: F = Firestone

Issued 5/23/02

DAY 1 – SUNDAY, MAY 5, 2002 – INDIANAPOLIS STAR OPENING DAY

Welcome to the 86th running of the “Greatest Spectacle in Racing,” the Indianapolis 500. Fred Nation, vice president of corporate communications and public relations for the Indianapolis Motor Speedway, Ron Green, director of media relations for the Indy Racing League and Bill York, WorldCom *plex* 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 WorldCom *plex*.

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

Continuing a tradition started in 2001, the six former winners listed on the entry list for the 86th Indianapolis 500 – Arie Luyendyk (1990,1997), Al Unser Jr. (1992, 1994), Buddy Lazier (1996), Eddie Cheever Jr. (1998), Kenny Brack (1999) and Helio Castroneves (2001) will take a ceremonial “Past Champions Lap” around the 2.5-mile oval before the track opens for practice today, at approximately 1 p.m. The six drivers will perform the lap in pyramid formation, with defending champion Helio Castroneves leading. Two-time winners Luyendyk and Unser will make up row two, while Lazier, Cheever and Brack will make up the third row. The former winners will take the lap in the cars they are entered in for this year’s “500.”

TODAY AT THE TRACK:

9 a.m.	Public gates open
11 a.m.	Firestone press conference, Trackside Conference Room
11 a.m.	Mayor’s Breakfast Caravan Track Lap
11 a.m.	Autograph Session (Bombardier Pagoda Plaza)
12:30 p.m.	Opening Ceremonies begin: Crowning of 500 Festival Queen, Past Champions Lap
1:15 p.m.	Official Indianapolis 500 practice

Indy Racing League rookie Tomas Scheckter has been suspended from all on-track activity through May 7, fined an undisclosed amount and placed on extended probation for unsportsmanlike conduct, IRL Vice President of Operations Brian Barnhart announced May 3.

Scheckter, driver of the No. 52 Red Bull Cheever Racing Dallara/Infiniti/Firestone, was penalized pursuant to Rules 8.1 and 8.3 (A) of the Indy Racing League Rule Book.

He will be eligible to return to on-track activity at the 86th Indianapolis 500 on Wednesday, May 8, three days after Opening Day on May 5. His probation has been extended until Dec. 31.

According to Dr. Henry Bock, director of medical services for the IRL, Scheckter is now medically cleared to drive after suffering injuries in a crash during the Firestone Indy 225 at Nazareth Speedway.

DAY 1 – SUNDAY, MAY 5, 2002 – INDIANAPOLIS STAR OPENING DAY (cont.):

Scheckter may appeal the penalty according to Section 12.1 of the Rule Book. An appeal may result in an increase, decrease or no change to the penalty.

Entry updates:

•Joe Snyder is now the chief mechanic for Davy Jones' No. 40 G Force/Chevrolet/Firestone entered by Team Coulson Racing.

•Rich Simon is now the chief mechanic for rookie Laurent Redon's No. 34 Mi-Jack Dallara/Infiniti/Firestone entered by Mi-Jack Conquest Racing.

For the first time in the 90-year history of the Indianapolis 500, a tire for street and highway use will be given the honor of wearing the Indy 500 name and official logo.

The official announcement and introduction ceremony for the Firehawk Indy 500 tire, designed and manufactured by Bridgestone/Firestone North American Tire, LLC, was conducted at a press conference this morning. Supporting the public launch, Firestone officials announced that every driver qualifying for this year's Indianapolis 500 would receive a set of the new Firehawk Indy 500 tires for his or her personal vehicle.

The Firehawk Indy 500 features UNI-T® technology and is "S" speed rated. It will be available this year in 17 sizes to fit many popular cars and light trucks and will carry the Firehawk Indy 500 name in raised white letters, offering a sidewall appearance similar to the race tires used on every Indy Racing League car competing in this year's Indianapolis 500. The sidewalls also will bear the famous Indianapolis 500 wing and wheel logo. The reverse sidewall will carry the name and Indy 500 logo in black lettering.

TONY GEORGE (President and CEO, Indianapolis Motor Speedway and Indy Racing League): "We're very proud to see a new street tire that celebrates the world's greatest race, produced by a company we respect and trust. More Indy 500 races have been won on Firestones than all other tire brands combined, and we're honored Firestone would publicly introduce a tire for street use evoking a rich heritage at the Speedway. We've seen the technological capabilities of Firestone tires in many Indianapolis 500 and Indy Racing League events. Knowing the strength and capabilities of Firehawk tires on the racetrack, we're proud there is now a Firehawk tire for street use wearing the Indy 500 name and logo. Firestone has been a trusted partner with the Indianapolis 500 and the Indy Racing League, earning our confidence by providing race tires of unsurpassed quality. We know the Firehawk Indy 500 tire is designed and built with that same level of commitment, and we're pleased it will wear our name and logo."

SHU ISHIBASHI (President of Bridgestone/Firestone North American Consumer Tire Sales Group): "(The Firehawk Indy 500 tire) emphasizes the history and future of the Firestone brand at the Indianapolis 500. We really appreciate the fact that the management of the Indianapolis Motor Speedway has the trust and confidence in our performance to allow us to put the Indy 500 name and logo on one of our street tires. This right was earned due to past Firestone accomplishments at the Indianapolis 500 and through our current relationship as the official tire supplier of that race and the Indy Racing League. It also came because Tony George and his staff have seen the capabilities of our company and the work of our people, so they know this new Firehawk tire is worthy of displaying the Indy 500 name and logo."

DAY 1 – SUNDAY, MAY 5, 2002 – INDIANAPOLIS STAR OPENING DAY (cont.):

As of 11:25 a.m., 40 cars had passed technical inspection. According to Dr. Henry Bock, medical services director of the Indianapolis Motor Speedway and the Indy Racing League, 25 drivers have passed their physical examinations and are cleared to drive.

As part of today's announcement of the new Firehawk Indy 500 tire, Bridgestone/Firestone also entered into an innovative tie-in campaign with famed Swiss watchmaker Maurice Lacroix, the official watch of the Indianapolis 500 and the Indy Racing League.

The promotion with Maurice Lacroix Swiss Watches allows consumers a chance to win special- and limited-edition watches – from that company's Indy 500 collection – valued from \$1,390 to \$5,825 each, by registering at a Firestone retail outlet, or at the <http://www.indy500tire.com>. No purchase is necessary via either registration method. In addition to the watches, participating consumers in the "Firehawk Indy 500 with UNI-T Tire Sweepstakes" also are eligible to win a trip for two to the 2003 Indianapolis 500-Mile Race, a set of the new Indy 500 tires, an Indy 500 leather and twill jacket or Olympus binoculars. The contest runs the entire month of May, with winners announced in June.

Various Video News Releases will be available during the month of May, featuring on- and off-track activity leading up to the 86th Indianapolis 500. Today's Indianapolis Star Opening Day feed will include video with sound and driver interviews from the first day of practice for the 86th Indianapolis 500. The date, time and coordinates:

Sunday, May 5 (Opening Day):

- Time: 7:30-7:45 p.m. (EDT)
- Coordinates: AMC 2, Transponder K1
Audio 6.2/6.8

Lauren Crowner was crowned the 2002 500 Festival Queen this afternoon during the opening ceremonies. Crowner is from Indianapolis and is a student at Indiana University.

At 1:14 p.m., the six former winners on the entry list took the ceremonial "Past Champions Lap" around the 2.5-mile oval. Two-time winner Arie Luyendyk stalled as he left the starting line, but caught up to the other cars on the backstretch.

At 1:21 p.m., City of Indianapolis Mayor Bart Peterson waved the green flag to start practice for the 86th Indianapolis 500.

PRACTICE REPORT:

At 1:20 p.m., the ambient temperature was 73 degrees with south/southwest winds at 9 mph and a relative humidity of 49 percent. Skies were sunny. The track temperature was 123 degrees, according to Firestone engineers.

1:21 p.m. **GREEN.** Practice opens for 86th Indianapolis 500. No. 98 Boat first on track, followed by No. 34 Redon.

DAY 1 – SUNDAY, MAY 5, 2002 – INDIANAPOLIS STAR OPENING DAY (cont.):

DARRELL SOPPE (Team Manager and Engineer, CURB/Agajanian Boat Indy Racing): “We are happy to be the first out. There’s a lot of history at this track and with this car. We are just trying to be first at everything this year.” (About the history of former owner/driver Dick Simon traditionally being first on the track): “You’re always worried about Dick Simon trying to pull off a fast one. I have never done this before, trying to be the first one out. We really are just concentrating on the entire month, we just thought it would be nice to do it.”

PRACTICE REPORT (cont.):

1:54 p.m. – #8 Sharp already past 224 mph mark with a lap of 224.391 mph.

2:01 p.m. – **YELLOW.** #44T Barron stopped on backstretch apron at the exit of Turn 2. Towed to pits. Crew reports gearbox problem.

2:06 p.m. – **GREEN.**

2:16 p.m. – Defending champion #3 Helio Castroneves turns his first laps of practice for the 86th Indianapolis 500.

2:18 p.m. – #3 Castroneves fifth lap of practice was 225.800 mph, fastest of the day so far.

2:27 p.m. – Defending Indy Racing League champion and current series points leader #4 Sam Hornish Jr. turns his first laps of practice.

2:31 p.m. – Two-time Indianapolis 500 winner #5 Arie Luyendyk on the track for the first time.

2:32 p.m. – #4 Hornish second fastest at 224.825 mph.

2:34 p.m. – **YELLOW.** No. 21 Giaffone stopped on warm-up lane in Turn 3. Towed to pits. Giaffone reports a misfire, possibly electrical.

2:39 p.m. – **GREEN.**

During the opening ceremonies this afternoon, members of the Speedway High School boys basketball team were honored by the Indianapolis Motor Speedway for winning the Indiana High School Athletic Association class 2A state championship. It was the first state title of any kind for the school, which is located a few blocks to the west of IMS. The Sparkplugs defeated Bluffton High School 62-48 on March 23. The school was presented with a trophy from IMS and each member was given a certificate of congratulations signed by IMS President and CEO Tony George.

PRACTICE REPORT (cont.):

2:46 p.m. – #33 Junqueira fastest at 226.022 mph. Junqueira has turned only nine laps today.

2:59 p.m. – #51 Cheever second fastest at 225.879 mph.

3 p.m. – #51 Cheever fastest of the day at 226.281 mph.

3:04 p.m. – **YELLOW.** Track Inspection.

Top Five Drivers of the Day, 3:10 p.m.

No.	Driver	Car	Speed	
1	51T	Eddie Cheever Jr.	Red Bull Cheever Racing Infiniti	226.281
2	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	226.022
3	3	Helio Castroneves	Marlboro Team Penske	225.800
4	4T	Sam Hornish Jr.	Pennzoil Panther Dallara	224.825
5	8	Scott Sharp	Delphi	224.391

DAY 1 – SUNDAY, MAY 5, 2002 – INDIANAPOLIS STAR OPENING DAY (cont.):

PRACTICE REPORT (cont.):

3:14 p.m. – **GREEN.**

3:18 p.m. – **YELLOW.** # 22 Brack brushed the outside retaining wall with the right side of the car in the south short chute between Turns 1 and 2. Brack continued onto the pits.

DAVE HIGUERA (Chief Mechanic, No. 22 Kenny Brack): “Kenny just grazed the wall, I didn’t even see what turn it was. There wasn’t any damage to the car, he just whitewalled the tire.”

3:24 p.m. – **GREEN.**

3:29 p.m. – #26 Paul Tracy turns first practice laps at the Speedway since 1995.

3:30 p.m. – Ambient temperature is 73 degrees and track temperature 120 degrees according to Firestone engineers.

4:03 p.m. – #8 Sharp fastest of the day at 226.705 mph. Sharp won the MBNA Pole in 2001 with a four-lap average of 226.037 mph. His fastest lap was 226.423 mph on his third lap.

Billy Boat was the first driver on the track today when practice opened for the 86th Indianapolis 500.

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone): “It’s been 50 years since Troy Ruttman won with the #98 here in Indianapolis so we thought it was only fitting that we put the CURB/Agajanian/Boat #98 out on the racetrack first. We had the first pit here on pit lane anyway, so we figured it would be a great tribute to the Agajanian family to celebrate this 50th anniversary. It just shows that the team is ready to go, and we’re anxious to get some laps in.”

PRACTICE REPORT (cont.):

4:19 p.m. – #7T Unser Jr. second fastest at 226.885 mph.

4:23 p.m. – #8 Sharp fastest lap of the day, 227.470 mph.

4:25 p.m. -- #8 Sharp turns faster lap of 227.571 mph.

Robby Gordon, driver of the No. 31 Menards/Childress/Cingular Dallara/Chevrolet/Firestone, finished 37th in today’s NASCAR Winston Cup race in Richmond, Va. that was won by 1996-97 Indy Racing League champion Tony Stewart. At 4:25 p.m., Gordon was on the grounds of the Indianapolis Motor Speedway.

PRACTICE REPORT (cont.):

4:36 p.m. – **YELLOW.** #10 McGehee spun entering Turn 3, made contact with outside SAFER Barrier with rear of car and then continued into barrier with right side of car. Car then briefly got on its right side, then turned upright, and came to rest in the grass strip in short chute between warm-up lane and track. Heavy damage to rear and right side of car. Front end also damaged. McGehee exited car with assistance from safety crew and walked to safety vehicle.

ROBBY MCGEHEE (No. 10 Cahill Racing Dallara/Chevrolet/Firestone): “I turned in and it broke loose. I guess I’m the first driver to test the new soft-wall system, which is a distinction I’d rather not have. I can tell you it’s not soft. I hit hard. But I can also assure you that I’m very glad it was there. I think the angle that I hit made it a lot worse than it would have been otherwise. I have a cut on one leg, and we’re just going for more X-rays, but I think I’m fine.”

DAY 1 – SUNDAY, MAY 5, 2002 – INDIANAPOLIS STAR OPENING DAY (cont.):

Robby McGehee broke his lower left leg in an accident in June 2001 at Texas Motor Speedway.

Medical Update from Dr. Henry Bock, medical services director for the Indianapolis Motor Speedway and the Indy Racing League: Robby McGehee is being transported by ground to Methodist Hospital in Indianapolis. He is awake and alert and complaining of pain in his left leg. He will have X-rays taken and will be examined further at Methodist Hospital.

PRACTICE REPORT (cont.):

5:12 p.m. – **GREEN.**

5:25 p.m. – **YELLOW.** #12 Hattori smoking and stopped in warm up lane in south short chute between Turns 1 and 2.

BUZZ CALKINS (Owner, Bradley Motorsports): “Things seemed to be going just fine, and all of sudden he just lost power. Hopefully we can get back out there tomorrow, weather permitting.”

5:33 p.m. – **GREEN.**

5:42 p.m. – #31 Gordon out for his first practice laps of the event.

5:49 p.m. – **YELLOW.** #37T lost power. Made it to pit lane. Crew changed electrical box.

5:52 p.m. – **GREEN.**

5:55 p.m. -- #3 Castroneves second fastest at 227.403 mph.

6 p.m. – **CHECKERED.** End of Day 1 of practice for the 86th Indianapolis 500. Checkered flag was waved by newly crowned 500 Festival Queen, Lauren Crowner.

Top Ten Drivers of the Day

	No.	Driver	Car	Speed
1	8	Scott Sharp	Delphi	227.571 mph
2	3	Helio Castroneves	Marlboro Team Penske	227.408
3	7T	Al Unser Jr.	Corteco/Bryant	226.885
4	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	226.833
5	51	Eddie Cheever Jr.	Red Bull Cheever Racing Infiniti	226.374
6	44	Alex Barron	Rayovac Blair Racing	226.170
7	34	Laurent Redon	Mi-Jack	226.135
8	5	Arie Luyendyk	Meijer	225.751
9	24	Robbie Buhl	Team Purex/Aventis/Dreyer & Reinbold Racing	225.603
10	9	Jeff Ward	Target Chip Ganassi Racing G Force	225.590

A total of 51 cars are now at the Speedway and 48 have passed technical inspection. 30 drivers have been on the track to date. Today there were seven yellows for 1 hour and 12 minutes. Drivers completed 1,006 laps today. As of 6:17 p.m., 38 drivers have passed their physical examinations and are cleared to drive according to Dr. Henry Bock, medical services director for the Indianapolis Motor Speedway and the Indy Racing League.

DAY 1 – SUNDAY, MAY 5, 2002 – INDIANAPOLIS STAR OPENING DAY (cont.):

POST-PRACTICE QUOTES:

SCOTT SHARP (No. 8 Delphi Dallara/Chevrolet/Firestone): “Coming in here for me was more of a concern of picking up where we left off with the testing, and making sure the team’s running on all cylinders, which it obviously is. And it’s great having Al (Unser Jr.) right there with me. We’re working very well – everybody on the team, engineers and drivers. It’s pleasing, but there’s still so much time.”

HELIO CASTRONEVES (No. 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): “It was very good to be honest. We’re trying just to start with a base setup. We’re going to have a whole week until qualifying, a whole month until the race, so we want to make sure that the car, the base setup is right there. It’s not just out to lunch. This track unfortunately is very unpredictable. You don’t know what’s going to happen. It looks like we’re going to have good speed. We just have to wait and be patient for the qualifying.”

MAX PAPIS (No. 53 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “This is actually my first time ever in an IRL car and my first time driving at the Indianapolis Motor Speedway. It’s quite a lot to learn. It’s quite impressive. This is definitely something different than I have ever done before. I am working on getting used to the car and the speeds. The speeds here definitely require a lot of respect. The goal is to get the right feeling on the car, log it in my brain and work on it for tomorrow. The fans here are great. They have shown a lot of support, and they are very knowledgeable. Being out there in the same place where so many great names in the history of auto racing have driven is something that can’t be bought with any amount of money.” (About Eddie Cheever Jr.): “Besides being the boss, Eddie is also a great race car driver. Not very many people have done more miles on this track than him.”

EDDIE CHEEVER JR. (No. 51 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “All you ever really do on the first day is make sure that everything is running properly. Everybody wants to go fast, but that is not really what our goal is today. We are trying to have a good balance. Once you have the balance, the speed comes by itself. We still have a few problems with the car that we are trying to work out.” (About Tomas Scheckter): “Tomas has handicapped himself, all of his own doing. I hope it will be another lesson that he can put in his mental notebook. He will be fine when he gets back on the racetrack. I have no doubt about that.” (About Max Papis): “Max is just trying to get used to the feeling of driving a different type of car. The car he is used to racing handles a bit different. These cars have a different weight distribution. It will take him a little bit of time.” (About the Red Bull Cheever Racing team): “All three drivers are at a different point in their career. Tomas is just starting, Max is in the prime of his career, and I am trying to win the Indy 500 for the second time. We all have different motivations, but the goal is the same.” (What were your thoughts when you entered your garage this morning?): “What mayhem. I couldn’t believe there were so many people on the team. I am astonished that we can actually attempt to enter three cars that have a chance of winning the Indy 500. Many times when you run a three-car team one of them just happens on a whim or it’s something you put together for the last weekend. Every one of these drivers, if they work properly with their group, has a good chance of winning the race. I think it is a great accomplishment for Red Bull Cheever Racing. Without the technical support of Nissan Infiniti and the backing of Red Bull, it would not have been possible. I am very proud of what we have done here.”

DAY 1 – SUNDAY, MAY 5, 2002 – INDIANAPOLIS STAR OPENING DAY (cont.):

POST-PRACTICE QUOTES (cont.):

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone):

"Overall, I think we have to be pretty happy after our first day of practice. We feel like we're in the hunt. We know what we have left in the race car. The whole team has done a great job. Today, our main focus was just to get me comfortable. We had four or five things that we hoped to try aerodynamically. We probably won't get through all of those, but we wanted to get and were successful in getting a direction of which way we need to go. It's the first day of a long week. We're going to be patient, we're going to take our time, we're going to work up to speed, and we're going to try and peak on Saturday."

JIMMY VASSER (No. 19 Miller Lite/Rahal Letterman Racing Dallara/

Chevrolet/Firestone): "What a perfect day to start the month of May. It was an absolutely beautiful day in Indianapolis, and it was great to see the fans turn out and support us. It was pretty much a standard first day of practice. We took the Miller Lite cars – both the backup and the primary – out and put them through a couple of runs just to get the feel of the car and the track. Emotions run high on the first day at the Speedway, and it is good to get a few laps under your belt. It has been several weeks since we last tested here. Based on our experience at Fontana and from testing here previously, I think tomorrow we can begin building on what we have learned so far."

ALEX BARRON (No. 44 Rayovac Blair Racing

Dallara/Chevrolet/Firestone): "Overall, it was a very good day for the Rayovac Blair Team. We have a very good direction with the chassis. We picked up a lot of time on the straightaways. All of the hard work that has been done over the last month by the team; they have spent many hours finding a way to make speed for Indy. McLaren has moved forward. Today, Opening Day, had better track conditions than the two test days we did in April."

BRUNO JUNQUEIRA (No. 33 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): "This was a great day for Team Target. I wasn't expecting to be so fast so early on in the week. This gives us a lot of confidence that we should do a good job for the rest of the month of May. We still need to improve a lot. The rest of the field is going to get better, and we need to do the same. We have a good baseline setup right now, and that is a good sign."

KENNY BRACK (No. 22 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): "We had a clutch problem early on in the day, and it really limited our track time today. At least it happened on the first day, and we have time to recover. We were here for two days earlier, and we learned a lot from that test. Obviously it's good if you have a problem earlier in the week. The Team Target guys will get it fixed and get the car back out there tomorrow. It's a great feeling to be back here in Indianapolis. I really missed being here the last few years."

DAY 1 – SUNDAY, MAY 5, 2002 – INDIANAPOLIS STAR OPENING DAY (cont.):

POST-PRACTICE QUOTES (cont.):

JEFF WARD (No. 9 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): “We had a pretty good day today. We started off slow today. We changed the whole setup from when we were here for the test. We changed the ride heights, pretty much everything from when we were here earlier. By the time we got everything where it needed to be, the tires were worn out. We put a new set of tires on, and I think the car is right where it needs to be. Flat out for four laps, that’s the key here.”

ROBBIE BUHL (No. 24 Team Purex/Aventis/Dreyer & Reinbold Racing

G Force/ Infiniti/Firestone): “This car wants to run. We were holding it back today since we haven’t tested here due to the crash at Fontana. This is a new car, and we just wanted to shake it down a little. She’s got more speed. We’ll call it a very good day.”

FELIPE GIAFFONE (No. 21 Hollywood Mo Nunn Racing G

Force/Chevrolet/Firestone): “Today was pretty good. We tested here several weeks ago, so today we just tried to shake down the car. Today went a lot better than we probably expected. We should be good. Having a teammate (Tony Kanaan), we have double the chance to find out things and to go in the right direction. We tried to combine our info at the end of the day. For sure, it’s going to help a lot.”

MICHAEL ANDRETTI (No. 39 Motorola/Archipelago

Dallara/Chevrolet/Firestone): “We had a problem with our spare car earlier today, so I jumped in the primary car. We had an oil leak so it’s been a slow start to our month of May. It’s just teething problems since today is our first time out in the Dallara for the season. I’m sure tomorrow will be better. The grinding of the track has really made a difference. It’s very, very smooth which is great but it feels a bit strange at first. It might take a day or two to get used to the new grooves but that’s not a problem. This year should be a little easier on Team Motorola since we don’t have to make the trip to Japan in the middle of the month. That was really tough last year, so being able to stay focused on our Indy effort has made everyone feel more comfortable and relaxed about what we need to get accomplished.”

PAUL TRACY (No. 26 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): “It feels tremendous to be back at Indy after not being here for six years. The new track surface is good. It’s smooth, but the temperature is really hot compared to when we tested here in April, so our setup isn’t really working yet. We’re moving up on it slowly and just feeling out the car in the heat. We have a lot to learn about the car. We need to understand it more in order to improve. I’m not where I want to be, and the competition is really tough this year. The No. 26 Team Green 7-Eleven crew is doing a great job getting me back up to speed at the Brickyard. I’m ready to rock and roll for the month of May.”

DAY 1 – SUNDAY, MAY 5, 2002 – INDIANAPOLIS STAR OPENING DAY (cont.):

POST-PRACTICE QUOTES (cont.):

DARIO FRANCHITTI (No. 27 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): "The temperatures are different than when we tested here, and when the temperatures are different, the track is different. We really started very conservatively – in fact, I think too conservatively. We are just getting up to speed. We are out here learning, and we are going to make changes that count rather than just come out here and run around. One of the things that happened is we went out on my first run, and I was completely flat running 207 mph because my throttle was only at 50 percent. The throttle stop had shifted. That was kind of interesting. We really have a lot of understeer in the car, and we need to get rid of that. When we do, the speed will obviously increase. Right now we don't even have a race balance, so we are going to go out and get a race balance and then see what happens. We really have just started. We're shaking the car down. It's still very early, and there's a lot of running left to do."

RICK TREADWAY (No. 55 Airlink Enterprises/Spade Motorsports G

Force/ Chevrolet/Firestone): "It was just unbelievable. I have done really good keeping my adrenaline and attention on the things that are important today. Once I got going, everything was fine and we were able to go flat out. It is a privilege and an honor to be racing here at Indianapolis."

MARK DISMORE (No. 20 Grill 2 Go Sam Schmidt Motorsports Indy Car

Dallara/ Chevrolet/Firestone): "Just trying to get the rust off me and know all of my new guys. We are trying to learn how to communicate with each other. We need two more good days to be ready for Saturday. Currently, we are looking for a good baseline setup. A change here at Indy can make a huge difference."

GIL DE FERRAN (No. 6 Marlboro Team Penske

Dallara/Chevrolet/Firestone): "It was perfect weather for Opening Day, and it is nice to be back at the Indianapolis Motor Speedway. Today we shook down both the primary and back-up Marlboro cars. We struggled with understeer in the car -- thankfully today was not qualifying. It's important to keep to a schedule of things we want to accomplish and to understand the timeline required. There is plenty of time to practice and to test things, but weather can put us behind schedule so we need to be flexible and continue to make progress everyday."

HELIO CASTRONEVES (No. 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): "When I first arrived at the track today, I must admit I had a few butterflies in my stomach because it's so awesome to be back, but once you get in the car, you forget all of these feelings and focus on the work ahead of you. Last year was last year, and now its time to concentrate on preparing for this year's race. We have the whole month to work on the Marlboro car, so it's important to be patient and take things step by step. Our goal today was to get a good basic setup on both the primary and the back-up cars. We were able to do a fast lap right away, and I was really thrilled. It was great to see the looks on the crew's faces when I pulled in the pits. You have to enjoy these moments because they are special and you need to appreciate every one. Overall, I was very happy with today's progress and actually a little surprised at how good the car felt. The team is doing a great job, and they've been working really hard. This race is always unpredictable, so we must be prepared for anything."

DAY 1 – SUNDAY, MAY 5, 2002 – INDIANAPOLIS STAR OPENING DAY (cont.):

POST-PRACTICE QUOTES (cont.):

ARIE LUYENDYK (No. 5 Meijer G Force/Chevrolet/Firestone): “We had some trouble with the fuel pickup and the clutch, so finally at the end we were able to run a little bit. It feels good. Not as good as at the test, but I got a couple of good runs. I ran in a lot of traffic as well, so I decided to put it back in the garage and the 225 (mph) I ran was pretty good for today.”

TONY KANAAN (No. 17 Hollywood Mo Nunn Racing G Force/Chevrolet/Firestone): “It's good to get that first day behind us. I'm really happy to be here, but I won't say that I'm happy to be in 19th. But as everyone's been telling me, it's all about patience here, and we have a long way to go until qualifying. This was only my second day ever driving on this track. It's an absolutely wonderful place, and I just can't wait until race day. But whenever I say that, Morris (Nunn) is very quick to remind me that we have to take this one day at a time. I think 224 (mph) is a good baseline, and we have some of the most experienced engineering minds at the Speedway thinking about how to make us go faster. It's another day tomorrow, and hopefully it will bring us a few more miles per hour.”

JOHN DE VRIES (No. 37 Pit Bull Energy Drink/Rhino Cleaning Products Dallara/ Chevrolet/Firestone): “The anticipation of Opening Day has been tremendous for me. I didn't get out on the track until late in the afternoon, and then we had some minor electrical problems. The crew did a good job in getting me back on the track, but time just ran out on us. It's great to be out at Indy, and the fans are a huge support. We look forward to an exciting month of racing. It felt good to be in the car, and we'll just take it one day at a time.”

ANTHONY LAZZARO (No. 99 Sam Schmidt Motorsports Racing Special Dallara/ Chevrolet/ Firestone): “We had a good start to the day. We're just trying to get some miles. We were affected by the wind at the end of the day and didn't go quite as quick as we'd hoped. I think we'll make some changes and look for some speed tomorrow. We're getting to know one another. I'm new to PDM, and they're new to me. They've put a lot of people in the show, so we're going to work together to do the best job possible.”

PJ JONES (No. 2 Menards/Johns Manville Dallara/Chevrolet/Firestone): “My first day at the Indianapolis Motor Speedway – it couldn't be better. At first, I thought if we could get up to 220 mph, it would be a successful day, and right out of the box, we were up to 222 mph. These guys at Team Menard do such a great job. The car was so good. Really, they make my job easy. Having that kind of a car out there and with this team behind me gave me so much confidence. We went out for the last part of Happy Hour there, ran a few laps and had it up in the high 224s (mph). That says a lot about this team and what they know about this place.”

SHARP LEADS OPENING DAY AT 227 AT INDY
McGehee becomes first driver to test SAFER barrier at Speedway

INDIANAPOLIS, Sunday, May 5, 2002 – Scott Sharp showed the speed that helped him win the MBNA Pole for the 2001 Indianapolis 500 by leading the opening day of practice for the 86th Indianapolis 500 with a lap of 39.5481 seconds, 227.571 mph on May 5 in the No. 8 Delphi Dallara/Chevrolet/Firestone.

Sharp's speed was more than 1.5 mph faster than his four-lap average of 226.037 that delivered him the MBNA Pole last year at Indy.

“Coming in here for me was more of a concern of picking up where we left off with the testing, and making sure the team’s running on all cylinders, which it obviously is,” Sharp said. “And it’s great having Al (Unser Jr.) right there with me. We’re working very well – everybody on the team, engineers and drivers. It’s pleasing, but there’s still so much time.”

Defending race champion Helio Castroneves was second at 39.5764, 227.408 in the No. 3 Marlboro Team Penske Dallara/Chevrolet/Firestone. Sharp's teammate, two-time winner Al Unser Jr., was third at 39.6677, 226.885 in the No. 7 Corteco/Bryant Dallara/Chevrolet/Firestone.

“We’re trying just to start with a base setup,” Castroneves said. “We’re going to have a whole week until qualifying, a whole month until the race so we want to make sure that the car, the base setup is right there. It’s not just out to lunch.”

1999 Indianapolis 500 Bank One Rookie of the Year Robby McGehee became the first driver to hit the new SAFER (Steel And Foam Energy Reduction) barrier at the Indianapolis Motor Speedway when he hit the outside retaining wall hard in Turn 3 at 5:36 p.m. (EDT). McGehee spun entering Turn 3 of the 2.5-mile oval, hit the SAFER barrier with the rear of the No. 10 Cahill Racing Dallara/Chevrolet/Firestone and then continued into the barrier with the right side of the car before coming to rest on the grass strip between the track and the warm-up lane between Turns 3 and 4. The car suffered heavy damage to the rear and right side.

McGehee climbed from the car complaining of pain in his left leg and was transported to Methodist Hospital in Indianapolis for X-rays and evaluation.

“I turned in, and it broke loose,” McGehee said. “I guess I’m the first driver to test the new soft-wall system, which is a distinction I’d rather not have. I can tell you it’s not soft. I hit hard.

“But I can also assure you that I’m very glad it was there. I think the angle that I hit made it a lot worse than it would have been otherwise. I have a cut on one leg, and we’re just going for more X-rays, but I think I’m fine.”

Bruno Junqueira was fourth fastest today at 39.6767, 226.833 in the No. 33 Target Chip Ganassi Racing G Force/Chevrolet/Firestone. 1998 Indianapolis 500 winner Eddie Cheever Jr. was fifth at 39.7572, 226.374 in the No. 51 Red Bull Cheever Racing Dallara/Infiniti/Firestone. Cheever’s backup car also was fast, as his best lap in that machine was 39.7736, 226.281.

In total, seven drivers and eight cars were faster than Sharp’s four-lap average pole speed from last year.

1998 Indianapolis 500 pole winner Billy Boat won the traditional race to be the first driver on the track when practice opened at 2:21 p.m. (EDT) under the green flag waved by Indianapolis Mayor Bart Peterson.

Thirty drivers in 39 cars combined to turn 1,006 laps today at the Speedway. Practice resumes at noon (EDT) Monday.

Pole Day is Saturday, May 11, with second-day qualifying May 12 and Bump Day Sunday, May 19. The 86th Indianapolis 500 is scheduled for noon (EDT) Sunday, May 26.

DAY 2 – MONDAY, MAY 6, 2002

Rain began falling at approximately 6:30 a.m. at the Indianapolis Motor Speedway.

Two-time Indianapolis 500 winner Arie Luyendyk will serve as an analyst for ESPN Radio during the month of May. Luyendyk, who won in 1990 and 1997, will be on Jack Arute's "Postgame Locker Room Show" with scheduled segments May 11 (Pole Day), 12, 18, 19, 25 and 26 (post-race). Arute is also a veteran pit reporter for the ABC/ESPN's television coverage of the Indianapolis 500 and the Indy Racing League. The ESPN Radio "Postgame Locker Room Show" airs Saturdays and Sundays from 11 p.m.-2 a.m. (EDT) on more than 300 ESPN Radio network affiliate stations. Luyendyk will attempt to qualify for his 17th "500," driving the No. 5 Meijer G Force/Chevrolet/Firestone for Treadway and Associates Racing.

Medical Update from Dr. Henry Bock, medical services director for the Indianapolis Motor Speedway and the Indy Racing League: Robby McGehee has not been cleared to practice for the 86th Indianapolis 500 after suffering small fractures in his upper spine and lower left leg in an accident during practice yesterday at the Indianapolis Motor Speedway. McGehee, from St. Louis, was released early today from Methodist Hospital in Indianapolis and will undergo further evaluation in the next few days. McGehee is on crutches and is wearing a soft cast on his left leg.

ROBBY McGEHEE (No. 10 Cahill Racing Dallara/Chevrolet/Firestone): "It's a shame. I'm sore as hell, but I'll be fine. It hit backward and then flipped on its right side. They say I was in the air, but I can't remember that because it all happened so fast. The fact that I hit the wall that hard, and I don't have a head injury is a testament that the SAFER wall worked. I think I would have had a head injury, for sure, without it. I didn't want to be the test guinea pig for the new wall barrier; I was joking about that yesterday, but here we are."

"RPM2Night" will broadcast live from the Indianapolis Motor Speedway throughout most of the month of May. Today will be the first show of the month from the Speedway and will air live at 6:30 p.m. (EDT). The stage is set up on the victory podium between the Bombardier Pagoda and the Worldcom *plex*.

At 11 a.m., the track was still wet from continuous morning rains. The start of Day 2 of Practice for the 86th Indianapolis 500 has been delayed indefinitely.

The second annual "Racing for Corey Grand Prix" charity karting event will take place tonight from 6:30-11 p.m., at Racers, located at Union Station, 302 S. Meridian Street, in downtown Indianapolis. All proceeds to benefit the Indiana Children's Wish Fund, Sam Schmidt Paralysis Foundation and Racing for Corey. The event will feature a LeMans-style, two-hour, eight team, 10-man race. The evening's entertainment will include a celebrity race between local media personalities and VIPs and a live auction. Bob Jenkins, host of Indy Racing League events on ABC/ESPN, will be the master of ceremonies. Spectators and participants must be at least 18 years of age. A \$10 donation will be collected at the door and refreshments and beverages will be served. For more information, to purchase raffle tickets or to sign up for a team, call (800) 336-5326 or (317) 356-7279.

DAY 2 – MONDAY, MAY 6, 2002 (cont.):

Sarah Fisher, a two-time starter in the Indianapolis 500, and her Mom Reba will be featured in an ESPN original program on Mother's Day, May 12. "Apple Pie" is a special that will focus on the unique relationship between athletes and their mothers. Other featured athletes will include Buffalo Bills quarterback Drew Bledsoe, Olympic Gold Medalist Soccer Players Mia Hamm and Brandi Chastain, Olympic Gold Medalist Wrestler Rulon Gardner, and NBA stars Grant Hill of the Orlando Magic and Shaquille O'Neal of the Los Angeles Lakers. "Apple Pie" can be seen at 7:30 p.m. (EDT) Sunday, May 12 on ESPN Classic.

Four-time Indianapolis 500 winner Al Unser and three-time Indianapolis 500 winner Johnny Rutherford will participate in the Indy Racing weekly teleconference at noon (EDT) Tuesday, May 7.

Unser was the second driver to earn four victories at Indianapolis. He is the last driver to win the Indianapolis 500 in consecutive years, in 1970-71. He also won in 1978 and 1987. Unser now is a driver coach and consultant for the Indy Racing League. Rutherford won at Indy in 1974, 1976 and 1980. He now works in special projects for the Indy Racing League, including working with young drivers and driving the Chevrolet Pace Car at IRL events.

Unser and Rutherford will talk about a variety of topics, including their combined seven victories at Indy and this year's talented group of young drivers at the Speedway, pertinent since a rookie could earn an unprecedented third consecutive victory in the Indianapolis 500 this year.

The conference call will be conducted in listen-only mode for clear listening and recording. Only accredited media should ask questions of the featured guests. To participate, call (888) 889-1169. The pass code is Indy Racing. WorldCom, the official long distance and local service provider of the Indy Racing League, will provide a telephone replay of the conference call through 5 p.m. (EDT) Friday, May 10. To access the replay, call (888) 568-0669.

The "Inside Racing" radio show will have a benefit and fundraiser for "The Unser Children's Discovery Center" from 7-11 p.m. Wednesday, May 8 at Union Jack Pub, 6225 West 25th Street in Indianapolis. "Inside Racing" will broadcast live from 7:30-9 p.m. and can be heard locally on 101.9-FM. Vintage cars will be on display, and a silent action and raffle will take place. An autograph session with many former and current Indianapolis 500 drivers will take place from 7-9 p.m. Indianapolis 500 champions Johnny Rutherford, Parnelli Jones, Al Unser and Al Unser Jr., Indy 500 veterans Michael Andretti, Paul Tracy and Johnny Unser, 22-time starter George Snider and rookie PJ Jones are all scheduled to appear. All proceeds from the event will go to the "Unser Children's Discovery Center."

At 2:17 p.m., the Indianapolis Motor Speedway fire and safety trucks began to circle the 2.5-mile oval in an effort to dry the track.

As part of its growing commitment to the World Wide Web, the Indianapolis Motor Speedway recently upgraded its Internet equipment to handle the expected increase in Web traffic during May and in the future. This equipment will enable faster access to features on both Indy Racing Online and Indy 500 Online for Web users around the world. A new flash component also is available for live timing and scoring at www.indyracing.com.

DAY 2 – MONDAY, MAY 6, 2002 (cont.):

Jerry L. Challis, a longtime member of the Indy Racing League, Indianapolis Motor Speedway and United States Auto Club timing and scoring staffs, died May 4, one day before Opening Day for the 86th Indianapolis 500. Challis, 67, retired from the Indy Racing League in 2001 after a career that began at the Indianapolis Motor Speedway and spanned nearly 40 years.

Challis is survived by his children LeAnn Havener, Angie Ashman, Jerry, Mike and Joe Challis; his brother, Dan Challis; 20 grandchildren and 11 great-grandchildren.

Calling hours for Challis are at Little & Sons Funeral Home in Beech Grove, Ind., from 4-8 p.m. (EST) Monday, May 6 and Tuesday, May 7. A funeral service is scheduled for 10 a.m. May 8 at Little & Sons, followed by burial at Washington Park East Cemetery.

At 3:45 p.m., teams were moving equipment to pit lane in preparation for practice as the track continued to dry.

PRACTICE REPORT:

At 4:15 p.m., the ambient temperature was 69 degrees with southwest winds at 14 mph and a relative humidity of 78 percent. Skies were sunny. The track temperature was 95 degrees, according to Firestone engineers.

4:43 p.m. – **GREEN.** Day 2 of practice for the 86th Indianapolis 500 opens. Today's starting time for practice is latest in the day since May 16, 1990 when the session started at 5:14 p.m. with a "running yellow" condition. The track did not go green on that day. #6 de Ferran first car on track.

4:44 p.m. – George Mack turns his first official practice laps at the Speedway.

4:47 p.m. – 1999 Indy Racing League champion Greg Ray turns his first official practice laps of season.

4:51 p.m. – **YELLOW.** Debris.

4:55 p.m. – **GREEN.**

5:08 p.m. – **YELLOW.** Debris.

5:17 p.m. – **GREEN.**

Top Five Drivers of the Day, 5:17 p.m.

No.	Driver	Car	Speed	
1	6	Gil de Ferran	Marlboro Team Penske	224.650 mph
2	19T	Jimmy Vasser	Miller Lite/Rahal Letterman Racing	224.547
3	99	Billy Boat	CURB Records	224.259
4	51	Eddie Cheever Jr.	Red Bull Cheever Racing Infiniti	223.759
5	3	Helio Castroneves	Marlboro Team Penske	223.708

Quote from Brian Barnhart regarding Robby McGehee's contact with the SAFER Barrier in Turn 3 on Indianapolis Star Opening Day, May 5.

BRIAN BARNHART (Vice President of Operations, Indy Racing League): "First of all, we're glad Robby is doing well. His crash was a massive impact. We haven't seen anything yet after looking at the preliminary data that has us considering going in any direction other than forward. The development of the SAFER barrier will be a continually evolving process. Obviously, we're looking for anything to gain information."

DAY 2 – MONDAY, MAY 6, 2002 (cont.):

PRACTICE REPORT (cont.):

5:21 p.m. – #33 Junqueira past 225 mph mark with fastest lap of the day so far at 225.775 mph.

5:27 p.m. – **YELLOW**. Debris.

5:35 p.m. – **GREEN**.

Scott Sharp, who was fastest on Indianapolis Star Opening Day yesterday with a lap of 227.571 mph, will not participate in today's practice session.

SCOTT SHARP (No. 8 Delphi Dallara/Chevrolet/Firestone): (About not practicing today) "Obviously the weather. If it had been a nice day, I'm sure we would have gone out at some point in time. The fact that you're only going to have an hour and a half or so of running, and you'll have the Happy Hour conditions - the conditions should be great - there will be a lot of cars out there. We thought it would be better to just chill and run tomorrow, hopefully. We're pretty squared away. There's always more to learn, always speed to be found, but you've also got to do it in the right conditions."

PRACTICE REPORT (cont.):

5:37 p.m. – #2 Jones second fastest of the day with a lap of 225.716 mph.

5:43 p.m. – #21 Giaffone fastest of the day at 222.930 mph.

5:44 p.m. – #34 Redon fastest of the day at 226.147 mph

5:47 p.m. – #3 Castroneves fastest of the day at 226.648 mph

6 p.m. – **CHECKERED**. End of Day 2 of practice for the 86th Indianapolis 500.

Top 10 Drivers of the Day

	No.	Driver	Car	Speed	
	1	3	Helio Castroneves	Marlboro Team Penske	226.715 mph
	2	34	Laurent Redon	Mi-Jack	226.147
	3	21	Felipe Giaffone	Hollywood Mo Nunn Racing	225.930
	4	2	PJ Jones	Menards/Johns Manville	225.842
	5	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	225.775
	6	51	Eddie Cheever Jr.	Red Bull Cheever Racing Infiniti	225.538
	7	6	Gil de Ferran	Marlboro Team Penske	224.243
	8	22	Kenny Brack	Target Chip Ganassi Racing G Force	225.235
	9	98	Billy Boat	CURB Records	225.022
	10	19T	Jimmy Vasser	Miller Lite/Rahal Letterman Racing	224.988

During the abbreviated practice session, track temperatures ranged from 91-96 degrees according to Firestone engineers.

As of 6:12 p.m., 58 cars were at the Speedway and 55 have passed technical inspection. 40 drivers have now passed their physical examination and are cleared to drive according to Dr. Henry Bock, medical services director for the Indianapolis Motor Speedway and the Indy Racing League. The latest drivers to pass were Scott Harrington and Sarah Fisher.

There were 28 drivers and 28 cars on the track today that accounted for 744 laps. A total of 33 drivers and 44 cars have been on the track this month, totaling 1,750 laps.

DAY 2 – MONDAY, MAY 6, 2002 (cont.):

There were three yellows today totaling 21 minutes.

PJ Jones' lap of 225.930 mph was fourth fastest today. His father Parnelli, who won the "500" in 1963, was the first man to lap the Speedway at more than 150 mph when he won the pole in 1962 with a record four-lap average of 150.370. His lap of 150.729 mph, which set the one-lap record at that time, was 75.560 mph slower than his son's fastest lap today.

POST-PRACTICE QUOTES:

HELIO CASTRONEVES (No. 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): "The car so far is feeling very good. Actually, today the conditions were totally different than yesterday. We had rain. The track was green. The wind was in a different position. The car so far is handling very well, which is good, but you still have to keep working. Everybody is getting closer. The times are getting closer. It wasn't as fast as yesterday, but I do believe we have a good position right now, so let's keep working hard."

LAURENT REDON (No. 34 Mi-Jack Dallara/Infiniti/Firestone):

"Yesterday, at the end of the day, we already had a pretty good setup. Then we made some changes for today, for the track conditions, for the wind. The track conditions today were a good thing. We're going in a good way. I really enjoy working with my engineer. I think we understand each other pretty well. I really like to work with him. It's really good working with this team. I think we are working well to increase our speed and to be a bit quicker each day."

FELIPE GIAFFONE (No. 21 Hollywood Mo Nunn Racing G

Force/Chevrolet/Firestone): "Today was very, very good. The conditions changed quite a lot. The wind was blowing the complete opposite direction, but I think we improved quite a lot. The car was already quite good. We took a little bit more downforce for today, and it seems to be even a little bit better."

TOMORROW'S SCHEDULE:

9 a.m. Public gates open
11 a.m.-6 p.m. Indy Racing League Practice

POST-PRACTICE QUOTES (cont.):

ANTHONY LAZZARO (No. 99 Sam Schmidt Motorsports Racing

Special Dallara/ Chevrolet/ Firestone): "We made some progress today. The changes we made were definitely good. I was surprised by the big effect the wind has on the car. I had a bit of a moment in Turn 2 where I didn't have control of the front of the car. We're putting together a plan to take advantage of the power we have at our disposal. We're hoping the weather cooperates."

DAY 2 – MONDAY, MAY 6, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

PJ JONES (No. 2 Menards/Johns Manville

Dallara/Chevrolet/Firestone): “Car’s good – so good. It’s still ahead of me, honestly. Every lap I gain more confidence and get more experience. This car is capable of so much and should definitely get up into the 227’s (mph). Right now we’re still running in race trim and being pretty conservative.” (About running 224 mph yesterday versus 225 mph today): “You definitely notice the difference, even though it’s 1 mile per hour. It’s fast out here, and you know what? I like it.”

BRUNO JUNQUEIRA (No. 33 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): “I’m happy that we were able to run today. The weather did not look good for a while, but then the sun came out. It turned into a beautiful day. It was also good that we ran well again. Two days in a row now we have been near the top of the speed charts. The Target car is very good, and I am getting more confident out there each day. When I put new tires on, we were P1 for a while. Hopefully, we can be P1 on Saturday.”

KENNY BRACK (No. 22 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): “I finally got to turn a few laps out there today. We weren’t able to get many in yesterday with the problems that we had on the car. We made some changes, and it really seemed to help us out. We are slowly getting better, and I think that by the weekend our car should be pretty solid.”

EDDIE CHEEVER JR. (No. 51 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “The weather in Indianapolis is always unpredictable. For most of the day, it was cloudy and raining, so I didn’t think there was a chance that we would run today. I was pleasantly surprised when the sun came out, and we got to practice for the final hour or so. It was a valuable session for us. We gathered some important data. We tried some different things on the handling that should have worked, and they didn’t, so we will go back to yesterday’s setup and work from there.”

MAX PAPIS (No. 53 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “I was really glad, after waiting all day, that we got to take the Red Bull Cheever Racing Infiniti on track. I have made progress from yesterday. I am getting more familiar with everyone on the team. I think we are reaching our goals. We are quicker today, but not as quick as we want. It’s not necessary to be quick until Saturday. Now I feel very confident that we are going in the right direction to find the feeling I am trying to get out of the car. I think we are making a lot of progress. During the rain, I finished off my seat fitting and went training. It was a good time today.”

DAY 2 – MONDAY, MAY 6, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

GREG RAY (No. 11 A.J. Foyt Racing/Harrah's

Dallara/Chevrolet/Firestone): (About not practicing on Opening Day): "The trucks were late getting in from Houston, and A.J. was still in Richmond, so it was beautiful weather, but we didn't get to play yesterday. I knew that was part of the schedule going in to it. I knew that was A.J.'s call. I know a lot of times he doesn't go out on the first day. It's different because we have so many days here, but there's some potential bad weather, so we're just playing it by ear." (About the limited track time today due to rain): "Just a shakedown today, me getting acclimated to the team and re-acclimated to the racetrack and some of their setup information. I have five years experience here, and A.J. has got 40, so we are probably doing things a little bit differently, and we're trying to get on the same page. I feel pretty good. The track is very different from the last time I ran here. There are no bumps. It's very smooth. There used to be some bumps in Turn 1 that separated the men from the boys. Now when you go to the outside, there is not a lot of grip, so I found myself going down lower and lower almost to the rumble strips, which probably is not where I want to be. I'm still exploring. I'm happy to come out and run 224 (mph) the first day. I think there's still a lot left. We'll sleep on it tonight and pick up where we left off and keep moving forward."

AIRTON DARÉ (No. 14 Harrah's/A.J. Foyt Racing

Dallara/Chevrolet/Firestone): (About not practicing on Opening Day): "It doesn't do us any good to run the first day. The track will change a lot, conditions will change a lot, and A.J. wasn't here also, so we just decided to stay and wait and see what's happening. We tested here before, and we got a good package for the month. One day won't make a difference." (On limited track time today): "We were not counting on the rain. If we knew it was going to rain today or tomorrow, we probably would have gone out yesterday. We were just shaking down today. The front of the car was gripping too good, so A.J. made some changes, which improved it. Then he added more downforce, and we were able to run in the 222's (mph), which was a decent speed. It was better than I thought."

JOHN DE VRIES (No. 37 Pit Bull Energy Drink/Rhino Cleaning

Products Dallara/ Chevrolet/Firestone): "Going into this afternoon's practice, there was a noticeable push in the car. The crew made a couple of wing adjustments, and I was able to pick up several miles per hour. The motor feels good and has yet to reach its potential. Every time I get on this track, I gain experience needed to be competitive here. If the weather stays like this afternoon, we should get in some good laps tomorrow."

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone): "For

a day that looked like it was going to be a complete washout, it was a fairly productive day for the CURB Records team. We still had a number of things we wanted to try, and we got through most of those. We picked up a little more speed, so we feel good about that. Like I've said before, this place takes patience. We have to inch up on it. We're at 225 (mph) today, and we know we still have a little more to go to move up even further, but we feel we've got a car that's competitive. We're going to continue to work hard and inch our way up."

DAY 2 – MONDAY, MAY 6, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

PAUL TRACY (No. 26 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): "The rain today really put us behind. By the time we were able to get on the track, we had just about an hour of running. The car still had a lot of understeer, and the Team Green 7-Eleven guys were trying some things to free the car up. We were making some progress on it, but we ran out of time. There is still a long way to go, and hopefully the weather will work with us so we can get more laps in tomorrow."

DARIO FRANCHITTI (No. 27 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): "We made some progress today. We made some pretty big changes overnight, but we're getting there. We only did 22 laps, and we still have a lot of work to do. I am still getting comfortable with the track. This afternoon it was quite different. It was very windy, so that took a bit of getting used to. I didn't think we were going to run this afternoon, but apparently Indianapolis is a lot like Scotland, and the weather changed rather quickly. I was working out in the gym, and my phone rang, and Kyle Moyer, my team manager, said I needed to be in the car in 30 minutes."

MICHAEL ANDRETTI (No. 39 Motorola/Archipelago

Dallara/Chevrolet/Firestone): "It was a better day. We improved the car a lot, and we're getting in the ballpark now. We didn't get much running in with the weather today, but nobody did, so we're not playing catch up. We're starting to improve, so at least I can sleep a little better tonight knowing that we're closer to where we need to be for qualifying. I spent the rain delay talking with my engineer, Eddie Jones, so you can imagine how exciting that was. It was good to see blue skies."

JIMMY VASSER (No. 19 Miller Lite/Rahal Letterman Racing Dallara/

Chevrolet/ Firestone): "We ran the backup car again today and got in 25 laps. We had a few problems Sunday, and we resolved them today. The car felt good, and we quit a little early since we learned what we wanted to with the chassis changes. All in all, they are inching away at it. We are keeping our eye on the ball. Everybody tends to get excited here at Indy. There are a lot of tows out there, and those guys won't have that in qualifying. The big speeds always come right after a yellow flag, and all of the cars go out together. They can get a tow very easily. We just have to concentrate on our program and work hard to get the car ready. This is a veteran team and they are very businesslike. I think they understand how Indy works. It's a long month."

ALEX BARRON (No. 44 Rayovac Blair Racing

Dallara/Chevrolet/Firestone): "The track was green from the rain today. Due to the fact that the track was recently shaved to smooth the bumps out, and the added fact that the track was green, there were a lot of dust particles that were pulled out of the track. These particles washed across the track surface. This caused the car to have a lot less grip than yesterday and extreme wear on tires. We adjusted the car for the changing conditions throughout the session. We feel we came to a good balance at the end, but got held up in traffic in Turns 3 and 4. We were not able to complete a fast rolling lap before the end of Happy Hour. We feel we have a handle on the car, and we should be able to improve our speed tomorrow."

DAY 2 – MONDAY, MAY 6, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

GIL DE FERRAN (No. 6 Marlboro Team Penske

Dallara/Chevrolet/Firestone): "Today we had a very good day. We worked on the balance of the Marlboro Team Penske car, and it definitely improved quite a bit. That last hour was very useful for us, and I'm glad we were able to get it in."

LAURENT REDON (No. 34 Mi-Jack Dallara/Infiniti/Firestone): "(Today)

was very good. The Mi-Jack/Conquest team is working together very well. I really enjoy working with Craig, my engineer. I think we are doing a good job, and we just have to keep concentrating. This race is a long race, so to do well we have to increase our speeds. We just have to keep going, but it's always good to have a top speed at the end of the day. We learned some things even though we didn't have that much time. It always helps to run since I am a rookie. The wind was different, the conditions were different, so it's good that we can adjust the car very quickly. We will have to do that for the race and the qualifying. We are very happy that our Dallara/Infiniti car is running so well. I appreciate the hard work of the Mi-Jack/Conquest team."

SAM HORNISH JR. (No. 4 Pennzoil Panther

Dallara/Chevrolet/Firestone): "We are not as fast as we want to be, but we are still learning. But, we're pretty happy with how things are going. We'll get back at it tomorrow. We are trying to get a push out of the car, but I would rather have a push than to be loose."

FELIPE GIAFFONE (No. 21 Hollywood Mo Nunn Racing G

Force/Chevrolet/Firestone): "Today was very good. I'm very happy with the balance of the car. We actually had a very good day yesterday and improved a little bit more today. I think we are pushing in the right direction. So I am happy, but I don't like to say that we will be awesome here. It's a tough track, and tomorrow we might come here and struggle. Right now I feel confident, and I am happy with the results we got in Nazareth, so we should be good. I learned last year that it's tough. But last year, we struggled the whole month. There was not even one day that we were strong, so this makes me feel more confident."

TONY KANAAN (No. 17 Hollywood Mo Nunn Racing G

Force/Chevrolet/Firestone): "It was kind of a short day. We were waiting for the rain to stop. I'm still getting used to the track. We are trying different things to get ready for qualifying. It was a reasonable day, but we still have a long way to go. Everything is so new, so I'm not 100 percent comfortable. Every day will get better. Every day I will get more confident." (About being in Indianapolis): "It's a dream come true. It's a neat place, and I am proud, and I am glad to be here. One day I can tell my family, my kids, that I raced at Indianapolis. So hopefully I will get to qualify Saturday and have a clean shot at the race."

MARK DISMORE (No. 20 Grill 2 Go Sam Schmidt Motorsports Indy Car

Dallara/ Chevrolet/Firestone): "We learned a lot today. We're making good headway. I'm real happy. We ran a handful of laps, got up to 224 (mph). Today was important. There were small things we wanted to try, and it did what we expected. I felt rusty yesterday, but today I was on the gas. So we're cautiously optimistic."

DAY 2 – MONDAY, MAY 6, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

GEORGE MACK (No. 30 310 Racing G Force/Chevrolet/Firestone):

(About not practicing on Opening Day): "We got our motor late. As everybody knows, we qualified really well at Nazareth and ended that day with crashing that car, so we had to throw two more together, and we kind of ran out of time. We got the motor in yesterday late and just elected not to do it instead of throwing things against the wall." (Do you feel any pressure?): "No, not really. The only pressure I feel is pressure that I apply to myself. Just start with the baseline I ended up with at rookie orientation, and just kind of work it from there. Just go out and try to feel the track out and work it up to speed kind of slow." (About today's practice): "I got on (the track) today at the tail end and crept up on it a little bit. We made a couple more changes. We ran a 221 (mph) pretty comfortably. I was just cruising around. It was really comfortable, really solid right there, so I ran a handful of laps at 221 (mph) no sweat. We'll come out smoking a little bit more tomorrow." (About conditions): "What you feel here in the pits, we feel out on the track also. We notice it. It shifts the car around a little bit. It changes the balance on the car a little bit, so sometimes you may not know what to expect. Sometimes you might have a push on the exit of Turn 1 depending on which way the wind is blowing, and sometimes you may not. Sometimes you may turn into Turn 1 and the thing is just planted, and it just kind of sucks you to the side. So it kind of throws you off your line a bit. You just try to be aware of that and stay a step ahead of the car, which is a little difficult at about 225 (mph), 230 (mph)."

HELIO CASTRONEVES (No. 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): (Will we see a difference in speeds once the drivers can run on a track that is not "green?"): "I think the track doesn't make much of a difference right now if it's raining, I felt. It's more of a factor of wind going into the turns, so today was a little different than yesterday. Obviously, as you have more cars running, as you put more rubber on the track, the cars run a little faster. Just an hour to go in the practice today, people put enough rubber to go a little faster. But obviously from the times yesterday, I think the track and the wind changed in that particular area, that's why we're still not going as fast as yesterday. It's the second day of practice of the qualifying week, and people are still being conservative and not (showing) what they have with the qualifying engine. They want to make sure that everything is working fine. I think the real deal is going to come more toward Thursday and Friday. To be honest, I was lifting off a bit, and I wasn't just trying to do the same lap time I did yesterday if I don't feel comfortable in the car. You have to judge what you're doing. You don't just go out there and think, 'I know I can do this.' Like I said, it's Indianapolis. It's a very challenging track. I put it this way: you might have a surprise, and you don't want a surprise. That's why you want to make sure you're in good shape, step by step always. And if the car's no good, you stop, make a change to make sure that you keep feeling comfortable. Right now we focus on qualifying speed, and basically we're just trying to eliminate options. Sometimes you have like three options to go to set up the car. And because there's not enough time, you never know if going the other direction would be faster, so that's what we're trying to achieve to eliminate those options to make sure we have a 100 percent idea of what we're doing. Sometimes it works different, but right now we're getting a good direction." (Is it good to have different types of weather to prepare yourself for Saturday?): "It is, because at least you know where to go. In this type of track,

DAY 2 – MONDAY, MAY 6, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

(Helio Castroneves, cont.) Indianapolis – what I'm still learning, but what I learned a little bit from last year – qualifying not only is one lap, but it's four laps, and on your last lap sometimes you have to fix your car in terms of going a little low in the corner, on the line, trying to look at the flags to see what direction the wind is going. Basically, it is important to learn what the track is doing, the wind is doing. That's why any time on the track is important."



Helio Castroneves

CASTRONEVES BACK ON TOP AFTER SHORT DAY OF PRACTICE AT INDY

INDIANAPOLIS, Monday, May 6, 2002 – Helio Castroneves returned today to a familiar place at the Indianapolis Motor Speedway – the top.

Defending Indianapolis 500 champion Castroneves led a rain-shortened, windy practice session with a fast lap of 39.6972 seconds, 226.716 mph in the No. 3 Marlboro Team Penske Dallara/Chevrolet/Firestone.

Castroneves was second fastest on *Indianapolis Star* Opening Day on May 5 with a lap of 39.5764, 227.408.

“Today the conditions were totally different than yesterday,” Castroneves said. “We had rain. The track was green. The wind was in a different position.

“The car so far is handling very well, which is good, but you still have to keep working. Everybody is getting closer. The times are getting closer. It wasn’t as fast as yesterday, but I do believe we have a good position right now, so let’s keep working hard.”

There were just 77 minutes of practice today on the 2.5-mile oval, as showers delayed the start for nearly six hours. Practice opened at 4:43 p.m. (EST), the latest start for a practice day at the Speedway since 1990, when a practice began at 5:14 p.m. under a running yellow.

Rookie Laurent Redon was second fastest at 39.7972, 226.147 in the No. 34 Mi-Jack Dallara/Infiniti/Firestone, with 2001 Indy Racing League Rookie of the Year Felipe Giaffone third at 39.8353, 225.930 in the No. 21 Hollywood Mo Nunn Racing G Force/Chevrolet/Firestone.

PJ Jones, in just his second day on track with Team Menard, was fourth fastest at 39.8508, 225.842 in the No. 2 Menards/Johns Manville Dallara/Chevrolet/Firestone. Jones is substituting for the injured Jaques Lazier.

Bruno Junqueira stayed in the top five for the second consecutive day with a top lap of 39.8627, 225.775 in the No. 34 Target Chip Ganassi Racing G Force/Chevrolet/Firestone. Junqueira was fourth best on Opening Day at 39.6767, 226.833.

1996 IRL co-champion Scott Sharp, fastest on Opening Day at 39.5481, 227.571, did not practice today, citing the unpredictable weather and heavy traffic due to the short session.

“If it had been a nice day, I’m sure we would have gone out at some point in time,” Sharp said. “We thought it would be better to just chill and run tomorrow, hopefully. We’re pretty squared away. There’s always more to learn, always speed to be found, but you’ve also got to do it in the right conditions.”

Twenty-eight drivers in 28 cars combined to turn 744 laps today at the Speedway. Practice resumes at 11 a.m. (EST) Tuesday.

Pole Day is Saturday. The 86th Indianapolis 500 is scheduled for Sunday, May 26.

DAY 3 – TUESDAY, MAY 7, 2002

Rain has been falling steadily throughout the morning at the Indianapolis Motor Speedway.

At 10:43 a.m., the Indianapolis Motor Speedway fire and safety trucks were lapping the 2.5-mile oval in an effort to dry the track. The sun had also come out.

On this date 25 years ago, the Indianapolis Motor Speedway opened for practice for the 61st running of the Indianapolis 500. Janet Guthrie, a 39-year-old rookie from New York City, topped the speed charts with a lap of 185.607 mph in the final hour of practice of Opening Day 1977. She became the first and only woman to have the fastest lap of the day in official practice. Later that month, Guthrie would go on to become the first woman to qualify for the race, starting 26th and finishing 29th after falling out with engine problems.

The start of Day 3 of practice of the 86th Indianapolis 500 has been delayed due to morning rains. According to www.accuweather.com, as of 11:20 a.m. (EST) 1.77 inches of rain have fallen in the Speedway, Ind., area since practice opened on May 5.

The last time the start of two consecutive days of practice was delayed was 1997 when the track opened at 11:30 a.m. May 15 and 11:40 a.m. May 16.

The second annual "Racing for Corey Grand Prix" charity karting event was conducted last night at Racers, located at Union Station in downtown Indianapolis. Approximately \$15,000 was raised to benefit the Indiana Children's Wish Fund, Sam Schmidt Paralysis Foundation and Racing for Corey.

SAM SCHMIDT: "A lot of teams and drivers were there; it was a great crowd and success. The highlight was a girl beat all the drivers -- Mandi Elliott -- so that was good."

The fifth annual Standard Management Open golf tournament will take place at 9:30 a.m. July 11, 2002, at the Brickyard Crossing Golf Course on the grounds of the Indianapolis Motor Speedway. Entry fee is \$600 per player or \$2,400 per foursome. Proceeds from the tournament will benefit the Standard Management Charitable Trust and the Sam Schmidt Paralysis Foundation. For more information, contact the Standard Management Corporation at 10689 N. Pennsylvania Ave., Indianapolis, IN 46280.

PRACTICE REPORT:

At 2:05 p.m., the ambient temperature was 73 degrees with west/northwest winds at 5 mph and a relative humidity of 68 percent. Skies were partly cloudy. The track temperature was 111 degrees, according to Firestone engineers.

Fastest lap of the month so far: #8 Scott Sharp, 227.571 mph, Sunday, May 5

2:08 p.m. – **GREEN.** #7 Unser Jr. first out on track, followed by Kelley Racing teammate #8 Sharp.

2:17 p.m. – **YELLOW.** #26 Tracy brushed outside retaining wall at the exit of Turn 1. Continued around to pits. Crew reports car had understeer when Tracy made contact. No major damage was done to the car according to crew.

2:26 p.m. – **GREEN.**

DAY 3 – TUESDAY, MAY 7, 2002 (cont.):

Tomas Scheckter's No. 52T Red Bull Cheever Racing Dallara/Infiniti/Firestone was out on pit lane this morning for pit stop practice for the team. Scheckter has been suspended from all on-track activity through today, fined an undisclosed amount and placed on extended probation for unsportsmanlike conduct, IRL Vice President of Operations Brian Barnhart announced May 3.

Team Menard reports that rookie PJ Jones is feeling ill but will practice today. Jones' teammate, Robby Gordon, did not practice yesterday and will not practice today because he is in Concord, N.C., testing his NASCAR Winston Cup car at Lowe's Motor Speedway in preparation for the Coca-Cola 600, which he will attempt to race in after competing in the Indianapolis 500 on May 26.

Second-generation open-wheel racer Arie Luyendyk Jr. will drive the No. 5 car for Luyendyk Racing in the 2002 Indy Racing Infiniti Pro Series. Luyendyk, 20, began racing karts at age 10 and advanced to Formula Ford 1600 competition when he was 16. For the past two seasons, he has competed in the U.S. Formula Ford 2000 championship, earning five top-five and 13 top-10 finishes in 26 starts. He also enjoyed success in the Skip Barber Formula Dodge Series and the Dutch Formula Ford 1800 Series. The inaugural season of the Infiniti Pro Series will begin July 7 at Kansas Speedway.

ARIE LUYENDYK JR. "I'm definitely looking forward to running in the Infiniti Pro Series. It's the perfect opportunity to step up and do something new. I think we have a strong chance to win races and go for the championship. After the Infiniti Pro Series, I definitely would like to move up to the IRL. I want to be really prepared when I move up to the Indy Racing cars. I'm only 20. I'll do at least one season or possibly two in the Infiniti Pro Series to get ready for the IRL. The Indy 500 is the best race in the world, and I'd like to be part of it."

PRACTICE REPORT (cont.):

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

Marlboro Team Penske will conduct a press conference at 9:30 a.m. (EST) on Friday, May 10 in the Trackside Conference Room. Team Owner Roger Penske, drivers Gil de Ferran and Helio Castroneves, Team President Tim Cindric and four-time Indianapolis 500 winner and team advisor Rick Mears will be on-hand to discuss their defense of last year's Indianapolis 500 win by Castroneves as well as this year's qualifying and race preparation.

The press conference also will be available to media across the country by calling (888) 889-1169 and using the passcode "Penske." Journalists calling in will be able to hear the entire press conference as well as ask questions at the end of the program.

PRACTICE REPORT (cont.):

3:04 p.m. – **GREEN.**

3:08 p.m. – #33 Junqueira fastest of the month at 228.566 mph.

3:08 p.m. – **YELLOW.** #98 Boat stopped on backstretch apron. Towed to pits. Crew reports gearbox problem.

3:21 p.m. – **GREEN.**

3:28 p.m. – 14 drivers are faster than 225 mph today.

DAY 3 – TUESDAY, MAY 7, 2002 (cont.):

PRACTICE REPORT (cont.):

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone): “It looks like we might have had some kind of a gearbox problem. The car seemed to jump out of gear coming out of the front straight, so we’ll just take it back and look at it and see what happened.”

A press conference with the driver with the fastest speed of the day will be conducted after each practice session throughout the month of May at 6:05 p.m. (EST) in the Trackside Conference Room.

Top Five Drivers of the Day, 3:45 p.m.

No.	Driver	Car	Speed	
1	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	228.566
2	51	Eddie Cheever Jr.	Red Bull Cheever Racing Infiniti	227.413
3	4	Sam Hornish Jr.	Pennzoil Panther Dallara	226.859
4	34	Laurent Redon	Mi-Jack	226.775
5	3	Hello Castroneves	Marlboro Team Penske	226.489

Veteran race driver Donnie Beechler was in the garage area this morning. He was injured in March while practice for the Indy Racing League season-opener at Homestead-Miami Speedway. He was replaced in the No. 14 Harrah’s/A.J. Foyt Racing Dallara/Chevrolet/Firestone car by Brazilian Ayrton Dare. Dr. Henry Bock, medical services director for the Indy Racing League cleared Beechler to drive prior to the Yamaha Indy 400 at California Speedway. Beechler said that Foyt offered him a car, but that he turned it down.

DONNIE BEECHLER: “He (Foyt) did the best he could for me last year. Number one, I’m not retiring. I’m pursuing every opportunity.”

PRACTICE REPORT (cont.):

4:06 p.m. – #39 Andretti slowed on frontstretch and pulled into the warm-up lane in Turn 1. Crew reports car ran out of fuel.

Tom Kelley, co-owner of Kelley Racing which fields cars for Scott Sharp and Al Unser Jr., was seen on pit road this morning with his arm in a sling.

TOM KELLEY: “I had some surgery on my right shoulder. I guess after 35 years of playing golf, carrying a golf bag and playing some hockey when I was a kid I’ve used it pretty good. My golf game started to deteriorate, and the last thing I wanted to do was come to Indianapolis and let any of these “yeahoos” around here beat me at golf. They said six to eight weeks before I can play golf, but I’m going to work on it and try sooner than that. We’ll see, some intensive rehab and taking care of it, and hopefully it will heal fast.”

PRACTICE REPORT (cont.):

4:21 p.m. – Veteran Indy Racing League driver Scott Harrington is going to practice in the No. 37T Pit Bull Energy Drink/Rhino Cleaning Products Dallara/Chevrolet/Firestone. Harrington passed his refresher test with Brayton Racing in April at the Speedway.

JOHN DE VRIES (No. 37T Pit Bull Energy Drink/Rhino Cleaning Products Dallara/Chevrolet/Firestone): (About Scott Harrington going out in the “T” car): The car, to me, feels horrible. The car just won’t turn in. It has a huge push to me, and we can’t figure it out, so we’re going to have Scott get in and see if he thinks the same thing.”

DAY 3 – TUESDAY, MAY 7, 2002 (cont.):

Rookie George Mack and his 310 Racing crew will visit Flanner House, 2424 Dr. Martin Luther King Jr. St. from 9:30-10:30 a.m. Friday, May 11. Flanner House is a 103-year-old educational and child development center originally established as a settlement house to serve African-American families migrating to Indiana from the southern part of the United States. Its largest current component is Flanner House Academy, a preschool through third grade school. The visit from Mack and 310 Racing will give the school children, senior citizens and others at Flanner House an opportunity to meet an African-American race driver, sponsored by an African-American race team, and see an authentic race car. 310 Racing is the first team to compete in Indy Racing that is owned by an African-American and competes with an African-American driver.

PRACTICE REPORT (cont.):

4:44 p.m. – #32 Johnny Herbert is on the track for his first official practice. Herbert has three Formula One victories and is the first former F1 winner to participate in official Indianapolis 500 practice since five-time F1 winner Michele Alboreto did so in 1996. Herbert is the first driver to participate in an event on the Speedway's 2.606-mile road course prior to taking part in practice for the Indy 500 for the first time. Herbert finished 11th in the inaugural SAP United States Grand Prix on Sept. 24, 2000.

4:47 p.m. – **YELLOW.** Track inspection.

4:57 p.m. – **GREEN.**

5:01 p.m. – **YELLOW.** Report of smoke from #7 Unser Jr.

AL UNSER JR. (No. 7 Corteco/Bryant Dallara/Chevrolet/Firestone):

"There was engine trouble. We're not exactly sure what the failure was. I just saw that it was leaking, so I got off the track as fast as I could."

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

	No.	Driver	Car	Speed
1	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	228.566
2	51	Eddie Cheever Jr.	Red Bull Cheever Racing Infiniti	227.413
3	4	Sam Hornish Jr.	Pennzoil Panther Dallara	226.859
4	34	Laurent Redon	Mi-Jack	226.775
5	3	Helio Castroneves	Marlboro Team Penske	226.489

5:07 p.m. – **GREEN.**

5:10 p.m. – #34 Redon fastest of the month at 229.808 mph.

5:24 p.m. – Three drivers, #34 Redon, #33 Junqueira and #8 Sharp, have gone past the 228 mph mark so far today.

The Indianapolis Motor Speedway Radio Network will broadcast "Indy Live" from 8-9 (EST) Tuesday from the Brickyard Crossing Dining Room. Former winners Al Unser Jr., Buddy Lazier, Eddie Cheever Jr. and Kenny Brack will be on the show as will Kevin Forbes, director of engineering and construction for the Indianapolis Motor Speedway. Mike King is the host. The local affiliate is WIBC-AM 1070.

DAY 3 – TUESDAY, MAY 7, 2002 (cont.):

PRACTICE REPORT (cont.):

5:40 p.m. – **YELLOW.** #2 Jones spun in Turn 1 and made contact with the rear of the car with the outside SAFER barrier. The car then slid to the inside of the track, crossed the warm-up lane and hit the inside guardrail with the left side of the car. Heavy damage to rear and left side of car. Jones stepped from the car with assistance from the fire and safety crew and was taken by ambulance to the Clarian Infield Medical Center.

Medical Update from Dr. Henry Bock, medical services director of the Indianapolis Motor Speedway and the Indy Racing League. PJ Jones is being transported by ground to Methodist Hospital for precautionary X-rays. He is awake and alert.

5:53 p.m. – **CHECKERED.** End of Day 3 of practice for the 86th Indianapolis 500.

Top 10 Drivers of the Day

	No.	Driver	Car	Speed
1	34	Laurent Redon	Mi-Jack	229.808 mph
2	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	228.566
3	8	Scott Sharp	Delphi	228.135
4	3	Helio Castroneves	Marlboro Team Penske	227.637
5	51	Eddie Cheever Jr.	Red Bull Cheever Racing Infiniti	227.413
6	2	PJ Jones	Menards/Johns Manville	227.251
7	4	Sam Hornish Jr.	Pennzoil Panther Dallara	226.859
8	20	Mark Dismore	Grill 2 Go Sam Schmidt Motorsports Indy Car	226.521
9	91	Buddy Lazier	Coors Light/Life Fitness/Tae-Bo/Delta Faucet	226.441
10	7T	Al Unser Jr.	Corteco/Bryant	226.400

There were six caution periods today for 48 minutes. Track temperatures ranged from 84 to 111 degrees according to Firestone engineers.

POST-PRACTICE QUOTE:

LAURENT REDON (No. 34 Mi-Jack Dallara/Infiniti/Firestone): "It was great. I think we have to keep working. We had a little tow, but I'm pretty sure we are close to the best we can do. The team has worked so hard, and I'd really like to thank the Mi-Jack/Conquest team for all of their efforts. It's great to work with Craig, my engineer, and Eric Bachelart, the owner, and all of the team. I am very happy with the Infiniti engine. I was always on the (rev) limit. For practice it's fine, but I am always trying harder. Right now I am at 95 percent, and I don't want to be at 100 percent before qualifying. I don't know if I can go faster, but I'll try. I'm sure we have to be faster to be on the pole, so it's something we have to work on."

There were 36 cars and 32 drivers that turned 1,134 laps today. For the month, there have been 47 cars and 35 drivers on the 2.5-mile oval completing 2,884 laps.

According to Dr. Henry Bock, medical services director of the Indy Racing League, 45 drivers have passed their physical examination and are cleared to drive.

Fifty-eight cars are at the Speedway and 55 have passed technical inspection.

DAY 3 – TUESDAY, MAY 7, 2002 (cont.):

A.J. Foyt Enterprises has hired engineer Thomas Knapp to work on Greg Ray's No. 11 A.J. Foyt Racing/Harrah's Dallara/Chevrolet/Firestone. Knapp and Ray first worked together in 1993 when Ray drove for Genoa Racing in the Formula Atlantic series. Knapp formed his own team in 1997 and hired Ray as his driver to compete in the Indy Racing League. In 1998, they outperformed many of the well-funded teams when they qualified second for the Indy 500. A broken gearbox relegated Ray to 18th place, but he went on to Texas Motor Speedway two weeks later and finished second to Billy Boat, who was driving for Foyt.

Knapp worked with Ray when he signed to drive for Team Menard in 1999 and Ray went on to win the Indy Racing League championship that year. Knapp continued with Team Menard in 2000 but left the team in August of that year. He worked with Shigeaki Hattori and the Vertex-Cunningham team last season.

A.J. FOYT: "When I learned that Tom Knapp was available, we set up a meeting in Houston and discussed how we could work together. It's tough for one person trying to work with two drivers and this will help ease the load. He has worked with Greg in the past, so Tom will focus on Greg while I focus on Airton Dare."

THOMAS KNAPP: "I think that A.J. wants to maximize Greg, and he could certainly do that himself. But there's a comfort level that Greg and I have from working together in the past, so I'm sure A.J. sees that as an asset to the team as a whole."

Laurent Redon is the first rookie to be the fastest driver of the day in practice since Juan Montoya did so on Coors Carb Day May 25, 2000. Montoya also was fastest of the day on the fifth day of practice on May 17, 2000. Montoya went on to become the first rookie to win the "500" since Graham Hill in 1966.

TOMORROW'S SCHEDULE:

9 a.m.	Public gates open
9 a.m.-11 a.m.	Coors Pit Stop Challenge time trials
11 a.m.-6 p.m.	Indy Racing League practice
3 p.m.	Legend car lap, Joe Dawson's 1912 winning National

POST-PRACTICE QUOTES:

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone):

"Unfortunately, the CURB Records car broke a gear in the gearbox on our second hot lap today. This is not a tremendous setback, but when you break a gear like that, it puts a lot of little metal shavings in the gearbox. So the gearbox on our primary car is going to have to be completely gone through. Unfortunately, the tests that we need to run, we need to do with that car, so it's a little bit of a setback for us. We'll get everything together and be back ready to go in the morning."

MARK DISMORE (No. 20 Grill 2 Go Sam Schmidt Motorsports Indy Car Dallara/ Chevrolet/Firestone):

"Today went really well. Everyday we just keep progressing and learning. I'm really happy. We just have to keep doing what we're doing, just keep taking baby steps. Hopefully by Saturday we'll be up and walking. I've been driving around the interstate at 70 mph for the last eight months, and Sunday I came out here and got in this thing. I think my fifth or sixth lap was a 220 (mph). I'm not sure that was very smart, but did it feel fast. I had forgotten how fast these things feel out here."

DAY 3 – TUESDAY, MAY 7, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

EDDIE CHEEVER JR. (No. 51 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): "The Red Bull Cheever Racing Infiniti is really good. We didn't get to put new tires on the car for Happy Hour today, but we are making progress on the balance of the car. The speeds are quick. Redon's time is very fast. I am glad to see that it's an Infiniti on the top of the charts. I am looking forward to having my young teammate, Tomas (Scheckter), back. He is an integral part of Red Bull Cheever Racing. He does a very good job as a test driver. As far as technical feedback, he covers one aspect, and I cover another. We balance each other out. I hope he has learned the lesson that he is not out there racing by himself. The team is better when he is here; the team is worse when he is not here. I just hope he gets it through his head that he must change his approach to how he drives in traffic. He is very talented, and everyone on the team has missed his work ethic these past three days of practice. There is one-half of one percent of Tomas' driving style that needs to change to make him a great oval racing driver."

JOHN DE VRIES (No. 37 Pit Bull Energy Drink/Rhino Cleaning

Products Dallara/ Chevrolet/Firestone): "Today's practice was quite brief. I had less than 20 laps under my belt, but the car just didn't feel right. Late in the afternoon, Scott (Harrington) got in to evaluate the vehicle, and he immediately brought it in due to a heavy push. I've learned here that patience is a must, and we'll just iron out the kinks one at a time."

ALEX BARRON (No. 44 Rayovac Blair Racing

Dallara/Chevrolet/Firestone): "This is our third day of the month on the track, and we also tested here two days before that. For five actual days of running at Indy, we are where I thought we'd be. We are working on our race setup and running alone and not getting the tow. The track keeps changing. With the morning rain, it is green and slick when we first go out, and in the afternoon, it has a lot of grip after everyone has run. The wind is changing a lot of things we are doing. We are comfortable with the car, but we still need to find more speed."

MAX PAPIS (No. 53 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): "We didn't get in much practice today. We were trying to get a good feeling in the Red Bull Cheever Racing Infiniti. We made a couple of changes today. In the beginning, things didn't seem right, so we changed the car back to what we knew, and the car came back. We only did two runs today, so I am hoping that tomorrow we can practice all day long."

GIL DE FERRAN (No. 6 Marlboro Team Penske

Dallara/Chevrolet/Firestone): "I felt a vibration in the car at the beginning of the practice session. The vibration continued to get worse as the day went on, so we decided to come in and find out what was causing it. We changed a few things on the Marlboro Team Penske car that we thought might have contributed to the vibration. Unfortunately, we couldn't get back out before the session ended."

DAY 3 – TUESDAY, MAY 7, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

AIRTON DARÉ (No. 14 Harrah's/A.J. Foyt Racing

Dallara/Chevrolet/Firestone): "We made a lot of changes on the car. I think we improved a lot since we started this afternoon, which is very good. We're still far off – like 2 mph off the pace – but we're not concerned about that because the motor we're running here is an old motor. We just put it on to set up the car. I think tomorrow we'll get with the group. We'll get the speeds that we need to be running."

BUDDY LAZIER (No. 91 Coors Light/Life Fitness/Tae-Bo/Delta Faucet

Dallara/Chevrolet/ Firestone): "We just keep progressing as the week moves on. I did start to get comfortable today. We think that there is more time to be gained on the table. Again, today was really the first day that I was comfortable as a driver. Me and the race car together were comfortable for the first time today. Personally, I don't worry about the weather. There's so much time here during the month of May, the Indy 500. It's just awesome to be here. We have so much time that personally, I just don't worry about the weather or conditions. You always take that into consideration, the engineers do, but as a driver, we just don't let any of that worry us. We have so much practice time that we're going to get what we need."

BRUNO JUNQUEIRA (No. 33 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): "Wow, that was a great day for us. I was really hoping to be the fastest out there today, but I'll take second, for now. As a driver, I always want to be the fastest guy out there every day. That is what motivates me. I'm very impressed with how well this team has done so far. The guys at Team Target are constantly trying to find ways to make the car better and better. We keep making changes to the car, and it keeps getting faster and faster. We have been working this week on making the car good for qualifying. Every change that we make seems to make it better. I still think that we need to go faster to be a threat for the pole. I think that if we can find a few more miles per hour, we'll be in good shape."

KENNY BRACK (No. 22 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): "Well, we're making a lot of changes to the car. Some work and some don't. That is why it is good to have these days of practice. We can try a lot of different combinations to see which one works the best. We still have some things to try before Saturday's qualifying, and we have a few days to get it done. It was good to get out there and run today. This morning, the weather didn't look very good, but it turned into a great day."

JEFF WARD (No. 9 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): "We got a lot of good work done on the car today. It is getting better and better, little by little. I think that by Saturday, we'll have a pretty good car. It's great to be with a winning organization like Team Target. They have the resources and the people to get the job done right. We're just a little off where we need to be, but we have a few more days to get it right. I'm confident that they'll be able to do that."

DAY 3 – TUESDAY, MAY 7, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

HELIO CASTRONEVES (No. 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): "Because of all the rain, we began today with similar track conditions as yesterday. However, there was much less wind, which helped everyone go faster. We're working very hard on getting the Marlboro Team Penske car just right for qualifying. We're trying to see how fast we can run on our own so that we have a good gauge on what to expect this Saturday."

JIMMY VASSER (No. 19 Miller Lite/Rahal Letterman Racing Dallara/

Chevrolet/ Firestone): "The lap times are not where we want them to be right now, but the cars really feel good. We do have some tricks coming later in the week that should help our speed. It seems like we always found ourselves out on the track by ourselves where there was no chance to get a tow or draft. Certainly, we have gone quicker with a tow, but I'm really happy with how the Miller Lite car feels at this point. We tried different setups on the cars, and we learned a lot. That was good for us. The cars feel pretty solid. It's just a matter of squeezing a little more speed out of them. Conditions today were cooler and cloudy, which was pretty close to ideal. That's why the speeds jumped so much. It could be different later with more heat."

MICHAEL ANDRETTI (No. 39 Motorola/Archipelago

Dallara/Chevrolet/Firestone): "We made a lot of progress with the Motorola/Archipelago car today. We worked on our qualifying setup most of the afternoon, and the time I did was truly by myself, without a tow. Considering a lot of the quick times are with a tow, I think we're in pretty decent shape. Turn 1 had been a problem corner the last couple of days, but we kept making changes to the car and chipping away at it, and it's getting better and better. We're still not where we want to be for qualifying, but the car is definitely better than where we started the day. I'm happy with the direction we're headed, and I just hope we can get some cooperation with the weather and get some more solid running in before Saturday's qualifications."

PAUL TRACY (No. 26 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): "Today was really tough. We had to wait out the rain for several hours, and then just four laps into my first run I hit the wall. It damaged the right side of the car, and we weren't able to go back out. The car had a lot of understeer, and I did all I could to get through Turn 1, but it just kept tracking to the wall. We will be ready to go again tomorrow. The Team Green 7-Eleven crew is still learning the car and trying to find a good setup. It's either loose or pushing right now, and we don't have a handle on it yet. To be fast at Indy, your car has to handle well and right now ours isn't."

DAY 3 – TUESDAY, MAY 7, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

DARIO FRANCHITTI (No. 27 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): “The car was much better today. We're still not there, but yesterday we were at 40 percent, and I think we are more like 80 percent today. We were on a better lap than our fastest one, but I saw a fuel warning and had to back off, so that was a shame. After spending a good majority of the day working on our race balance, we are considerably happier. During the final hour of practice we turned our attention to qualifications. Team Green 7-Eleven is much closer to finding a setup for qualifying, and tomorrow we will run some more and continue the learning process. We are just making small changes to the car to find improvements because at Indy you don't really make any big changes, you just fine tune the car to the current track condition.”

JOHNNY HERBERT (No. 32 WESTERN UNION/Duesenberg Brothers

Racing Dallara/ Chevrolet/Firestone): "At least we got out briefly for a bit of a reminder of the track following testing in April. It would have been nice to put in more laps right there before the track closed, but that wasn't to be. We'll just pick up from this point as soon as the weather allows more practice in the coming days."

GREG RAY (No. 11 A.J. Foyt Racing/Harrah's

Dallara/Chevrolet/Firestone): “We’re dancing around the edge on the setup. Not knowing how much time we would get in before qualifying because of the weather, we made some pretty big changes on the setup today and learned what worked and what didn't. We're still trying to pinpoint the basic package of chassis, aero and tires, and we're close. Once we nail it, it will just be a matter of fine-tuning with small changes. We'll have a new motor in for tomorrow, and we'll pick up some speed with that.”

ROBBIE BUHL (No. 24 Team Purex/Aventis/Dreyer & Reinbold Racing

G Force/ Infiniti/Firestone): “We did exactly what we set out to do today. We got the car balanced and trimmed it out, so now we can go fast. We learned we had a good platform, which carried over from last year, and we know the strength of the Infiniti power plant. We turned a few laps in both cars, and the fourth lap out turned a 225 (mph) in the second car, so we know we've got two cars that are going to be very competitive. We're learning, and we're building on a strong base of where we've been here before. We were running a race setup and were still up with the top 12 today. Now we can move over to focus on a qualifying ride.”

ARIE LUYENDYK (No. 5 Meijer G Force/Chevrolet/Firestone): “We

weren't able to get in as much work today as we would have liked. In the mid-afternoon, we had to take the car back to the garage to make an adjustment on the engine mapping. I was sitting in the car, ready to go, with about 20 minutes left when the yellow came out (for PJ Jones accident). So, I never got out at the end of the day. We should be all set to go when the track opens on Wednesday.”

ANTHONY LAZZARO (No. 99 Sam Schmidt Motorsports Racing

Special Dallara/ Chevrolet/ Firestone): “Today the guys gave me a car that I have a lot of confidence in. I don't think the speed on the charts represents what we're capable of. We've played with a variety of setups over the last three days. Now we can concentrate on making the small changes, and I can focus on my driving.”

DAY 3 – TUESDAY, MAY 7, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

LAURENT REDON (No. 34 Mi-Jack Dallara/Infiniti/Firestone): "For sure, I was surprised. I knew that I was going to do a good lap, but 229.8 (mph), I was not expecting that speed. Of course, I'm happy. I had a good tow, but at the end you know the problem with the tow here you have the gears. So on the backstraight we hit the rev limiter pretty early. We had a look on the data, and we were pretty quick because the slowest speed during the lap was 226.5 (mph), I think. So a tow doesn't help you in the corners because you're losing downforce. At the end, I was pretty sure we were going to do the best lap of the day, but maybe not (2)29.8 (mph). We're rookies here because the team is (here for) the first time. It's a first time for me, it's a first time for my engineer, so each lap we learn a lot. A lap like this here, we're not used to that speed, so we're going to have a lot of data, and we're going to work on it and try to do it on Saturday. The tires you have five laps, five to six laps, which is pretty much the same. You have the same grip on the tires. So hopefully, depending on the weather, the weather is important here, but if the weather is the same, I think that we can do four laps in (2)29 (mph) if the conditions is the same, and if we have that car. I don't know if it would be high (2)29 or low (2)29. Saturday could be so different, and my car could be so different. Every day has been good. The first day we were pretty good. Then the second day we increased our speed, and today a lot more. The good thing of this is yesterday was completely different. The first day was a very sunny day, not so much wind. The car was pretty good. It was pretty much our first time here, so we have to set up the car. The second day was different. We had only a one-hour session, so we had to be quick, had to adjust our setup. I was pretty happy about our performance yesterday because that's what you need, to work quickly and to have a good setup as quick as you can. I think that Craig Perkins, which is my engineer, yesterday did a very good job with this, and today we were quick too. The winds blowing on the backstraight from this straight, and yesterday it was the opposite. The conditions were really different. We could adjust the car to make it work, and that's what makes me feel pretty happy right now. (2)29.8 (mph) is a really quick lap, but I think I'm more happy by the way we were in the top five the three days of testing we did already." (About the Infiniti engine): "The engine is so good. Many people were concerned if the engine is strong enough or the problems since the beginning, but they are working so hard for Indy. They came with many new things for the engine, and I think right now (there are) five cars running with Infiniti power engines, and nobody has any problems with the engine. I cross my fingers, but right now the engine is really good. A big part of the (2)29.8 (mph) comes from the engine because it's really good." (Are you thinking about the front row now?): "I'm just thinking our goal is to qualify. This place, I don't know so much about this place. It can be so nice, and for some reason it can change very quickly. I'm sure of it. Look what happened to PJ Jones today. So I don't want to be overoptimistic. I really want to think about trying to do the best job as I can, and right now my goal is to qualify for the '500,' for the race. If we can be in the top five, top 10, it would be fantastic, but right now I don't think we're going to do pole position. There are so many good drivers and good teams, so we have to have a low profile."

ROOKIE REDON RECORDS TOP SPEED OF MONTH WITH 229-MPH LAP

INDIANAPOLIS, Tuesday, May 7, 2002 – Rookie Laurent Redon turned the fastest speed of the month during practice May 7 for the 86th Indianapolis 500, ripping off a fast lap of 39.1631 seconds, 229.808 mph at the Indianapolis Motor Speedway.

Redon's best lap in the No. 34 Mi-Jack Dallara/Infiniti/Firestone came during the final hour of practice, which ended 20 minutes early due to a crash by rookie PJ Jones in Turn 1. Redon's previous fastest lap of the event was 39.7972, 226.147 on Monday.

"It was great," Redon said of his fast lap today. "I think we have to keep working. We had a little tow, but I'm pretty sure we are close to the best we can do. The team has worked so hard, and I'd really like to thank the Mi-Jack/Conquest team for all of their efforts.

"Right now I am at 95 percent, and I don't want to be at 100 percent before qualifying. I don't know if I can go faster, but I'll try. I'm sure we have to be faster to be on the pole, so it's something we have to work on."

The previous best lap of the event was 39.5481, 227.571 by Scott Sharp on Sunday. But four drivers – Redon, Bruno Junqueira, Sharp and defending race champion Helio Castroneves – topped that lap today.

And Redon, from Chamond, France, recorded the dominant lap among that foursome. Junqueira was second fastest at 39.3759, 228.566 in the No. 33 Target Chip Ganassi G Force/Chevrolet/Firestone, nearly 1.3 mph slower than Redon.

2001 MBNA Pole winner Sharp was third at 39.4503, 228.135 in the No. 8 Delphi Dallara/Chevrolet/Firestone, with Castroneves fourth at 39.5367, 227.637 in the No. 3 Marlboro Team Penske Dallara/Chevrolet/Firestone.

Jones spun in Turn 1 at 5:40 p.m. (EST) and made contact with the rear of the car with the outside SAFER barrier. The No. 2 Menards/Johns Manville Dallara/Chevrolet/Firestone then slid to the inside of the track, crossed the warm-up lane and hit the inside guardrail with the left side of the car. Jones stepped from the car with assistance. He was awake and alert when transported to Methodist Hospital in Indianapolis for precautionary X-rays.

The start of practice was delayed by rain for the second consecutive day. Practice started at 2:08 p.m. (EST), after a delay of three hours and eight minutes.

Despite the late start, this was the busiest day of practice so far, with 32 drivers in 36 cars combining to turn 1,134 laps. Former Formula One winner Johnny Herbert turned his first official practice laps at the Speedway, topping out at 41.1068, 218.942 in the No. 32 WESTERN UNION/Duesenberg Brothers Racing Dallara/Chevrolet/Firestone.

Practice resumes at 11 a.m. (EST) Wednesday. Pole Day qualifications start at 11 a.m. (EST) Saturday. The 86th Indianapolis 500 is scheduled for 11 a.m. (EST) Sunday, May 26.

DAY 4 – WEDNESDAY, MAY 8, 2002

Rain has been falling steadily throughout the morning at the Indianapolis Motor Speedway.

On an average practice day that runs from 11 a.m.-6 p.m., approximately 3,000 gallons of methanol fuel will be used by the teams according to Jim Reynolds, manager of fuel services for the Indianapolis Motor Speedway and the Indy Racing League.

JIM REYNOLDS: “We start with 2,100 gallons in the pits. There are seven tanks with 300 gallons in each. If we have a really good day, we’ll probably use not only that 2,100, but another 600-800 on top of that. So, you’re looking at almost 3,000 gallons a day.”

Medical update from Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League: PJ Jones was held overnight at Methodist Hospital in Indianapolis with a fracture of the C-6 vertebra. Jones is listed in good condition and expected to be released today. According to Bock, recovery time is up to six weeks. Team Menard has not named a replacement driver.

PJ JONES: “Obviously, the new walls really helped my impact, and I probably wouldn’t be in nearly as good of shape as I am right now without them. The Speedway really did something positive putting that system in place; I have to thank them for doing that. For all I went through, I’m not in any pain, and I don’t actually feel hurt, but I have some cracks in a vertebra that are going to take a short time to heal up. It’s such a shame for the team and John Menard to have to go through this again. They’re a great group of people. I can’t really believe it. It’s my first ‘500,’ and we were running so well. To have this happen and sideline you for the month is definitely tough to take. I felt like we had a car to win the race.”

Janet Guthrie, who 25 years ago this month became the first woman to qualify and drive in the Indianapolis 500, has launched a website that chronicles her career in motorsports. The site, www.janetguthrie.com, details Guthrie’s career in Indy-style cars, NASCAR, and sports cars. Guthrie remains the only woman to post top-10 finishes in both Indy-style and NASCAR events.

Two-time Indianapolis 500 winner Arie Luyendyk will take part in a press conference at 10 a.m. Thursday, May 9 in the Trackside Conference Room. Luyendyk is attempting to qualify for his 17th Indianapolis 500 in the No. 5 Meijer G Force/Chevrolet/Firestone.

Target Chip Ganassi Racing will have a press conference at 10:30 a.m. Thursday, May 9 in the Trackside Conference Room. Car owner Chip Ganassi, team managing director Mike Hull and drivers Kenny Brack, Bruno Junqueira and Jeff Ward will take part. Brack won the 1999 Indianapolis 500.

The Coors Pit Stop Challenge Time Trials, scheduled for 9-11 a.m. this morning, were postponed until Thursday morning. The time remains unchanged.

Practice on Day 4 of the 86th Indianapolis 500 has been delayed due to morning rain. According to www.accuweather.com, as of 11:12 a.m. (EST), 2.11 inches of rain have fallen in Speedway, Ind., since practice opened on May 5.

DAY 4 – WEDNESDAY, MAY 8, 2002 (cont.):

The last time the start of three consecutive days of track activity were delayed or canceled was in 1983. Damp conditions caused the track to be opened at 11:33 a.m. May 13, the final practice day before Pole Day. Pole Day then started at 4:12 p.m. after rain early in the day May 14. However, only practice was conducted, there were no qualifications. Activity on May 15 was washed out completely by rain, and the track was not opened.

At 10:45 a.m., the Indianapolis Motor Speedway fire and safety trucks were lapping the 2.5-mile oval in an effort to dry the track.

Popular Indy Racing League veteran Sarah Fisher will join Robbie Buhl in a two-car effort by Dreyer & Reinbold Racing to qualify for the 86th Indianapolis 500, team officials announced at a press conference this morning. Former short-track standout Fisher, an Ohio native who lives in Indianapolis, will drive the No. 23 Team Allegra Dreyer and Reinbold Racing G Force/Infiniti/Firestone. Fisher, 21, voted the Indy Racing League's Most Popular Driver in 2001, substituted for the injured Buhl on April 21 at the Firestone Indy 225 in Nazareth, Pa., and delivered a strong fourth-place finish. It was her first start of the season.

SARAH FISHER (No. 23 Team Allegra Dreyer and Reinbold Racing G Force/Infiniti/Firestone): (About what Dreyer & Reinbold brings to table for Fisher): "I think in my eyes Dreyer & Reinbold offers two things that are really important to me. First of all, they've got Robbie Buhl, who I've spoken about previous to this, is a good teammate, someone who will share everything with you, someone that will help you along. I'll admit I'm young. I have a lot to learn and being a one-car team is very difficult for that to happen. So having someone like Robbie around me 100 percent of the time saying, 'You're doing this wrong' or 'You're doing this wrong' or 'You can do this better' in a very positive manner means a lot to me. Instead of having someone overhead saying, 'You're horrible. You're doing this wrong, this stinks.' but say, 'Hey could you try to do this or that.' That's really important to me because I'm a positive person and to have a positive structure around me is very important. The second thing that Dreyer & Reinbold offers to me is the team that they have. Dennis was talking a little bit earlier about having a close-knit group. It's like family over there. They have a lot of fun, but they're serious about what they do. Being on a tight schedule like they are, you have to have a little bit of fun in this sport because you travel so much and you're with each other all the time. Everybody has to get along very well, which they do. They've worked really hard to create that team, and I'm extremely happy to be a part of that now."

DENNIS REINBOLD (Co-owner, Dreyer & Reinbold Racing): "Today we can make it official, and the big reason we can make it official is because of the gentleman on the phone, Frank Ciriello and Allegra. We're very excited to announce officially today that Sarah Fisher will be running for Dreyer & Reinbold Racing in the 86th running of the Indianapolis 500. Sarah is going to be driving the No. 23 car. The car will have Dreyer & Reinbold traditional colors and will carry the primary sponsor Allegra. We're very excited to announce that Allegra has joined our team, actually more than joined our team, they have stepped up to a different level for us to be able to participate in the 500. So all of our focus is on the 500 with them." (About relationship going beyond the Indianapolis 500): "Right now, our focus is totally on Indianapolis. We had hoped to get things put together a week or so ago on this, and so we've been tied up really trying to focus on this. We would be doing a disservice to ourselves if we did anything but just focus on the best effort that we can to try to go out and win this race."

DAY 4 – WEDNESDAY, MAY 8, 2002 (cont.):

QUOTES FROM DREYER & REINBOLD PRESS CONFERENCE (cont.):

ROBBIE BUHL (No. 24 Team Purex/Aventis/Dreyer & Reinbold Racing G Force/Infiniti/Firestone): (About what Sarah brings to Dreyer & Reinbold): “Well, for me I think the direction of this sport and to be as competitive a team going forward, where we want to go with Dreyer & Reinbold Racing, you need to be a two-car entity. To have the feedback of two cars out there running so you can improve both cars, and that’s where I see the benefits here. Also, I’m anxious to share with Sarah what I’ve learned and to help her along. If I knew what she did at 21, it would be great. I’m looking forward to that. I think we’re going to have a good time with that. I think we’ll show what a strong team Dreyer & Reinbold Racing has become.”

FRANK CIRIELLO (Aventis Vice President, Marketing Therapeutics): “Aventis Pharmaceutical, as you mentioned the maker of Allegra, is the proud sponsor of Robbie Buhl and now Sarah Fisher in their quest to hopefully win the Indy 500. Aventis’ relationship with Robbie and Racing For Kids goes back to 1990, and now we’re very happy to now also support Sarah for this race as well. As you probably know, as you’ve heard, Robbie takes prescription Allegra to manage his seasonal allergies symptoms and remain alert on the road. I think both Sarah and Robbie know the importance of taking a non-impairing seasonal allergy medication, especially at the speed of 220 mph. Our relationship with Sarah recently began when she filled in for Robbie at the Firestone 225 Nazareth race where she had a very strong fourth-place finish. We were very happy about that. We’re very excited about Sarah joining the team, and we’re really looking forward to a strong performance by both Robbie and Sarah at the Indianapolis 500. I want to say thank you to Robbie, to Sarah, to Dennis and to this great effort for the Indianapolis 500 race.” (About Aventis and Robbie’s involvement in Racing For Kids): “Indeed, having Robbie for the last 13 years and working with Racing For Kids has been outstanding for us. I think that only talks about the kind of individual that Robbie is. I tell you I have seen the pictures and I have seen pictures of children after Robbie has visited the hospital, and I’ll tell you, we couldn’t pay enough money for that. It’s absolutely incredible. Aventis and Racing for Kids will continue to do that with Robbie because I think that after all our motto has always been and our philosophy is conquering diseases one patient at a time, and I think Robbie does that all the time.”

The Indy Racing League will provide numerous Video News Releases throughout May to assist with your coverage of the 86th Indianapolis 500. Today’s news release will include:

- Highlights of the first three days of practice for the 86th Indianapolis 500
- Sound from Sarah Fisher and Robbie Buhl from the Dreyer & Reinbold press conference announcing Fisher as a teammate to Buhl for the Indianapolis 500
- Sound and video from a variety of Indy Racing League drivers

The date, time and coordinates:

Wednesday, May 8 (Weekly IRL VNR):

- Time: 3:30-3:45 p.m. (EDT)
- Coordinates: AMC 2, Transponder K09
Audio 6.2/6.8

DAY 4 – WEDNESDAY, MAY 8, 2002 (cont.):

Sam Schmidt Motorsports had some special visitors yesterday from “Star Wars.” Jeremy Bulloch, who played Boba-Fett, and Kenny Baker, who played R2-D2, spent yesterday in the Sam Schmidt Motorsports garage and pit.

SAM SCHMIDT: “It was great. It was great that they were such motorsports fans, and we are glad we could provide them with a once-in-a-lifetime opportunity to get up close and personal with the Indy Racing League at the Indy 500.”

Entry update:

•Sarah Fisher is now the driver of the No. 23 Team Allegra/Dreyer & Reinbold Racing G Force/Infiniti/Firestone. The Chief Mechanic is Dane Harte.

With the amount of rain that has fallen so far in the month, the Indianapolis Motor Speedway fire and safety crews have been busy drying the track.

DAN EDWARDS (Fire Services Coordinator, Indianapolis Motor Speedway): “IMS has a combination of things we do. We use the fire trucks and wreckers to dry the track just like if you notice on the highway after a rain cars make a groove or a track on the highway and it dries the highway. Well, it’s the same principle here. We do that. We use sweepers to suck water up where we have puddles that are standing on the racing surface. We have jet dryers that can assist us in drying the track. But, the most important factors are the sunlight and the wind and the humidity, obviously. If the humidity is high, and there is no sun and no wind, we’re probably not going to dry the track for a while. I’ll drive around and see if I’m leaving tracks. When we go around a second time, I’ll look for my tracks in the pavement. If I see my tracks in the pavement, then I can assume that we can start doing something to make headway. As I drive around I also look to the sky to see what’s coming. Another important tool we have here is our golf course maintenance department has an up-to-date weather radar. It’s very sophisticated, and we’ll frequently talk to Jeff Stuart at golf course maintenance and Jeff will give us constant update on how the weather looks.” (How long does it take on average to dry the track?) “Ballpark figure is two to three hours. If everything goes right we can hit that two- to three-hour window pretty close. If you get a lot of sun and some wind along with it, you can really accelerate that. Last May we had rainfall one day, stopped practice, and within like 15 or 20 minutes it dried right away. You never know. And some of this is based on how much rainfall you get. We’ve had a substantial amount of rain, so the ground is saturated, so it makes it slower.” (How are the jet dryers used?) “You might have problem areas where you bring the jet dryer out, but you develop some problems if you try to work a problem area too much. We have to be careful because you can actually apply too much heat to the asphalt and you can damage the asphalt. Number one, the jet dryer cannot stop. Once it’s lit, it can’t stop moving at a reasonable rate of speed so we don’t apply too much heat to the track.”

The Dreyer & Reinbold Racing team has been so busy preparing for the 86th running of the Indianapolis 500 that they have not had time to go and get their hair cut. So, their barber, Tom Haulter, owner of Everyday Joe’s in Brownsburg, Ind., came to them. He has set up in Dreyer & Reinbold’s garage, C-25. Tom is giving free haircuts to anyone in the garage area from noon-5 p.m. today.

At 2:05 p.m. Bill Spoerle, who is in charge of restoration for the Speedway’s Hall of Fame Museum, drove Joe Dawson’s 1912 winning No. 8 National around the Indianapolis Motor Speedway.

DAY 4 – WEDNESDAY, MAY 8, 2002 (cont.):

PRACTICE REPORT:

At 2:25 p.m., the ambient temperature was 75 degrees with southwest winds at 10 mph and a relative humidity of 81 percent. Skies were partly cloudy. The track temperature was 96 degrees, according to Firestone engineers.

Fastest lap of the month so far: #34 Laurent Redon, 229.808 mph,
Tuesday, May 7

2:26 p.m. – **GREEN.**

2:32 p.m. – #22 Brack first out on the track.

2:36 p.m. – #52 Scheckter makes first appearance on track this month.

2:45 p.m. – **YELLOW.** Debris.

Kite Companies, based in Indianapolis, has signed on as an associate sponsor for the Treadway and Associates Racing entries driven by two-time Indy 500 winner Arie Luyendyk and rookie Rick Treadway for the 86th running of the Indianapolis 500.

Founded in 1960, Kite Companies is comprised of four diverse operating units, which specialize in real estate development and construction services. They have been providing innovative solutions to land and building needs to their extensive list of satisfied clients. Kite Companies provide a wide range of service nationally. For more information, log on to www.kiteco.com.

AL KITE (Chairman, Kite Companies): "The Indianapolis Motor Speedway and the Indianapolis 500 are important elements of the Indianapolis Community. I am happy that Kite is able to be a part of this year's race, and I am excited about the opportunities that the future holds for Kite Companies and Treadway Racing."

PRACTICE REPORT (cont.):

3 p.m. – **GREEN.**

3:10 p.m. – **YELLOW.** Debris.

A press conference with the driver posting the fastest speed of the day will be conducted at 6:05 p.m. in the Trackside Conference Room.

Coors Pit Stop Challenge Time Trials will be conducted Thursday morning from 9-11 a.m. in the pit area. Three spots remain for inclusion in the Coors Pit Stop Challenge to be held on Coors Carb Day, May 23. Two of those spots will be filled at the time trials, the other by the fastest first-day qualifier for the Indianapolis 500.

Pennzoil Panther Racing (Sam Hornish Jr.), Red Bull Cheever Racing (Eddie Cheever Jr.), Hemelgarn Racing (Buddy Lazier), Target Chip Ganassi Racing (Jeff Ward) and Kelley Racing (Al Unser Jr. and Scott Sharp) already have qualified based on their performance at Indy Racing events after the 2001 Indy 500 and through the 2002 Nazareth event. Marlboro Team Penske (Gil de Ferran and Helio Castroneves) and Hollywood Mo Nunn Racing (Felipe Giaffone) qualified based on their position in the entrant points standings.

PRACTICE REPORT (cont.):

3:18 p.m. – **GREEN.**

3:25 p.m. – #37T again is being driven by Harrington.

DAY 4 – WEDNESDAY, MAY 8, 2002 (cont.):

Unprecedented traffic is being recorded at www.indyracing.com this month. The site has seen a 69 percent increase in traffic compared to the same period last year. Due to the higher demand, new servers have been installed and are supporting the increasing demand from Indy Racing fans. The site recorded 10.8 million hits on Tuesday.

PRACTICE REPORT (cont.):

Top Five Drivers of the Day, 4 p.m.

No.	Driver	Car	Speed	
1	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	227.813 mph
2	24	Robbie Buhl	Team Purex/Aventis Dreyer & Reinbold Racing	227.442
3	22	Kenny Brack	Target Chip Ganassi Racing G Force	227.271
4	8	Scott Sharp	Delphi	226.979
5	3	Helio Castroneves	Marlboro Team Penske	226.862

4:06 p.m. – #3 Castroneves second fastest of the day at 227.563 mph.

4:26 p.m. – #23 Fisher makes first appearance on track this month.

4:38 p.m. – **YELLOW**. Debris.

4:46 p.m. – **GREEN**.

4:49 p.m. – Temperature update: The ambient temperature is 78 degrees and the track temperature is 96 degrees according to Firestone engineers.

4:51 p.m. – #8 Sharp second fastest of the day at 227.580 mph.

4:52 p.m. – #8 Sharp fastest of the day at 228.133 mph.

4:56 p.m. – #21T has been driven for six laps by Kanaan. Seventh fastest at 226.891 mph.

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

No.	Driver	Car	Speed	
1	8	Scott Sharp	Delphi	228.133 mph
2	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	227.813
3	3	Helio Castroneves	Marlboro Team Penske	227.563
4	24	Robbie Buhl	Team Purex/Aventis Dreyer & Reinbold Racing	227.442
5	22	Kenny Brack	Target Chip Ganassi Racing G Force	227.271

5:09 p.m. – #3 Castroneves second fastest of the day at 228.036 mph.

5:12 p.m. – **YELLOW**. #22 Brack stopped in warm-up lane in south short chute between Turns 1 and 2. Car towed to pits. Crew reports car was out of fuel.

5:21 p.m. – **GREEN**.

5:24 p.m. – #34 Redon second fastest of the day at 228.046 mph.

5:27 p.m. – #3 Castroneves third fastest at 228.036 mph.

5:30 p.m. – Temperature update: The ambient temperature is 76 degrees and the track temperature is 87 degrees according to Firestone engineers.

5:34 p.m. – #7T Al Unser Jr. fourth fastest of the day at 227.849 mph.

5:37 p.m. – There are 17 drivers past the 225 mph mark so far today.

6 p.m. – **CHECKERED**. End of Day 4 of practice for the 86th Indianapolis 500.

DAY 4 – WEDNESDAY, MAY 8, 2002 (cont.):

Top 10 Drivers of the Day				
	No.	Driver	Car	Speed
1	8	Scott Sharp	Delphi	228.350 mph
2	34	Laurent Redon	Mi-Jack	228.046
3	3	Helio Castroneves	Marlboro Team Penske	228.036
4	7T	Al Unser Jr.	Corteco/Bryant	227.849
5	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	227.813
6	22	Kenny Brack	Target Chip Ganassi Racing G Force	227.573
7	24	Robbie Buhl	Team Purex/Aventis/Dreyer & Reinbold Racing	227.442
8	21T	Felipe Giaffone	Hollywood Mo Nunn Racing	226.998
9	21T	Tony Kanaan	Hollywood Mo Nunn Racing	226.891
10	44	Alex Barron	Rayovac Blair Racing	226.845

There were four caution periods today for 41 minutes. Track temperatures ranged from 78 to 82 degrees according to Firestone engineers.

POST-PRACTICE QUOTE:

SCOTT SHARP (No. 8 Delphi Dallara/Chevrolet/Firestone): “I was first, Al (Unser Jr.) was fourth, it easily could have been reversed. We’re all real close, there’s a lot of other guys who are extremely tight there. It’s gratifying for the team, they’re working really hard. We worked on the car to find a little bit of a mile-an-hour here, a little bit of a mile-an-hour there. With the weather Thursday, it’s possibly going to be rained out, we said we better make a run for it now to see what our four-lap qualifying run might look like in case we can’t get it in until sometime on Friday. One forecast says it’s even supposed to rain sometime early Friday. You don’t want to be up against the fence on Friday afternoon and have some sort of problem and feel like you never got your qualifying run in.”

There were 36 cars and 32 drivers that turned 1,312 laps today. For the month, there have been 52 cars and 37 drivers on the 2.5-mile oval completing 4,196 laps.

According to Dr. Henry Bock, medical services director for the Indianapolis Motor Speedway and the Indy Racing League, 47 drivers have passed their physical examination and are cleared to drive. The latest drivers to pass were Johnny Unser and Donnie Beechler.

Sixty cars are at the Speedway and 59 have passed technical inspection.

The top 30 cars were within one second of each other today.

Medical update from Dr. Henry Bock, medical services director for the Indianapolis Motor Speedway and the Indy Racing League: Driver PJ Jones was released from Methodist Hospital Wednesday afternoon.

The top three drivers today – Scott Sharp, Laurent Redon and Helio Castroneves – all have been the fastest of the day at some point this month. Sharp has done it twice, Redon and Castroneves once.

DAY 4 – WEDNESDAY, MAY 8, 2002 (cont.):

TOMORROW'S SCHEDULE:

9 a.m. Public gates open
9 a.m.-11 a.m. Coors Pit Stop Challenge Time Trials
11 a.m.-6 p.m. Indy Racing League Practice
3 p.m. Legend car lap, Wilbur Shaw's 1939 and 1940 winning Boyle Maserati

POST-PRACTICE QUOTES:

ALEX BARRON (No. 44 Rayovac Blair Racing)

Dallara/Chevrolet/Firestone: "The humidity played a part in the chassis and motor configuration. We achieved many things for our qualifying setup. We have to be very happy with our runs today, but at the same time the weather could change the car balance dramatically."

AIRTON DARÉ (No. 14 Harrah's/A.J. Foyt Racing)

Dallara/Chevrolet/Firestone: "Everything went good – we're always improving. There are still some things A.J. wants to try to go faster. But it was a good day – everything we tried worked and everything we did made sense."

SARAH FISHER (No. 23 Team Allegra/Dreyer & Reinbold Racing G)

Force/Infiniti/Firestone: "It's wonderful to be back on track at the Indianapolis 500. It felt really good to get in the car and just get comfortable again. As I kept getting more confident in how the car would perform, it kept getting better and better. No matter where I go on the track, this car does what I want it to. It never strays. We just tried to get used to going 220 (mph) plus again because 220 (mph) is something you have to get used to all over again."

TOMAS SCHECKTER (No. 52 Red Bull Cheever Racing)

Dallara/Infiniti/Firestone: "We just worked with the same car we had here in ROP (Rookie Orientation Program). Again the Red Bull Cheever Racing guys have given me a great car. I am flat out the whole way. The car is really good. We used two sets of tires today. The only thing that was stopping me was that we didn't have long enough gears, and it was hitting the rev limiter. Otherwise, the car was flying. I am very happy with today. We still have loads of tires to use, and the car is stuck to the ground." (What were you doing during your suspension?) "I have been a spectator with Mr. (Al) Unser (Sr.) and Mr. (Johnny) Rutherford. I have learned a lot from them, watching from the outside of the track. I just need to put that to good use on Saturday."

FELIPE GIAFFONE (No. 21 Hollywood Mo Nunn Racing G)

Force/Chevrolet/Firestone: "This is great. We've been finding speed every day, and that is the way you want it to be once you get here. We prepared my back-up car all day yesterday, and all the hard work by the guys really paid off. We went faster than we have all week. It's a real credit to everyone at Hollywood/Mo Nunn Racing because this is the first time they've been here as a team and with very little time to run these cars before this month. All of our days of practice have been shortened by rain so far, but we're getting the most out of it. I've used just four sets of tires, total, since we started practice on Sunday. The cars have been very good, very consistent. Again, that goes back to the crew and the engineers and to Morris (Nunn). We're making improvements little by little. We found that everything was good on my back-up car, and since (teammate) Tony (Kanaan) has been struggling

DAY 4 – WEDNESDAY, MAY 8, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

Felipe Giaffone (cont.) a little bit with his primary car, we decided to give him some laps in my back-up car. He got up to 226 (mph) right away, so that proves we have to make all of our cars like my back-up car. It was very important for Tony to get the feeling for how his car should handle around here. We are a team, and we will keep working as a team. That's the only way we're going to keep getting better and have a shot at qualifying well."

TONY KANAAN (No. 17 Hollywood Mo Nunn Racing G Force/Chevrolet/Firestone): "Thanks to (teammate) Felipe (Giaffone) for making my day. Actually, for making my week. I'm definitely buying him dinner tonight. Actually, we've been struggling a little bit with my car, so I just wanted to give Felipe's back-up car a try to see what we could do. Within six laps, I got up to within a tenth of a mile an hour of his speed, so that proves we have some work to do on my car. That's great to finally find the setup we were looking for all week. Now we have a lot of momentum for tomorrow, and we can really work toward getting my Hollywood car where we want it for qualifying."

ROBBIE BUHL (No. 24 Team Purex/Aventis/Dreyer & Reinbold Racing G Force/ Infiniti/Firestone): "The car's really good right now. We just need to keep adjusting it. Little by little, and step by step, we'll get to where we want to be. We know we've got the speed, and we know we've got the history to put it all together."

BRUNO JUNQUEIRA (No. 33 Target Chip Ganassi Racing G Force/Chevrolet/Firestone): "It was another good day for us. What is encouraging is that we are fast all by ourselves. That's what we've been trying to do to simulate a qualifying run. I'm happy with the progress that we have made over the week. It looks like it might rain again tomorrow, so I'm glad that we were able to get some good laps in today. It's also great to have these practice days that I missed out on last year. It allows you to keep working on the car to make it comfortable for my driving style."

KENNY BRACK (No. 22 Target Chip Ganassi Racing G Force/Chevrolet/Firestone): "We still have a lot of work to do on the Target car, but it's starting to come around. We were sixth fastest today, and that is close to where I think that we need to be. I'm getting more and more comfortable each day in the car. Hopefully, this rain will get out of here by the time the weekend comes."

JEFF WARD (No. 9 Target Chip Ganassi Racing G Force/Chevrolet/Firestone): "We made some changes to the car overnight that really didn't work. It wasn't in the right direction, so we went back to where we were yesterday. Now at least we know what not to do. Unfortunately, we basically lost a day doing that, but at least we have a few more days to work on it. We ended up having a good run this afternoon, and I think that we're back on track now."

DAY 4 – WEDNESDAY, MAY 8, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone): “This was a little bit of a frustrating day for the CURB/Agajanian/Boat Indy Racing team. We tried some things with the primary car that I didn't like, so we brought out the back-up car with the same setup. For whatever reason, we just had trouble getting speed out of the car, so we'll go back, regroup and try again tomorrow. It's going to be really important that we start getting some consistently higher speeds out of the race car tomorrow.”

MAX PAPIS (No. 53 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “Today was actually a very positive day for us. For the first time, we had a good amount of time on track. We made some positive improvements. We definitely picked up on the speed with the No. 53 Red Bull Cheever Racing Infiniti. We know exactly where we need to work on the car. We had a little too much downforce on the car, but we are at a good starting point. We have to find a little more speed for Saturday, but the confidence in the car is there.”

BUDDY LAZIER (No. 91 Coors Light/Life Fitness/Tae-Bo/Delta Faucet

Dallara/Chevrolet/ Firestone): “Everyday, whether it goes real good, you get the speed or you don't, if you pay attention, you learn something. We didn't get the net results we were hoping for today, but we did try a lot of things that gave us feedback, so I'd put that under the learning category. Obviously, every minute that ticks by, qualifying gets closer and closer and gets more and more stressful, but we are progressing. There are places where I'm slipping on both ends of the race car, and there's just one area in particular where I'm a little uncomfortable. We've just been working all week trying to iron that out, but we're learning on it.”

EDDIE CHEEVER JR. (No. 51 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “We concentrated on the primary Red Bull Cheever Racing Infiniti today. We tried some different things, some of which will carry through to tomorrow. We are starting to hone in on what we need to do for Saturday. I have no idea what the pole time is going to be. You can't tell if the times turned have been done with tows and who has done what. The only one I saw today was (Bruno) Junqueira, who did a very fast lap all by himself today. As far as everyone else, I have no idea.”

JOHNNY HERBERT (No. 32 WESTERN UNION/Duesenberg Brothers Racing Dallara/ Chevrolet/Firestone):

“I'd love to have had a little bit more track time. We've only really had a couple of decent runs so far, but unfortunately that's just the way it's been with the weather. We made some changes to the chassis that took a bit of time. It would have been nice to finish our last run just before the track closed as we had new tires on the car, but we noticed some overheating we wanted to check out. Overall, though, the car felt a lot better even than yesterday, especially in Turn 3. I'm really quite confident that we're going to be in very good shape for qualifying. Ideally, I'd like to be able to run 50 or 60 real strong laps on each of the next couple days to put us in good shape for pole day.”

DAY 4 – WEDNESDAY, MAY 8, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

MARK DISMORE (No. 20 Grill 2 Go Sam Schmidt Motorsports Indy Car Dallara/Chevrolet/Firestone): "Today we've been trying some bits and pieces and some different cambers and made a couple of spring changes out there on pit road. We kind of evaluated what all that did, and then we came back here and made some educated guesses, you could say, on everything and rolled it out there at the last minute. We could see if we learned what we thought we learned. I think we did because we missed the gear on that run. That was a 227 something (mph) car right then, and fortunately it was on the limiter halfway down the straightaway. I was happy about that. We've got some left in our pockets. We missed the gearing. We got the car better, and we got it better than we thought we got it, to be honest with you. Then when we went out and did a qualifying simulation right then, it was better than I thought it was going to be. We just missed the gear." (About going out with just a few minutes left instead of waiting until tomorrow): "It was the simple fact that we made all of those changes today, and then to go find out what that is in real life, we needed to do it on the same day we made the changes. Tomorrow could be a whole different day than today, weather-wise and barometric pressure and track temperature and the wind and everything. To know if you really learned anything, you have to do everything on the same day, and that is why we rushed out there at the end."

MICHAEL ANDRETTI (No. 39 Motorola/Archipelago Dallara/Chevrolet/Firestone): "The car is much better again today. We struggled a little bit in the beginning of the session, but we were able to get back on track and make progress. The last run I did was the most comfortable run that we have done all month. I was able to go flat all the way around the track, and I was by myself when we posted our best time today. Even though we aren't the fastest on the charts, we have a realistic understanding of where we are for qualifying, and we know we need to find more speed to be comfortably in the race."

PAUL TRACY (No. 26 Team Green 7-Eleven Dallara/Chevrolet/Firestone): "Today was very frustrating for everyone on the Team Green 7-Eleven car. We want to go quicker, but we just can't seem to find what it's going to take to make that happen. We have to keep working at it to try and get faster, but also to get a comfortable car. My car was pretty tough to drive today, and I don't want to get into a bad rhythm since the car is so nervous right now. I think the best thing for me is to clear my head and go out tomorrow with a clean slate and pretend like it's our first day at the Speedway."

DARIO FRANCHITTI (No. 27 Team Green 7-Eleven Dallara/Chevrolet/Firestone): "We're getting closer and closer. We did long runs today learning more about the race setup as well as some practice for qualifying. We need to get the car better in both regards, but we are getting there. We still don't have a lot of experience at the Speedway, and every time we go out we're learning something new. We are learning what the wind does, how the temperature affects the track and other things, but Team Green 7-Eleven still has to learn more to get comfortable for qualifying and the race."

DAY 4 – WEDNESDAY, MAY 8, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

LAURENT REDON (No. 34 Mi-Jack Dallara/Infiniti/Firestone): "The car was very good. We only put on one new set of tires, and I was running in a lot of traffic. We could have managed some better laps, but it is only practice. We are running on a qualifying setup, so we're pretty low on downforce. Today we were not trying to see how the car was in traffic, but our Infiniti engine ran very well."

GIL DE FERRAN (No. 6 Marlboro Team Penske Dallara/Chevrolet/Firestone): "Today was a much better day, and I'm happy with the progress we made. We were able to get through quite a few things, and the Marlboro Team Penske car improved tremendously. I feel the things we learned today are very important. We've been slowly making gains, and as long as we keep improving, we'll be ready for qualifying."

SCOTT SHARP (No. 8 Delphi Dallara/Chevrolet/Firestone): "It feels great. Obviously, you don't want to peak too early. You want to be up here Saturday, and you want to be up here a couple of Sundays after that. You never remember who won practice. Things are going great for both cars in the Kelley team. I was first, Al was fourth, that easily could've been reversed. We're all real close, and there are a lot of other guys that are extremely tight there. It's gratifying for the team. They are working really hard. We worked on the car, tried to find a little bit of miles per hour here, a little bit of miles per hour there, and decided that with the weather Thursday, tomorrow, it's supposed to be possibly rained out. We said, 'We better make a run for it now.' To see what our four-lap, qualifying-type run would look like in case we can't really get it in until sometime on Friday. One forecast said it was supposed to rain even early Friday. You wouldn't want to be up against the fence on Friday afternoon and have some kind of a problem and feel like you never got your qualifying run in." (About varying weather conditions): "That's Indianapolis. I think what one of the secrets is, is just trying to tune your car, as we all are. It's not really a secret, trying to tune your car in all the conditions because if you do it enough times and you're faced with enough different conditions come race day, you've probably practiced in a very similar condition, and you know how to set the car. From the sound of things, it's going to be a little bit cooler on Pole Day, which is probably going to be faster, and if the wind stays down, it could be just a potentially perfect qualifying day." (Do you have a prediction for pole speed?): "Not really. That's everything we've got at the moment, which is a low 228 (mph), high 227 (mph), but I'm thinking with the Nissans you're going to have to be higher than that to beat them." (Was the pole last year a surprise to you, and do you have a different feeling this week leading into Saturday?): "A little bit of unknown I guess really, kind of the same thing I had last year. You never really know. The car is running great, but there's probably six, seven, eight, nine other cars that are running great. Probably more than that, probably 12 cars that are running great. So you never know who's going to have a really great qualifying engine, and who's going to just get their car perfectly trimmed out, and who's going to get the right draw. Where you pick can have huge implications, everyone is that close. For now, that's why I'm trying not to get too excited about this. It's great, and we're all sort of pumped, but it's only Wednesday. I'm a tremendously competitive individual, and I want to be No. 1 at everything I do, so if there's a go-kart race this afternoon, I want to go win that. So if there's qualifying, especially for the Indy 500, the most important race in the world, I want to be on the pole for it. It really doesn't have anything to do with last year."

DAY 4 – WEDNESDAY, MAY 8, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

JIMMY VASSER (No. 19 Miller Lite/Rahal Letterman Racing Dallara/Chevrolet/ Firestone): “We tried some stuff with the chassis today. We have been experimenting with a lot of components this week. We had our baseline setup on the first day, and the car was really solid in all of the corners. Now it’s been a variety of things to get more comfortable. And to be honest, some have worked and some definitely haven’t. But when you have a week to learn about things, you have to try every angle. But now it’s time to settle in and improve on what you like as a driver and what will work best. I haven’t been hunting for any tows out there, and a lot of guys have been using them. When the track goes green, everyone seems to go out in big clumps. That produces the higher speeds. We’ll see how things shake out when they run by themselves like in qualifying. And you have to put four laps together, too.”

MIKE COLLIVER (Chief engineer, No. 7 Corteco/Bryant Dallara/Chevrolet/Firestone): “We’re just trying to make small tweaks and just keep working at it and working at it and getting ready for Saturday. It’s been kind of a good experience all around. I’m new with the team. I just started right after the Nazareth race. Little Al and I have been feeling each other out, figuring out what he likes in the car and just tuning it toward that. For as limited time we’ve got on the track already, we’ve actually seen a variety of conditions. At times, temperatures have been different, cloud cover has been different. So we’ve got a pretty good idea of whatever Saturday brings, we’re going to be in pretty good shape.” (When you came out and ran fast Sunday right off the bat, was that reassuring?): “That was real reassuring because of course there was a little apprehension with me being new to the team. Actually, I spent the last two years working with G Force chassis. This is my first experience with the Dallara chassis, and the first experience working with Little Al, so you know, we were talking beforehand and came up with what we thought would be a good baseline setup to start with. We were pleasantly surprised when we were able to roll right out and run as well as we did on Sunday. I think that confidence factor just kind of established the mood for the weekend.”

HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Chevrolet/Firestone): “Things are going very well so far. We’re making steady progress day by day and picking up speed each time we’re on the track. That has been our plan from the beginning: take our time, work through our program step by step and continue to improve the Marlboro Team Penske car. Consistency is very important at this track, and so far the car has been very consistent. I’m happy with the setup, which seems to be working well in various track conditions, so hopefully we’ll be prepared for Pole Day.”

SHARP RETURNS TO TOP OF SPEED CHART AT INDIANAPOLIS

INDIANAPOLIS, Wednesday, May 8, 2002 – Scott Sharp continued to show the consistent speed that helped him win the MBNA Pole for the 2001 Indianapolis 500, as he became the first driver to lead two days of practice for the 86th Indianapolis 500 with a fast lap of 39.4132 seconds, 228.350 mph May 8.

1996 Indy Racing League co-champion Sharp was fastest on Opening Day Sunday with a lap of 39.5481, 227.571 in the No. 8 Delphi Dallara/Chevrolet/Firestone.

“We worked on the car to find a little bit of a mile an hour here, a little bit of a mile an hour there,” Sharp said. “With the weather Thursday, it’s possibly going to be rained out, so we said we better make a run for it now to see what our four-lap qualifying run might look like in case we can’t get it in until sometime on Friday.”

Laurent Redon continued his impressive performance in the No. 34 Mi-Jack Dallara/Infiniti/Firestone in today’s rain-delayed practice, ending up second at 39.4658, 228.046. Redon led Tuesday at 39.1631, 229.808 – the fastest lap of the event – and has been in the top five for the last three days.

Defending race champion Helio Castroneves was third at 39.4675, 228.036 in the No. 3 Marlboro Team Penske Dallara/Chevrolet/Firestone, continuing his consistent performance. Castroneves led Monday at 39.6972, 226.716 and has been in the top five of the final speed chart all four days.

Two-time Indianapolis 500 winner Al Unser Jr. was fourth at 39.4998, 227.849 in the No. 7 Corteco/Bryant Dallara/Chevrolet/Firestone. Bruno Junqueira rounded out the top five at 39.5060, 227.813 in the No. 33 Target Chip Ganassi Racing G Force/Chevrolet/Firestone.

The start of practice was delayed for the third consecutive day by wet track conditions. Today’s practice started at 2:26 p.m. (EST) after a delay of three hours, 26 minutes.

This was the busiest day of practice so far, with 32 drivers in 36 cars turning 1,312 laps. It also was the closest day of practice, as less than one second separated the top 30 cars.

Young IRL stars Sarah Fisher and Tomas Scheckter made their 2002 Indy debuts today.

Fisher, who announced an Indianapolis 500 program with Dreyer & Reinbold Racing today, recorded a top lap of 40.3998, 222.773 in the No. 23 Team Allegra/Dreyer & Reinbold Racing G Force/Infiniti/Firestone. Rookie Scheckter’s best lap was 39.8578, 225.803 in the No. 52 Red Bull Cheever Racing Dallara/Infiniti/Firestone. The Indy Racing League suspended him from the first three days of practice for unsportsmanlike conduct during earlier races this season.

Practice resumes at 11 a.m. (EST) Thursday. Pole Day qualifications start at 11 a.m. (EST) Saturday. The 86th Indianapolis 500 is scheduled for 11 a.m. (EST) Sunday, May 26.

DAY 5 – THURSDAY, MAY 9, 2002

It was raining until approximately 8 a.m. this morning at the Indianapolis Motor Speedway. The Speedway's fire and safety trucks began drying the track shortly after the rain stopped.

The Coors Pit Stop Challenge Time Trials, scheduled for 9-11 a.m. this morning, were postponed until Friday morning. The time remains unchanged.

Entry update:

- Raul Boesel has been named as the driver of the No. 2 Menards/Johns Manville Dallara/Chevrolet/Firestone as a replacement for the injured PJ Jones.
- Oriol Servia has been named as the driver for the No. 15 Walker Racing Special Dallara/Chevrolet Firestone.

JOHN MENARD (Owner, Team Menard): "We're looking forward to working with Raul (Boesel). He's a mature driver that knows the ropes here and a guy that can put the car in the show safely and get it home safely. We're a little bit behind the 8-ball right now when it comes to time and weather here before Saturday. I think Raul will get the job done regardless of how much practice we get in."

Complete transcripts will be available later today from this morning's two press conferences with two-time Indianapolis 500 winner Arie Luyendyk and Target Chip Ganassi Racing car owner Chip Ganassi, team managing director Mike Hull and drivers Kenny Brack, Bruno Junqueira and Jeff Ward. Brack won the 1999 Indianapolis 500.

Today's practice has been delayed due to morning rains. The last time the start of four consecutive days of track activity were delayed or canceled was 1978. Pole Day, May 13, second day qualifying, May 14, and practice Monday, May 15 were all canceled due to rain. Practice on Tuesday, May 16 was delayed by 2 hours and 10 minutes before practice finally began at 1:10 p.m. It was the first time the green light had been on in 91 hours and 10 minutes.

Provimi Veal Corp. today announced it will continue its longtime association with Arie Luyendyk by becoming an associate sponsor of his No. 5 Meijer G Force/Chevrolet/Firestone. Provimi also will be an associate sponsor of Arie Luyendyk Jr. in the new Indy Racing Infiniti Pro Series, which begins July 7 at Kansas Speedway.

Provimi's support of Luyendyk began with the 1983 Super Vee series, and they won that championship in 1984. The relationship continued when Luyendyk advanced into Indy-style racing in 1985, when he was named both the Indianapolis 500 and CART Rookie of the Year. The company also was an associate sponsor when Luyendyk scored his first Indy victory in 1990. Provimi rejoined Luyendyk in time for his second Indy triumph in 1997 and has been with him ever since. In addition, Provimi was a sponsor of Luyendyk Jr. in the Formula Ford 2000 series.

ARIE LUYENDYK: "Without the support of Provimi Veal, I would not have achieved this level of success. The company has not only been with me as a sponsor, but I've also had a long and close friendship with Provimi founder Aat Groenevelt. It's great to renew this relationship for the Indy 500 and also to have Provimi with Arie Jr. as he takes the next step in his own racing career."

DAY 5 – THURSDAY, MAY 9, 2002 (cont.):

Today marks the 20th anniversary of Chip Ganassi and Bobby Rahal completing their rookie tests at the Indianapolis Motor Speedway along with Danny Sullivan and Hector Rebaque. Rahal started 17th and finished 11th in 1982 after engine problems. He would go on to win the 1986 Indianapolis 500 and retired from driving after the 1998 season. Ganassi was the fastest rookie qualifier in 1982 and started 11th and finished 15th with engine problems. He competed in his last “500” in 1986. Both drivers have continued as car owners, with Ganassi winning the “500” with Emerson Fittipaldi as a co-owner with Pat Patrick in 1989 and winning with Juan Montoya in 2000 as the sole car owner. Chip Ganassi spoke about his rookie year during this morning’s press conference. A full transcript of that press conference will be available shortly.

BOBBY RAHAL: “I was nervous as hell coming to Indy. They really had big crowds for the qualifying weekends, and I was hoping everything went well. It was the first year of rookie orientation in April but it had been snowing, and I just didn’t feel very comfortable at all. Actually, I wasn’t comfortable here the whole month of May until the race. But about a third of the way through the race everything just clicked, and I was running well. I was actually running around with (Gordon) Johncock and Al Unser. Al and I were a lap down to Johncock, but we could race with them. During qualifying, I was trying to get into the parking lot, and the security wouldn’t let me in. I was waving my pass at them, but they didn’t know who I was. I said ‘Look, I’m a driver. Here’s my pass.’ Back then, qualifying was actually worse than Race Day for the crowd because there weren’t any assigned seats for qualifying. It was a mad dash for seats and parking spots. It was a zoo in the infield area. In the race, I was in the sixth row and there was the big crash with (Kevin) Cogan. I was almost hit by Dale Whittington. He hit a bunch of other guys.”

PRACTICE REPORT:

At 12:30 p.m., the ambient temperature was 63 degrees with west winds at 23 mph and a relative humidity of 81 percent. Skies were cloudy. The track temperature was 76 degrees, according to Firestone engineers.

Fastest lap of the month so far: #34 Laurent Redon, 229.808 mph,
Tuesday, May 7

12:30 p.m. – **GREEN.**

12:37 p.m. – #31 Gordon first on track. First appearance on track since Indianapolis Star Opening Day May 5.

12:43 p.m. – #2 Boesel on track for first time this month.

12:51 p.m. – **YELLOW.** Track Inspection.

12:59 p.m. – **GREEN.**

Weather update: At 1:40 p.m., the ambient temperature was 62 degrees with west winds at 18 mph and a relative humidity of 73 percent. Skies were sunny. The track temperature was 85 degrees, according to Firestone engineers.

1:41 p.m. – #9 Ward fastest of the day with a lap of 227.010 mph.

1:43 p.m. – **YELLOW.** Debris.

1:51 p.m. – **GREEN.**

1:57 p.m. – **YELLOW.** Debris.

2:05 p.m. – **GREEN.**

2:10 p.m. – #33 Junqueira fastest of the day with a lap of 228.510 mph

2:11 p.m. – **YELLOW.** Debris.

2:16 p.m. – **GREEN.**

2:21 p.m. – **YELLOW.** Smoke coming from #52T Scheckter in Turn 1. Car stops on backstretch apron. Scheckter climbed out.

DAY 5 – THURSDAY, MAY 9, 2002 (cont.):

Team Green has obtained associate sponsorship from Jim Beam Brands Co. for the Indianapolis 500. Knob Creek® Bourbon will be an associate sponsor in Paul Tracy's No. 26 Team Green 7-Eleven Dallara/Chevrolet/Firestone. Dario Franchitti's car will have associate sponsorship from The Dalmore® Single Highland Malt Scotch for his No. 27 Team Green 7-Eleven Dallara/Chevrolet/Firestone.

PRACTICE REPORT (cont.):

2:42 p.m. – **GREEN.**

Holly Helmling, daughter of United States Auto Club president Rollie Helmling, will spend the summer serving an internship with Red Bull Cheever Racing. Helmling is a student at Clarkson University in Potsdam, N.Y., studying mechanical engineering with an emphasis in aerodynamics.

PRACTICE REPORT (cont.):

2:42 p.m. – **YELLOW.** Boyle Maserati ceremonial lap.

At 3 p.m., Bill Shaw, son of three-time Indianapolis 500 winner and former Speedway president Wilbur Shaw, took the Boyle Maserati for a ceremonial lap. His father drove the car to victory in the 1939 and 1940 Indianapolis 500.

BILL SHAW: "That car is magical. To me, that car is more icon than real and to get to drive it at all is such an incredible gift. Once was enough, but to get to drive a third time, well, my response was the same as it was the first time. Driving around here in it I'm whooping, hollering, crying – it's a very emotional thing. I have a sense about this place. It's not a sense of ownership, it's a sense of history." (About his father having won three times): "Had he not broken his back in 1941, who knows what he could have done. What if, what if. But thank God he had the passion about the place to put together the prospectus and to find someone who was interested. It is a fine car to drive, it's remarkably user-friendly. It was so hard to keep my foot out of it, and I gave a hard thought to doing a second lap, but in the past it has been a one-lap deal, and I didn't want to overstep my welcome. It was quite a treat."

PRACTICE REPORT (cont.):

3:07 p.m. – **GREEN.**

Top Five Drivers of the Day, 3:10 p.m.

	No.	Driver	Car	Speed
1	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	228.510 mph
2	9	Jeff Ward	Target Chip Ganassi Racing G Force	227.102
3	22	Kenny Brack	Target Chip Ganassi Racing G Force	226.644
4	4	Sam Hornish Jr.	Pennzoil Panther Dallara	226.554
5	23	Sarah Fisher	Team Allegra/Dreyer & Reinbold Racing	224.842

PRACTICE REPORT (cont.):

3:13 p.m. – **YELLOW.** Debris.

3:16 p.m. – **GREEN.**

3:41 p.m. – **YELLOW.** Debris.

3:44 p.m. – **GREEN.**

3:48 p.m. – #4 Hornish second fastest of the day at 228.294 mph.

3:57 p.m. – **YELLOW.** Debris.

DAY 5 – THURSDAY, MAY 9, 2002 (cont.):

Top Five Drivers of the Day, 4 p.m.

	No.	Driver	Car	Speed
1	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	228.510 mph
2	4	Sam Hornish Jr.	Pennzoil Panther Dallara	228.294
3	22	Kenny Brack	Target Chip Ganassi Racing G Force	227.935
4	52	Tomas Scheckter	Red Bull Cheever Racing Infiniti	227.122
5	9	Jeff Ward	Target Chip Ganassi Racing G Force	227.102

PRACTICE REPORT (cont.):

4:02 p.m. – **GREEN.**

Today is Fred Treadway's birthday. Treadway is the co-owner of Treadway and Associates Racing.

PRACTICE REPORT (cont.):

4:16 p.m. – Ward has turned nine laps in the #22T car. Fastest lap was 227.245 mph, seventh fastest. Crew reports Ward is just shaking car down.

4:18 p.m. – #3 Castroneves fastest of the day with a lap of 228.736 mph.

4:20 p.m. – **YELLOW.** Debris.

4:27 p.m. – **GREEN.**

4:30 p.m. – **YELLOW.** Debris.

4:34 p.m. – **GREEN.**

4:38 p.m. – #17 Kanaan third fastest of the day with a lap of 228.350 mph.

4:45 p.m. – #22T Ward second fastest of the day at 228.571 mph.

Weather update: At 4:52 p.m., the ambient temperature was 64 degrees with west winds at 17 mph and a relative humidity of 62 percent. Skies were sunny. The track temperature was 100 degrees, according to Firestone engineers.

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

	No.	Driver	Car	Speed
1	3	Helio Castroneves	Marlboro Team Penske	228.736 mph
2	22T	Jeff Ward	Target Chip Ganassi Racing G Force	228.571
3	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	228.510
4	17	Tony Kanaan	Hollywood Mo Nunn Racing	228.479
5	22	Kenny Brack	Target Chip Ganassi Racing G Force	228.358

PRACTICE REPORT (cont.):

5 p.m. – #15 Servia on track for first time this month.

5:06 p.m. – **YELLOW.** #15 Servia stopped on backstretch. Towed to pits.

Team owner Derrick Walker reports the throttle cable broke.

5:12 p.m. – **GREEN.**

5:24 p.m. – #22 Brack fastest of the day at 229.025 mph.

5:24 p.m. – **YELLOW.** #20 Dismore spun entering Turn 1 and hit the SAFER barrier with the right rear and right side of the car, did a quarter spin to the left, slid down the track then did a three-quarter spin to the right, stopping at the inside edge of the track in the short chute between Turns 1 and 2. Dismore climbed from the car with assistance from the safety crew.

Medical Update from Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League: Driver Mark Dismore is being transported by ground to Methodist Hospital in Indianapolis. The preliminary evaluation at the Clarian Infield Medical Center revealed that Dismore has a concussion. He is awake, alert and stable.

DAY 5 – THURSDAY, MAY 9, 2002 (cont.):

The Red Bull Cheever Racing team reported that the engine broke in the No. 52T car of Tomas Scheckter earlier today. The engine had run less than 40 miles.

Earlier today, Walker Racing named Oriol Servia as driver of the No. 15 Walker Racing Special Dallara/Chevrolet/Firestone.

DERRICK WALKER: “It is obviously a late start. We have lots to do to catch up. We are just glad to be here. I think if we get it right and everything falls into place then will still have time to get up to speed. Obviously, we have to be fast enough. If not we will take our time getting there. It is great to have Oriol (Servia) driving for us. We have been here with rookie before. I am excited to see us get in the field and have a great race.”

John de Vries is driving the #37 car today after Scott Harrington had driven the #37T car the last two days in place of de Vries.

JOHN DE VRIES: “Progress is 100 percent better. The new car definitely was holding it's line and it felt like it was a confident car. So it is a lot better. The car is brand new. Nobody's ever been in it.”

Top Five Drivers of the Day, 5:35 p.m.

No.	Driver	Car	Speed	
1	22	Kenny Brack	Target Chip Ganassi Racing G Force	229.025 mph
2	3	Helio Castroneves	Marlboro Team Penske	228.736
3	22T	Jeff Ward	Target Chip Ganassi Racing G Force	228.571
4	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	228.510
5	17	Tony Kanaan	Hollywood Mo Nunn Racing	228.479

PRACTICE REPORT (cont.):

5:48 p.m. – **GREEN.**

5:54 p.m. – #17 Kanaan fastest of the day at 229.503 mph

6 p.m. – **CHECKERED.** End of Day 5 of practice for the 86th Indianapolis 500.

According to Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League, 50 drivers have now passed their physical examinations and are cleared to drive. Steve Knapp, Roberto Moreno and Oriol Servia were the latest to pass.

There were 13 caution periods today for one hour and 32 minutes. Track temperatures ranged from 77 to 110 degrees, according to Firestone engineers.

POST-PRACTICE QUOTE:

TONY KANAAN (No. 17 Hollywood Mo Nunn Racing G

Force/Chevrolet/Firestone): “I wasn't comfortable at all until today to run in traffic. I didn't have any confidence in my car. I didn't have any confidence in myself. It's a new place for me, so today I felt much better. I think the race is going to be tough. When you have that amount of downforce and you're running behind people, you have nothing, so it's a lot different than what I'm used to. Every day it's getting better and more comfortable. The race pace it going to be a lot slower, and that actually is going to make us feel better.”

DAY 5 – THURSDAY, MAY 9, 2002 (cont.):

There were 40 cars and 33 drivers that turned 1,446 laps today. For the month, there have been 60 cars and 39 drivers on the 2.5-mile oval, completing 5,642 laps.

Sixty cars are at the Speedway, and 59 have passed technical inspection.

Tony Kanaan is the second rookie to record the fastest lap of the day this month. Laurent Redon had the fastest lap of the month on Tuesday at 229.808 mph. Rookies now have the fastest two laps of the month.

Six drivers passed the 228 mph mark today, the highest total of the month. The previous high was three on Tuesday and Wednesday.

TOMORROW'S SCHEDULE:

9 a.m.	Public gates open
9 a.m.-11 a.m.	Coors Pit Stop Challenge Time Trials
9:30 a.m.	Marlboro Team Penske press conference
10:30 a.m.	Sam Hornish Jr. press conference
11 a.m.-6 p.m.	Indy Racing League practice
3 p.m.	Legend car lap, Mauri Rose's 1947 and 1948 winning Blue Crown Special
6:05 p.m.	Fastest of the Day press conference

The Indy Racing League issued the following bulletin this evening to all teams participating in the 2002 Indianapolis 500.

IMS Bulletin 2002-08

Tires

IRL and Firestone have agreed to increase the number of sets of tires provided to each Entrant during the Indianapolis 500 Mile Race activities. An extra five (5) sets of tires shall be permitted to each Entrant (defined by Car/Driver combination) participating on a "full-time" basis during the first week of practice. This number is in addition to the twenty-eight (28) sets of tires already permitted in Bulletin 2002-02. Therefore, an Entrant may use a total of thirty-three (33) sets of tires during the Event. Firestone shall make these sets available at the cost listed in the Entrant's tire lease agreement. IRL in its sole discretion shall determine whether an Entrant is considered a "full-time" Entrant.

BRIAN BARNHART (Vice President of Operations, Indy Racing

League): "Weather has been an issue all week and has really hampered the amount of practice laps the teams have run. We have been monitoring tire wear on the surface since the track was ground smooth this spring, but the weather hasn't allowed us to gather enough data on that wear. So after consulting with Firestone officials, the league has decided to increase the number of sets of tires provided to each team."

DAY 5 – THURSDAY, MAY 9, 2002 (cont.):

AL SPEYER (Executive Director, Firestone Racing): “We have arranged for additional tires to be available for all the teams because it is clear the wear rate is more rapid than what we expected. We believe the recent work on the track may have something to do with the change in wear rate. It's also evident that some teams and drivers are getting better wear than others, which indicates car setup and driving style are a factor. Regardless, we will work closely with the Speedway, the league and the teams to find the best possible solution. Firestone has extensive testing and racing experience at Indianapolis, and it's only been recently that we've had any concerns about tire wear here. While this is unexpected, that's simply one of the challenges of racing, and we will work hard now to find a solution.”

POST-PRACTICE QUOTES:

LAURENT REDON (No. 34 Mi-Jack Dallara/Infiniti/Firestone): “I haven't been out yet because it's windy, and we changed an engine. If everything is fine, everything is ready, we will go out and try the new engine. It was just the mileage. It was just time for a change.” (Are you surprised about your performance?): “Yes, I'm surprised. I am a rookie, so is the engineer. We're all rookies here, but it's great right now. We will have to wait and see how it goes Saturday.” (About racing in the IRL): “I like it. It is a lot different than Europe, and I hope to race here for many years.”

SAM HORNISH JR. (No. 4 Pennzoil Panther Dallara/Chevrolet/Firestone): “Obviously, I'm very happy. We keep getting better. We're doing it slow, one step at a time, which is the way to do it.” (About contending for the pole): “I don't know. I'd like to think we could be there, but we will have to wait and see. The Pennzoil car feels great. It's hooked up and very comfortable to drive. We're just trying to make sure we do everything right and take our time dialing it in. We want the Panther car to be the fastest on the last day we run here. We want to peak on Race Day, that's when it counts. The Chevrolet engine pulls very strong, and I think it's more drivable. If you think about it, the jump in speeds from last year to this May is due primarily to Chevrolet bringing us some really improved engines. They've made some big gains for us, and Firestone too. They brought a much better right front tire. It has more grip, wears better, and the car feels more stable all the way around.”

MAX PAPIS (No. 53 Red Bull Cheever Racing Dallara/Infiniti/Firestone): “We did exactly what we had to do today. We went the next step up. Now I feel comfortable in the No. 53 Red Bull Cheever Racing Infiniti. We still have tomorrow for the final tuning and to get the last bit out of the car. Today I felt that we could go out and run in the 226s (mph), and we did that. We have taken a great step forward compared to a couple of days ago.”

DAY 5 – THURSDAY, MAY 9, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

MICHAEL ANDRETTI (No. 39 Motorola/Archipelago

Dallara/Chevrolet/Firestone): “When we rolled out this afternoon the car felt good right away. We did our first run, and as good as the car felt, I really thought we were going to run our quickest time of the week this afternoon. But on our second run, something felt really strange with the car. Since we hadn't made any major changes before that run, we decided to park the car and take a look at our data to see if we could find out what had happened. I am a little disappointed because I think if we had gotten the opportunity to continue running today, we would definitely have been quicker. We're still making progress, so we'll just pick up tomorrow morning where we left off today.”

TOMAS SCHECKTER (No. 52 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “Practice was very good. We were working a little more on the qualifying setups. We're taking the car out and trimming it up. It's getting better and better, and our times are getting better. We're in the top six, so hopefully tomorrow we will improve a little bit more. With my T car we had a little bit of an engine problem. It was a brand-new engine, so we're going to look at it. But I jumped back in my other Red Bull Cheever Racing Infiniti, and it was great.”

EDDIE CHEEVER JR. (No. 51 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “We figured a lot out today. There are two things we want to try tomorrow, some qualifying simulations. I think we can probably do mid-227s, but there are cars out there that can do mid-228s. (Helio) Castroneves looked really, really strong today. All three of us at Red Bull Cheever Racing are honing in on what we need to do. The biggest gain today was made by Max (Papis). He made a lot of improvement. I think he is going to surprise a lot of people tomorrow in the 53 car. He is whittling away at it carefully. He now understands that he is driving an IRL car. He is making some very fine and careful modifications so that he is comfortable with the car.”

JOHN DE VRIES (No. 37 Pit Bull Energy Drink/Rhino Cleaning

Products Dallara/ Chevrolet/Firestone): “After missing out on a day of practice yesterday, just being in the car today felt good. All week we've been running the T car, and today the crew was able to get the newly updated car on the track. We weren't able to get in many laps before Dismore's accident, but the car did feel a whole lot better. Hopefully the weather will continue into tomorrow and give us a good day of practice dialing in before Saturday's qualifying session.”

RAUL BOESEL (No. 2 Menards/Johns Manville

Dallara/Chevrolet/Firestone): “We tried a few things this first day and improved the car throughout the day, just not as much as I would have liked to. There is still one corner I'm not too comfortable with, which is Turn 1. We need to go back and see what's happening there. That particular corner is keeping us from really going fast. All the other corners feel very good, and we're not freed up much, so overall I feel good. Working with this team has been excellent, everything works like a clock. Our first day was exactly what we had planned, and we'll go through what we did today for tomorrow and take it from there.”

DAY 5 – THURSDAY, MAY 9, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

ALEX BARRON (No. 44 Rayovac Blair Racing

Dallara/Chevrolet/Firestone): “It’s very satisfying to see that the Rayovac Blair team has increased our speed from one day to the next, especially with the limited track time that we had today due to windy conditions. Some of the other drivers seemed to run more today, laying down more rubber, creating a cleaner line to give us the best track conditions so far.”

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone):

“Even though we were able to make some gains with the CURB Records car, we’re still not exactly where we’d like to be. If we could find another 1 or 2 miles an hour, I’d feel a lot better. It’s hard to tell where everybody’s speed actually lies with a lot of cars on the track but we know that we still need a little bit of speed. We’ll go back and if we can find just a little bit more, we’ll put it in full qualifying trim tomorrow and see what it’ll do.”

RICK TREADWAY (No. 55 Airlink Enterprises/Spade Motorsports G

Force/Chevrolet/Firestone): “Feeling really good. We just wanted to do a few laps to see what the car would do in the wind. I was a little bit on the conservative side, but we’re really feeling confident with the Airlink car. Treadway-Hubbard Racing has just done an incredible job all week, working with me and getting me up to speed. We’re feeling real confident looking forward to Saturday, hoping that Mother Nature will be with us and not rain us out.” (What is the plan for tomorrow?): “Just to make sure we have the same setup and make sure we’ve still got it. We’ll just get tuned up for Saturday.”

FELIPE GIAFFONE (No. 21 Hollywood Mo Nunn Racing G

Force/Chevrolet/Firestone): “Today was all right. We had some problems in the morning that took a couple of hours. We had a different car today than yesterday. We were trying to find the setup again. When we finally put on new tires, we had a clutch problem. So I never got a chance to do a quick lap.” (About teammate’s quick lap): “That’s why I’m more confident. I drove Tony’s car yesterday. It was a very good car. I’m going to make changes in my car for tomorrow that Tony did in his car today. We actually didn’t have our best day of the week today. I guess that was bound to happen since we were making steady progress every day until today. I switched back to my primary car, and we were working on getting it to where my backup car was yesterday and just ran out of time. That, and the fact we ran on older tires much of the day and when the time came for our speed run at the end of the session, we had a clutch problem. So that’s the way it goes here. You have your good days and your not-so-good days. But we’re all right. I’m confident we’ll finish the job of getting my primary car right where we want it. Unfortunately, that means we’ll have to run a little more tomorrow than we originally had planned. But I think we’ll have the car in good shape for qualifying.”

DAY 5 – THURSDAY, MAY 9, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

BRUNO JUNQUEIRA (No. 33 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): “I’m happy with the gains that we’ve made so far this week. We’re working on getting the car fast all by ourselves. That is how it will be on Saturday, so that is our focus right now. The weather is going to be a big factor in how the speeds will be this weekend. It will also make a big difference when you go out to qualify. As you have seen this week, the later the better. We’re still making some minor changes on the car to see how it reacts to the changes in the weather.”

ORIOLE SERVICIA (No. 15 Walker Racing Special

Dallara/Chevrolet/Firestone): “We did an installation check and the installation check went well. We didn’t even have time, but for a couple of runs. We will see tomorrow, but it is definitely a special place – I’m not saying anything new – but it feels different than anywhere else we have been.” (About teaming with Walker): “It’s for sure one of the best places to come as a rookie. Derrick has won this thing a few times – that is what you want to have beside you for the first time. I’ve never been in his team before. We have always had a good relationship. I think things will be good for us.” (About goals for Friday): “Get use to new car and new track. Then we will see if we can get ready to qualify, if we can’t, well we’ll see.” (How quickly did this come together?): “It came late, but it happened quick once we decided to do it. I mean last night was probably the night so I think we are still on time to put on a good show.”

KENNY BRACK (No. 22 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): “I said yesterday that the car is coming around, and it did today. It was good to post a speed like that today. It’s good for the confidence of the team and for myself. I’m very happy for the guys. We have a car that should be pretty good for qualifying, but we’ll have to wait and see how things pan out on Saturday.”

SCOTT SHARP (No. 8 Delphi Dallara/Chevrolet/Firestone):

“We just worked on the backup car, I made sure it was close to up to speed in case we needed it. But we’re hoping and planning on using our primary car, and really, we’ve spent most of our attention on that. As long as we got close we’re happy. With the conditions and stuff, things have been going really well for Kelley Racing. None of us really even wanted to run. I mean, Al (Unser Jr.) didn’t run. We weren’t going to push it too hard.” (What needs to be accomplished tomorrow to ensure that MBNA Pole speed on Saturday?): “I think, at this stage in the game when you’ve been here for four or five days, you don’t start throwing the kitchen sink at it. We’re lightly rubbing on it, trying to max our speed in the car as best we can, and ship it. You hope you pull a good draw number.”

DARIO FRANCHITTI (No. 27 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): “We tried a different approach today. Yesterday, I really thought we got all out of the car the way we had it. So we tried something different. We had an oil leak on our first run today, so you know we are hoping the weather cooperates tomorrow. We will concentrate on qualifying setup and see how far up the charts we can get. As we get to around 5 (p.m.), we have really tried to see what we can do.”

DAY 5 – THURSDAY, MAY 9, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

JEFF WARD (No. 9 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): “We made some huge gains today. From yesterday until today, it’s like night and day. The car was right on for most of the day. Our quick lap was in the heat of the day and we were all by ourselves. There was no one even on the same straight as me. I feel a lot better about our chances on Saturday now. Team Target really has some momentum to build on now.”

AIRTON DARÉ (No. 14 Harrah’s/A.J. Foyt Racing

Dallara/Chevrolet/Firestone): “We went out around 5 p.m. and just tried to shake down the backup car. We found out some things, and we’ll just go back at it tomorrow.”

GREG RAY (No. 11 A.J. Foyt Racing/Harrah’s

Dallara/Chevrolet/Firestone): “We tried different setups with the primary car and the T car but didn’t get a lot of laps in either car. We had a 227-mph lap going but got hung in traffic, so we didn’t get a chance to post the number. It’s not perfect, but over the past couple days we have eliminated some things we don’t want to do and found things that we do want to do. I think we’re also chasing the track a little bit because with the rain it’s been a green track every day. It’s still not comfortable to be flat consistently, and we have to trim more downforce and keep the same grip. Tomorrow we just have to pick a dancing partner and fine-tune that setup.”

HELIO CASTRONEVES (No. 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): “Today we made very good progress, the track is getting better and better, and the cars are getting faster. Once again, we did our quick speed (228.736 mph) on our own, which is very important as we prepare for qualifying. The weather is supposed to be good tomorrow, and I think we’re going to see everyone’s true speeds as we get in our final preparations for Pole Day.”

ANTHONY LAZZARO (No. 99 Sam Schmidt Motorsports Racing

Special Dallara/ Chevrolet/ Firestone): “We had a long hard think about our situation after the last two days. We weren’t where we wanted to be. Today, we definitely turned a corner and are on the same page. We made significant progress today.”

JIMMY VASSER (No. 19 Miller Lite/Rahal Letterman Racing Dallara/

Chevrolet/ Firestone): “We continue to work away on our plan on both cars with different setups. We were finally able to get more time on the track with the two cars today (75 laps). We have been behind a little bit due to the weather problems. We’re starting to get more trimmed out with each car and squeeze a few more miles per hour out of them. I will admit that the car feels solid even with the wind conditions the last few days. I think we’re struggling to get up to the fast guys, but we have a few more tricks we are going to pull out on Friday.”

DAY 5 – THURSDAY, MAY 9, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

GIL DE FERRAN (No. 6 Marlboro Team Penske

Dallara/Chevrolet/Firestone): “We had a tough day today. We’re still struggling to find some speed in both cars (primary and backup), which is a slight disappointment. Tonight we’ll put our minds together, and hopefully we’ll have another clear day tomorrow and be a little faster.”

GEORGE MACK (No. 30 310 Racing G Force/Chevrolet/Firestone): “We

made some gains today - try 224 - we still need a little more obviously. It’s a far cry from 222, which I just couldn’t get away from that. We have been creeping up on it a little bit at a time. I ran the most laps out there today - more than anybody. We ran over 100 laps today while everyone else was in double digits. I need it so that was fine with me. We made some major gains, I think.”

PAUL TRACY (No. 26 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): “We went out there with everybody out there. It was too nervous in traffic. I wasn’t able to utilize my new tires. We’ll start again tomorrow. I think we’re in the middle, not real comfortable. We’re not real sure of ourselves, so we have to keep working at it. We have a whole day tomorrow and we need to find a couple miles per hour. I think it’s attainable.” (Are you getting help from your teammates?): “I am doing something that is totally different than them, so I can’t really rely on them now. I have gone in a completely different direction than them, so we can’t really go back now. We can’t rely on any setup help from them.”

JOHNNY HERBERT (No. 32 WESTERN UNION/Duesenberg Brothers

Racing Dallara/ Chevrolet/Firestone): “We made much better progress being able to run more laps. I think we gained 5 mph or so. The car feels a lot better, but it’s just not quite free enough for the moment. Once it frees up, we’ll get another couple mph or so for sure, so we’re not a million miles away. But I know it’s going to take a bit of time to find it and know exactly what you want. We’ve made good progress. I’m nearly happy with the car, and once I’m fully happy with it we’ll be just fine for qualifying and the race. On a scale of one to 10, we’re probably at about a seven or seven and a half, so we’re not very far off.”

TONY KANAAN (No. 17 Hollywood Mo Nunn Racing G

Force/Chevrolet/Firestone): “I need to say thanks to Jimmy Vasser. That was his tow for the whole lap. I mean, I opened the lap behind him out of Turn 4 and I finished the lap ahead of him at the finish line. Yes, that was a hell of a tow. It makes me feel good. It’s always good to be on the top, but it’s not a realistic lap. The car is consistent at 227.8 (mph), 227.6 (mph). First I need to say thanks to my teammate because I ran his backup car today. My car had a little problem yesterday, and he gave me his backup car. Now he’s probably going to want his car back. I’ve already invited him to dinner tonight so I can have a little chat with him and try to get his car.” (About talking about IRL cars leading into May): “It’s definitely a lot different than a CART car. I wasn’t comfortable at all until today to run in traffic. I didn’t have any confidence in my car. I didn’t have any confidence in myself. It’s a new place for me, so today I felt much better. It’s tough when you have that much downforce and you’re running behind people you have nothing. So it’s a lot different than what I’m

DAY 5 – THURSDAY, MAY 9, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

Tony Kanaan (cont.) use to. Everyday it's getting better. I'm getting more comfortable. The race pace is going to be a lot slower though, that actually is going to make us feel a little bit better." (About handling the downtime): "It's tough because we're not used to that stuff. I'm use to get on the track, come into the pits, put some fuel in and get out. Now I need to go back, put fuel (in), back there, come back. Then every time I do a run I come back into the pits I say, 'Jesus, it's going to be 15 minutes before I go out again.' It's a patience game. I'm learning that. We're used to rushing things because we have half-an-hour sessions, and here you have all day. Actually, thank God it's been raining because otherwise I would be going crazy, I think. It's a lot of waiting. That's what I think is the beauty of this place. I tell you I've been having a hard time pacing myself. I'm getting tired just because I'm hanging around and doing nothing. I keep walking around and going around the garage. So it's different, it's definitely something else." (About qualifying): "Obviously, my goal is to make the show first. When I'm driving the race car, obviously I want to drive as fast as I can. If I have a chance to be on the pole, I'm going to try it. That's what I'm working for, but it's everything so new to me. I wasn't comfortable, like I said before, but I'm going for the pole. I think we have a competitive car. Felipe and myself have been working together. He's been racing these cars for a while. He has a lot more knowledge than I do. I think whatever we have the best, you know sometimes you don't have the same equipment, whatever we have the best it should go to him because he's playing for this championship. The race is such a long race. I won a 500-mile race from a lap down, so I'm not too worried about if I'm not on the pole. Top 10 (start) would be great. I'm not trying to take myself out of the Pole Day. I'm going to go for it, but if I don't, don't think I'm going to be sad because I'm more worried about finishing the race. I think if we finish, we're going to finish well." (About running 230 mph here vs. at Fontana before the wing design was changed): "It was easy over there because there were only two corners, and it was flat out all the time. Here you really need to work to make your car do the 230 (mph). With four corners sometimes the car is good in (Turn) 1, and is bad in (Turn) 2 and is good in (Turns) 3 and 4. Sometimes the wind is blowing one way so the car is bad in the north side of the track. I would say it's not a matter of cars, it's this place. It's this place. That's why it's Indianapolis because it's a different oval. Nobody has the same layout. The way that the layout of this track is, is the beauty of this place. So I would say the other track, Fontana, was easier."

KANAAN CLOSES IN ON 230 TO LEAD PRACTICE AT INDIANAPOLIS

INDIANAPOLIS, Thursday, May 9, 2002 – Rookie Tony Kanaan led practice for the 86th Indianapolis 500 on May 9 by turning a fast lap of 39.2152 seconds, 229.503 mph during the final 10 minutes of the session at the Indianapolis Motor Speedway.

Kanaan's lap in the No. 17 Hollywood Mo Nunn Racing G Force/Chevrolet/Firestone was the second fastest of the month, trailing only the 39.1631, 229.808 recorded by fellow rookie Laurent Redon on Tuesday in the No. 34 Mi-Jack Dallara/Infiniti/Firestone.

"I wasn't comfortable at all until today to run in traffic," Kanaan said. "I didn't have any confidence in my car. I didn't have any confidence in myself. It's a new place for me, so today I felt much better.

"Every day it's getting better and more comfortable. The race pace is going to be a lot slower, and that actually is going to make us feel better."

1999 Indianapolis 500 winner Kenny Brack was second today at 39.2970, 229.025 in the No. 22 Target Chip Ganassi Racing G Force/Chevrolet/Firestone. 2001 Indy winner Helio Castroneves was third at 39.3467, 228.736 in the No. 3 Marlboro Team Penske Dallara/Chevrolet/Firestone.

This was the fastest day of the month, as six drivers exceeded 228 mph. The previous high was three, on Tuesday and Wednesday.

Three of the six drivers above 228 today were members of Target Chip Ganassi Racing. Besides Brack in second, 1997 Bank One Rookie of the Year Jeff Ward was fourth fastest at 39.3751, 228.571 in the No. 22T Target Chip Ganassi Racing G Force/Chevrolet/Firestone, Brack's backup car. Bruno Junqueira rounded out the top five at 39.3856, 228.510 in the No. 33 Target Chip Ganassi Racing G Force/Chevrolet/Firestone.

Veteran Mark Dismore suffered a concussion and was transported via ground to Methodist Hospital in Indianapolis for further examination after crashing in Turn 1 at 5:24 p.m. Dismore was awake, alert and stable after the accident in the No. 20 Grill 2 Go Sam Schmidt Motorsports Indy Car Dallara/Chevrolet/Firestone.

The start of practice was delayed for the fourth consecutive day by wet track conditions. Today's practice started at 12:30 p.m. (EST) after a delay of 90 minutes.

This was the busiest day of practice so far, with 33 drivers in 40 cars turning 1,446 laps.

Practice resumes at 11 a.m. (EST) Friday. Pole Day qualifications start at 11 a.m. (EST) Saturday. The 86th Indianapolis 500 is scheduled for 11 a.m. (EST) Sunday, May 26.

DAY 6 – FRIDAY, MAY 10, 2002 – FAST FRIDAY

Medical update from Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League: Driver Mark Dismore was released from Methodist Hospital Friday morning. He was kept overnight Thursday evening at Methodist Hospital for observation after suffering a concussion in a practice accident Thursday afternoon. Dismore, from Greenfield, Ind., has not been cleared to drive and a decision on Dismore's participation status will not be made until an examination next week.

A full transcript of today's press conferences with Marlboro Team Penske and defending Indy Racing League champion Sam Hornish Jr. will be available shortly.

A press conference with the fastest driver of the day will take place at 6:05 p.m. in the Trackside Conference Room.

Today is defending champion Helio Castroneves' birthday. He is 27.

Team Rahal will have a press conference at 3:05 p.m. today in the Trackside Conference Room. Team owner Bobby Rahal and driver Jimmy Vasser will take part.

The Coors Pit Stop Challenge Time Trials were postponed throughout the week due to rain and have been rescheduled for 9-11 a.m., Wednesday, May 15.

According to Dr Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League, 51 drivers have passed their physical examinations and are cleared to drive. Richie Hearn was the latest to pass.

A Purex Indy Racing car will be on display tonight at Kuntz Stadium, 1502 W. 16th St., Indianapolis, during the Indiana Blast/Portland Timbers United Soccer League game. Kickoff is at 7:35 p.m. Indy Racing standouts Sarah Fisher and Billy Boat will greet fans and sign autographs.

The qualifying draw for the 86th Indianapolis 500 will take place at 6:15 p.m. at the start/finish line on pit lane.

PRACTICE REPORT:

At 11 a.m., the ambient temperature was 59 degrees with north-northwest winds at 8 mph and a relative humidity of 40 percent. Skies were sunny. The track temperature was 101 degrees, according to Firestone engineers.

Fastest lap of the month: #34 Laurent Redon, 229.808 mph, Tuesday, May 7

11 a.m. – **GREEN.** #6 de Ferran first out on track.

Mauri Rose's Blue Crown Special that he drove to victory in 1947 and 1948 will take a ceremonial lap today at 3 p.m. Three-time Indy 500 winner Johnny Rutherford will drive the car.

DAY 6 – FRIDAY, MAY 10, 2002 – FAST FRIDAY (cont.):

PRACTICE REPORT (cont.):

11:15 a.m. – #3 Castroneves fastest of the day at 228.957 mph. #55 Treadway second fastest at 227.545 mph.

11:25 a.m. – #8T Sharp second fastest of the day at 227.971 mph.

11:31 a.m. – **YELLOW.** Debris.

11:34 a.m. – **GREEN.**

11:43 a.m. – #33 Junqueira fastest of the day at 229.395 mph.

11:54 a.m. – #53 Papis spun in Turn 1 and made contact with outside retaining wall and part of SAFER barrier in Turn 1 with left rear and left side of car. Car then slid into Turn 2 and stopped just above white line in Turn 2. Heavy damage to left rear of car, damage to left side of car. Papis climbs from car.

Medical Update from Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League: Max Papis has been checked and released from the Clarian Emergency Medical Center without injury.

MAX PAPIS (No. 53 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): "I am not so sure. I didn't see the replay. It was my second time through turn one and I backed off a little bit. I turned in and all of a sudden I found myself backward. I am not sure what happened. It's very strange. I didn't hit that hard. I feel 100 percent. We will look and see what the damage is on the car. I am very sorry for the guys and for myself."

12:16 p.m. – **GREEN.**

12:30 p.m. – **YELLOW.** Track Inspection.

12:38 p.m. – **GREEN.**

12:41 p.m. – **YELLOW.** #44 Barron spun early in Turn 1, made contact with the SAFER barrier with rear of car. Car then spun and front of car made contact with SAFER barrier. Car slid down to inner part of track and came to rest in the grass between track and warm-up lane and the exit of Turn 1. Heavy damage to rear of car, also damage to front of car. Barron removed from car with assistance from safety crew.

Medical Update from Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League: Alex Barron has been treated and released from the Clarian Emergency Medical Center and is cleared to drive.

SAM SCHMIDT (Owner, Sam Schmidt Motorsports): "The good news is that Mark (Dismore) feels good this morning and went home to relax today. He is due to come see Dr. Bock tomorrow for progress evaluation. We've decided to put Richie (Hearn) in the T car today to see if we can find the speed that we had yesterday with the primary car. Richie has done a fantastic job filling in for us before, and depending on what Mark's status is, if we had to qualify the car with Richie I'm sure he'll be ok."

PRACTICE REPORT (cont.):

At 1 p.m., the ambient temperature was 63 degrees with north-northwest winds at 9 mph and a relative humidity of 37 percent. Skies were sunny. The track temperature was 112 degrees, according to Firestone engineers.

1:09 p.m. – **GREEN.**

DAY 6 – FRIDAY, MAY 10, 2002 – FAST FRIDAY (cont.):

The Indiana Section of the Society of Automotive Engineers (SAE) announced today five candidates for this year's Louis Schwitzer Award, which will be presented May 17 at the Indianapolis Motor Speedway.

Now in its 36th year, the prestigious award honors early racing pioneer Louis Schwitzer and recognizes individuals with the courage and conviction to explore and develop new concepts in racing technology.

The 2002 candidates include engineers who are responsible for the following technologies:

- Chevy Indy V8 engine
- Dallara 2002 chassis update kit
- Delphi accelerometers to test the motion of a driver's head during impact
- Infiniti Indy 35A/E engine
- SAFER barriers developed by the University of Nebraska

The press conference announcing the 36th Louis Schwitzer Award winner will take place in the WorldCom plex Media Center at 10 a.m. (EST) Friday, May 17.

Top Five Drivers of the Day, 1:15 p.m.

No.	Driver	Car	Speed	
1	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	229.395 mph
2	8T	Scott Sharp	Delphi	229.141
3	3	Helio Castroneves	Marlboro Team Penske	228.957
4	22	Kenny Brack	Target Chip Ganassi Racing G Force	228.945
5	52	Tomas Scheckter	Red Bull Cheever Racing Infiniti	228.743

PRACTICE REPORT (cont.):

1:18 p.m. – #20T Hearn on track for first time this month.

1:20 p.m. – **YELLOW**. Smoke coming from #12 Hattori in Turn 1. Car stopped on warm-up lane in Turn 2.

1:35 p.m. – **GREEN**.

1:46 p.m. – **YELLOW**. Debris.

1:49 p.m. – **GREEN**.

1:57 p.m. – **YELLOW**. #31 Gordon stopped on backstretch apron. Car towed to pits. Chief mechanic Dave Forbes reports the engine temperature became too high due to an attempt to alter the air flow into the radiator intake to simulate a qualifying setup.

2:03 p.m. – **GREEN**.

SARAH FISHER (No. 23 Team Allegra/Dreyer & Reinbold Racing G Force/Infiniti/Firestone): (About yesterday): "The car was perfectly settled to the point where it gave me a feeling of 'oomph, there it is' - every time I turned it." (About today): "We made a caster change today to give me better feeling in the middle and exit of the corner. As a result, I had more feedback through the wheel, which allowed me to have tons more confidence from very early on in the run. Although we only ran a few laps today, I am quite confident in what we have the ability to accomplish, what we need to tomorrow or whenever Pole Day occurs."

DAY 6 – FRIDAY, MAY 10, 2002 – FAST FRIDAY (cont.):

PRACTICE REPORT (cont.):

2:36 p.m. – **YELLOW.** #11 Ray left pits with wing cover on front wing of car. Safety crew removed it.

2:39 p.m. – **GREEN.**

RICHARD CARON (General Manager, Red Bull Cheever Racing): "It appears that the accident was caused by oil on the right rear tire, as a result of a loose oil line. We are very sorry for this, and relieved that Max (Papis) is O.K. We are doing everything we can to repair his car even if it means working through the evening. As a backup plan he will do a few laps in the 52T this afternoon."

MAX PAPIS (No. 53 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): "I am very proud of the crew of the No. 53 car. They have worked very hard to get me up to speed this week. This is very unfortunate, but these things happen. I am a fighter, and this is not going to slow me down. My plan is still to qualify in the top 10 this weekend."

ALEX BARRON (No. 44 Rayovac Blair Racing

Dallara/Chevrolet/Firestone): "The new SAFER wall absorbed the impact. I think that the steps that Tony (George) and Brian (Barnhart) have taken to develop driver safety measures are very important to the sport. The IMS medical staff was responsive and professional. We worked on our backup car setup this week, running and alternating that with our primary car. We have worked hard since January getting ready for the season and this race. The last few weeks have been intense preparations testing and getting the Rayovac Blair car ready. We have worked up to speed and have continued and marked upward progress, running our fastest laps late yesterday in Happy Hour. We are moving forward, like all of the other teams we are getting ready for qualifying."

PRACTICE REPORT (cont.):

2:59 p.m. – **YELLOW.** Ceremonial lap with Mauri Rose's 1947 and 1948 Indy 500-winning Blue Crown Special. Car would not start, it will take the lap next Wednesday.

Top Five Drivers of the Day, 3 p.m.

No.	Driver	Car	Speed	
1	22	Kenny Brack	Target Chip Ganassi Racing G Force	229.653 mph
2	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	229.395
3	9	Jeff Ward	Target Chip Ganassi Racing G Force	229.280
3	8T	Scott Sharp	Delphi	229.141
4	3	Helio Castroneves	Marlboro Team Penske	228.957

3:12 p.m. – **GREEN.**

3:24 p.m. – #33 Junqueira first driver past 230 mph at Indianapolis since 1996 with a lap of 230.964 mph. Fastest lap of the month.

3:34 p.m. -- #33 Junqueira fastest lap of the month at 231.526 mph.

3:36 p.m. -- #4 Hornish third fastest of the day at 229.391 mph.

3:40 p.m. -- #22 Brack second fastest of the day at 230.074 mph.

DAY 6 – FRIDAY, MAY 10, 2002 – FAST FRIDAY (cont.):

The No. 2 Menards/Johns Manville Indy Racing Infiniti Pro Series car is on display in Garage 25. USAC standout Ed Carpenter, driving for Sinden Racing Service, will drive the Infiniti-powered Dallara on Firestone tires when the Indy Racing League's new development series makes its debut on July 7 at Kansas Speedway. The Infiniti Pro Series car will be on display on May 11 and 12 in the Bombardier Pagoda Plaza.

Drivers scheduled to join Carpenter in the Infiniti Pro Series include USAC front-runner Aaron Fike, 2001 Indianapolis 500 qualifier Cory Witherill, Marty Roth, Jason Priestley and Arie Luyendyk Jr.

Several Indy Racing League teams will contest the Infiniti Pro Series, including 2000 Indy Racing League championship team Hemelgarn Racing and Kelley Racing, which fields IRL entries for two-time Indianapolis 500 champion Al Unser Jr. and 1996 Indy Racing co-champion Scott Sharp.

2002 INDY RACING INFINITI PRO SERIES SCHEDULE

Date	Track	Track configuration
July 7	Kansas Speedway	1.5-mile oval
July 20	Nashville Superspeedway	1.33-mile oval
July 28	Michigan International Speedway	2-mile oval
Aug. 11	Kentucky Speedway	1.5-mile oval
Aug. 25	Gateway International Raceway	1.25-mile oval
Sept. 8	Chicagoland Speedway	1.5-mile oval
Sept. 14	Texas Motor Speedway	1.5-mile oval

Top Five Drivers of the Day, 4 p.m.

	No.	Driver	Car	Speed
1	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	231.526 mph
2	22	Kenny Brack	Target Chip Ganassi Racing G Force	230.074
3	4	Sam Hornish Jr.	Pennzoil Panther Dallara	229.986
4	51T	Eddie Cheever Jr.	Red Bull Cheever Racing Infiniti	229.717
5	9	Jeff Ward	Target Chip Ganassi Racing G Force	229.280

PRACTICE REPORT (cont.):

4:24 p.m. – #3 Castroneves second fastest of the day at 230.253 mph.
4:31 p.m. -- #24 Buhl second fastest of the day at 230.418 mph.
4:54 p.m. -- #3 Castroneves second fastest of the day at 231.054 mph.
4:54 p.m. -- #52 Scheckter third fastest of the day at 230.729 mph.
4:55 p.m. -- #3 Castroneves fastest of the day at 232.087 mph. First driver past 232 at Indianapolis since 1996.

The Indy Racing League will provide numerous Video News Releases throughout May to assist with your coverage of the 86th Indianapolis 500. The date, time and coordinates of today's package:

Friday, May 10 (Fast Friday):

- Time: 7:30-7:45 p.m. (EDT)
- Coordinates: AMC 2, Transponder K1
Audio 6.2/6.8

DAY 6 – FRIDAY, MAY 10, 2002 – FAST FRIDAY (cont.):

QUOTES FROM BOBBY RAHAL PRESS CONFERENCE:

BOBBY RAHAL: “We’re finding out all the nuances with these cars. We made some progress today. I don’t think that’s a representative time. That’s on the conservative time I guess, so I’m happy about that. I think that we have not really been in tows, or we’ve tried not to be in tows. So I think that it’s somewhat realistic for us to judge where we are. We’ve got to find a little bit of speed left, but I think there’s more to come. We’re going to go out here very shortly with some of the things we’ve found out over the last day about these cars and the setups. I think we’ve probably got a very good race car but not such a good qualifying car. I think we’re kind of bridging that gap. I think we’ll see how the rest of the day goes, a lot can happen. I feel that we’re finally starting to understand this thing.” (Did running at Fontana transfer very much?): “No, the only thing that Fontana really I think provided us was the chance to put miles on the car in race condition, to understand what looked marginal, how the gearbox looked, in that case, after 400 miles, how the bodywork looked, you know was it burnt in places or was it too hot in places. You know things like that. The actual setups are about 180 degrees out from this. There the wing angle is mandated, and then you do everything you can to cheat the wing angle. Here it’s not, and you do everything you can to minimize the wing angle and there’s always other nuances that go along with it. It’s a very, very different place, this to, well, Fontana, I suppose any of the other races as well.” (What’s minimum speed you’re going to take tomorrow? Give us a ballpark on what you think is safe.): “I think probably (2)25 (mph) is safe, but I would certainly like to see more than that. I hope any of us get out tomorrow by the sounds of the forecast.” (About a second car this month): “No plans on a second car at this stage. Our main effort is Jimmy (Vasser), and I don’t think we can risk, you know if we have a problem with the race car next week in running, we’ve got to be ready to take it. The reason we brought two cars here was as an insurance policy, and I don’t think it would do us much good to commit to somebody. I’m not sure we’re really prepared to run it anyway, and my interest is not to see how many cars we can put in the field. It’s to make sure that the one we do put in is the best one.” (Are you tempered by having your highest highs and lowest lows here?): “As I’ve said all along, I think keeping your act together here over the course of a week is tough. You can get really caught up in the day-to-day run for the fastest. You’re out there at six o’clock at night at a time that you do not do any running, other than last-ditch qualifying. You can really get caught up in it. That’s not to say that you’re lackadaisical, or you can take it casually, but I think the big thing is to try to stay as much on an even keel as possible. You have a program, stay with it. It’s easy to, if things aren’t going well, it’s easy to overreact. You think, ‘God, there’s only two more days.’ ‘God, there’s only one more day.’ ‘God, it’s the day,’ you know. Everybody I think has gone into qualifying morning kind of wondering what they had at some point in their career. So I think it’s just a matter of just trying, as you said, maintain some level, none of these peaks and valleys. You don’t want to get too euphoric because all the years in racing you know just the time you really think you’ve got it knocked, the racing god comes down and squashes you. So it teaches you to be a little guarded.” (About returning to the Speedway): “I do think that in the end what made the Indianapolis 500 great, I always felt, was that it was the best and the brightest, and if you made it, great. It was a real testament to you as a driver and to you as a team, and in the end the winners were the fans.

DAY 6 – FRIDAY, MAY 10, 2002 – FAST FRIDAY (cont.):

QUOTES FROM BOBBY RAHAL PRESS CONFERENCE (cont):

BOBBY RAHAL: (Is this the toughest competition ever?): "That's a big statement, ever, I think it's been tough to make before, if I remember correctly. I think Roger (Penske) remembers it as pretty tough on occasion to make, too. I think certainly the quality, the IRL guys, a lot of those teams, teams like Kelley (Racing) and Panther (Racing), they've been very good teams anyway. "To say that they were anything less I think would not be correct or fair to them. But, certainly there seems to be more qualified, really prepared teams, well-funded teams than perhaps it the past few years. Come Race Day, you know every race is tough. I don't know of any race that I've been in here that was a piece of cake that you just kind of strolled around. As I say, ever is a big word. Certainly, there seems to be a lot of prepared teams for this. As I said, I've not been here since 1995, but from what I hear there's probably better-prepared teams in quantity this year than there has been in the past." (About difference between pressure as a driver vs. owner preparing to qualifying day): "I always felt that there was far more pressure on qualifying day on me as a driver than there ever was on Race Day. To do four laps absolutely as best as you can possibly do them, and that's your shot. Especially if they wave the green, your crew and you're on that run, just tremendous pressure. I think my heart sitting in line ready to go out, and that guy would lean down and talk to you, tell you what to do, I think my heart always pounded much harder and much faster then than it ever did on Race Day morning. As an owner, I'm happy that I don't have to experience that again, but you feel for Jimmy. You feel for any driver. Everybody has worked very hard. The smallest slip, especially now the way the regulations are where it's so close and the parity is much greater than it was. You know, half a mile-an-hour is three rows, or something like that. There's a lot of pressure on these guys to do it. Race Day just never seems to have that kind of pressure for me, and I think most drivers would feel that way." (Can you come home again, or do you feel like a stranger in a strange land?): "I have to say I expected some very negative reactions from people from my being here, and I have to say I've not heard one. Although I'm sure there's been one. But people have been very welcoming, not just here at the Speedway, but the fans, and that makes me feel very good. It will never be the same, I mean even you come here, and the look is not even the same. It's changed dramatically the view of the whole place. So life goes on in many ways, and things do change, but I think you can be made to feel comfortable. I think you can be made to feel welcome, and I have certainly felt that way this month."

Top Five Drivers of the Day, 5:07 p.m.

No.	Driver	Car	Speed	
1	3	Helio Castroneves	Marlboro Team Penske	232.087 mph
2	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	231.526
3	52	Tomas Scheckter	Red Bull Cheever Racing Infiniti	230.729
4	4	Sam Hornish Jr.	Pennzoil Panther Dallara	230.683
5	24	Robbie Buhl	Team Purex/Aventis/Dreyer & Reinbold Racing	230.418

PRACTICE REPORT (cont.):

At 5:13 p.m., the ambient temperature was 65 degrees with west-southwest winds at 6 mph and a relative humidity of 41 percent. Skies were sunny. The track temperature was 112 degrees, according to Firestone engineers.

5:15 p.m. – #52 Scheckter second fastest of the day at 231.600 mph.

5:16 p.m. – #21T Kanaan sixth fastest of the day at 230.378 mph.

DAY 6 – FRIDAY, MAY 10, 2002 – FAST FRIDAY (cont.):

PRACTICE REPORT (cont.):

5:21 p.m. – #21 Giaffone fourth fastest of the day at 230.865 mph.

Top Five Drivers of the Day, 5:30 p.m.

No.	Driver	Car	Speed	
1	3	Helio Castroneves	Marlboro Team Penske	232.087 mph
2	52	Tomas Scheckter	Red Bull Cheever Racing Infiniti	231.600
3	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	231.526
4	52	Felipe Giaffone	Hollywood Mo Nunn Racing	230.865
5	4	Sam Hornish Jr.	Pennzoil Panther Dallara	230.700

PRACTICE REPORT (cont.):

5:37 p.m. – #24 Buhl second fastest of the day at 231.603 mph.

5:47 p.m. – #51 Cheever fifth fastest of the day at 230.882 mph.

5:53 p.m. – **YELLOW.** Spray from the #52T.

5:55 p.m. – **CHECKERED.** End of Day 6 of practice for the 86th Indianapolis 500.

Top 10 Drivers of Fast Friday

No.	Driver	Car	Speed	
1	3	Helio Castroneves	Marlboro Team Penske	232.087 mph
2	24	Robbie Buhl	Team Purex/Aventis/Dreyer & Reinbold Racing	231.603
3	52	Tomas Scheckter	Red Bull Cheever Racing Infiniti	231.600
4	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	231.526
5	51	Eddie Cheever Jr.	Red Bull Cheever Racing Infiniti	230.882
6	21	Felipe Giaffone	Hollywood Mo Nunn Racing	230.865
7	4	Sam Hornish Jr.	Pennzoil Panther Dallara	230.683
8	7T	Al Unser Jr.	Corteco/Bryant	230.489
9	21T	Tony Kanaan	Hollywood Mo Nunn Racing	230.419
10	2	Raul Boesel	Menards/Johns Manville	230.147

There were 10 caution periods today for one hour and 59 minutes. Track temperatures ranged from 84 to 116 degrees, according to Firestone engineers.

POST-PRACTICE QUOTE:

HELIO CASTRONEVES (No. 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): “We did talk about the pole and also how we want to be in the race. It’s great when you start achieving the speeds that are competitive. But I’m still thinking it’s going to be five guys, five or six guys, that are going to be competing for pole position. I hope I’ll be one of them.”

The spray reported on the #52T car was due to oil in the overflow tray according to the Red Bull Cheever Racing crew.

Thirteen drivers passed the 230 mph mark today, the highest total since May 10, 1996, which was also Fast Friday.

George Mack’s No. 30T 310 Racing G Force/Chevrolet/Firestone will be the first car in the qualifying line Saturday.

DAY 6 – FRIDAY, MAY 10, 2002 – FAST FRIDAY (cont.):

INDIANAPOLIS 500 QUALIFYING PROCEDURES:

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

Today's top 10 speeds were the top 10 speeds of the month.

Prior to today's qualifying draw, Treadway and Associates Racing made an entry change:

- Arie Luyendyk is now assigned to the No. 55 and 55T Airlink Enterprises/Spade Motorsports G Force/Chevrolet/Firestone.
- Rick Treadway is now assigned to the No. 5 and 5T Meijer G Force/Chevrolet/Firestone.

TOMORROW'S SCHEDULE:

- | | |
|----------------|--|
| 7 a.m. | Public gates open (First 5,000 fans receive free A.J. Foyt Bobblehead) |
| 8-10 a.m. | Practice |
| 10:30 a.m. | A.J. Foyt Anniversary Ceremony |
| 11 a.m.-6 p.m. | Pole Day presented by Marsh (Qualifying for the MBNA Pole) |
| 6:15 p.m. | Press conference with MBNA Pole Winner (Trackside Conference Room) |

POST-PRACTICE QUOTES:

EDDIE CHEEVER JR. (No. 51 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “A day like today is perfect for driving. The temperature, the amount of rubber on track, and the lack of wind all make for perfect conditions. It’s a lot of fun to drive. You can really hang it out. Three of the four corners are a walk in the park. One of them (Turn 1), you’re just hanging on. There is only so much advice you can offer a rookie at the Indianapolis 500. The most important thing now is that we have so much data that the drivers can analyze. They can really look carefully at what other drivers are doing on track. We are sharing all of that material. I think both of our rookie drivers are doing a good job. They are complete opposites. Max is very methodical in his approach. Tomas drives a lot more on instinct, and he is at a different point in his career. I think if they both have good, clean runs, they will qualify very well. I am sorry that the team created a problem for Max. He was on schedule to be right up there in the speed charts.”

TOMAS SCHECKTER (No. 52 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “My day was very good. Today the conditions improved. The Red Bull Cheever Racing Infiniti is good. We are still saving a little bit for qualifying tomorrow. I did a four-lap run where I think most of them were over 231 (mph). Maybe one of those laps was with a tow. I think if you can get one lap flat out, and the car is good, then you can do four. It’s a little bit different than what I am used to because it is not just a one-off. You have to keep your concentration for four laps.” (What is your prediction for pole speed?) “It depends on the weather. If it rains tonight, it can be back down to 228s (mph), 229s (mph). If it stays like this, it will be the high 230s (mph) or low 231s (mph).”

RICHIE HEARN (No. 20 Grill 2 Go Sam Schmidt Motorsports Indy Car

Dallara/Chevrolet/Firestone): “I couldn’t ask for anything better in practice. I ran 75 laps. I did 228.3 mph by myself, truly by myself. I really couldn’t be any happier. It’s been an awesome day weather-wise. I’ve been waiting for something like this for a long time. I haven’t had a good car here since 1996. When you have a good car, this place is a lot of fun. I’m looking forward to putting it in the show tomorrow and getting ready for the race.”

DARIO FRANCHITTI (No. 27 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): “The car’s not perfect. We’re still sorting it out. I think having more rubber on the track is making a difference in the times everyone is running today. Everybody has got their qualifying engines in, and everybody is trying to make a big move. Right now, the Team Green 7-Eleven car is still a little loose. It has a little understeer, and we are trying to get it neutral. I have a slight push in Turn 1, and the car pushes in the other corners as well. When we try and make a change to get rid of the push, the car gets nervous all the way around.”

AIRTON DARÉ (No. 14 Harrah’s/A.J. Foyt Racing

Dallara/Chevrolet/Firestone): “We made improvements on the car, and the motor we have in it is just average, but we were able to fix the problems the car had. We’ll put the qualifying motor in tonight, and we still have downforce that we can trim out tomorrow. We have a solid car that can run 227 (mph) in any condition.”

DAY 6 – FRIDAY, MAY 10, 2002 – FAST FRIDAY (cont.):

POST-PRACTICE QUOTES (cont.):

GREG RAY (No. 11 A.J. Foyt Racing/Harrah's

Dallara/Chevrolet/Firestone): "We picked a basic setup to fine-tune and made improvements on it today. We were able to run three, 227-mph laps without a problem, so the setup is where we want it and with the better motors in for tomorrow, we should run in the 229s."

BRUNO JUNQUEIRA (No. 33 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): "I think that we could have challenged for the fast time of the day, but we ended very early. Team Target did a great job today on improving the balance of the car. We have a very good car for qualifying tomorrow, so we'll see what happens. I was the first car over 231 mph today, and I think that we'll be good tomorrow. Good enough for the pole, I don't know. It all depends on the weather and when we decide to make our run."

JEFF WARD (No. 9 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): "The car is pretty good. We ended early, like the other guys on the team did, and I think we're as ready as we're going to be. It's going to be a real competitive day tomorrow, and it will be exciting for both the drivers and the fans. Team Target has made some huge gains over the week, and most of that is attributed to the teamwork of all three teams. We have shared information across the three teams, and it has made us all better."

KENNY BRACK (No. 22 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): "We're finally getting the car where it needs to be. The team has worked to make the Target car better each day, and the results show it. It would be great to be on the pole, but we're just shooting for a good starting position in the race. If we can turn some laps around what we did today, we'll be in good shape. I'm excited to get qualifying over with so that we can start to focus on why we're all here: the race."

JERET SCHROEDER (No. 10 Cahill Racing

Dallara/Chevrolet/Firestone): "The plan right now is to simply shake the car down for Larry Cahill. Robby McGehee got hurt earlier in the week, and he's a good friend. We've raced together for years, and I really don't have a problem helping them out, so (I'll) shake the car down and if he can get cleared, the car will be ready for him to jump back in when he's ready to get back on track."

RAUL BOESEL (No. 2 Menards/Johns Manville

Dallara/Chevrolet/Firestone): (Do you feel confident about your MBNA Pole chances tomorrow?): "Yes. We still have things to do in the car. I feel more comfortable. The speed is starting to come. I've started to learn about the team and vice-versa. I feel pretty good right now." (What is your MBNA Pole speed prediction?): "The way they're doing right now, they'll probably do that – 231 (mph), 232 (mph), to my surprise and everyone else, I guess. We've done today, 230 (mph), it will be different tomorrow. The weather conditions are perfect right now. So I think it will be around the 231s (mph)."

DAY 6 – FRIDAY, MAY 10, 2002 – FAST FRIDAY (cont.):

POST-PRACTICE QUOTES (cont.):

SAM HORNISH JR. (No. 4 Pennzoil Panther

Dallara/Chevrolet/Firestone): "I feel a little more comfortable. Like I said, we've just been trying to take it easy and make sure that we take all the right steps and head in the right direction and not have any mistakes. We're just pretty happy with how things went today, but we know we're going to have to be a little bit faster." (MBNA Pole speed prediction): "If we get out. It depends. If it rains all morning, it will probably be back down into the 229s (mph) or 230 (mph), but it all depends on weather."

AL UNSER JR. (No. 7 Corteco/Bryant Dallara/Chevrolet/Firestone):

"We at Kelley Racing are ready for qualifying. Everything's gone good so far. We had a beautiful day of running. The whole team's working together really well. You know, I'm very, very happy to be running as quick as we are, and I'm extremely happy for Corteco and Bryant and all of my sponsors. The team's ready for qualifying tomorrow." (MBNA Pole speed prediction): "We've seen a couple boys out there running by themselves, Castroneves, Sam Hornish Jr., in the 230 (mph) area, so weather permitting, it looks like that's going to be the pole."

GIL DE FERRAN (No. 6 Marlboro Team Penske

Dallara/Chevrolet/Firestone): "Thankfully we had a good, clean day today. We improved a lot since yesterday. The Marlboro Team Penske car is handling better, and we were able to find some speed. I think we're ready for qualifying tomorrow. It's difficult to judge how fast everybody will go by themselves, but hopefully we'll be able to qualify in the top 10."

ROBBIE BUHL (No. 24 Team Purex/Aventis/Dreyer & Reinbold Racing

G Force/ Infiniti/Firestone): "Sure, we want to be on the front row, no two ways about it, but at the same time, we don't want to lose sight of everything. This is a new car, and we've been very comfortable with it, realizing you can never afford to be overconfident here. That's part of the fun of this place: the weather, the games, and the race for the pole."

MICHAEL ANDRETTI (No. 39 Motorola/Archipelago

Dallara/Chevrolet/Firestone): "Today was actually a pretty good day. I tried to stay out of the tow so we could see where we were on our own, and I think we're in good shape for qualifying. Based on what we saw today, I think we'll qualify somewhere in the top half of the field. We really didn't make any drastic changes today, we just continued to make small changes and get the car up to speed. We aren't making a run for the pole or anything. We just want to be comfortably in the race."

PAUL TRACY (No. 26 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): "We turned our fastest lap of the month today, and Team Green 7-Eleven is making progress on the car. We still aren't where we want to be, but we are seeing improvements. The car still has understeer, and when we try to correct that, the car gets nervous. At times the car has been balanced, but we haven't had the speed. We have a new engine for tomorrow, and we'll see what happens. Obviously, our goal is to qualify quick enough to make the race on the first day, so we don't have any drama on Bump Day."

DAY 6 – FRIDAY, MAY 10, 2002 – FAST FRIDAY (cont.):

POST-PRACTICE QUOTES (cont.):

GEORGE MACK (No. 30 310 Racing G Force/Chevrolet/Firestone):

“Pretty confident. The car ran well today, but unfortunately, I haven’t had all the week. I only had two days of practice. Things are looking up. I made some major gains today. We are going to put in another motor tomorrow and see if we can run a 227 (mph), and that should get me in.” (MBNA Pole speed prediction): “Somewhere around 230 (mph). It’s a four-lap average, so it could be a 229 (mph) or 230 (mph) or pretty close.”

JIMMY VASSER (No. 19 Miller Lite/Rahal Letterman Racing Dallara/

Chevrolet/ Firestone): “We got back to where we wanted to be with the car setup. Unfortunately, we lost some track time today with a couple of problems, but I’m happy with the car now. We might be leaving a little on the table in relation to squeezing the most speed out of the car. I don’t think we’re in a position to go for the pole, but we can get the car in the race solid this weekend. We have a very good, comfortable race car, and I like our chances in the race with this Miller Lite car. The time sheet is a little misleading with all of the drafts, and I didn’t try to get one today. I know we could have gone faster had I tried for a tow. We stopped about a half hour earlier today, too. The conditions were very good today, and the track got better later, which always happens. Our goal is to get the car in the race and then continue our work for the race.”

BUDDY LAZIER (No. 91 Coors Light/Life Fitness/Tae-Bo/Delta Faucet

Dallara/Chevrolet/ Firestone): “We had a good week of practice. We learned a little bit more everyday, and the Coors Light car progressed. We hope to run our fastest laps of the month tomorrow. In all the years I have been at the Speedway, I love to hear suggestions from those who have been here longer. There is so much to learn at Indy, and the track is so information-intensive that we try to gather as much information throughout the week and apply it to our qualifying and race setups. I don’t really have any predictions for Pole Day, but I would imagine that the pole will be set around 230 mph. As far as the Coors Light car, I will be really happy with a strong run that puts us safely in the field.”

FELIPE GIAFFONE (No. 21 Hollywood Mo Nunn Racing G Force/

Chevrolet/Firestone): “I feel much better about things after a kind of rough two days. We had some problems yesterday, and we just never really got going like we wanted to. Today I had a problem early on, and then we lost almost the entire afternoon working on the car. But the guys did an excellent job, and it really helped a lot having a teammate because we did everything to my car that they did with Tony’s (Kanaan) car, and I was able to go fast right away, once we got out on track this afternoon. I’ll be OK tomorrow. A lot will depend on the weather. But Morris drew a great number for me, so it’ll be good to be able to do my qualifying run early on because they say it’s going to rain later in the afternoon.”

DAY 6 – FRIDAY, MAY 10, 2002 – FAST FRIDAY (cont.):

POST-PRACTICE QUOTES (cont.):

HELIO CASTRONEVES (No. 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): “The first lap the 231 (mph) was definitely by me. It’s looking close for everyone, not only me, but everybody is looking very close. It’s going to be exciting tomorrow.” (Do you believe Bruno Junqueira was on the conservative side?): “I do believe. I do believe because right now we’re in the same situation. We don’t want to take a chance and test, especially when you have a lot of cars. Tomorrow’s going to be even harder because we have only, I believe, 30 minutes before qualifying. I don’t know. It’s much better, to be honest, much better than last year. Last year, we were concerned to make the race, and right now we’re really getting up to speed. As long as we finish well, I’ll be happy.” (Take us through the qualifying experience): “It’s tough. I imagine it would be like ice skating. You know, when you hear the score of the other competitor. You’re like, ‘Oh boy. Now I have to go ahead and try to go fast.’ It’s tough. It’s a very intense moment, a unique moment as well, and you want to make sure that all of a sudden you’re just ready to pull four laps consistently. And again, sometimes you go too fast on the first one, and you might lose speed on the last one. It’s going to be quite exciting tomorrow.” (You were surprised by the 232 mph lap. Was that because the track was so good?): “Like today, I was doing 228 (mph) with two outings on the tires, so that means they weren’t very new. All of a sudden, the track was getting better and better. It was a big jump. As you’re putting more rubber, the track is definitely getting more grip through the turns, and that’s why we’re going faster than usual.” (Does your team have a predetermined speed that you will pass on?): “I was just asking this question to one of the guys. I think we will take it because we don’t know what the weather might be. If all of a sudden we’re in a situation that we wave off and it rains, and we don’t have a time, I don’t know how it works. We don’t want to take a chance to be on the second day of qualifying.” (If you win, are you planning any variations of your fence climb this year?): “No. Still the same tradition of climbing the fence. I just hope this time Roger (Penske) will go there and climb the fence with me. He said last year, I remember coming back from Japan and he said, ‘If you win that race, I will climb the fence with you’, so he’ll probably have to go twice as high as me.”

TONY KANAAN (No. 17 Hollywood Mo Nunn Racing G Force/

Chevrolet/Firestone): “I’m very satisfied with my entire day today. Our goal was not to leave here with the fastest lap of the day. We want that tomorrow. My primary car did everything I asked it to do. It’s as close to perfect as you can get. We were out there on old tires, and I was consistently in the mid-228s (mph) during the hottest part of the day. And then we got the back-up car set up well, too. Felipe had some problems in the morning, but it was good to see the crew did an excellent job getting his car ready for a final run this afternoon. So we’re in pretty good shape for tomorrow. This will be my first time doing the Pole Day routine. I don’t know how much experience counts for on Pole Day because I don’t know what to expect, but I know I’m in the capable hands of people who have been here a lot and really know the ropes. We’re definitely going for the pole tomorrow.”

CASTRONEVES LEADS FAST FRIDAY AT 232, EYES MBNA POLE

INDIANAPOLIS, Friday, May 10, 2002 – 2001 Indianapolis 500 winner Helio Castroneves was the leader of a stunning burst of speed during Fast Friday practice for the 86th Indianapolis 500, recording a top lap of 38.7785 seconds, 232.087 mph in the No. 3 Marlboro Team Penske Dallara/Chevrolet/Firestone.

Castroneves was one of 13 drivers to exceed 230 mph today, the first laps above that barrier at the Speedway since 1996. It was the second day this week that he has led practice, as he also topped the speed charts Monday. Castroneves, who celebrated his 27th birthday today, enters Pole Day presented by Marsh qualifying Saturday as one of the favorites to win the MBNA Pole.

“We did talk about the pole and also how we want to be in the race,” Castroneves said. “It’s great when you start achieving the speeds that are competitive. But I’m still thinking it’s going to be five guys, five or six guys, that are going to be competing for pole position. I hope I’ll be one of them.”

Qualifying for the MBNA Pole starts at 11 a.m. (EST) Saturday, with practice beginning at 8 a.m. The No. 30T 310 Racing G Force/Chevrolet/Firestone driven by rookie George Mack will be the first car in the qualifying line.

Robbie Buhl was second at 38.8596, 231.603 in the No. 24 Team Purex/Aventis/Dreyer & Reinbold G Force/Infiniti/Firestone. Rookie Tomas Scheckter was third at 38.8601, 231.600 in the No. 52 Red Bull Cheever Racing Dallara/Infiniti/Firestone.

Bruno Junqueira was fourth at 38.8725, 231.526 in the No. 33 Target Chip Ganassi Racing G Force/Chevrolet/Firestone. Junqueira was the first to break the 230-mph barrier today. 1998 Indy winner Eddie Cheever Jr. rounded out the top five at 38.9810, 230.882 in the No. 51 Red Bull Cheever Racing Dallara/Infiniti/Firestone as Infiniti-powered drivers took three of the top five spots.

Other drivers faster than 230 mph were 2001 IRL Rookie of the Year Felipe Giaffone, reigning IRL champion Sam Hornish Jr., two-time Indianapolis 500 winner Al Unser Jr., Tony Kanaan, Raul Boesel, Gil de Ferran, 1999 Indianapolis 500 winner Kenny Brack and 1996 IRL co-champion Scott Sharp.

Fast Friday definitely lived up to its name, as only three drivers had topped 229 mph before today. The fastest lap entering today’s practice, conducted under sunny skies, was 229.808 by Laurent Redon on Tuesday.

Rookies Max Papis and Alex Barron were unhurt and cleared to drive after separate accidents this afternoon.

Papis spun in Turn 1 and made contact with the outside retaining wall and part of the SAFER barrier in the No. 53 Red Bull Cheever Racing Dallara/Infiniti/Firestone. Barron spun in Turn 1 and made contact with the SAFER barrier with the rear of the No. 44 Rayovac Blair Racing Dallara/Chevrolet/Firestone.

This was the busiest day of practice so far, with 36 drivers in 46 cars turning 1,692 laps.

The 86th Indianapolis 500 is scheduled for 11 a.m. (EST) Sunday, May 26.

DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH

TODAY AT THE TRACK:

7 a.m.	Public gates open (First 5,000 fans receive free A.J. Foyt bobblehead doll)
8-8:30 a.m.	Practice (First half of qualifying draw)
8:30-9 a.m.	Practice, (Second half of qualifying draw)
9-10 a.m.	Practice, (All cars)
10 a.m.	Pre-qualifying ceremonies
10:30 a.m.	A.J. Foyt Anniversary Ceremony
11 a.m.-6 p.m.	Pole Day presented by Marsh (Qualifying for the MBNA Pole)
6 p.m.	MBNA Pole Award Ceremony (Victory Podium Area)
6:15 p.m.	Press conference with MBNA Pole Winner (Trackside Conference Room)
6:15 p.m.	Draw for Sunday qualifying order, Garage N1

INDIANAPOLIS 500 QUALIFYING PROCEDURES:

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

The Indy Racing League will provide numerous Video News Releases throughout May to assist with your coverage of the 86th Indianapolis 500. The date, time and coordinates of today's package:

Saturday, May 11 (Pole Day presented by Marsh):

- Time: 7:30-7:45 p.m. (EDT)
- Coordinates: AMC 2, Transponder K1
Audio 6.2/6.8

PRACTICE REPORT:

At 8 a.m., the ambient temperature was 53 degrees with east winds at 15 mph and a relative humidity of 48 percent. Skies were cloudy. The track temperature was 56 degrees, according to Firestone engineers.

Fastest lap of the month: #3 Helio Castroneves, 232.087 mph, Friday, May 10

8 a.m. – **GREEN.** #30 Mack first out on track.

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

PRACTICE REPORT (cont.):

8:15 a.m. – #33 Junqueira first past 230 mph today with a lap of 230.089 mph.

8:16 a.m. – #9 Ward fastest of session at 230.391 mph.

8:24 a.m. – #21 Giaffone third fastest with a lap of 230.091 mph.

8:25 a.m. – #33 Junqueira fastest of the day at 231.675 mph.

8:28 a.m. – #17 Kanaan second fastest of the day at 230.645 mph.

8:30 a.m. – **CHECKERED.** End of Group 1. During the session, #8 Sharp brushed the outside retaining wall at the end of the mainstretch at the entrance to Turn 1.

Top Five Drivers of Group 1

No.	Driver	Car	Speed	
1	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	231.675 mph
2	17	Tony Kanaan	Hollywood Mo Nunn Racing	230.645
3	9	Jeff Ward	Target Chip Ganassi Racing G Force	230.391
3	21	Felipe Giaffone	Hollywood Mo Nunn Racing	230.091
4	51	Eddie Cheever Jr.	Red Bull Cheever Racing Infiniti	229.916

PRACTICE REPORT (cont.):

8:37 a.m. – **GREEN.** #19 Vasser first on track.

8:43 a.m. – Papis driving #52T.

8:50 a.m. – **YELLOW.** Spray reported from #52 Scheckter. Crew reports cracked oil separator, which has been replaced.

9:04 a.m. – Weather update: The ambient temperature was 55 degrees with east-southeast winds at 15 mph and a relative humidity of 49 percent. Skies were cloudy. The track temperature was 64 degrees, according to Firestone engineers.

9:24 a.m. – **GREEN.**

9:34 a.m. -- #24 Buhl second fastest of the day at 231.131 mph.

9:36 a.m. – **YELLOW.** #4 Hornish did a quarter-spin to the left, then the car returned to forward position in short chute between Turns 3 and 4. Car continued and stopped on pit apron. Hornish climbed from car.

9:43 a.m. – **GREEN.**

9:48 a.m. – End of Group 2, all cars can now take to track.

Top Five Drivers of Group 2

No.	Driver	Car	Speed	
1	52	Tomas Scheckter	Red Bull Cheever Racing Infiniti	231.662 mph
2	24	Robbie Buhl	Team Purex/Aventis/Dreyer & Reinbold Racing	231.131
3	7T	Al Unser Jr.	Corteco/Bryant	230.482
4	2	Raul Boesel	Menards/Johns Manville	230.385
5	22	Kenny Brack	Target Chip Ganassi Racing G Force	229.967

9:50 a.m. – **YELLOW.** #22 Brack brushed outside retaining wall in Turn 4.

9:52 a.m. – **GREEN.**

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

PRACTICE REPORT (cont.):

9:54 a.m. – **YELLOW.** #26 Tracy spun in Turn 2 and made contact with the SAFER barrier with the left rear of the car and slid to the center of the track at the beginning of the backstretch. Heavy damage to rear and left side of car. Tracy climbed from car without assistance.

Medical update from Dr. Henry Bock, medical services director for the Indianapolis Motor Speedway and the Indy Racing League: Paul Tracy was released from Clarian Emergency Medical Center and cleared to drive. Tracy was treated for abrasions on his knees and heels.

Tracy's qualifying status for today is uncertain because Team Green does not have a backup car for him.

PAUL TRACY (No 26 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): "We were struggling this morning and we didn't have the speed in the car. We decided to make a change, really two or three changes at once. Then we went out, and it was too much. The car just got away from me."

9:56 a.m. – **CHECKERED.** End of morning practice session.

Top Five Drivers of Morning Practice Session

No.	Driver	Car	Speed	
1	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	231.675 mph
2	52	Tomas Scheckter	Red Bull Cheever Racing Infiniti	231.662
3	24	Robbie Buhl	Team Purex/Aventis/Dreyer & Reinbold Racing	231.131
4	17	Tony Kanaan	Hollywood Mo Nunn Racing	230.645
5	7T	Al Unser Jr.	Corteco/Bryant	230.482

POST-PRACTICE QUOTE:

TOMAS SCHECKTER (No. 52 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): "Again, we are improving little by little. Everyday we have moved up in position. At the moment we are P2, and hopefully in the next session we can be P1." (About Hornish spin): "I think Hornish just came out of the pits. I was behind Luyendyk, and Hornish was coming up to speed. He went through Turn 3, accelerated and started spinning. I was flat out through three. At the exit of 3 I saw the smoke. To avoid him, I ducked left, right, left, right and then to the left into the warm-up lane doing about 180 (mph). I managed to get away with it. We were lucky. That was one of our lives."

An oil leak was discovered in Arie Luyendyk's No. 55 Meijer G Force/Chevrolet/Firestone after morning practice. The Treadway-Hubbard Racing crew has decided to install Rick Treadway's backup qualifying engine, a Chevrolet built by Speedway Engine Development, into Luyendyk's car.

MBNA POLE QUALIFYING CHRONOLOGY:

At 11 a.m., the ambient temperature was 57 degrees with east-southeast winds at 13 mph and a relative humidity of 49 percent. Skies were cloudy. The track temperature was 74 degrees, according to Firestone engineers.

Official one-lap track record: 237.498 mph, Arie Luyendyk, May 12, 1996
Fastest lap, event: 232.087 mph, #3 Helio Castroneves, Friday, May 10

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

11:02 a.m.	#33	BRUNO JUNQUEIRA/Belo Horizonte, Brazil Target Chip Ganassi Racing G Force - G/C/F	
	QA-1	1 – 38.8543 – 231.635 2 – 38.8759 – 231.506 3 – 38.9142 – 231.278 <u>4 – 38.9692 – 230.952</u> T 2:35.6136 – 231.342	Q - 1
11:07 a.m.	#21	FELIPE GIAFFONE/Sao Paulo, Brazil Hollywood Mo Nunn Racing - G/C/F	
	QA-2	1 – 39.1253 – 230.030 2 – 39.0639 – 230.392 3 – 39.0427 – 230.517 <u>4 – 39.0685 – 230.635</u> T 2:36.3004 – 230.326	Q - 2
11:12 a.m.	#8	SCOTT SHARP/Norwalk, Conn. Delphi - D/C/F	
	QA-3	1 – 39.2666 – 229.202 2 – 39.2123 – 229.520 3 – 39.2003 – 229.590 <u>4 – 39.1930 – 229.633</u> T 2:36.8722 – 229.486	Q - 3
11:18 a.m.	#11	GREG RAY/Plano, Texas A.J. Foyt Racing/Harrah's - D/C/F	
	QA-4	1 – 39.8379 – 225.916 2 – pulled into pits	UA - 1
11:21 a.m.	#51	EDDIE CHEEVER JR./Phoenix Red Bull Cheever Racing Infiniti - D/I/F	
	QA-5	1 – 39.2256 – 229.442 2 – 39.1713 – 229.760 3 – 39.1342 – 229.978 <u>4 – 39.1362 – 229.966</u> T 2:36.6673 – 229.786	Q - 4

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

11:25 a.m.	#37	JOHN DE VRIES/Las Vegas Pit Bull Energy Drink/Rhino Cleaning Products - D/C/F	
		Waved off before taking green flag.	
11:30 a.m.	#9	JEFF WARD/San Juan Capistrano, Calif. Target Chip Ganassi Racing G Force - G/C/F	
	QA-6	1 – 39.1826 – 229.694 2 – 39.2241 – 229.451 3 – 39.4859 – 227.929 <u>4 – 39.6172 – 227.174</u> T 2:37.5098 – 228.557	Q - 5
11:34 a.m.	#14	AIRTON DARÉ/Bauru, Brazil Harrah's/A.J. Foyt Racing - D/C/F	
	QA-7	1 – 39.9367 – 225.357 2 – 40.0642 – 224.639 3 – waved off	UA - 1
11:38 a.m.	#30	GEORGE MACK/Los Angeles 310 Racing - G/C/F	
	QA-8	1 – 40.2581 – 223.557 2 – 39.9836 – 225.092 3 – waved off	UA - 1
11:42 a.m.	#39	MICHAEL ANDRETTI/Nazareth, Pa. Motorola/Archipelago - D/C/F	
	QA-9	1 – 39.7152 – 226.613 2 – 39.6487 – 226.994 3 – 39.6817 – 226.805 <u>4 – 39.6983 – 226.710</u> T 2:38.7439 – 226.780	Q - 6

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

11:47 a.m. #17 TONY KANAAN/Sao Paulo, Brazil
Hollywood Mo Nunn Racing - G/C/F

1 – 39.2507 – 229.295
2 – 39.3855 – 228.510
3 – 39.5584 – 227.512

Pulled into pits due to light rain. Kanaan will not be charged with an official attempt due to the moisture. He will be the first out to qualify when the session resumes.

Qualifying resumed after a 39-minute rain delay, from 11:49 a.m. to 12:28 p.m.

12:28 p.m. #17 TONY KANAAN/Sao Paulo, Brazil
Hollywood Mo Nunn Racing - G/C/F

QA-10	1 – 39.0771 – 230.314	Q - 7
	2 – 39.0658 – 230.381	
	3 – 39.0863 – 230.260	
	<u>4 – 39.1207 – 230.057</u>	
	T 2:36.3499 – 230.253	

12:33 p.m. #98 BILLY BOAT/Phoenix
CURB Records - D/C/F

QA-11	1 – 39.8018 – 226.120	Q – 8
	2 – 39.7209 – 226.581	
	3 – 39.6721 – 226.860	
	<u>4 – 39.6834 – 226.795</u>	
	T 2:38.8782 – 226.589	

Entry update:

●Max Papis is now the driver of the No. 52T Red Bull Cheever Racing Dallara/Infiniti/Firestone.

●#55 and 55T changed numbers to #5 and #5T.

●#5 and #5T changed numbers to #55 and #55T.

12:37 p.m. #31T ROBBY GORDON/Orange, Calif.
Menards/Childress/Cingular - D/C/F

1 – 39.3530 – 228.699
2 – 39.2808 – 229.120

Pulled into pits due to light rain. Gordon will not be charged with an official attempt due to the moisture.

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

Qualifying resumed after a 12-minute rain delay, from 12:41 a.m. to 12:53 p.m.

12:53 p.m.	#52T	MAX PAPIS/Como, Italy Red Bull Cheever Racing Infiniti - D/I/F	
	QA-12	1 – 39.7137 – 226.622 2 – 39.6735 – 226.852 3 – 39.6847 – 226.788 4 – waved off	UA - 1
12:57 p.m.	#31T	ROBBY GORDON/Orange, Calif. Menards/Childress/Cingular - D/C/F	
	QA-13	1 – 39.2267 – 229.436 2 – 39.2336 – 229.395 3 – 39.3082 – 228.960 <u>4 – 39.3494 – 228.720</u> T 2:37.1179 – 229.127	Q - 9
1:02 p.m.	#7T	AL UNSER JR./Albuquerque, N.M. Corteco/Bryant - D/C/F	
	QA-14	1 – 39.4060 – 228.392 2 – 39.2637 – 229.219 3 – 39.3033 – 228.988 <u>4 – 39.1924 – 229.636</u> T 2:37.1654 – 229.058	Q - 10
1:07 p.m.	#23	SARAH FISHER/Commercial Point, Ohio Team Allegra/Dreyer & Reinbold Racing - G/I/F	
	QA-15	1 – 39.3080 – 228.961 2 – 39.2203 – 229.473 3 – 39.1905 – 229.647 <u>4 – 39.1858 – 229.675</u> T 2:36.9046 – 229.439	Q - 11

Sarah Fisher is the fastest woman qualifier in the history of the Indianapolis 500 with a four-lap average of 229.439 mph. Her average broke the previous record of 225.346 mph set by Lyn St. James in 1995. Fisher also recorded the fastest single qualifying lap by a woman in Indianapolis 500 history, 229.675, on her final lap. The previous record was 225.722 by St. James in 1995.

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

1:12 p.m.	#52	TOMAS SCHECKTER/Cape Town, South Africa Red Bull Cheever Racing Infiniti - D//F	
	QA-16	1 – 39.2320 – 229.405 2 – 39.2938 – 229.044 3 – 39.2746 – 229.156 <u>4 – 39.2609 – 229.236</u> T 2:37.0613 – 229.210	Q - 12
1:17 p.m.	#2T	RAUL BOESEL/Curitiba, Brazil Menards/Johns Manville - D/C/F	
	QA-17	1 – 38.9801 – 230.887 2 – 39.0357 – 230.558 3 – 39.0619 – 230.404 <u>4 – 39.0280 – 230.604</u> T 2:36.1057 – 230.613	Q - 13
1:21 p.m.	#55	ARIE LUYENDYK/Scottsdale, Ariz. Meijer - G/C/F	
	QA-18	1 – 39.5830 – 227.370 2 – 39.6350 – 227.072 3 – 39.7409 – 226.467 4 – waved off	UA - 1
1:26 p.m.	#5	RICK TREADWAY/Indianapolis Airlink Enterprises/Spade Motorsports - G/C/F	
	QA-19	1 – 39.4689 – 228.028 2 – 39.3525 – 228.702 3 – 39.4646 – 228.052 <u>4 – 39.5815 – 227.379</u> T 2:37.8675 – 228.039	Q - 14
1:31 p.m.	#99	ANTHONY LAZZARO/Acworth, Ga. Sam Schmidt Motorsports Racing Special - D/C/F	
	QA-20	1 – 39.9754 – 225.138 2 – waved off	UA - 1

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

1:35 p.m.	#22	KENNY BRACK/Karlstad, Sweden Target Chip Ganassi Racing G Force - G/C/F	
		Pulled in after first warm-up lap.	
1:38 p.m.	#27	DARIO FRANCHITTI/Edinburgh, Scotland Team Green 7-Eleven - D/C/F	
	QA-21	1 – 39.7144 – 226.618 2 – 39.7036 – 226.680 3 – 39.7385 – 226.481 4 – waved off	UA - 1
1:43 p.m.	#34	LAURENT REDON/Chamond, France Mi-Jack - D/I/F	
	QA-22	1 – 39.3972 – 228.443 2 – 39.3643 – 228.634 3 – 39.4862 – 227.928 <u>4 – 39.5734 – 227.425</u> T 2:37.8211 – 228.106	Q - 15
1:47 p.m.	#19T	JIMMY VASSER/Las Vegas Miller Lite/Rahal Letterman Racing - D/C/F	
	QA-23	1 – 39.4718 – 228.011 2 – 39.5153 – 227.760 3 – 39.5181 – 227.744 <u>4 – 39.5677 – 227.458</u> T 2:38.0729 – 227.743	Q - 16
1:51 p.m.	#24	ROBBIE BUHL/Cleveland Team Purex/Aventis/Dreyer & Reinbold Racing - G/I/F	
	QA-24	1 – 39.1433 – 229.924 2 – 39.2273 – 229.432 3 – 39.4079 – 228.381 4 – waved off	UA - 1

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

1:56 p.m.	#3	HELIO CASTRONEVES/Sao Paulo, Brazil Marlboro Team Penske - D/C/F	
	QA-25	1 – 39.2131 – 229.515 2 – 39.2297 – 229.418 3 – waved off	UA - 1
2:01 p.m.	#20T	RICHIE HEARN/Glendale, Calif. Grill 2 Go Sam Schmidt Motorsports Indy Car - D/C/F	
	QA-26	1 – 39.6050 – 227.244 2 – 39.5925 – 227.316 3 – 39.6013 – 227.265 <u>4 – 39.6292 – 227.105</u> T 2:38.4280 – 227.233	Q - 17
2:06 p.m.	#6	GIL DE FERRAN/Sao Paulo, Brazil Marlboro Team Penske - D/C/F	
	QA-27	1 – 39.4021 – 228.414 2 – 39.3321 – 228.821 3 – 39.3433 – 228.756 <u>4 – 39.3541 – 228.693</u> T 2:37.4316 – 228.671	Q - 18
2:10 p.m.	#4	SAM HORNISH JR./Defiance, Ohio Pennzoil Panther Dallara - D/C/F	
	QA-28	1 – 39.1474 – 229.900 2 – 39.1897 – 229.652 3 – 39.2293 – 229.420 <u>4 – 39.2382 – 229.368</u> T 2:36.8046 – 229.585	Q - 19
2:15 p.m.	#22T	KENNY BRACK/Karlstad, Sweden Target Chip Ganassi Racing G Force - G/C/F	
		Pulled in after second warm -up lap.	

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

2:18 p.m. #91T BUDDY LAZIER/Vail, Colo.
Coors Light/Life Fitness/Tae-Bo/Delta Faucet - D/C/F

QA-29 1 – 39.5341 – 227.652 Q - 20
2 – 39.5747 – 227.418
3 – 39.5758 – 227.412
4 – 39.5604 – 227.500
T 2:38.2450 – 227.495

One trip has been made through the original qualifying line. The line is now open for presentation by any eligible car.

At 2:35 p.m., the ambient temperature was 65 degrees with cloudy skies, southeast winds at 21 mph and a relative humidity of 50 percent. The track temperature was 80 degrees, according to Firestone engineers.

2:35 p.m. #52T MAX PAPIS/Como, Italy
Red Bull Cheever Racing Infiniti - D/I/F

QA-30 1 – 39.6079 – 227.227 Q - 21
2 – 39.4648 – 228.051
3 – 39.4453 – 228.164
4 – 39.4175 – 228.325
T 2:37.9355 – 227.941

2:48 p.m. #24 ROBBIE BUHL/Cleveland
Team Purex/Aventis/Dreyer & Reinbold Racing - G/I/F

QA-31 1 – 39.2027 – 229.576 Q - 22
2 – 38.8800 – 231.481
3 – 38.8650 – 231.571
4 – 38.8740 – 231.517
T 2:35.8217 – 231.033

2:54 p.m. #3 HELIO CASTRONEVES/Sao Paulo, Brazil
Marlboro Team Penske - D/C/F

QA-32 1 – 39.2900 – 229.066 Q - 23
2 – 39.3137 – 228.928
3 – 39.2941 – 229.042
4 – 39.2717 – 229.173
T 2:37.1695 – 229.052

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

3:14 p.m. #22 KENNY BRACK/Karlstad, Sweden
Target Chip Ganassi Racing G Force - G/C/F

QA-33 1 – 39.7071 – 226.660 Q - 24
2 – 39.6629 – 226.912
3 – 39.5865 – 227.350
4 – 39.4663 – 228.043
T 2:38.4228 – 227.240

3:24 p.m. #55 ARIE LUYENDYK/Scottsdale, Ariz.
Meijer - G/C/F

QA-34 1 – 39.5293 – 227.679 UA - 2
2 – waved off

PRACTICE REPORT:

At 3:35 p.m., the ambient temperature was 66 degrees with southeast winds at 18 mph and a relative humidity of 49 percent. Skies were cloudy. The track temperature was 73 degrees, according to Firestone engineers.

3:35 p.m. – **GREEN.**

3:54 p.m. – **YELLOW.** #12 Hattori stopped on backstretch apron. Car is smoking. Towed to pits.

SHIGEAKI HATTORI (No. 12 EPSON Dallara/Infiniti/Firestone): "I think it's the same as yesterday's problem. You know yesterday we had the same problem, and we changed the motor the day before yesterday. Then only two laps and...(makes sound effect of engine expiring). Then today, only five laps. We don't know where the problem is. I don't think it's something from the engine, I think it's the oil line or oil pump or something. We've had bad luck this week, first day the fuel connector broke and big fire. This week we only did 50 or 60 laps."

BUZZ CALKINS (Owner, Bradley Motorsports): "I think we're having some sort of harmonic issue. This is the same thing that actually got us on the last one, which is obviously letting the oil go and catching on fire. It's something that we have here that's a problem with the way it's been plumbed. This is a different spec engine than we've been using before this week, and there's obviously some issue there with harmonics. It's something we're going to have to get a handle on here. The other car has a different spec engine in it. So yeah, there's a possibility that you're not going to have the same issues that you're having here. We haven't had the same issues that we've had when we've run that other car. So, I don't know if we'll get it out today, or what we'll do, or wait until tomorrow. We'll figure it out one way or another."

4:04 p.m. – **GREEN.**

4:18 p.m. – #16T Herb on track for first time this month.

4:28 p.m. – **YELLOW.** Moisture.

4:40 p.m. – **GREEN.**

4:45 p.m. – **YELLOW.** #16T Herb makes contact with outside retaining wall exiting Turn 4. Car continues on front straightaway, Herb pulls car into safety area at the end of the pit wall. Damage to front right suspension, no sidepod damage. Herb climbs from car without assistance.

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

Medical update from Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League: Jon Herb has been checked and released from the Clarian Emergency Medical Center without injury. He is cleared to drive.

JON HERB (No. 16T Dallara/Chevrolet/Firestone): "I was just getting up to speed. The car had too big of a push. The wind was blowing across the track, and it got me."

PRACTICE REPORT (cont.):

5:01 p.m. – **GREEN.**

The MBNA Pole Award of \$100,000 heads the list of qualifying awards for the 2002 Indianapolis 500. Other awards include:

Monarch Beverage "Inside Track" Award – \$11,000 (\$1,000 to the team of each driver who has a starting position on the inside of their row, eleven total)

American Dairy Association "Fastest Qualifying Rookie" Award – \$5,000 (ADA also offers \$5,000 to the team of the race winner and \$500 to the winning mechanic. \$10,500 total money awarded)

Mi-Jack "Top Performance" Award – \$5,000 (Awarded to the team of the driver who records the fastest single qualifying lap)

Ferguson Steel "Most Consistent Qualifier" Award. – \$5,000 (Awarded to the team of the veteran driver who records the four most consistent lap times in qualifying)

Buckeye Machine/Race Spec "Final Measure" Award – \$5,000 (Awarded to the last team to pass inspection and qualify for the race)

Ameritech "Youngest Starting Driver" Award – \$5,000 (Awarded to the team of the youngest driver to qualify for the race)

Buildings To Go "Most Consistent Rookie Qualifier" Award – \$5,000 (Awarded to the team of the rookie who records the four most consistent qualifying laps)

T.P. Donovan "Top Starting Rookie" Award – \$5,000 (Awarded to the team of the top starting rookie in the field, regardless of qualification time)

Snap-On/CAM "Top Wrench" Award – \$5,000 (Plus commemorative tool box and custom ring)

PRACTICE REPORT (cont.):

5:10 p.m. – **YELLOW.** Track Inspection.

5:15 p.m. – **GREEN.**

ALEX BARRON (No. 44 Rayovac Blair Racing

Dallara/Chevrolet/Firestone): "This morning the track was very cold, it was 59 degrees. We were fighting to find grip. So we had to go back to make big adjustments to the car. We knew changes due to the weather would happen but this is the biggest so far. The position that we are in and the track schedule made for a very long day watching qualifying from the garage. In the afternoon the Rayovac Blair team finally had the opportunity to go back out on the track for a couple of hours and we were able to come up with a good balance once again."

At 5:52 p.m. #55 Luyendyk was moved into the qualifying line.

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

5:58 p.m. #55 ARIE LUYENDYK/Scottsdale, Ariz.
Meijer - G/C/F

Pulled into pits without taking green flag.

POST-QUALIFYING NOTES:

- Bruno Junqueira was the first driver to attempt to qualify today. The last driver to win the pole after being the first out to qualify was Emerson Fittipaldi in 1990. That also the last time a Brazilian driver was on the pole.
- This is the second Indy 500 pole for Target Chip Ganassi Racing. Arie Luyendyk captured the pole for Ganassi in 1993.
- A Chevrolet engine powered the car in which Bruno Junqueira won the MBNA pole today. This is the first pole for Chevrolet at the Indianapolis 500 since Rick Mears won the pole in 1991. Mears went on to win his fourth "500" that year.
- Every driver on the front row has a four-lap qualifying average of more than 230 mph. The last time that happened was 1996. This is only the third time that the entire front row has been past the 230-mph mark, which also occurred 1995.
- Sarah Fisher became the fastest woman qualifier in the history of the Indianapolis 500 with a four-lap average of 229.439 mph. Her average broke the previous record of 225.346 set by Lyn St. James in 1995. Fisher also recorded the fastest single qualifying lap by a woman in Indianapolis 500 history, 229.675, on her final lap. The previous record was 225.722 by St. James in 1995.
- The last time the No. 33 was on the pole for the Indianapolis 500 was in 1983 with rookie Teo Fabi.
- Robbie Buhl qualified second. This is the first front-row qualifying effort for an Infiniti-powered car at Indianapolis.
- Bruno Junqueira will start from the MBNA Pole in his second "500." The last driver to start from the pole in his second start was Billy Boat in 1998.
- This is Bruno Junqueira's first career MBNA Pole in the Indy Racing League.
- Bruno Junqueira won the MBNA Pole with a G Force chassis. The last time a G Force chassis was on the pole for the Indy 500 was in 1999 with Arie Luyendyk.
- Bruno Junqueira is the fifth different MBNA Pole winner this season.
- Raul Boesel qualified third, his best Indy 500 start since 1994, when he started second.

According to Team Green, #27 Dario Franchitti experienced an engine problem as he pulled into the pits, before making a qualification attempt. The team will attempt to repair #26 Paul Tracy's car that was involved in this morning's accident by Wednesday. They hope to qualify Tracy on Bump Day, May 19. Michael Andretti's crew is preparing his #39T and will practice with it tomorrow in case his primary car is bumped from the field. Andretti is the second slowest qualified driver of the 24 cars that qualified today.

Bruno Junqueira was carried on the shoulders of his crew members after the MBNA Pole ceremony this evening.

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

Track temperatures ranged from 67 to 83 degrees today according to Firestone engineers. There were 12 caution periods for 2 hours and six minutes.

DARIO FRANCHITTI (No. 27 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): “We went out for a final practice run before we were going to put the car in line to try and qualify when we found a problem in the engine. The car felt interesting. It was quick enough to make the race, but there was a lot going on in the cockpit. This morning we thought the car was pretty good, but when we went out to qualify, we could not go any faster than 226.5 miles per hour. I guess it's one thing after another and hopefully we'll get a chance to try and qualify tomorrow.”

KIM GREEN (General Manager, Team Green Motorola/Archipelago):

“We feel at the present moment in today's conditions that a 226.780-mph effort is enough to make the show. That's also the reason we have a backup car. If suddenly a lot of cars are able to find some speed and put us in jeopardy, we'll be able to make another attempt in the 39T car. With the potential weather conditions over the next few days, we decided to take Michael's run, which we felt was solid. Keep in mind that 226.780 is above last year's pole speed. It's all about getting in this race and having a comfortable race car. We've been working an awful lot this week on having a comfortable race car, not just a front-row or pole-position car. I think now we can continue to work solidly on our race setup and keep our eye on the speeds and have the backup car ready to qualify.”

SECOND-DAY QUALIFICATION ORDER:

55T Arie Luyendyk
99 Anthony Lazzaro
15 Oriol Servia
32 Johnny Herbert
55 Arie Luyendyk
98T Billy Boat
5T Rick Treadway
37T John de Vries
37 John de Vries
44T Alex Barron
11 Greg Ray
14 Ayrton Daré
12 Shigeaki Hattori
4T Sam Hornish Jr.
91T Buddy Lazier
11T Greg Ray
14T Ayrton Dare
12T Shigeaki Hattori
15 Oriol Servia

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

TOMORROW'S SCHEDULE:

8 a.m.	Public gates open
10 a.m.-2 p.m.	Mother's Day Brunch (Marsh Plaza Chalet)
10-11:15 a.m.	Practice
11:15 a.m.	1992 Closest Finish Ceremony
Noon-6 p.m.	2 nd Day Qualifications

POST-QUALIFYING QUOTES:

BRUNO JUNQUEIRA (No. 33 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): "The car had pretty good handling. I did good laps, good average speed. Today the wind is blowing, and Turn 4 is really difficult. One thing with ovals is you must be patient. I have to be patient. The car was really good. Everything worked fine for me." (About being the first car out): "I don't think there's a benefit. I did the best I could. There's more pressure because I don't know what time we have to do and how much to push. Maybe we pushed too much on the first lap. I could be more consistent. I think I did my best." (Compare this year to last year): "I think I have a week to practice myself, get to know my car. This year there were better conditions in qualifying for me. I've got experience, and I had time to practice. I'm just trying to do my job. I have the experience. I know ovals. I still have a lot to learn."

EDDIE CHEEVER JR. (No. 51 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): "That was the best car Red Bull Cheever Racing has had this week. We lost a little bit of speed from yesterday. We're not quite sure why. I'm really glad the car got faster and faster, and I was running flat the whole way around. We might have been a little bit conservative, but I was very pleased with the handling of the car. I was very pleased with the improvements Infiniti has made on the engines from last year. I was just sitting here thinking, after qualifying, of all the disasters we had last year and how smooth everything has run this year."

SCOTT SHARP (No. 8 Delphi Dallara/Chevrolet/Firestone): "I'm a little

disappointed. We weren't going to have Bruno's (Junqueira) kind of speed, but his run made me realize the track was good. I'm pleased with the run. I ran flat out and felt good with the car, but we missed it a little bit with the gears. We had a little bit of drama with our qualifying engine yesterday. We had to do some calibrations and do some guessing, but some guesses just weren't right." (About the speeds): "The speeds are incredibly impressive. We thought that if we'd come in here and run 230 (mph), we'd shock everyone. Now, 10 guys can go 230 (mph) and some go faster." (About winning the MBNA Pole last year): "It was neat to win it last year, but you're not going to win it every year. There are two races here: This is the first race, and the second one is in two weeks. Last year was awesome, but I came into May thinking about the race. We're really focused on the race."

FELIPE GIAFFONE (No. 21 Hollywood Mo Nunn Racing G

Force/Chevrolet/Firestone): "This year has been very good so far. Every day has been good. We have struggled a little bit the last two days and have been a little bit anxious. I knew that I had a good car. Maybe not the pole car, but it was going to be solid in the field. We were taking anything higher than 228 (mph). That was our goal for today."

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

POST-QUALIFYING QUOTES (cont.):

MICHAEL ANDRETTI (No. 39 Motorola/Archipelago

Dallara/Chevrolet/Firestone): “It was real disappointing. I thought we had a 227 and a half (mph) easy. I thought we were in OK shape. It’s going to be very marginal. It’s disappointing. I really thought we had a car that was capable of a minimum of 227 and a half (mph). To come out with a 226.7 (mph) is very disappointing. We just haven’t been able to be as comfortable as some of the other guys. I think we’re just missing something somewhere for the outright speed. Hopefully, we’ll get in the race, and we’ll just really work on the race setup, which is totally different than qualifying. I was actually a little loose. I was flat out. The car was hanging it out.”

JEFF WARD (No. 9 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): “I picked up a little push there the last two laps, which really killed me. I wouldn’t want to pass my attempt and have to be a second-day qualifier. It’s over with, and it is a good enough time that it’s going to be pretty solid, and we don’t have to worry about a better day where we could drop down. I will sleep easier tonight. Qualifying doesn’t mean anything because there’s no points, so we just get a good starting position in the race, and we know what we can do there. It’s a long day. I picked up a push between (Turns) 3 and 4, tried to keep it off the wall. Both times it got really close. We can’t throw that run away because we don’t have a backup car. We have one of them, but still Kenny (Brack) has to go. We were pretty consistent this morning. You got different tires, different scenarios. We didn’t quite pull the gear we wanted. A lot of things. That’s why qualifying is so tough.”
(About being part of a three-car team): “It’s great. The Chip Ganassi guys do a great job, and Target’s support and the drivers are great, as well. We’ve been working really well together.”

AL UNSER JR. (No. 7 Corteco/Bryant Dallara/Chevrolet/Firestone): “I

just have to thank the Kelley Racing team, Corteco, Bryant, Firestone, Bosch, all my sponsors. We’re in the Indy 500. I wanted to get this thing qualified. I’ve been in the second-weekend qualifying (situation) and missed the show. What’s important is we’re in the 86th running of the Indy 500, and we’re in solid this year. I’m real proud of Tom Kelley, Jim Kelley, the whole Kelley Racing team. My engineer, Mike Colliver, John Worth, my crew chief, all the boys, they did a great job in preparing the car. I’m just really happy, what can I say? I should’ve been a little bit more aggressive, but I knew I didn’t have a shot at the pole. Really, I was just after anything over a (2)28 (mph). Now we go to work on the car and making it last on the Firestone tires better than anybody else, and hopefully we’ll be around at the end.”

TOMAS SCHECKTER (No. 52 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “I was really looking for the pole. We’ve done many laps in the 230’s (mph), but today we just couldn’t do it. Obviously, something went wrong. I was flat out the whole way. It just didn’t carry. We are in there strong with the Red Bull Cheever Racing Infiniti. I’m just happy to be in the show, and I am looking forward to the race.”

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

POST-QUALIFYING QUOTES (cont.):

ROBBY GORDON (No. 31 Menards/Childress/Cingular

Dallara/Chevrolet/Firestone): “Obviously, everybody says they come here for the pole, and we came here for the pole. I haven’t qualified worse than fourth the last three years here, so this will be our worst qualifying effort in four years. We’ll just have to make sure our car handles well behind other cars. A lot of times, you can have a car that handles real good by itself, but when you’re behind other cars, you have to get off the gas. We have to work on our balance.” (About NASCAR vs. IRL): “It’s definitely a different feel. These cars are so much lighter, with so much more downforce, and when you turn the steering wheel, they actually turn. It took a little while to adapt back to that. The first couple of days I was feeling loose just because when I turned the steering wheel, the car reacted. We worked on it, and we chose the narrow-track suspension. We thought that would be fastest. It is what it is, and we’ll build from there.”

RICK TREADWAY (No. 5 Airlink Enterprises/Spade Motorsports G

Force/ Chevrolet/Firestone): “The car felt really comfortable. It was a little cool out there and pretty windy, so the first lap was a little squirrely. The last lap dropped off, but we’re not sure what happened. So we’re going to have to look at the data tonight. All month, we’ve been surprising ourselves, so today we’re pretty happy. I’m looking forward to my first Indianapolis 500. It hasn’t sunk in yet. I’ve been sitting here on the sidelines all these years watching Arie, and I can’t believe I’m in the Indy 500. Part of my dream has come true today: I’m in the Indy 500. Now I need to focus on my other dream: winning the Indy 500. Arie and his engineers deserve probably 95 percent of the credit for this. With all their experience over the years, they shared a lot of information with us. I’ve always known I could do it. It’s amazing, when you get behind the eye of the tiger, what you can accomplish.”

TONY KANAAN (No. 17 Hollywood Mo Nunn Racing G

Force/Chevrolet/Firestone): “Morris (Nunn) told me all along to be patient, and he’s also told me all along to be consistent. Those are the two keys to being successful here at the Speedway. I think we were both of those things today, and it definitely paid off. I tried really hard to be patient all week, and I don’t think I really, really got it until today. I went out for my qualifying run the first time, and it started to rain. I’m thinking, ‘Great, I’m out on an oval in the rain. Just my luck.’ I radioed in to the guys asking what we should do because it was definitely getting wet out there. We took the green, so if we come in, does it count as an attempt? Well, my team manager called me in, and the IRL agreed that it was wet out there and let me have a fair shot at it. Everyone was worried during the rain delay because we weren’t as fast as we had been in practice. I knew I had a good car, so I told them to be patient. We kept it together and pieced together very consistent laps. All four in the 230s (mph). So far, so good, after my first week ever at the Speedway. This is just a great feeling to be in the show. I’m just thankful to Hollywood, and to Morris for giving me this opportunity. And especially to my teammate, Felipe (Giaffone), for letting me have his backup car because I was struggling with my primary car earlier in the week. He had an awesome qualifying run, too. Now we get to take a little bit of time to catch our breath. My guys have been working so very hard. We raced in Japan two weeks ago and came right back here and went right to work on the Indy 500. To make life even more difficult, they’ve been building me all-new (Lola) cars that we’re going to

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

POST-QUALIFYING QUOTES (cont.):

Tony Kanaan (cont.) start racing the weekend after the '500' at Milwaukee. First things first, a good result in the biggest race in the world here will definitely go a long way to energize this Hollywood/Mo Nunn Racing team."

RAUL BOESEL (No. 2 Menards/Johns Manville

Dallara/Chevrolet/Firestone): "It's almost like you can't believe what's happening right now. For the time we had in the car, what we've achieved is unbelievable. To be here with this team and to be able to come together in a very short time was something I'm not sure anyone thought was possible. It's a good feeling for everyone on this team. They've had quite a few setbacks with driver crashes, and I know that's tough to overcome. I have to thank them. They have been so good. I did expect to be in the 230's (mph). This morning I felt quite comfortable in the car. From Thursday to today, we have really come a long way. We made a few adjustments to the car for this morning that really helped. I was confident we could get there, and I knew I had to add some, too. In qualifying, I normally reserve a little from me to try to make us faster. It's just such a great feeling."

JOHN MENARD (Owner, No. 2 Menards/Johns Manville

Dallara/Chevrolet/Firestone): "This team has gone through so much emotionally the last few weeks since Jaques (Lazier) went down. It's just such a hard thing to get through to get everyone on the same page emotionally with a new driver. Then to have the same thing happen with PJ (Jones), it's been the toughest month of May I can ever remember. But I can't say enough about what Raul's (Boesel) done and what my team has done here in such a short amount of time. Raul's obviously a professional, and he's done a hell of a job here. I think he's going to do an equally great job in the '500.'"

RICHE HEARN (No. 20 Grill 2 Go Sam Schmidt Motorsports Indy Car

Dallara/ Chevrolet/Firestone): "The guys gave me a great car to run with from the beginning. I'd rather work on my race setup than qualifying again. I probably could have gone a little faster and moved up higher on the grid, but that's not going to matter in the long run, so we'll take it and move on. It was really sketchy going into Turn 1, and it was hard to balance out the push everywhere else and trying to crank in more front wing. I got a little loose the first lap, but it was OK after that."

MAX PAPIS (No. 52T Red Bull Cheever Racing

Dallara/Infiniti/Firestone): "To make the Indianapolis 500 is something I have dreamed of since I was a kid. I am happy to have made it, and my dream is to win it. It was really tough after losing the car yesterday. We didn't have much qualifying practice, and I'm sure if we would have kept the other car, I would be running up there like Tomas and Eddie. My guys worked really hard all night. We didn't get it in the first attempt, but then we changed it, and I drove it my best, and now you are going to see Mad Max in the race."

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

POST-QUALIFYING QUOTES (cont.):

LAURENT REDON (No. 34 Mi-Jack Dallara/Infiniti/Firestone): “I was concentrating on staying flat. I think I did three fast laps, but on the fourth lap I lifted in Turn 4 because of the wind. I did the best that I could, but I was expecting something better. That’s the way it is. We’ll see for the race, but I’m a bit disappointed. The owner, Eric Bachelart, has told me to do the best that I can, and I have tried. Next week on my days off, I am going to relax and work out, try to think about something different.”

ERIC BACHELART (Owner, No. 34 Mi-Jack Dallara/Infiniti/Firestone): “Today was good. It was a good, solid run, and we’re in the show. We were hoping for a bit more speed altogether. Over the last two days, our car has not been as strong as it was earlier on. I’m pretty happy with the performance, and what’s important is the race. It was a good run. We still have quite a lot of work to do just to get ready for the race and get the race car set up. There’s quite a bit of work to do with the crew, and we’ll be working on our pit stops. We’re going to be busy, but it’s good to be in the show.”

SAM HORNISH JR. (No. 4 Pennzoil Panther Dallara/Chevrolet/Firestone): “We’re pretty happy with that. After this morning, after I spun the car, I hadn’t had any time in the car after that, but we had a pretty good setup on it. That’s part of being a race car driver. You go to a track, and you might crash. You get to go to the next race, and you want to start off fast right from the beginning. So every time I get in the car, I try to take it as fast as I can go. I just didn’t want to work tomorrow, that’s all. If I got it done today, I don’t have to work tomorrow. And I really didn’t want to work next Sunday. I don’t know anybody that wants to work next Sunday.”

SARAH FISHER (No. 23 Team Purex/Aventis/Dreyer & Reinbold Racing G Force/Infiniti/ Firestone): “Today we accomplished exactly what we were aiming for in qualifications. There was still a little left that we could have taken out with trim, but that wasn’t the point. We just wanted a steady, consistent car for qualifying, and it was perfect. Along with the great Infiniti engine, which had fantastic horsepower, and with the extremely fast and consistent Firestone tires, we had an unbelievable package. It’s such a wonderful feeling to see everyone that is behind me, and it’s even more exciting after the ups and downs of the last few weeks and months. It’s unbelievable how hard everyone has worked at Dreyer & Reinbold Racing to put our Allegra package together to get to this point. I’ve got nothing to lose, and I’m completely willing to give it my all for the greatest race in the world, the Indianapolis 500. Race Day is our goal this year. It’s going to be a lot of work, but that is where Robbie Buhl will come into play. He is the most awesome teammate ever. Robbie is a first-class guy. He’s very down-to-earth and will share anything and everything with you. I just took my pace, my time to get up to speed. I don’t think I got up to speed as quickly as everyone said, but I’m a race car driver. We started with Robbie’s setup from last year, and he did, as well, and we just went from there. I had to do some things to the car that we did at Nazareth because I like a little bit different feel than what he does. We were working on accomplishing that as the week went by, and yesterday, I only got 11 laps in. We were trying to put Robbie toward the pole, if not on the pole, so our efforts went solely to him yesterday. I was getting a little nervous

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

POST-QUALIFYING QUOTES (cont.):

last night. 226, I don't know if I can do it or not, but today we got together, got the game plan going, and we're right there." (About fan support): "It's awesome. I have continued support wherever I go, whatever racetrack I'm at. Fans seem to get behind me 110 percent of the way. I try to do as much as I can to sign autographs, but I'm a pretty busy girl. I try to get out every hour or so to get some autographs signed. It's a good feeling to know that there are so many people behind me. I think that is part of the reason I got my ride at Nazareth. It means a lot to Allegra, being a consumer product, to have the most popular driver with the fans to represent them." (About being faster than Al Unser Jr. and Robby Gordon): "I've been faster than a lot of these guys sometimes. I was second at Richmond and almost had the pole until my buddy Jaques (Lazier) bumped me out. But it's racing, and I am sure he will be faster than me in the future, so we'll keep tabs on it and maybe compare when we retire."

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone): "It's definitely not where we wanted to be. I didn't want to be in that position, but that's all we had when we went out. We had some concerns about the weather, as far as the rest of today and tomorrow, but I felt we needed to get one in the show. We know we still have the backup car in the garage. So if we get put in the position of having to bump ourselves back in, then that's what we'll do. I've had to do it before, so we'll just have to see what everybody else has."

JIMMY VASSER (No. 19 Miller Lite/Rahal Letterman Racing Dallara/Chevrolet/ Firestone): "The conditions really changed when we went out today. I think the air got heavier, because (Robbie) Buhl ran a 228 (mph) and (Laurent) Redon was in the 227's (mph), and they were a couple of mile per hour faster earlier. I thought we could run in the low 229's (mph) or high 228's (mph), but the conditions weren't there, and now (Helio) Castroneves is much slower, too. We weren't going for the pole anyway. We'll take it, and we're happy to have the Miller Lite car back in the Indy 500. I know we have a good race car since it has been so solid all week. We'll be much more formidable in the race than in qualifying. The one thing that I like about this Miller Lite team is that they have given me a car that has been great to drive. Mechanically, the car is sound, and we tried many different things. And that gives a driver a lot of confidence with a solid car. We're always looking for more speed. You never know what can happen in qualifying. You can have a super-fast car all week, and then weird things can occur on Pole Day. There are no guarantees for this race, and my team owner knows exactly what I am talking about. It is a bit of a relief to be in the race, and I think the team is (relieved), too, since they accepted the speed today. Being in a single-car team this year, we couldn't pinpoint some of the problems we had in the beginning of the week. When you have more cars on a team, you can pinpoint the problems much quicker. You have other cars gaining information for you, and that is big difference."

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

POST-QUALIFYING QUOTES (cont.):

BOBBY RAHAL (Owner, No. 19 Miller Lite/Rahal Letterman Racing Dallara/Chevrolet/ Firestone): "We thought we would be faster, but Jimmy was flat all the way around. I know he is disappointed, but with the way the weather has been this month, I think you can't risk waiting to qualify. I think we are comfortably in now, and we are going to get the car ready for the race. I am really pleased to be back here after seven years. It's good to be here with a guy like Jimmy, a very experienced guy with a cool head. It's a long, long race, and the engines are fragile, but I'll put our crew up against anybody on pit stops and strategy in a 500-mile race."

BUDDY LAZIER (No. 91 Coors Light/Life Fitness/Tae-Bo/Delta Faucet Dallara/Chevrolet/ Firestone): "No, we didn't hit the speed we wanted. I thought I could have had 229 mph, but I just don't know where the speed went. The Coors Light team always puts a lot of emphasis on the race, and we need to start working on the pole speed about six months ahead. I was really hanging it out there. We were flat out. We knew we needed a 229 mph to feel comfortable, but we just don't know where the extra 2 mph went. It was a disappointing run, and it would be nice to start up front, but at the end of the day, it is the race we're focusing on. I have a great engineer and crew, and they will do whatever it takes to get the Coors Light car out in front on Race Day. It would feel great for a second (Indianapolis 500) win. Having won the '500,' I'm hungrier than ever. It would be unbelievable to win again."

KENNY BRACK (No. 22 Target Chip Ganassi Racing G Force/Chevrolet/Firestone): "We got the car in the show, but I don't know if it's going to be enough. It depends on how they do Sunday and next weekend. We'll see." (Was the weather the factor?): "Yeah, it is. The weather changed. We had a good day of running yesterday, and we felt yesterday afternoon perhaps we weren't as good as we should be. We changed this morning, something, but we couldn't get a balance in that short time, so we went with what we had, and I think it's a little too grippy right now." (You've got to be pleased just to be back at Indy, however.): "Oh yeah, it's good fun. As long as we're in the field, we'll be all right."

ROBBIE BUHL (No. 24 Team Purex/Aventis/Dreyer & Reinbold Racing G Force/ Infiniti/Firestone): "From this morning's practice, the track was 30 degrees warmer, and the wind had picked up when we went out for our first run in the early afternoon. We had to go back and adjust the car a little bit to do what we did, and then it took me a couple of turns to feel it out. You want to be smart. You want to be fast, but you don't want to be stupid. You don't always have a car capable of being on the front row here, but we knew it was possible. When we waved off the first run with a speed capable of making the race, that shows you the kind of confidence we had that we could improve. It was a good call by Dennis Reinbold. About the pole, you wonder, because it was close, but not quite special enough. We missed it just a little, and that's frustrating, but last night I knew we had the capable speeds. On one hand, it's oh so close, but on the other hand, maybe why not just a little faster. We knew we had a good car. Everybody's back from last year, from the Infiniti engine, to the Firestone tires, Purex, Aventis and our great crew of guys, but until you actually do it, and it's over, you've always got a little doubt. This week is the longest week of the year. I wish we were racing tomorrow."

**DAY 7 – SATURDAY, MAY 11, 2002 – POLE DAY PRESENTED BY MARSH
(cont.):**

POST-QUALIFYING QUOTES (cont.):

HELIO CASTRONEVES (No. 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): "When we went out on our first run, it wasn't as fast as we would have liked, so we took a chance and waved off and came in to make a few changes. Unfortunately, the car was slightly slower on my second attempt, and we had to take the time because we were concerned about the weather. I was surprised because it looked like the Marlboro Team Penske car was fast enough to win the pole based on how we've been running all week. It's too bad that it didn't work out. There's no way I can be disappointed with today's results because we're in the show, and that's what matters. It's great to be at the Indianapolis Motor Speedway. There's just so much excitement and anticipation. May 26th is the day that counts, so now we're going to go home for the next few days, and when we come back we're going to work on preparing for the race. I think we're still in good shape. It's a 500-mile event over three and a half hours with six or seven pit stops, so it doesn't really matter where you start. Now that qualifying is over for us, we can look ahead to the race, and hopefully we'll be right there at the end."

GIL DE FERRAN (No. 6 Marlboro Team Penske

Dallara/Chevrolet/Firestone): "I'm happy we are in the field, but I'm slightly disappointed with the speed. To be honest, I didn't feel we had what it would take to put the Marlboro Team Penske car on the pole, but I felt we'd run in the mid-229 mph or low 230-mph range. I'm really not sure why we didn't go quite that fast. The car was handling well and was very consistent throughout the run. I was flat out the whole way around. We'll have to go back to the garage and analyze the data to understand what happened. Now we switch gears completely and focus on race preparation. We'll do full-tank runs and make sure we've got a car that will handle well for the race."

JUNQUEIRA ENDURES LONG WAIT TO WIN MBNA POLE AT INDIANAPOLIS

INDIANAPOLIS, Saturday, May 11, 2002 – The wait was worth it for Bruno Junqueira.

Junqueira, from Belo Horizonte, Brazil, won the MBNA Pole for the 86th Indianapolis 500 on May 11 with a four-lap average of 231.342 mph in the No. 33 Target Chip Ganassi Racing G Force/Chevrolet/Firestone. Junqueira was the first qualifier of the day at 11 a.m. (EST) and had to wait seven hours until his pole and a \$100,000 pole bonus from MBNA became official.

The last driver to win the pole at Indianapolis as the first qualifier was Emerson Fittipaldi in 1990.

“These were the longest seven hours of my life,” Junqueira said. “First thing, I have to thank Team Target to give (me) a great car. I had a lot of confidence to be the first to go out. I didn’t know exactly how the track was. The car was so good that I just kept flat out all the four laps, and I got a very good average speed.

“Then I was pretty confident that that speed could give me a good position on the start, but I never knew if I could get the pole or not. I had to wait and exercise my patience.”

Robbie Buhl and Raul Boesel completed the front row under threatening skies and intermittent rain sprinkles. Buhl was second at 231.033 in the No. 24 Team Purex/Aventis/Dreyer & Reinbold Racing G Force/Infiniti/Firestone, and Boesel was third at 230.613 in the No. 2 Menards/Johns Manville Dallara/Chevrolet/Firestone. Junqueira delivered the first Indy 500 pole for a Chevrolet engine since Rick Mears in 1991, and Buhl became the first Infiniti-powered driver ever on the front row at Indianapolis.

It was the first 230-mph front row since 1996 and only the third in Indianapolis 500 history.

Twenty-four of the 33 starting spots for the “Greatest Spectacle in Racing” were filled today on the 2.5-mile oval. Second-day qualifying is scheduled to start at noon (EST) Sunday. The 86th Indianapolis 500 is scheduled for 11 a.m. (EST) May 26.

2001 Indy Racing League Rookie of the Year Felipe Giaffone qualified fourth at 230.326 in the No. 21 Hollywood Mo Nunn Racing G Force/Chevrolet/Firestone. His teammate, Tony Kanaan, was fifth at 230.253 in the No. 17 Hollywood Mo Nunn Racing G Force/Chevrolet/Firestone.

1998 Indianapolis 500 winner Eddie Cheever Jr. closed out the second row at 229.786 in the No. 51 Red Bull Cheever Racing Dallara/Infiniti/Firestone. He earned the top qualifying spot among the six Indianapolis 500 champions in this event.

Buhl gave Junqueira the closest scare during his seven-hour wait for the pole. Buhl made his second qualification attempt at 2:48 p.m. after waving off his first attempt after three laps at 1:51 p.m. Buhl’s first lap of 229.576 prevented him from toppling Junqueira, as Buhl’s final three laps ranged between 231.4 and 231.5 mph.

“You want to be smart,” Buhl said. “You want to be fast, but you don’t want to be stupid. You don’t always have a car capable of being on the front row here, but we knew it was possible.”

Buhl’s strong qualifying run was just half of a superb day for Dreyer & Reinbold Racing. Buhl’s new teammate, Sarah Fisher, qualified ninth with a four-lap average speed of 229.439 in the No. 23 Team Allegra/Dreyer & Reinbold Racing G Force/Infiniti/Firestone, the fastest qualifying run by a woman in Indianapolis 500 history. The previous record was 225.346 by Lyn St. James in 1995.

**JUNQUEIRA ENDURES LONG WAIT TO WIN MBNA POLE AT INDIANAPOLIS
(cont.):**

"I've got nothing to lose, and I'm completely willing to give it my all for the greatest race in the world, the Indianapolis 500," Fisher said. "Race Day is our goal this year. It's going to be a lot of work, but that is where Robbie Buhl will come into play. He is the most awesome teammate ever.

"Robbie is a first-class guy. He's very down-to-earth and will share anything and everything with you."

While Cheever enjoyed a strong qualifying run, other past "500" champions had mixed results. Two-time winner Al Unser Jr. qualified 12th at 229.058 in the No. 7T Corteco/Bryant Dallara/Chevrolet/Firestone. Defending champion Helio Castroneves was 13th at 229.052 on his second attempt in the No. 3 Marlboro Team Penske Dallara/Chevrolet/Firestone after leading Fast Friday practice at 232.087, the fastest speed of the month.

"Unfortunately, the car was slightly slower on my second attempt, and we had to take the time because we were concerned about the weather," Castroneves said. "I was surprised because it looked like the Marlboro Team Penske car was fast enough to win the pole based on how we've been running all week. It's too bad that it didn't work out."

1996 Indy 500 winner Buddy Lazier was 20th at 227.495 in the No. 91T Coors Light/Life Fitness/Tae-Bo/Delta Faucet Dallara/Chevrolet/Firestone, with 1999 winner Kenny Brack 21st at 227.240 in the No. 22 Target Chip Ganassi Racing G Force/Chevrolet/Firestone.

Two-time Indy winner Arie Luyendyk didn't qualify after two attempts in the No. 55 Meijer G Force/Chevrolet/Firestone. Luyendyk was the last driver on the track, at 5:58 p.m., but the Treadway & Associates team waved off the run before Luyendyk took the green flag to start the qualification attempt.

Paul Tracy and Jon Herb were unhurt and cleared to drive after separate accidents during practice sessions. Tracy's No. 26 Team Green 7-Eleven Dallara/Chevrolet/Firestone suffered heavy damage in a morning crash in Turn 2, while Herb's No. 16 Racing Professionals Dallara/Chevrolet/Firestone suffered minor suspension damage in an afternoon crash.

**DAY 8 – SUNDAY, MAY 12, 2002 – MARSH MOTHER’S DAY SECOND-DAY
QUALIFYING**

The pre-qualifying events honoring the 10th anniversary of the closest finish and 30th anniversary of Roger Penske's first Indianapolis 500 win have been canceled for today, and tentatively rescheduled for before the start of practice on Saturday, May 18 (Pepsi Fun Day).

Raul Boesel last started on the front row in 1994, when he started second. The eight-year gap between front-row starts is the longest since Scott Brayton won the pole in 1995, 10 years after he started second in 1985.

The No. 2 Menards/Johns Manville Indy Racing Infiniti Pro Series car is on display in Formula One garage 25. USAC standout Ed Carpenter, driving for Sinden Racing Service, will drive the Infiniti-powered Dallara on Firestone tires when the Indy Racing League's new development series makes its debut July 7 at Kansas Speedway.

Drivers scheduled to join Carpenter in the Infiniti Pro Series include USAC front-runner Aaron Fike, 2001 Indianapolis 500 qualifier Cory Witherill, Marty Roth, Jason Priestley and Arie Luyendyk Jr. Several Indy Racing League teams will contest the Infiniti Pro Series, including 2000 Indy Racing League championship team Hemelgarn Racing and Kelley Racing, which fields IRL entries for two-time Indianapolis 500 champion Al Unser Jr. and 1996 Indy Racing co-champion Scott Sharp. Specifications of an Indy Racing Infiniti Pro Series car:

Engine:	Infiniti
Capacity:	3.5 liters
Configuration:	90-degree V8
Horsepower:	450 at 8,100 RPM
Chassis:	Dallara
Fuel Capacity:	25 gallons
Weight:	1,430 pounds
Height:	37 inches
Length:	182 inches
Aerodynamic Specifications:	Stepped plane underbody
Transmission:	Six-speed sequential manufactured by Ricardo

At 1:37 p.m., the safety trucks began lapping the 2.5-mile oval in an effort to dry the track.

SKIP FAUL (Chief mechanic, No. 55 Meijer G

Force/Chevrolet/Firestone): (On the problem with Arie Luyendyk's aborted qualifying attempt at the end of the day Saturday): "We had a tire sensor problem. We had the front tire sensors swapped. They had the right tires on but the wrong wheels, so the sensors were not reading the correct pressures, and we thought we had a flat. When we got in (the pits) there was nothing wrong, but by that time the gun had gone off. We were confident we could run a mid or high 227 (mph) which now looks like a pretty safe time. Yesterday when we were talking about it, we weren't going to take anything less than a 228, and that's why we waved off the first run. In the second run, the car got loose in (Turn) 3 and lost all the speed on that first

**DAY 8 – SUNDAY, MAY 12, 2002 – MARSH MOTHER’S DAY SECOND-DAY
QUALIFYING (cont.):**

Skip Faul (cont.) lap and didn’t want to waste it, even though we got charged for the attempt. He (Luyendyk) wasn’t comfortable so we decided to wave it off, as well. If it doesn’t happen today, it gives us another four days to get ready.”

GEORGE MACK (No. 30 310 Racing G Force/Chevrolet/Firestone): “We have kind of reached a plateau, and we’re looking for a little bit more. We haven’t had any engine problems, but we weren’t sure if it’s engine or something else, as to why we’ve reached a plateau. We changed motors yesterday and it didn’t seem to make any difference, but then again we didn’t have a lot of time with it. Since it didn’t seem to make any difference, we need to concentrate on chassis now.”

A front shock failed late Friday on the No. 11 A.J. Foyt Racing/Harrah’s Dallara/Chevrolet/Firestone driven by Greg Ray, said Anne Fornoro, A.J. Foyt Racing spokeswoman. The problem was not detected until after Ray’s qualification attempt Saturday, Fornoro said. Ray and teammate Airton Dare each have not qualified for the field.

ANNE FORNORO (Spokeswoman, A.J. Foyt Racing): “(The team) found little stuff that can make a big difference on drag. They are waiting on the weather to improve. The team is feeling pretty confident, and the team is sticking with both primary cars.”

Indy Racing League driver Sarah Fisher recently helped to donate \$62.77 to the Racing for Kids organization. The money came from three young ladies, Katie Harper, 6; her sister Judy, 13; and a friend of theirs, Amanda Dew, 13; all of Shorewood, Ill., who sold painted rocks and Kool-Aid from the Harper’s garage to help raise money so Fisher could race in the Indianapolis 500. Fisher was without a ride in this year’s event until Wednesday, and the girls helped raise the money after watching the ABC broadcast of the Firestone Indy 225 April 21 at Nazareth Speedway. Fisher signed with Dreyer & Reinbold Racing for the Indianapolis 500.

After the girls contacted Dreyer & Reinbold Racing about giving the money to Fisher, the team invited the girls to the Speedway today, where the girls presented Fisher with the money. Fisher then donated the money to Racing For Kids, an organization for which her teammate and car owner Robbie Buhl serves as a national spokesman.

Founded in 1989 at Children’s Hospital of Michigan, Racing For Kids is designed to use the increasing popularity of motorsports to bring public attention and funding to the health care needs of children. The hospital visits form the heart of the program. Each Racing For Kids driver and rider visits children in Children’s Hospitals where they race. They spend time with each sick youngster answering questions about their sport, handing out the distinctive Racing For Kids/Aventis hats and signing autographs.

The girls know first-hand that the money will go to good use. When Katie Harper was born, she suffered from craniosynostosis, a deformed or malformed cranium. When Katie was 6 months old, surgery was performed to completely rebuild her skull.

JUDY HARPER: “I think it’s a good donation for kids because Katie had a disease when she was little. If they didn’t have the money to do research, she wouldn’t be OK like she is now. If they didn’t have money from donations like this, they wouldn’t have been able to do the research.”

DAY 8 – SUNDAY, MAY 12, 2002 – MARSH MOTHER’S DAY SECOND-DAY QUALIFYING (cont.):

KATIE HARPER: (About raising money for Sarah): “I wanted Sarah to race here.” (What did you sell to raise money for Sarah?): “Kool-Aid and painted rocks. Nobody liked the painted rocks.”

At 2:01 p.m., Brian Barnhart, vice president of operations for the Indy Racing League, announced that all track activity today has been canceled due to rain.

Today’s Video News Release has been canceled.

The last time an entire day of qualifying was rained out was May 12, 1990, which was Pole Day.

Fast-food restaurant White Castle and two-time Indianapolis 500 winner Al Unser Jr. have teamed up to auction off the “World’s Fastest Hamburger.” The hamburger will earn its name on May 17 by riding with Unser in an Indy Racing two-seater car around the Indianapolis Motor Speedway. The auction begins on Monday, May 13, and fans can participate by listening to Indianapolis radio station WFBQ’s “Bob & Tom Show” from 9-9:20 a.m. (EST). The “Fastest Hamburger” will be auctioned off that morning along with five spots on the honorary pit crew.

The winning bidder will ride in the two-seater with Unser and the fastest hamburger at 9 a.m., May 17. Crew members will receive a Kelley Racing polo shirt and hat, White Castle hats, hamburgers and collectable Al Unser Jr. cups and will be in the pits during the two-seater ride. Proceeds from the May 13 auction will be donated to Cure Autism Now. On Tuesday, May 14, from 9-9:20 a.m. (EST) the helmet worn by Unser during the fastest hamburger ride will be on the auction block along with five more spots on the honorary pit crew. Money raised by Tuesday’s auction will be donated to the Al Unser Jr. Children’s Charities, which raises funds for children who are homeless or are in need of assistance due to illness or abuse.

Cure Autism Now (CAN) is a charitable, non-profit, Hollywood-based foundation dedicated solely to finding an effective biological treatment, prevention and cure for autism and related disorders. It is a neurological disease and is not rare. It is the third most common developmental disability following mental retardation and cerebral palsy and affects one in every 250 to 500 births. It is even more common than multiple sclerosis, cystic fibrosis or childhood cancer.

No decision will be made on whether Johnny Herbert will attempt to qualify the No. 32 WESTERN UNION/Duesenberg Brothers Racing Dallara/Chevrolet/Firestone car on Bump Day, said Paul Gatsos, team spokesman for Beck Motorsports. Herbert is scheduled to drive that day for Champion Racing at the American Le Mans Series event at Sears Point Raceway in Sonoma, Calif.

JOHNNY HERBERT: “Well, I think it’s my feeling that it’s going to be Sunday only - straight into a qualifying, Bump Day scenario. I want to do Sears Point, because I want to do it for Champion and for myself. Because obviously it’s good for the rest of the year for the championship, but obviously I want to do this. I don’t want someone else to get in the car and qualify, because then you’ll have people saying, ‘He’s got someone else in there to qualifying, and then he gets back in it to race.’ I want to prove the point that I can do it, for one. The only way I can do

**DAY 8 – SUNDAY, MAY 12, 2002 – MARSH MOTHER’S DAY SECOND-DAY
QUALIFYING (cont.):**

Johnny Herbert (cont.) that, is to do it. And it’s not a nice situation, but I’ve got to work out that scenario. The idea is for me to do both.” (What is the problem with the car at this point?): “When you go around Turn 1 and 2, for example, you’re supposed to have 4 miles per hour scrubbed, so if you enter at 230 (mph), for example, you’re supposed to be at 226. Instead of carrying that speed, I’m losing it.” (Is it a horsepower issue?): “I’m not sure, I don’t have enough experience to answer that. That is something the team is working on. It does accelerate down the straight, but through the corner I’m losing an additional 6 mph that I shouldn’t lose.”

BUMP DAY QUALIFICATION ORDER:

1	55T	Arie Luyendyk	24	23T	Sarah Fisher
2	99	Anthony Lazzaro	25	39T	Michael Andretti
3	15	Oriol Servia	26	8T	Scott Sharp
4	32	Johnny Herbert	27	20	Mark Dismore
5	55	Arie Luyendyk	28	27	Dario Franchitti
6	98T	Billy Boat	29	2T	Raul Boesel
7	5T	Rick Treadway	30	19	Jimmy Vasser
8	37T	John de Vries	31	16T	Jon Herb
9	37	John de Vries	32	31T	Robby Gordon
10	44T	Alex Barron	33	7	Al Unser Jr.
11	11	Greg Ray	34	92	TBA
12	14	Airton Daré	35	81	Billy Roe
13	12	Shigeaki Hattori	36	41	TBA
14	4T	Sam Hornish Jr.	37	30T	George Mack
15	91T	Buddy Lazier	38	28	TBA
16	11T	Greg Ray	39	16	Jon Herb
17	14T	Airton Daré	40	28T	TBA
18	12T	Shigeaki Hattori	41	21T	Felipe Giaffone
19	51T	Eddie Cheever Jr.	42	10	Robby McGehee
20	53	Max Papis	43	24T	Robbie Buhl
21	26	Paul Tracy	44	22T	Kenny Brack
22	40	Davy Jones	45	92T	TBA
23	30	George Mack			

BUZZ CALKINS (Owner, Bradley Motorsports): “I think our game plan right now is to get our feet on the ground and get things back in order and catch up, then we’ll go out there Wednesday and start trying to do what we need to do to get the car up to speed and in the show. We’re at the point now where it’s been a long couple of days, but it’s not too big of a worry.” (About recent engine problems): “We had fittings that keep working themselves loose, so whether that’s caused by vibration or the angle that they’re set in or whatever else, that’s what is causing it. We shouldn’t have any more issues like that, though. We’ve gone in and replaced the entire system and safety wired anything that can come loose and taken 10 times the precautions you would normally take in this situation. I think we should be pretty well set in regards to those problems. It’s a new experience with the Infiniti and some of the harmonics issues that you have, and the thing is, we’re excited about the horsepower that they have, so it will help us out later in the week.”

SECOND-DAY QUALIFYING RAINED OUT; PRACTICE RESUMES WEDNESDAY

INDIANAPOLIS, Sunday, May 12, 2002 – Persistent rain washed out Marsh Mother's Day Second-Day Qualifying for the 86th Indianapolis 500 on May 12 at the Indianapolis Motor Speedway.

The final day of qualifications, Bump Day, is scheduled for Sunday, May 19. Practice will resume at 11 a.m. (EST) Wednesday, with no on-track activity Monday or Tuesday.

No cars turned a lap on the 2.5-mile oval today. Track crews started to dry the racing surface at 1:37 p.m. (EST) after the rain subsided, but showers returned at approximately 1:50 p.m., forcing a complete washout.

This was the first time a full day of qualifications for the Indianapolis 500 was rained out since 1990, when Pole Day was delayed one day by rain.

The final nine spots in the 33-car field will be filled on Bump Day Qualifying, scheduled to start at noon (EST) Sunday. Among the drivers still trying to earn a spot in the field are two-time Indianapolis 500 winner Arie Luyendyk, 2000 Indianapolis 500 MBNA Pole winner Greg Ray and Formula One race winner Johnny Herbert.

Herbert faces a dilemma in an effort to qualify the No. 32 WESTERN UNION/Duesenberg Brothers Racing Dallara/Chevrolet/Firestone for his first Indianapolis 500. He is scheduled to compete in an American Le Mans Series race Sunday at Sonoma, Calif., in his full-time drive with the Champion Racing team. No decision has been made on Herbert's status for Bump Day, WESTERN UNION/Duesenberg team spokesman Paul Gatsos said.

"Well, I think it's my feeling that it's going to be Sunday only – straight into a qualifying, Bump Day scenario," Herbert said. "I want to do Sears Point, because I want to do it for Champion and for myself. Because obviously it's good for the rest of the year for the championship, but obviously I want to do this.

"I don't want someone else to get in the car and qualify, because then you'll have people saying, 'He's got someone else in there to qualify, and then he gets back in it to race.' I want to prove the point that I can do it, for one. The only way I can do that, is to do it. And it's not a nice situation, but I've got to work out that scenario."

DAY 9 – WEDNESDAY, MAY 15, 2002

Entry updates:

- Cahill Racing entry is now the No. 10 Cahill Racing/Scotttrade Dallara/Chevrolet/Firestone.
- No. 15T was sold by Walker Racing to Cahill Racing and has been deleted from the entry list.
- Donnie Beechler is now the driver of the No. 14T Harrah's/A.J. Foyt Racing Dallara/Chevrolet/Firestone.
- Car No. 25 has been withdrawn.

Medical update from Dr. Henry Bock, medical director for the Indianapolis Motor Speedway and the Indy Racing League: Driver Robby McGehee, who was involved in an accident on *Indianapolis Star* Opening Day, has been cleared to drive.

At a press conference this morning, United States Transportation Secretary Norman Y. Mineta announced a grant of \$160,320 to the state of Indiana to help implement child passenger protection programs designed to prevent deaths and injuries to children, educate the public concerning the proper installation of child restraints and train child passenger safety personnel on proper child restraint use.

The press conference, which took place in conjunction with National Transportation Week, was attended by Secretary Mineta, Indiana Transportation Commissioner Bryan Bichol, Indiana State Police Superintendent Melvin Carraway, Deputy Administrator of the department's National Highway Traffic Safety Administration (NHTSA) Annette Sandberg, Indy Racing League driver Billy Boat and CART driver Michel Jourdain Jr. All helped launch Indiana's "Click it or Ticket" traffic-law enforcement program, intended to help persuade motorists to buckle up and use child safety seats properly.

NORMAN Y. MINETA (United States Transportation Secretary):

"President Bush is committed to policies that protect children from harm. They are our most vulnerable passengers, and this grant will help prevent injuries among children involved in crashes. Child safety seats are the most effective safety devices in cars when used properly. They reduce the risk of fatal injury by 71 percent for infants and 54 percent for toddlers in passenger cars. I want to thank the Indianapolis Motor Speedway for hosting us today. I just cannot tell you how thrilled I am to be here. I'm a California kid and used to listen to the Memorial Day races on the radio and then television came around, getting to watch it on television and to be here today is just a thrill. You probably saw me smiling every time a car went by, but that to me was sort of like music, for you it's music to your ears, as well, but I was just thrilled hearing that."

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone):

"There is no greater thrill in the world than to drive around this famed oval at over 230 mph. But there is also no driver at this racetrack that would ever get in a race car without their full safety belts or safety harnesses. We know that in the event of an of an uneventful occurrence that if you hit one of these walls, that's the only thing that separates you from life or death. A lot of people don't realize the same thing is true in everyday driving. As a father of four, I know the good habits to teach my kids, especially having a 15-year-old who is learning to drive. I know its important to teach them good habits. That's why my wife, my family never get into a car without being fully buckled up."

DAY 9 – WEDNESDAY, MAY 15, 2002 (cont.):

ANNETTE SANDBERG (Deputy Administrator, NHTSA): “About 80 percent of children who are placed in child safety seats are improperly restrained, and adult safety belts do not adequately protect children age 4-8 from injury in a crash. Through grants like this one, the states will help parents do a better job of transporting their children safely.”

PRACTICE REPORT:

At 11 a.m., the ambient temperature was 67 degrees with south-southwest winds at 13 mph and a relative humidity of 57 percent. Skies were sunny. The track temperature was 100 degrees, according to Firestone engineers.

11:10 a.m. – **GREEN.** #6 de Ferran first out on track.

11:12 a.m. – #14T Beechler on track for first time this month.

Friends of the Fox, an organization formed in 1999 that offers opportunities for brain-injury survivors to attend Indy Racing League events, will play host to patients from the Rehabilitation Hospital of Indiana Thursday, May 16 at Indianapolis Motor Speedway.

Friends of the Fox was originated by former RHI patient and Indy 500 driver Stan Fox, who passed away in December 2000. Jack Kerwin, who also helped to originate the program and is a brain-injury survivor, continues the program today.

RHI spinal cord injury patients also have been invited to the Speedway on Friday, May 17, courtesy of Sam Schmidt Motorsports owner Sam Schmidt.

After sustaining a C-3 spinal cord injury in an accident in January 2000 at Walt Disney World Speedway, Schmidt formed the Sam Schmidt Paralysis Foundation. The mission of his foundation is to help individuals overcome spinal cord injuries and other debilitating illnesses by facilitating scientific research, medical treatment, rehabilitation and technology advances. The foundation raises funds to improve quality of life and ensure the best possible outcomes by touching individual lives.

RHI is a freestanding, 89-bed facility designed especially for patients with a need for specialized rehabilitative care. RHI is a unique joint venture by Indianapolis' two largest hospital systems: Clarian Health Partners and St. Vincent Hospitals & Health Services.

PRACTICE REPORT:

11:21 a.m. – #30 being driven by Jeff Ward. Crew reports Ward is helping team devise qualifying setups.

The Indy Racing League will provide numerous Video News Releases throughout May to assist with your coverage of the 86th Indianapolis 500.

Today's Video News Release will include:

- Video and sound from United States Secretary of Transportation Norman Mineta, who took a ride in an Indy Racing car around the Indianapolis Motor Speedway today.
- Sound from drivers who have not yet qualified for the Indianapolis 500.
- Feature with Scott Sharp regarding the technology of an Indy Racing car's steering wheel.
- Highlights from practice for the 86th Indianapolis 500.
- Video from the Pennzoil Panther Racing crew receiving 2001 Indy Racing League championship rings from team owners.

DAY 9 – WEDNESDAY, MAY 15, 2002 (cont.):

The date, time and coordinates of today's package:

Wednesday, May 15 (Weekly IRL VNR):

- Time: 3:30-3:45 p.m. (EDT)
- Coordinates: AMC 2, Transponder K09
Audio 6.2/6.8

PRACTICE REPORT (cont.):

11:27 a.m. – #11 Ray turns lap of 227.255 mph.

11:54 a.m. – **YELLOW**. Debris.

Target Chip Ganassi Racing (Kenny Brack) and Team Rahal (Jimmy Vasser) will compete in the Coors Indy 500 Pit Stop Challenge that will take place on Coors Carb Day, May 23 at the Indianapolis Motor Speedway. The two teams earned a spot during Coors Pit Stop time trials that were conducted this morning.

Other teams that will compete in the Challenge are: Pennzoil Panther Racing (Sam Hornish Jr.), Red Bull Cheever Racing (Eddie Cheever Jr.), Hemelgarn Racing (Buddy Lazier), Target Chip Ganassi Racing (Jeff Ward) and Kelley Racing (Al Unser Jr. and Scott Sharp) which qualified based on their performance at Indy Racing events after the 2001 Indy 500 and through the 2002 Nazareth event, and Marlboro Team Penske (Gil de Ferran and Helio Castroneves) and Hollywood Mo Nunn Racing (Felipe Giaffone) which qualified based on their position in the 2002 entrant points standings.

PRACTICE REPORT (cont.):

Weather update: At 12:04 p.m., the ambient temperature was 64 degrees with south winds at 12 mph and a relative humidity of 62 percent. Skies were sunny. The track temperature was 105 degrees, according to Firestone engineers.

12:03 p.m. – **GREEN**.

12:34 p.m. – **YELLOW**. Track Inspection.

12:38 p.m. – No. 10 McGehee rolled onto pit lane.

12:43 p.m. – **GREEN**.

1:02 p.m. – No. 10 McGehee on track for first time since *Indianapolis Star* Opening Day.

1:12 p.m. – **YELLOW**. Debris.

1:15 p.m. – **GREEN**.

1:35 p.m. – #12 Hattori turns lap of 226.971 mph.

1:37 p.m. – **YELLOW**. Track inspection.

Fifty-three drivers have passed their physical examinations and are cleared to drive according to Dr. Henry Bock, medical director of the Indianapolis Motor Speedway and the Indy Racing League. The following drivers are cleared but not listed on the entry list for this year's event:

Didier André	Scott Harrington
Richie Hearn	Steve Knapp
Memo Gidley	Roberto Moreno
Stephan Gregoire	Jeret Schroeder
Roberto Guerrero	Johnny Unser
J.J. Yeley	

DAY 9 – WEDNESDAY, MAY 15, 2002 (cont.):

PRACTICE REPORT (cont.):

1:46 p.m. – **GREEN.**

1:48 p.m. – **YELLOW.** #15 Servia smoking between Turns 3 and 4. Car makes it to pits.

1:51 p.m. – **GREEN.**

2:25 p.m. – **YELLOW.** Debris.

The Walker Racing crew reported a problem with a component in the engine of Oriol Servia's No. 15 Walker Racing Special Dallara/Chevrolet/Firestone. The crew is fixing the problem and did not need to change the engine.

PRACTICE REPORT (cont.):

2:30 p.m. – **GREEN.**

Top Five Non-Qualified Drivers of the Day, 2:40 p.m.

No.	Driver	Car	Speed	
1	11	Greg Ray	A.J. Foyt Racing/Harrah's	227.909 mph
2	14	Airton Daré	Harrah's/A.J. Foyt Racing	227.581
3	12T	Shigeaki Hattori	EPSON	227.120
4	44T	Alex Barron	Rayovac Blair Racing	225.056
5	27	Dario Franchitti	Team Green 7-Eleven	224.684

3 p.m. – **YELLOW.** Track ceremony.

At 3 p.m., three-time Indianapolis 500 winner Johnny Rutherford turned two laps in the Blue Crown Special that fellow three-time winner Mauri Rose drove to victory in 1947 and 1948.

PRACTICE REPORT (cont.):

3:14 p.m. – **GREEN.**

Reigning short-track champions from the United States and Canada were honored today during Champions Day festivities at the Indianapolis Motor Speedway. Champion drivers who were guests of the Speedway today included:

Warren Mahoney	Southern Ontario Sprints
Steve Irwin	Sprints on Dirt
Loran Critchett Jr., Allen Gillis	United Midget Auto Racing Association (UMARA)
Jerald Harris	Virginia Sprint Series
Mike Raymond	Winged Three-Quarter Midget Association
Ron Koehler	Hoosier Outlaw Sprint Series
Dale Copron	NAMRA
Tim Allison	NRA Sprint Invaders
Kim Mock	Interstate Racing Association & IRA Outlaw Sprints
Travis Miniea, Teddy Beach & Billy Wease	NAMARS
Terry Goff	UMRA

DAY 9 – WEDNESDAY, MAY 15, 2002 (cont.):

PRACTICE REPORT (cont.):

3:33 p.m. – **YELLOW.** Track inspection.

3:41 p.m. – **GREEN.**

3:43 p.m. – **YELLOW.** #4T Hornish stopped on backstretch apron. Crew reports car lost power.

SAM HORNISH JR. (No. 4T Pennzoil Panther

Dallara/Chevrolet/Firestone): “It kind of had a funny sound, so we didn’t want to break it. We didn’t want to take the chance to have anything happen. We stopped out there and had them tow us back in so we can take a look at it.”

3:48 p.m. – **GREEN.**

Top Five Non-Qualified Drivers of the Day, 4 p.m.

No.	Driver	Car	Speed	
1	11	Greg Ray	A.J. Foyt Racing/Harrah’s	227.909 mph
2	14	Airton Dare	Harrah’s/A.J. Foyt Racing	227.581
3	12T	Shigeaki Hattori	EPSON	227.120
4	44T	Alex Barron	Rayovac Blair Racing	225.056
5	27	Dario Franchitti	Team Green 7-Eleven	224.684

3:58 p.m. – **YELLOW.** Debris.

4:07 p.m. – **GREEN.**

Indy Racing League driver Eliseo Salazar was at the Speedway today. Salazar, who drives for A.J. Foyt Racing, was injured in a testing accident in April at the Speedway. His son Eliseo VI is celebrating his first birthday today.

ELISEO SALAZAR: “Feeling great. We came in last night, actually to spend my son’s first birthday today here. The center of our lives is Indianapolis, and what is a better place than to spend it here? I feel OK. I went to the hospital this morning and talked to the cardiovascular surgeon, and I feel lucky because he said it was a pretty serious deal. I ruptured an artery, and because of all the soft tissue around my neck and such, it didn’t rupture completely. I was lucky it happened here at Indianapolis, where they take such good care of you. It (the accident) was such an unusual deal. The doctor said I’m now 80 percent of where I should be, and that is pretty good. He said I should be clear at the end of July, so I’m planning on coming back in August or September. That’s four or so races to go. Still, that’s not clear because I’m not yet 100 percent. Initially it was going to be nine months, but they’re surprised at how well it’s going. He attributes that to being in good shape. I devote my life now to fitness now, I’ve been that way for two years. I do a lot of aerobics and other fitness, and (the doctor) said that helped a lot. People ask why I would come back, but this is my life. It has been my whole life, career. I’ve been competitive the last few years, and I don’t want to waste it.” (How are you going to celebrate Eliseo VI’s birthday?): “We’re going to have a cake and a little party when this is over, about 6:30, by the motorhome, with some of my friends here and guys from the team. This is the center of family’s life here, so we wanted to be here.” (Will you be here for the race?): “I don’t know yet. We might go back to Miami after qualifying. I’m going to try to broadcast the race on TV for Chile, so I might do it here or I might do it there, I don’t know yet.”

DAY 9 – WEDNESDAY, MAY 15, 2002 (cont.):

PRACTICE REPORT (cont.):

4:18 p.m. – **YELLOW**. Debris.

4:25 p.m. – **GREEN**.

4:30 p.m. – #14 Daré fastest of the day at 228.628 mph.

Top Five Non-Qualified Drivers of the Day, 5 p.m.

No.	Driver	Car	Speed	
1	14	Airton Dare	Harrah's/A.J. Foyt Racing	228.628 mph
2	11	Greg Ray	A.J. Foyt Racing/Harrah's	227.909
3	12T	Shigeaki Hattori	EPSON	227.120
4	44T	Alex Barron	Rayovac Blair Racing	225.056
5	30	George Mack	310 Racing	224.775

5:17 p.m. – #99 Hearn on track. First time for Hearn in #99 this month.

5:46 p.m. – **YELLOW**. #22 Brack stopped between Turns 3 and 4. Crew reports fuel pressure problem.

5:51 p.m. – **GREEN**.

5:53 p.m. – **YELLOW, THEN CHECKERED**. #30 Mack spun exiting Turn 2, made light contact with outside retaining wall with rear of car. Car then made light contact with the outside retaining wall with left side wheels. Minimal damage. Mack climbed from car without assistance.

Top 10 Drivers of the Day

No.	Driver	Car	Speed	
1	14	Airton Daré*	Harrah's/A.J. Foyt Racing	228.628 mph
2	11	Greg Ray*	A.J. Foyt Racing/Harrah's	227.909
3	21T	Tony Kanaan	Hollywood Mo Nunn Racing	227.660
4	21	Felipe Giaffone	Hollywood Mo Nunn Racing	227.353
5	4T	Sam Hornish Jr.	Pennzoil Panther Dallara	227.163
6	12T	Shigeaki Hattori*	EPSON	227.120
7	3T	Helio Castroneves	Marlboro Team Penske	226.773
8	51T	Eddie Cheever Jr.	Red Bull Cheever Racing Infiniti	226.380
9	19	Jimmy Vasser	Miller Lite/Rahal Letterman Racing	226.880
10	44T	Alex Barron*	Rayovac Blair Racing	225.962

*Non-qualified driver

POST-PRACTICE QUOTES:

GREG RAY (No. 11 A.J. Foyt Racing/Harrah's

Dallara/Chevrolet/Firestone): "Today we went back to a practice motor, really nothing special. We've gone all over the gamut as far as setups, and the car was very comfortable. When we did our 227.7 mph, I kind of pinpointed that we could do a (2)28.5, and at the end of the day that's what Airton (Daré) did. I think we can have a good solid qualifying run in the high (2)27's or low-to-mid (2)28's, and really between qualifying runs we're really working on a lot of race setup things, as well, so we're having to pull double duty here."

DAY 9 – WEDNESDAY, MAY 15, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

AIRTON DARÉ (No. 14 Harrah's/A.J. Foyt Racing

Dallara/Chevrolet/Firestone): "After Pole Day, we were a little bit disappointed because we've got a great team with great mechanics, and I have confidence in myself so we couldn't be that slow the way we were on Pole Day. A.J. went over the car and found some stuff that was not the way that he liked, and we fixed it and went out there, and everything was good again."

Forty cars and 38 drivers turned 2,647 laps today. For the month, 63 cars and 42 drivers have completed 8,241 laps.

Sixty-six cars are now at the Speedway, with 64 having passed technical inspection.

There were 11 caution periods today for one hour and 32 minutes.

Track temperatures ranged from 95-120 degrees today, according to Firestone engineers.

Medical update from Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League: Driver George Mack has been checked and released from the Clarian Emergency Medical Center. He is cleared to drive.

TOMORROW'S SCHEDULE:

9 a.m. Public gates open
11 a.m.-6 p.m. Indy Racing League practice
6:05 p.m. Fastest of the Day press conference

POST-PRACTICE QUOTES:

MICHAEL ANDRETTI (No. 39 Motorola/Archipelago

Dallara/Chevrolet/Firestone): "The car feels really good right now. Today we mainly focused on our race setup, and I think I've got a really decent race car. We did two long runs this afternoon and tried a few things. I liked the car after the first run, but I liked it even better after our second run because we made some changes that really improved the car. We've definitely got a solid race car. Now we need to wait and see how the final day of qualifying shakes out, but if we need to, we are ready to go with the 39T car."

SHIGEAKI HATTORI (No. 12 EPSON Dallara/Infiniti/Firestone): "We made big gains today with the EPSON car, enough to make the whole EPSON team sleep better tonight. Last week we didn't get a lot of track time because of the rain and some car problems. The new Infiniti motor is really strong, and I'm now able to use all that power. Now that we have a good baseline setup, I feel we're in a good position to qualify Sunday for the race."

DAY 9 – WEDNESDAY, MAY 15, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

BRUNO JUNQUEIRA (No. 33 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): "It was great to be able to begin working on our race setups so early in the week. Last year I didn't have much practice time out there, so it was good to start tuning on the race car. The Target car was very solid out there all day. I was able to be flat out around the track, but we still have a lot of work to do before the race. We experimented with a lot of different changes on the car. We ran with full tanks and old tires for most of the day to simulate Race Day conditions. The weather was almost perfect today, and the track had a lot of grip."

KENNY BRACK (No. 22 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): "We lost an engine early in the day, and it really put us behind the eight ball. We had to go back and do an engine change, so we lost valuable track time. Luckily, the Team Target crew was able to quickly change the engine and get us back out on the track this afternoon. Then shortly before 6 pm, I had a fuel pressure problem on the car, and we weren't able to get back out on the track. We'll get these gremlins fixed and get back at it tomorrow. Hopefully, the weather forecasters are wrong, and we don't get rain for the next few days. But then again, we're in Indiana, and you never know what the weather will do."

JEFF WARD (No. 9 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): "We had our fastest lap of the day on Lap 5, so the car was pretty good right out of the box. Like most of the other guys, we ran full tanks and old tires to get a feel for where we need to be for the race. We still have a lot of work ahead of us, but we're at a good starting spot. Last year I started 15th and I moved up to eighth by the first pit stop. If we have a solid race car on Sunday, I feel that we have as good a chance as anybody to win the race."

SARAH FISHER (No. 23 Team Purex/Aventis/Dreyer & Reinbold Racing

G Force/ Infiniti/Firestone): "Today was the busiest day of the month so far. We worked on getting back to race trim after being focused on qualifying the last couple of days that we were on track. The track surface was different today due to the torrential downpours this weekend, and that, as well as the different wind directions and temperatures, helped us with our game plan of being prepared for every possible scenario that could happen on Race Day, so we can have a car that will do well on May 26th."

EDDIECHEEVER JR. (No. 51 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): "We ran a whole bunch of miles today here at Red Bull Cheever Racing. The car got better and better as we ran. We have a very good handle on tire wear and on how the car should work in traffic. I wish we were racing tomorrow. This is the part of the month that I enjoy the most. I enjoy trying to figure out how to make the car last for an entire full-tank session by spreading out the goodness of the tires. Firestone has really come up with a good set of tires. We are going through a detailed process of making small adjustments every three or four laps to get the most out of the car. The pace is a lot faster than I thought it was going to be on full tanks."

DAY 9 – WEDNESDAY, MAY 15, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

ALEX BARRON (No. 44 Rayovac Blair Racing

Dallara/Chevrolet/Firestone): "We did a lot of running today working on race setup as well as our qualifying setup. It was pretty windy around mid-day. We tried a lot of things with the setup of the chassis. We have a lot of data and debriefing to analyze going into tomorrow."

SAM HORNISH JR. (No. 4 Pennzoil Panther

Dallara/Chevrolet/Firestone): "We had a good day today. We all enjoyed the sunshine like everybody else. We're just working on our race setup. We learned a few things. We're just trying to make the car work a little better in traffic without giving up any speed."

LAURENT REDON (No. 34 Mi-Jack Dallara/Infiniti/Firestone):

"It's not really important where we finish in practice. What's important now is to have a good feel for the race setup. We've got a good race setup now, but the track can change next week. We tried different things today, like driving in traffic and some other things, and we're pretty happy with our progress. Hopefully, we'll have a good car for the race. What's important is that we're competitive. Our fastest lap was at the end of our run, and our tires had more than 50 miles on them. We did pretty good lap times. I still don't know why we weren't faster in qualifying. We have a really good car, and we were quick last week. For some reason, we don't know, we weren't that fast in qualifying, but qualifying is over. Today we had the opportunity to take out our backup car, and it was good. We had some clutch problems. The clutch was really stiff in our primary car, so now we're going to fix that for the race. Also, the brakes were much better in the T-car, so we're going to fix that, as well. It was very helpful to go out in the other car so that we can compare them. We can fix all of our problems, and that's how we'll be ready for the race." (How are you preparing for your first 500-mile event?) "We already did a 400-mile race in Fontana. I'm not worried about the distance of the race. I'm more worried about what's happening on the track. It will be a busy race with 33 cars, and everyone will have their best strategy. I'm not really anxious. I'll just be trying to do my best during the race. I don't want to make any mistakes because if I do then the three weeks you've spent getting ready and preparing for the race, they're for nothing. The Mi-Jack/Conquest team has worked really hard preparing for the race. They've been doing the best they can. I prepare for the race by adjusting the car and trying to get comfortable because it's a pretty long race."

BUDDY LAZIER (No. 91 Coors Light/Life Fitness/Tae-Bo/Delta Faucet

Dallara/Chevrolet/ Firestone): "We had a good run. We've been sneaking up to full fuel. We're of two minds. We're stuck in an interesting position in that we slowed down in qualifying. We didn't go as fast as we'd like to go. We feel like we're fairly comfortable, but we're not feeling 100 percent. If it's a lightning-fast day on Bump Day, we need to be prepared with our backup car ready to go. We need to use this time also to work on full-tank runs, so today was a good day working on race package. But at the same time, we're going to be continuing to pay attention to our backup car."

DAY 9 – WEDNESDAY, MAY 15, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone):

"Today was really a day for us to not only see if we can find a little more speed, but also work on our race at full-tank setup. We're keeping a close eye on the competition and at the same time trying to find what the car is going to want for the race. We feel we're close, although of course we're always looking for more. The car feels good right now. We'd like to be a little bit faster, but we're at a competitive speed, and the guys that could possibly challenge us on Sunday have yet to show enough speed. Obviously things can change fast here, but now we feel pretty good."

ANTHONY LAZZARO (No. 99 Sam Schmidt Motorsports Racing Special Dallara/ Chevrolet/ Firestone): "We changed the setup again. I think we're on number five or six or seven. I can't even keep count anymore, but we tried something new again today, and it was too much understeer, too much push. Finally I told Sam, 'Look, Richie's (Hearn) been driving your car for a couple days, just put him in it and see what he thinks about it.' Actually, they changed the setup a little bit when he got in it to take care of some of the push, and he went out and did a (2)24.1 (mph) on his first run on new tires, so he was only about a half-mile an hour quicker, but that was also two-and-a-half hours later. We're not comparing apples and apples. I was hoping he would go out and do a 226 (mph) or 227 (mph), and I could learn something from that. We'll have to look at the data. I'm sure there's something I could learn, but he just didn't go as quick as I hoped. He said the car's just slow. It drives pretty decent, it's just slow."

GEORGE MACK (No. 30 310 Racing G Force/Chevrolet/Firestone):

(About Jeff Ward shaking down the No. 30 car): "It was a wonderful experience, and I'm happy to be part of it. We were chasing our tails with our setup. It would only go so fast. There is something missing. It reaches this point and then just won't go any faster. We've changed motors and tried everything on the chassis. In a straight line it is OK, but when I turn ... Maybe it will be something simple."

DONNIE BEECHLER (No. 14T Harrah's/A.J. Foyt Racing

Dallara/Chevrolet/Firestone): "I'm trying to sneak up on it. It's my first day back in the car. The track is different, and I'm just trying to feel it out. I need to get the balance the way I like it. We have a practice motor in it right now, so when it gets closer to qualifying, I'm sure we'll find the speed."

RICHIE HEARN (No. 20 Grill 2 Go Sam Schmidt Motorsports Indy Car

Dallara/ Chevrolet/Firestone): (About shaking down the No. 99 car): "Anthony (Lazzaro) has been struggling to get the car up to speed. He just wanted a second opinion on what the car is doing, and sometimes it really helps when someone can do that. We were running real well and basically put my setup on there. I think the car is OK. It needs a little bit of work, but I think I can help him out with his line a little bit, too. He should be able to get up to speed for Sunday."

DAY 9 – WEDNESDAY, MAY 15, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

ROBBY MCGEHEE (No. 10 Cahill Racing Dallara/Chevrolet/Firestone):

"It's great to be back in the Scottrade.com car, but we have a lot of work to do. It took me a little bit to get back in the saddle, but I feel very comfortable. We're not where we want to be, but everyone on the Cahill Racing team works very hard, and now at least we have something to work from. Hopefully, the rain won't affect that work. We're just pretty far off from where we wanted to be. This wasn't how we wanted our month of May to go. We need to find more speed. But I also know that you can't rush things at Indy. You have to make your changes methodically. We ran a lot of downforce today, and the car had a pretty big push. We need to dial that push out tomorrow and find more speed." (On his physical condition): "I drove much of last year with a broken leg, and I had my best finishes last year in my first two races back after that crash, so unfortunately, driving with a broken leg is nothing new for me. It really isn't a problem here because the track is as smooth as a pool table. It's not like I'm bouncing around a lot."

PAUL TRACY (No. 26 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): "It's been a pretty frustrating day. We made some changes to the car, but we couldn't get the results we wanted. The Team Green 7-Eleven crew worked really hard to get the car back together, and it was good that we got back on the track today. Right now we don't know where the problem lies. We've been shooting darts at the board, but we haven't hit the bull's eye yet. Hopefully, the weather will hold out so we can get some more running in before Bump Day. I keep getting asked how this is frustrating, and right now it is because I feel like I'm in the movie 'Groundhog Day.' I wake up at the same time every morning, the same song is on, and the whole day goes the same, so hopefully tomorrow will be a better day."

DARIO FRANCHITTI (No. 27 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): "We need to find some more consistency. One problem we are facing is that we go quick in the morning, and then we start chasing the car as the track warms up, so that is frustrating. It looks like Michael (Andretti) found a good direction today, so I think that's positive for the team. These cars are different than our Champ Cars, and we are sort of learning as we go. These cars seem to be a little more sensitive to the weather and a lot of different factors. I felt we had the speed to get in the race last Saturday, but it was just bad luck with the engine problem that kept us out. We'll just keep working at it to find the speed to put the Team Green 7-Eleven car in the race on Sunday."

GIL DE FERRAN (No. 6 Marlboro Team Penske

Dallara/Chevrolet/Firestone): "We've switched gears completely from working on qualifying setup to working on race setup. We're trying to simulate race conditions as much as possible by running heavy fuel loads and doing lots of long runs in the Marlboro Team Penske car. We need another day or two to really nail it down, but so far we're happy with our progress."

DAY 9 – WEDNESDAY, MAY 15, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

HELIO CASTRONEVES (No. 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): “It was nice to have a few days off. I was able to go home and relax a bit, but now it’s back to business as we begin to prepare for the race. We’re saving our primary car, which is why we’re working with our T-car. It’s important to find the right setup so that the Marlboro Team Penske car will work well in traffic. We’re trying to simulate race conditions as much as possible so we’re ready come Race Day.”

GREG RAY (No. 11 A.J. Foyt Racing/Harrah’s

Dallara/Chevrolet/Firestone): “Racing is one of those self-defining things that you kind of deal with the cards as they’re dealt to you. We had four sort of spotty days. Then we had a good day on Friday and actually had a pretty solid car. We ran 227.7 (mph), 227.8 (mph), very, very comfortable with the car. We made a motor change thinking we put in Jack the Bear for Saturday. But what we didn’t know on that last run Friday night, the car didn’t feel right, but we were still pretty quick, we had a shock failure. All day Saturday it was just one of those things where we were chasing our tails. Everything we did with the car didn’t help the car. We put in bigger gears because we knew we’d go quicker, but the car didn’t handle well enough to stay in the throttle to pull that bigger gear. Today, same thing, back to a practice motor, really nothing special. We’ve gone all over the gamut as far as setups, and the car was very comfortable. When we did our 227 (mph), I pretty much pinpointed that we could do (2)28.5’s, and at the end of the day, that’s what Airton did. I think when you look at the week, we’ve been within a half-mile per hour of each other every day. We have vastly different setups on both cars, but we’re just missing that magic pill for those next couple miles per hour. And that’s OK at this point because I think we can have a good solid qualifying run, high (2)27’s, low to mid-(2)28’s. In between qualifying runs, we’re working a lot of race setup things as well, so we’re having to pull double duty here.” (About your relationship with A.J.): “Oh, I do exactly what I’m told over there. I say that facetiously because A.J. has a big heart. He knows racing inside and out. If things aren’t how they need to be in his mind, he’ll certainly let you know about it. You don’t have to worry about what A.J.’s thinking because he will always tell you. I’ve known him for 10 years now, and he’s almost a father figure. He’s great to get a long with. He really is. All the guys on the team are fantastic, great work ethic. I feel very comfortable among all the guys and certainly A.J. He’s just a very unique individual. Some people might be a little bit intimidated by him, as maybe they should be. He’s definitely taken me under his wing, and I feel very comfortable working with him.” (Do you feel pressure about what has to be done on Sunday?): “Well, I don’t feel pressure, but make no mistake about it, there can be nothing go wrong on Sunday. We don’t have the luxury of that second qualifying day because it got rained out. So we can’t have a motor problem. We can’t have a gearbox problem. We can’t have a shock failure. We can’t have anything go wrong that’s going to prevent us from turning the speeds that we as a team are capable of turning. You don’t feel pressure, but you just know that there can’t be any mistakes because you may not have time to recover from it. It’s not fun being a last-day qualifier. I think A.J. Foyt, myself, Airton, we came here thinking we’re going to get in the first day and maybe have a run for the front row, and obviously that didn’t manifest itself. It becomes very real. You don’t want to miss this race. We know we can have good race cars, and we know we can show well in the race, but we don’t want to do something silly by making a mistake and not being able to make the field.

DAY 9 – WEDNESDAY, MAY 15, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

Greg Ray (cont.) The double-edge sword here is that we have to keep our cars kind of in a mode to qualify, but we also have to work on race setup because at the end of the day, it doesn't matter where you start, it's how good your car is over the course of 500 miles. And this is a very, very competitive field of drivers and teams."

JOHNNY HERBERT (No. 32 WESTERN UNION/Duesenberg Brothers Racing Dallara/ Chevrolet/Firestone): "We're just not getting any speed out of it whatsoever. We've changed it more than I've ever done in an IRL car, and it's just made absolutely no difference whatsoever. We're still hellishly slow in the corners. We're still not quick down the straight either, and basically I'm just surprised what we've done has not made a difference, even if it was worse. The speed pickup is still not very good, but we're not going in very quick either. I'm flat the whole way around, I'm changing cassettes and CDs, you know, but it really doesn't seem to make a difference. I was flat the other day, when we were here with the other setup, and I'm still flat today doing similar, if not slightly slower speeds. It's just very disappointing because I expected it to change from where we were the other day. I'm driving the car, I'm flat around the circuit; we're changing the setup and as a driver you can't do much more."

JIMMY VASSER (No. 19 Miller Lite/Rahal Letterman Racing Dallara/Chevrolet/Firestone): "Today was a good day for us. We ran at Mid-Ohio yesterday and came back here for a race test. We concentrated on full-tank runs, and the car still feels solid, just like last week. I thought we had a good race car from the start and so far that is still the case. We ran more laps today than we have run in any day this month. Now we are going to experiment with some other settings with the car. We have to be able to run close to cars so we can make a run at them off the corner. We'll continue to scrub in tires, too. The weather is still questionable for the next few days, so we need to get in a lot of running right now. But we have learned quite a bit so far, and we'll continue to prepare for next week. It was good for the whole Miller Lite team to get into the Pit Stop Challenge for next week. That is something that shows off the crew, and they are our hidden heroes. You definitely can win or lose a race with your pit crew, and this team is very good in the pits."

AIRTON DARÉ (No. 14 Harrah's/A.J. Foyt Racing Dallara/Chevrolet/Firestone): "After the Pole Day, we were kind of a little bit disappointed because we just have a great team, great mechanics, and I have confidence in myself, so we couldn't be that slow on the Pole Day. So A.J. went over the car and found some stuff that was not the way that he liked, and we fixed it. We went out there, and everything was good again." (Can you pinpoint what slowed you down on Saturday?): "We had kind of a different kind of problem. He had some shock problems. What I had was something more with the aerodynamics of the car and gears. We put our good motor in on the morning of Pole Day. We had no time to go out and practice because we didn't want to go in the first session because it was too cold. We wanted to run in a little bit similar conditions that we were going to get during qualifying. So we went in the second session, but because of all the yellow flags, we couldn't run. So it was hard to figure out what gears and what kind of aerodynamics you want on the car. So that's what screwed us up." (What is the speed to take on Sunday?): "It's going to depend on how thick the air is on Sunday. If we get the conditions like this, I'll say the speed we run today, (2)27.5 - (2)28

DAY 9 – WEDNESDAY, MAY 15, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

Airton Daré (cont.) (mph) will be solid in the field. You don't know what's going to happen. If it cools down a lot, it might slow down the pace a little bit." (Being fastest today, how does that boost your spirits?): "I never lost confidence in the team and in myself. I was expecting, I think Greg (Ray) also, we were expecting to come back here and fix some of the problems that we had. We knew we were going to go and run faster. It looks like the other cars didn't improve a lot from Pole Day. We did our job. We improved the car and made some changes overall on the car, the shocks and motors and everything. So we really got better. I think if the conditions are the same, we're going to improve even more for qualifying on Bump Day."

FOYT DRIVERS 1-2 AS SEARCH FOR BUMP DAY SPEED CONTINUES

INDIANAPOLIS, Wednesday, May 15, 2002 – A.J. Foyt might be breathing a bit easier today at the Indianapolis Motor Speedway.

Foyt's primary drivers, Airton Daré and Greg Ray, took the top two spots on the speed chart May 15 during practice for the 86th Indianapolis 500. Dare led with a top lap of 39.3652 seconds, 228.628 mph in the No. 14 Harrah's/A.J. Foyt Racing Dallara/Chevrolet/Firestone. Ray was second at 39.4895, 227.909 in the No. 11 A.J. Foyt Racing/Harrah's Dallara/Chevrolet/Firestone.

It was the first day of track activity since Pole Day on May 11, as second-day qualifying was rained out May 12, and no track activity was scheduled May 13-14. Neither Daré nor Ray was fast enough to qualify on Pole Day and must try to earn a spot in the 33-car field on Bump Day this Sunday.

Billy Boat holds the slowest speed among the 24 qualified drivers, at 226.589 in the No. 98 CURB Records Dallara/Chevrolet/Firestone. Dare's best speed in one aborted qualifying attempt on was 225.357; Ray's best in one aborted attempt was 225.916.

Based on today's speeds, Ray and Daré appear to be in good shape to continue Foyt's streak of putting at least one car in the field every year at Indy since his debut as a driver in 1958.

"After Pole Day, we were a little bit disappointed because we've got a great team with great mechanics, and I have confidence in myself so we couldn't be that slow the way we were on Pole Day," 2000 Indy Racing League Rookie of the Year Daré said. "A.J. went over the car and found some stuff that was not the way that he liked, and we fixed it and went out there, and everything was good again."

Said 1999 Indy Racing League champion Ray: "Today we went back to a practice motor, really nothing special. We've gone all over the gamut as far as setups, and the car was very comfortable. When we did our 227.7 mph, I kind of pinpointed that we could to a (2)28.5, and at the end of the day that's what Airton did. I think we can have a good solid qualifying run in the high (2)27s or low-to-mid (2)28s."

Rookie Tony Kanaan was third fastest today at 39.5327, 227.660 in the No. 21T Hollywood Mo Nunn Racing G Force/Chevrolet/Firestone. Kanaan qualified fifth on Pole Day.

Kanaan's teammate, 2001 IRL Rookie of the Year Felipe Giaffone, was fourth fastest at 39.5860, 227.353 in the No. 21 Hollywood Mo Nunn Racing G Force/Chevrolet/Firestone, with defending Indy Racing League champion Sam Hornish Jr. rounding out the top five at 39.6191, 227.163 in the No. 4T Pennzoil Panther Dallara/Chevrolet/Firestone. Both Giaffone and Hornish qualified for the field on Pole Day.

Shigeaki Hattori was third fastest among drivers not qualified for the field at 39.6266, 227.120 in the No. 12T EPSON Dallara/Infiniti/Firestone, good for sixth overall.

Practice ended six minutes early when rookie George Mack tapped the outside wall exiting Turn 2. Mack climbed from the car without assistance. He was evaluated at Clarian Emergency Medical Center at the track, released and cleared to drive by Dr. Henry Bock, Indy Racing League and Indianapolis Motor Speedway director of medical services.

Mack's accident was the only incident of the day.

This was the busiest day of practice so far, with 38 drivers in 40 cars turning 2,647 laps, nearly 1,000 laps more than the next-busiest day, May 10.

The 86th Indianapolis 500 is scheduled for 11 a.m. (EST) Sunday, May 26.

DAY 10 – THURSDAY, MAY 16, 2002

Pepsi Fun Day will take place May 18, the final practice day before Bump Day. The day will feature an Extreme Freestyle Motocross exhibition featuring X Games and Gravity Games standouts Kenny Bartram, Tommy Clowers, Jeremy Carter, Drake McElroy and Doug Parsons. An autograph session with the riders will take place at noon (EST) in the Bombardier Pagoda Plaza.

The first 5,000 fans through the gates will receive a free Al Unser bobblehead doll courtesy of Pepsi. Johnny Socko will perform music on the Pepsi Stage from 11:30 a.m.-12:45 p.m. and from 1:15-2:30 p.m.

Fans at the Indianapolis Motor Speedway can enter for a chance to win a dream vacation to the Walt Disney World Resort in Orlando, Fla. Entry boxes will be located throughout the Speedway during the month of May.

The grand prize is a four-day, three-night trip for four to Walt Disney World with round-trip air transportation provided by ATA. Hotel accommodations will be at a selected Walt Disney World resort hotel, and park tickets to all four Walt Disney World Theme Parks are also included.

In honor of the 50th Anniversary Corvette serving as the Pace Car for this year's Indianapolis 500, Pepsi will honor past Corvette Pace Cars on cans of Pepsi. Corvette Pace Cars from 1978, '86, '95, '98 and 2002 will be on special cans.

Free Indianapolis 500 practice day admission offers will be on every pack of Pepsi with the special cans.

The American Cabaret Theatre will perform "May Madness 2002" throughout the month of May.

The show ties in the Indianapolis 500 over time, to what was happening in the rest of the country, complete with audience participation, period music, dancing and costumes. The show is narrated by Speedway Historian Donald Davidson and features a slide show of images from the Hall of Fame Museum archives.

This weekend's shows start tonight at 7 p.m. (EST). Shows on May 17 and 18 will start at 8 p.m. The performance also will be conducted at 8 p.m. on May 24 and 25.

The American Cabaret Theatre is located 401 E. Michigan St. in Indianapolis. For more information, call (800) 375-8887 or (317) 631-0334.

PRACTICE REPORT:

At 11 a.m., the ambient temperature was 68 degrees with southwest winds at 9 mph and a relative humidity of 68 percent. Skies were partly cloudy. The track temperature was 95 degrees, according to Firestone engineers.

11 a.m. – **GREEN.** #8T Sharp first on track.

11:16 a.m. – **YELLOW.** Track inspection.

11:25 a.m. – **GREEN.**

11:31 a.m. – **YELLOW.** Track inspection.

11:40 a.m. – **GREEN.**

11:55 a.m. – **YELLOW.** Debris.

12:04 p.m. – **GREEN.**

DAY 10 – THURSDAY, MAY 16, 2002 (cont.):

PRACTICE REPORT (cont.):

12:37 p.m. – **YELLOW.** # 33 Junqueira makes contact with outside retaining wall in Turn 4. As Junqueira was entering the pits, the car suddenly veered right, just before the start of the pit wall. Car did 180-degree spin and hit the outside retaining wall in Turn 4. Slight damage to left rear and left front of car. Junqueira climbed out of car without assistance. This is the car that Junqueira drove to the MBNA Pole with on May 11.

Medical update from Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League: Bruno Junqueira has been checked and released without injury from the Clarian Emergency Medical Center. He is cleared to drive.

MIKE HULL (Managing Director, Target Chip Ganassi Racing): “We’re in good shape. The car, the tub itself looks like it’s fine and most of the suspension is fine, so we’re going to get ready for the race.” (About repair time): “With our staff of highly trained professionals, we’ll be back together pretty soon, but actually we intend to run next on Carburetion Day. Actually, we were very near the end of running with Bruno anyway. He and his engineer were into the fine strokes there, so we’re OK.”

12:44 p.m. – **GREEN.**

1:29 p.m. – **YELLOW.** Debris.

1:39 p.m. – **GREEN.**

The Indianapolis Motor Speedway Radio Network will broadcast “Indy Live” from 8-9 (EST) tonight from the Brickyard Crossing Dining Room. Defending champion Helio Castroneves will be on the show along with his Marlboro Team Penske teammate, Gil de Ferran. Also appearing on the show will be defending Indy Racing League champion Sam Hornish Jr., 2002 Indy 500 MBNA Pole Winner Bruno Junqueira and fellow Brazilian and front-row starter Raul Boesel. Mike King is the host. The local affiliate is WIBC-AM 1070.

PRACTICE REPORT (cont.):

1:45 p.m. – Weather update: ambient temperature was 73 degrees with southwest winds at 14 mph and a relative humidity of 59 percent. Skies were cloudy. The track temperature was 94 degrees, according to Firestone engineers.

Top Five Non-Qualified Drivers of the Day, 1:50 p.m.

No.	Driver	Car	Speed	
1	11	Greg Ray	A.J. Foyt Racing/Harrah's	227.291 mph
2	14	Airton Daré	Harrah's/A.J. Foyt Racing	226.484
3	14T	Donnie Beechler	Harrah's/A.J. Foyt Racing	225.431
4	12	Shigeaki Hattori	EPSON	224.642
5	32	Johnny Herbert	WESTERN UNION/Duesenberg Brothers Racing	224.308

1:59 p.m. – **YELLOW.** Rain.

At 2:05 p.m., rain was falling steadily at the Indianapolis Motor Speedway. Practice has been delayed.

DAY 10 – THURSDAY, MAY 16, 2002 (cont.):

PRACTICE REPORT (cont.):

BRUNO JUNQUEIRA (No. 33 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): “I was coming into the pits a little too fast, and the brakes locked up on me. I was going too fast so I tried to get back out on the track, and the car just came around. The car is not bad at all. The Team Target crew will probably have the car fixed this afternoon, and it will be ready to go. Luckily, the car was not damaged that badly, and we’ll be fine for next two weeks. We did some race simulation laps this morning and the car is pretty good in race trim. I can’t wait to get back in the car!”

High-ranking leaders from the sanctioning body, broadcast, sponsorship and supplier segments of motorsports will meet May 21-22 in Indianapolis for the inaugural Open-Wheel Racing Summit, presented by Street & Smith’s *Sports Business Journal* magazine.

The Indianapolis Motor Speedway and the Westin Indianapolis will play host to the two-day conference, which takes place in the week leading up to the 86th Indianapolis 500-Mile Race on Sunday, May 26.

Key leaders from four open-wheel racing sanctioning bodies, including Indy Racing League President Tony George and representatives from Formula One, Championship Auto Racing Teams and the United States Auto Club, will join high-ranking motorsports marketing, branding, broadcasting, and supplier executives, along with Wall Street motorsports analysts, to discuss and plan the future course of open-wheel racing in the United States.

Featured broadcasting, sponsorship and supplier presenters include: Howard Katz, president of ABC Sports; Steve Shannon, executive director, marketing services, vehicle sales service and marketing for General Motors; Todd Gatzulis, senior brand manager, Dial Corporation; Les Ungar, national motorsports manager, Toyota; Andy Deas, program manager, WorldCom Sports Marketing; Al Speyer, motorsports director for Bridgestone/Firestone, Inc.; Chip Ganassi, owner, Chip Ganassi Racing; Eddie Cheever Jr., owner/driver, Red Bull Cheever Racing; and many others representing sponsor, marketing and financial organizations such as Delphi Automotive Systems, Philip Morris, Champion Group, CSS-Stellar, CMG Worldwide and Bear Stearns.

The conference will conclude with a “behind the scenes” tour of how ABC Sports produces the broadcast for the “Greatest Spectacle in Racing.”

Media are welcome to attend this landmark event at no charge. For information on the Open-Wheel Summit, or to register online, visit <http://www.sportsconferences.org>.

Red Bull Cheever Racing drivers had varying opinions on what to do during the rain delay.

TOMAS SCHECKTER (No. 52 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “Go to sleep.”

MAX PAPIS (No. 52T Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “I still have to discover Indianapolis, but in the meantime it’s going to the gym.”

EDDIE CHEEVER JR. (No. 51 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “Go to the motorhome, watch a film and then take a nap.”

DAY 10 – THURSDAY, MAY 16, 2002 (cont.):

PRACTICE REPORT (cont.):

3:18 p.m. – **GREEN.** Total time of rain delay was one hour, 19 minutes.

3:23 p.m. -- #8 Sharp first on track after rain delay.

3:34 p.m. – Weather update: The ambient temperature was 66 degrees with southwest winds at 15 mph and a relative humidity of 64 percent. Skies were cloudy. The track temperature was 79 degrees, according to Firestone engineers.

3:50 p.m. – **YELLOW.** Rain.

The Indianapolis 500 and the Indianapolis Motor Speedway will be featured on the “Late Show with David Letterman” this evening. “Late Show” Stage Manager Biff Henderson spent a day at the Speedway last week. The show airs at 11:30 p.m. (EST) on CBS.

The Indiana Section of the Society of Automotive Engineers (SAE) will announce tomorrow the winner of this year’s Louis Schwitzer Award. The press conference announcing the 36th Louis Schwitzer Award winner will take place in the WorldComplex Media Center at 10 a.m. (EST).

Now in its 36th year, the prestigious award honors early racing pioneer Louis Schwitzer and recognizes individuals with the courage and conviction to explore and develop new concepts in racing technology.

The 2002 candidates include engineers who are responsible for the following technologies:

- Chevy Indy V8 engine
- Dallara 2002 chassis update kit
- Delphi accelerometers to test the motion of a driver’s head during impact
- Infiniti Indy 35A/E engine
- SAFER barriers developed by the University of Nebraska

PRACTICE REPORT (cont.):

At 4:18 p.m. the ambient temperature was 66 degrees with south-southwest winds at 17 mph and a relative humidity of 73 percent. Skies were cloudy. The track temperature was 79 degrees, according to Firestone engineers.

4:19 p.m. – **GREEN.** #17T Kanaan first on track.

4:32 p.m. – **YELLOW.** Debris.

4:35 p.m. – **GREEN.**

5:18 p.m. – **YELLOW.** Smoke started to trail from #16T Herb in Turn 2, car made a quarter-spin to the left and made contact with nose of car on inside retaining wall along the backstretch. Car then straightened and rode along grass before veering right and coming to a stop on the inner portion of the backstretch. Herb climbed from car without assistance. Moderate damage to front of car.

5:35 p.m. – **GREEN.**

Medical update from Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League: Jon Herb has been checked and released without injury from the Clarian Emergency Medical Center. He has been cleared to drive.

6 p.m. – **CHECKERED.** End of session.

DAY 10 – THURSDAY, MAY 16, 2002 (cont.):

Top 10 Drivers of the Day				
	No.	Driver	Car	Speed
1	11	Greg Ray*	A.J. Foyt Racing/Harrah's	227.291 mph
2	22T	Bruno Junqueira	Target Chip Ganassi Racing G Force	226.598
3	14	Airton Daré*	Harrah's/A.J. Foyt Racing	226.484
4	4T	Sam Hornish Jr.	Pennzoil Panther Dallara	225.913
5	21T	Felipe Giaffone	Hollywood Mo Nunn Racing	225.879
6	3T	Helio Castroneves	Marlboro Team Penske	225.838
7	14T	Donnie Beechler*	Harrah's/A.J. Foyt Racing	225.431
8	24T	Robbie Buhl	Team Purex/Aventis/Dreyer & Reinbold Racing	225.254
9	9	Jeff Ward	Target Chip Ganassi	225.147
10	26	Paul Tracy*	Team Green 7-Eleven	224.870

*Non-qualified driver

Thirty-nine cars and 36 drivers turned 1,548 laps today. For the month, 63 cars and 42 drivers have completed 9,789 laps.

Sixty-six cars are now at the Speedway, with 64 having passed technical inspection.

There were nine caution periods today for two hours, 54 minutes.

Track temperatures ranged from 75-99 degrees today, according to Firestone engineers.

TOMORROW'S SCHEDULE:

9 a.m.	Public gates open
10 a.m.	Louis Schwitzer Award presentation (Trackside Conference Room)
3 p.m.	Legend Car Lap, 1957-58 Belond Special (driven by Johnny Rutherford)
11 a.m.-6 p.m.	Indy Racing League practice
6:05 p.m.	Fastest of the Day press conference

PRACTICE QUOTES (DURING RAIN DELAY, 1:59 P.M. – 3:18 P.M.):

PAUL TRACY (No. 26 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): "It was (the movie) 'Groundhog Day' all over again. We only got one run in. We're going to change the engine overnight. We didn't get much running in, only four laps, I think."

ERIC HAVERSON (Chief Mechanic, No. 26 Team Green 7-Eleven

Dallara/Chevrolet/ Firestone): "It was really windy out there, so we had more downforce on it than we would for qualifying because we obviously don't want to wreck another one. Our times were acceptable. Our times were about what we thought."

DAY 10 – THURSDAY, MAY 16, 2002 (cont.):

PRACTICE QUOTES (DURING RAIN DELAY, 1:59 P.M. – 3:18 P.M.) (cont.):

BRUNO JUNQUEIRA (No. 33 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): “I was coming into the pits a little too fast, and the brakes locked up on me. I was going too fast, so I tried to get back out on the track, and the car just came around. The car is not bad at all. The Team Target crew will probably have the car fixed this afternoon, and it will be ready to go. Luckily, the car was not damaged that badly, and we’ll be fine for next two weeks. We did some race simulation laps this morning, and the car is pretty good in race trim. I can’t wait to get back in the car.”

ALEX BARRON (No. 44 Rayovac Blair Racing

Dallara/Chevrolet/Firestone): “Things are going good so far. We’re just working on our race setup. We’re just waiting for qualifying day on Sunday.” (Do you think you’re in good shape for qualifying?): “You know, I do. We’ve just been working on our race setup a lot. We’ve got a little balance to change on the car for qualifying, but I feel pretty confident that we can get that. I think we’ll be fine come qualifying.”

ROBBIE BUHL (No. 24 Team Purex/Dreyer & Reinbold Racing G

Force/Infiniti/ Firestone): “We’re just trying to do some evaluation for race stuff, getting Sarah more confident with the car. I’m just trying to log some miles to see where some tire wear goes with the Firestone rubber. We know they’re good and consistent, but the track surface is just that much more abrasive, so we’ve got to see where that takes us when we run on full tanks. I don’t have all those answers I want right now, partially due to the weather coming and going. I drove a brand-new car yesterday to get the bugs worked out of that thing.”

SAM HORNISH JR. (No. 4 Pennzoil Panther

Dallara/Chevrolet/Firestone): “We just worked on race setup, and I’m a little bummed out it started raining, but we’re getting closer every day. We’re pretty happy because the car’s working right now. The Pennzoil Panther guys are working hard, and we’re just trying to keep moving forward. We were going to go out and do a couple more long runs, and we were changing some stuff on the car. We were trying to get done before it started raining, but it didn’t work out that way. Everybody deals with the same thing. As far going out there and running the race car and being able to do that, there’s a lot of guys out there right now trying to qualify who can’t run those speeds so, I guess, in my opinion, if it rained from here until next Sunday, I wouldn’t care too much. We try to stay out of the mayhem by running early and getting done before Happy Hour with everything we want to do for the day.”

AIRTON DARE (No. 14 Harrah’s/A.J. Foyt Racing

Dallara/Chevrolet/Firestone): “We went out to confirm that the car was still good, and it felt as good as it did yesterday. We had a problem with the motor, but we had a lot of miles on it, so it was about time for it to give up. I’m happy with the balance because it stayed the same. Now it’s just a waiting game.”

DAY 10 – THURSDAY, MAY 16, 2002 (cont.):

PRACTICE QUOTES (DURING RAIN DELAY, 1:59 P.M. – 3:18 P.M.) (cont.):

RAUL BOESEL (No. 2 Menards/Johns Manville)

Dallara/Chevrolet/Firestone: “We were ready to go out and then had a few showers, so we are just waiting to see. I didn’t run after I qualified. Robby was running his backup car, and that’s what I was going to run today. I wish next year I’d be in a position to be here on the Opening Day and carry on. I cannot even believe it myself. It’s really a great opportunity. John Menard and the Johns Manville team, everyone is behind us. Everybody is very happy with what we’ve achieved in such a short period of time.” (Will you race the rest of the season?): “Yes, I will. That was the intention. If I did Indy, I could do the rest. I am looking forward to great things happening. I hope this is the beginning of a long-term relationship for as long as I want to drive.” (Are you still getting driving tips from your daughter?): “Yes, she always calls every day and says ‘What’s going on?’ Gabby, she’s my number-one fan.”

GREG RAY (No. 11 A.J. Foyt Racing/Harrah’s)

Dallara/Chevrolet/Firestone: “We made some small changes. The speed wasn’t much faster, but the improvement in feel and confidence was huge. The car was fantastic in Turn 1, and the conditions out there weren’t that good. We’ve been a little more conservative than usual in our approach. With the small changes we made this morning, the car came right, so a little more of that, and we’ll be good for qualifying.”

DONNIE BEECHLER (No. 14T Harrah’s/A.J. Foyt Racing)

Dallara/Chevrolet/Firestone: “The car felt better today. The weather was not favorable. In fact, the wind was bad, so for the conditions, we were pretty good. We’re still working on the car because we need to get the front end tied down a little more. I’m still having trouble in Turn 4, but we’ll work on it and get it up to speed.”

ARIE LUYENDYK (No. 55T Meijer G Force/Chevrolet/Firestone):

“The backup car was used yesterday and today to get a race setup. We weren’t working on qualifying at all. That was our goal because we felt that we needed a lot of time on the track, but with the windy conditions that hasn’t been easy. The backup car in race conditions is just really poor. From what I feel, I think we’re four to five miles an hour off from a good race pace with that car right now. We can’t get it to go fast. That just adds to our frustration of what we had going on last weekend. As far as the primary car, I’m confident that we don’t need a lot of laps. We don’t need to go out now and practice to get a qualifying setup because we pretty much believe we have the setup. We just need to take advantage of it Sunday, and in that one qualifying attempt we have left, hopefully we won’t have a little technical glitch that we had last Saturday that would ruin the run. So that’s what I’m hoping for, but anything can happen. You have to have a backup plan, and that is to take the backup car and put the setup on to it that resembles this one. Then if something happens to this primary car, we have the opportunity to use that car to re-qualify.” (About the technical problem during their last outing on Pole Day): “When I went out just before 6 o’clock, the tire sensor was faulty, and it read really low tire pressure. The team didn’t want to take a chance for me going forward with possibly a puncture in the tire or losing air. It wasn’t really the tire. It was just the sensor.”

DAY 10 – THURSDAY, MAY 16, 2002 (cont.):

PRACTICE QUOTES (DURING RAIN DELAY, 1:59 P.M. – 3:18 P.M.) (cont.):

MAX PAPIS (No. 52T Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “We ran consistently this morning, making progress with the Red Bull Cheever Racing car. I think we are very close to a good race setup. We are working on improving the security of the car in the rear and on turn in. Overall, we were able to develop the car today. We will see the results of our work in the next couple of days.”

JIMMY VASSER (No. 19 Miller Lite/Rahal Letterman Racing Dallara/

Chevrolet/ Firestone): “We made several changes with the car today, and I’m pleased with the things that we tested. With the weather the way it is, we didn’t know how much information we could gather today, but it was very productive. I hope we can get in a few more laps in the next few days. We won’t run a lot since you can run through your tires and engines pretty quickly. Plus, it looks like the conditions are going to change a lot over the weekend. With cooler weather, I’m not sure you will learn a lot for the race. It’s predicted to be in the mid to high 70s next week, but only in the 50s this weekend. So what would we learn by pounding around the track this weekend? Not too much.”

EDDIE CHEEVER JR. (No. 51 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “We were working on tuning the engine and gathering data for our fuel strategy. We think we have settled into what the race pace is going to be. All we are doing is accumulating data so that at the end of the day the engineers can sit down and sift through it. We hear it is going to rain tomorrow, so we are trying to get through our work list today.”

TOMAS SCHECKTER (No. 52 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “I was glad to get in some good, consistent runs today in the Red Bull Cheever Racing Infiniti. This is important for us to be able to evaluate the car and get ready for the race.”

POST-PRACTICE QUOTES:

GIL DE FERRAN (No. 6 Marlboro Team Penske

Dallara/Chevrolet/Firestone): “We had limited mileage in the engine, so we did one long run this morning. We ran the Marlboro Team Penske car in race trim with a heavy fuel load. We are continuing to make good progress, and our plan for tomorrow is to run both the primary car and the T-car.”

HELIO CASTRONEVES (No 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): “I’m much happier with the Marlboro Team Penske car after today’s practice. Even though the track conditions were not ideal, we were able to run 76 laps and made good progress with our race setup. We still need more time on the track, so hopefully the weather will cooperate, and we’ll get some more work done tomorrow.”

DAY 10 – THURSDAY, MAY 16, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

SARAH FISHER (No. 23 Team Purex/Aventis/Dreyer & Reinbold Racing G Force/Infiniti/Firestone): “Today was another untypical day at the track. The weather was a little iffy, so Robbie and I took turns running our cars one at a time. It has been a tough route trying to chase the weather with the aero balance of the car. The team to chase and log the weather the best will win this race. However, the better part of the day consisted of an Aventis gathering at the Racing For Kids hospitality tent. These folks were the first representatives close to the Allegra brand to come out to the track. Another visit was with the ATA folks while doing Pace Car rides this morning and a suite visit this afternoon.”

JOHNNY HERBERT (No. 32 WESTERN UNION/Duesenberg Brothers Racing Dallara/ Chevrolet/Firestone): “Just nothing new to report. We changed engines this morning thinking that might solve some of our problem, but it didn't seem to make much difference. Otherwise, we continue to make chassis adjustments, but we've not hit on the right combination to free the car up, so we're still losing far too much speed through the turns. There's still time though, and the Western Union Speed Team isn't giving up yet.”

BARRY GREEN (Owner, Team Green): (About Dario Franchitti not practicing today): “It was a planned break, Dario has been running non-stop. He ran at Mid-Ohio. The conditions today are not what they'll be on qualifying. This place is tough physically and mentally, so this was a planned break.”

PAUL TRACY (No. 26 Team Green 7-Eleven Dallara/Chevrolet/Firestone): “I think we had a better practice today. We didn't show a lot of speed, but we were running with a lot of downforce on the Team Green 7-Eleven car. At the end of the day, we were the fastest car on the track. Now I don't know if that means anything in terms of qualifying on Sunday, but it is a positive. The wind is really blowing hard so we're being fairly conservative on our setup and trying not to make any mistakes. We'll trim the car out for qualifying, and hopefully find more speed. I would like to go faster, and I think we can as long as we don't lose the balance in the car.”

KENNY BRACK (No. 22 Target Chip Ganassi Racing G Force/Chevrolet/Firestone): “We didn't make that many laps today on the Target car. When we wanted to go out, it rained. The car was pretty good when we went out this afternoon, but we still have a lot of work to do to make it ready for the race. I'm happy with the progress that we have made so far this week. I'm getting more and more excited for the race with each day that goes by.”

BRUNO JUNQUEIRA (No. 33 Target Chip Ganassi Racing G Force/Chevrolet/Firestone): “We did some race simulation laps this morning, and the car is pretty good in race trim. We turned the second fastest lap of the day, and I think we're pretty close to being ready for the '500.”

DAY 10 – THURSDAY, MAY 16, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone): “The CURB Records team really used today as a race preparation day. We ran the car with a full load of fuel for a full fuel stop length, checking the consistency of the car, which was very good. I was really happy with the consistency. I wouldn't mind seeing a little more speed out of the car, but I think it's going to be more important that it's consistent than that it has outright speed. We're still keeping our eye on our precarious bubble situation. But, again today not a lot of cars were running speeds fast enough to contend with our speed. We have a couple other race setups that we'd like to try, so if we get more track time, we'll try those. Otherwise, we'll focus on preparing the backup car in qualifying trim, just in case we need it on Sunday. We'll continue to keep our eye on that.”

TONY KANAAN (No. 17 Hollywood Mo Nunn Racing Dallara/Chevrolet/Firestone): “It's been a really good day for us. We've been trying race setups all day and did a couple of long runs. It's all going to be about the conditions. This track is going to change a lot from today to next week. Let's see what we can do. When the car is good, it is very easy to be comfortable, and that is what I am right now. I think we have a very good car, so that is making my life a lot easier right now. I will tell you I am 60 percent. The other 40 I will get probably by the end of next week. That is the reason we came here (to win). There is no other thinking. Yes, we do know we have the possibility. It is a 500-mile race. It is a long race. We will try to be on the lead lap with the last 50 laps. We do know we have the car to win this race.”

EDDIE CHEEVER JR. (No. 51 Red Bull Cheever Racing Dallara/Infiniti/Firestone): “I had the best setup yet for a race car. I wanted Tomas and Max to try it out. That's why they drove my car in practice today. I was interested in their input.”

TOMAS SCHECKTER (No. 52 Red Bull Cheever Racing Dallara/Infiniti/Firestone): (About driving Eddie's car) “I would really like to get the flowers on the dash, the dice and the furry steering wheel for my car. Seriously, Eddie has a lot of miles here and is good at setting the car up for the race. I trust his opinion. In the other races this year, we had very similar setups. I like a little bit more oversteer, but overall I was happy with his car.”

SHIGEAKI HATTORI (No. 12 EPSON Dallara/Infiniti/Firestone): “We changed the race setup this morning. We changed a couple of things. Last week we had a tough time. The first day we had a big fire. After that we put in a new engine. Yesterday we did 227.1 (mph). That was exactly the same car as last week.”

DAY 10 – THURSDAY, MAY 16, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

MAX PAPIS (No. 52T Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “Eddie’s setup is a strong base to work from. I was pleased to have the chance to jump in his car. It’s a good, solid car. I would just like to make a few small adjustments for my style of driving. It was definitely very, very windy out there. But I think come race time, when there’s 33 cars out there, it’s not going to be atmospherically as windy as this, but it’s going to feel the same. It will be really, really difficult. So I think it was important to be out there, and especially using all the track time you can because you never know if it’s going to rain the next couple of days. I’m pretty pleased with what we have achieved. We have improved the car quite a lot, and I’ve been able to run both (No.) 51T and 52T cars so I feel comfortable about both.”

RAUL BOESEL (No. 2 Menards/Johns Manville

Dallara/Chevrolet/Firestone): “We ran on full tanks to start to feel what the car’s reaction was on long runs. We probably need to make a few changes to the car to gain more speed on a day with these conditions. Today was not a very good day for practice, it was a little windy, but it was a good base. I felt the winds the most in Turn 2 where the car was slightly unstable, just little gust winds going one way that made it a little bit unpredictable, but not terrible. The tire wear is another thing. We did a longer run of 15-20 laps, and I could feel the car start to slide a little bit. Consistent balance was there, but I was starting to use more and more road and lose some grip.”

ROBBIE BUHL (No. 24 Team Purex/Dreyer & Reinbold Racing G

Force/Infiniti/ Firestone): “Overall, everything’s really good with the car. If the weather would cooperate, we’d like to do a few more full-fuel loads to confirm what we already see. We haven’t turned a lot of lap in the past couple of days, thanks to electrical gremlins yesterday and the rain today, but we know our race car.”

GEORGE MACK (No. 30 310 Racing G Force/Chevrolet/Firestone): “I

didn’t have much time, but it (the day) went OK after we smashed the car yesterday. I feel comfortable in the car, we are just getting up to speed slowly. It felt a lot better today than it did yesterday. There is a lot of drag in the car. This motor has about 400 miles on it. We’ll run it a little bit more tomorrow and take it out. We’ll put in what they call ‘Thumper.’ You can feel it (wind). It moves you around a little bit. I broke the perfect gears that we needed for the car when I crashed yesterday. So the gears that I have in the car today are a little taller. With the wind, it just won’t pull it.”

ROBBY McGEHEE (No. 10 Cahill Racing Dallara/Chevrolet/Firestone):

“It was a very productive day for the Cahill Racing team and the Scottrade.com No. 10. We made a big change last night in the garage area, and the car was very comfortable right off the bat this morning. We found some speed; now we need to find some more. At the end of the day we made another big change, but that didn’t work as well as we hoped, so we’re going back to the morning’s setup for tomorrow. Fortunately the rain held off enough today that we were able to get a lot done. I feel much better today because we got some speed out of the car.”

DAY 10 – THURSDAY, MAY 16, 2002 (cont.):

POST-PRACTICE QUOTES (cont.):

DONNIE BEECHLER (No. 14T Harrah's/A.J. Foyt Racing

Dallara/Chevrolet/Firestone): “It’s been different out there for me because my first day yesterday was with the grooved surface. It’s a difference for the veterans. I think the rookies have it a little bit easier because they didn’t experience what it was before. We weren’t shooting for any speeds yesterday, just to get familiar with the track again, and get a confidence level back in the car, and see what we could do. Today we went out there and picked up a mile per hour. We’re not really rushing this thing too quick. We’re worried about the weather, naturally, but I think we’ll be OK for the weekend. It’s the biggest race in the world, and A.J. was man enough to come and ask me, and I feel I was man enough to accept. It’s over and done. We need to get down to business, and get these cars in the show.” (Will you start to feel some pressure as we get closer to Sunday?): “I was feeling pressure yesterday. I really thought I could jump up to speed a little bit quicker, but with the track condition it’s really different. I don’t know if any of the other guys are saying that, but it’s a big change I think with what the cars do on the straightaway. I think just getting comfortable in the car right now is what’s important. The pressure is on when you’re 224 (mph), 223 (mph) and you can’t get to 225 (mph) or you can’t get to 226 (mph), and you can’t duplicate that. Now you start feeling that pressure. I think the only pressure that I have right now is making sure I don’t make any mistakes on my part, and I run four consistent laps out there and just try to be smooth.” (Do you wait to play the final 90-minute game on Bump Day?): “I can’t speak for anybody else, but I would want to get in ASAP. I would want to get in as soon as possible and take a number. In my case, I would like to get out there and throw a number up and get in. I want to get in as soon as possible.” (About some good names in the back of the field being good drafting partners in the race): “As far as drafting partners, Arie will be back there, and he’ll be coming to the front. It just depends on how their cars are handling. My car last year, we started 27th, and we moved up pretty well through the field, but it wasn’t instant. It took me 150 laps to get to seventh, so pit stops, cars falling out, I think a lot of it’s going to come into play.”

RAY LEADS AT 227, JUNQUEIRA CRASHES POLE CAR IN INDY PRACTICE

INDIANAPOLIS, Thursday, May 16, 2002 – 1999 Indy Racing League champion Greg Ray led Indianapolis 500 practice May 16, an eventful day that included two rain delays and a crash by Bruno Junqueira in the car that he drove to the MBNA Pole on May 11.

Ray was fastest at 39.5968 seconds, 227.291 mph in the No. 11 A.J. Foyt Racing/Harrah's Dallara/Chevrolet/Firestone. It was the second consecutive strong day for Ray, who was second to teammate Airton Daré on Wednesday with a lap of 39.4895, 227.909 in the No. 11 car. Both Ray and Daré must attempt to earn a spot in the 33-car field Sunday on the final day qualifications, Bump Day.

"We made some small changes," Ray said. "The speed wasn't much faster, but the improvement in feel and confidence was huge. The car was fantastic in Turn 1, and the conditions out there weren't that good.

"We've been a little more conservative than usual in our approach. With the small changes we made this morning, the car came right. So a little more of that, and we'll be good for qualifying."

Junqueira was second at 39.7179, 226.598 in the No. 22T Target Chip Ganassi Racing G Force/Chevrolet/Firestone, the backup car of his teammate Kenny Brack.

Junqueira crashed early in the afternoon in the No. 33 Target Chip Ganassi Racing G Force/Chevrolet/Firestone in which he won the pole. Junqueira was unhurt and cleared to drive, and the car suffered minor damage to the left-rear and left-front suspension.

As Junqueira approached the pit entrance, his car suddenly veered right, spun 180 degrees and hit the outside retaining wall on the front straightaway with the left side of the car.

"I was coming into the pits a little too fast, and the brakes locked up on me," Junqueira said. "I was going too fast, so I tried to get back out on the track, and the car just came around.

"The car is not bad at all. Luckily, the car was not damaged that badly, and we'll be fine for the next two weeks. We did some race simulation laps this morning and the car is pretty good in race trim. I can't wait to get back in the car."

Daré was third fastest at 39.7379, 226.484 in the No. 14 Harrah's/A. J. Foyt Racing Dallara/Chevrolet/Firestone.

Defending IRL champion Sam Hornish Jr. was fourth at 39.8384, 225.913 in the No. 4T Pennzoil Panther Racing Dallara/Chevrolet/Firestone, with Felipe Giaffone rounding out the top five at 39.8444, 225.879 in the No. 21T Hollywood Mo Nunn Racing G Force/Chevrolet/Firestone. Both Hornish and Giaffone qualified for the race on Pole Day.

Practice was delayed twice this afternoon by rain. The first delay lasted one hour, 19 minutes; the second 29 minutes. Thirty-six drivers in 39 cars turned 1,548 laps.

There was one incident besides Junqueira's crash. Jon Herb hit the inside retaining wall with the front of his No. 16T Dallara/Chevrolet/Firestone after spinning while exiting Turn 2, with smoke trailing from the car. Herb was unhurt and cleared to drive.

The 86th Indianapolis 500 is scheduled for 11 a.m. (EST) Sunday, May 26.

DAY 11 – FRIDAY, MAY 17, 2002

The American Cabaret Theatre will perform “May Madness 2002” throughout the month of May.

The show ties in the Indianapolis 500 over time, to what was happening in the rest of the country, complete with audience participation, period music, dancing and costumes. The show is narrated by Speedway Historian Donald Davidson and features a slide show of images from the Hall of Fame Museum archives. Shows will be performed at 8 p.m. (EST) tonight, tomorrow and May 24 and 25.

The American Cabaret Theatre is located 401 E. Michigan St. in Indianapolis. For more information, call (800) 375-8887 or (317) 631-0334.

On May 26, Robby Gordon will attempt to compete in both the 86th Indianapolis 500 and the Coca-Cola 600 NASCAR Winston Cup race at Lowe’s Motor Speedway in Charlotte, N.C., on May 26. Gordon first attempted to compete in both races in the same day on May 25, 1997, but rain at Indianapolis on Race Day postponed the race, and Gordon competed only in Charlotte on that day when he started 28th and finished 41st after an accident. He returned May 26 to Indianapolis to compete in the “500,” but only 15 laps were completed before rain postponed the event to Tuesday, May 27. He started 12th at Indy and finished 29th after a fire.

He attempted to compete in both events again on May 28, 2000, but a rain delay at the “500” caused him to miss the start of the Coca-Cola 600, which PJ Jones started for him. After finishing sixth at Indy, he relieved Jones at Lowe’s and finished 35th.

Gordon’s schedule for the rest of May:

May 17 – Practice, Lowe’s Motor Speedway

May 18 – The Winston, Lowe’s Motor Speedway

May 19 – Back to Indianapolis in morning, practice (tentative)

May 20 – Back to Charlotte in morning

May 21 – Charlotte

May 22 – Charlotte, back to Indianapolis in afternoon

May 23 – Coors Carb Day at Indianapolis, back to Charlotte in afternoon

May 24 – Coca-Cola 600 qualifying, Lowe’s Motor Speedway

May 25 – Winston Cup Happy Hour, back to Indianapolis in evening

May 26 – 86th Indianapolis 500, back to Charlotte for Coca-Cola 600 immediately after race

May 27 – Back to Indianapolis in morning, Indianapolis 500 Victory Celebration

PRACTICE REPORT:

At 11 a.m., the ambient temperature was 53 degrees with north-northwest winds at 10 mph and a relative humidity of 69 percent. Skies were cloudy. The track temperature was 74 degrees, according to Firestone engineers.

11 a.m. – **GREEN.**

11:05 a.m. – #6 de Ferran first on track.

Entry update:

•Jimmy Kite is now the driver of the No. 99 Sam Schmidt Motorsports Racing Special Dallara/Chevrolet/Firestone.

DAY 11 – FRIDAY, MAY 17, 2002 (cont.):

The 36th annual Louis Schwitzer Award was awarded this morning at the Indianapolis Motor Speedway to the team of University of Nebraska-Lincoln engineers that developed the SAFER (Steel and Foam Energy Reduction) Barrier.

The first track installation of the SAFER Barrier was performed at the Indianapolis Motor Speedway for this year's Indianapolis 500 practice, qualifications and race.

Award recipients receive \$5,000 from BorgWarner, and their names will be added to the permanent trophy in the Indianapolis Motor Speedway Hall of Fame Museum. This is the first time the award has been bestowed for the development of something not attached to a race car or driver.

Dr. Dean Sicking, director of the Midwest Roadside Safety Facility and professor of civil engineering, and Dr. Ronald Faller, research assistant professor, headed the team of engineers at University of Nebraska-Lincoln. Dr. John Rohde, associate professor of civil engineering, handled the detailed design work, including the specifics of track installation and repair. Dr. John Reid, associate professor of mechanical engineering, was the team's modeling expert, and Facility Operations Manager James Holloway managed testing for the program.

Rohde accepted the award today on behalf of the design team.

The Louis Schwitzer Award, named after the dynamic automotive pioneer, has been presented annually in conjunction with the Indianapolis 500-Mile Race since 1967. It recognizes those individuals with the courage and conviction to explore and develop new concepts in auto racing technology.

The award recipient is selected by a committee of seven members of the Society of Automotive Engineers, Indiana Section, and two representatives from the Indy Racing League technical director's office. Past award recipients include Colin Chapman, Bruce McLaren, Dan Gurney, Smokey Yunick and A.J. Foyt. Last year's award was presented to Dr. Robert Hubbard and James Downing, inventors of the HANS® Device.

DR. JOHN ROHDE (Associate professor of civil engineering,

University of Nebraska-Lincoln): "The concept of this wall is to spread out the impact." (Comparing the effect of the similar accidents of Robby McGehee during this event and Eliseo Salazar during April testing at Indy before SAFER Barrier was installed): "There was a 40-percent reduction on loading on McGehee than Salazar despite the similar impact." (About feedback after initial hits to SAFER Barrier this month): "It's already led to discussions about the design of the (race) vehicles and is starting to translate to the roadside." (About possible future modifications to the SAFER Barrier): "Construction issues, repair issues. I don't think we have anything we're desperate to change, but we'll keep working with the Indy Racing League to make improvements." (About installation of SAFER Barrier at other tracks): "Many tracks have much tighter corner radii, which would preclude using the sections used at this track. We need to look at what we have on this wall, see how drivers are faring and move to other tracks. Both the IRL and NASCAR are prudent, and like the medical profession, our first goal is to do no harm. We have done no harm with this wall and have done a lot of good. It's a work in progress. We're not ready to distribute this to every racetrack in the world. We want to optimize it." (About PJ Jones' hit on the SAFER Barrier): "Looking at PJ's hit, it was kind of miraculous, really. He had a velocity change of 100 feet per second, but it occurred over 120 milliseconds, which is a long time for that type of impact. It was a hit that had a tremendous amount of energy that was dissipated with moderate loads on the vehicle. We know we have to get the decelerations diminished, and that's what we're doing here." (What changes will be needed to use the SAFER Barrier during the

DAY 11 – FRIDAY, MAY 17, 2002 (cont.):

Dr. John Rohde (cont.) Brickyard 400?): “The wall is optimized now for the IRL car. To optimize this for NASCAR, we have to add more foam. The face will stay the same, but we’ll add more energy-absorbing material.”

PRACTICE REPORT (cont.):

12:02 p.m. – #99 Kite on track for first time this month.

12:11 p.m. – **YELLOW**. Smoke coming from #31T Boesel. Car stopped on warm-up lane in Turn 2.

RAUL BOESEL: “I was just coming out of pit road when something let go in the motor. It was a good practice session. We learned a lot running on full tanks.”

Medical update from Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League: Mark Dismore has been cleared to drive. Dismore suffered a concussion in a practice crash Thursday, May 9, in Turn 1.

PRACTICE REPORT (cont.):

12:28 p.m. – **GREEN**.

Sam Schmidt Motorsports has obtained associate sponsorship from Absorbs -All, a citrus-scented all-purpose absorbent. Absorbs -All also will support the Sam Schmidt Paralysis Foundation with a portion of all proceeds benefiting the Foundation.

PRACTICE REPORT (cont.):

1:05 p.m. – **YELLOW**. Moisture.

1:15 p.m. – **GREEN**.

1:17 p.m. – **YELLOW**. Moisture.

Top Five Non-Qualified Drivers of the Day, 1:20 p.m.

No.	Driver	Car	Speed
1	12T Shigeaki Hattori	EPSON	226.000 mph
1	55 Arie Luyendyk	Meijer	225.826
2	14 Airtón Daré	Harrah's/A.J. Foyt Racing	225.287
3	99 Jimmy Kite	Sam Schmidt Motorsports Racing Special	225.193
4	15 Oriol Servià	Walker Racing Special	223.689

1:45 p.m. – **GREEN**. #44 Barron first on track.

At 1:53 p.m., the ambient temperature was 53 degrees with north-northeast winds at 11 mph and a relative humidity of 71 percent. Skies were cloudy. The track temperature was 65 degrees, according to Firestone engineers.

Davey Hamilton, who suffered serious leg and foot injuries in a racing accident in June 2001 at Texas Motor Speedway visited the Speedway today.

DAVEY HAMILTON: (Are you going to be around the rest of the month?): “I don’t know what I’ll do. It’s pretty hard. It’s my first day out because it’s just too hard. I miss it. I wanted to come out and see my friends and all the owners, drivers and sponsors who supported me through this. I may actually work on Race Day. I have a couple of guys who want me to spot for them, but I’ll be here one way or another.”

DAY 11 – FRIDAY, MAY 17, 2002 (cont.):

According to Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League, 54 drivers now have passed their physical examinations and are cleared to drive. The latest driver to pass was Jimmy Kite.

Janet Guthrie visited the Speedway today. Twenty-five years ago, Guthrie became the first woman to qualify for the Indianapolis 500. She competed in three races at the Speedway with a best finish of ninth in 1978.

JANET GUTHRIE: "In '77, 25 years ago, I had fastest time Opening Day of the track, was still running among the top 10 when I hit the wall. Then we had a dickens of a time getting the car back together again. It was a prototype. We had to fabricate the parts. We got it together; it didn't work. So it did get down to the very last day, Bump Day. And at noon when I went off the line, I thought the timing gears were going to come undone at any minute. It was 4 inches behind my head. It was a rattle like you couldn't believe. But in any event, we got the job done. And that was quite a moment." (About a book): "I spent a lot of years working on a book manuscript. The book manuscript is done and edited by a freelance editor who helped me shorten it. When I told my story, it was 1,200 manuscript pages. And that was through the 1978 race. I needed some help in making it shorter. So I did get that. And a really terrific literary agent in New York has it and has very kind words for it. Sterling Lord of Sterling Lord Literistic. He wants to sell it to a literary publisher. So that's why I'm standing here talking, because I hope he does. The reason for the Web site (www.janetguthrie.com) is to help try to get publishers interested in the book. I'm active in arts organizations where I live in Colorado and am beneficiary chair of one of the major organizations that benefits the arts. I garden."

PRACTICE REPORT (cont.):

2:50 p.m. – **YELLOW.** Legend car lap.

At 2:50 p.m., three-time Indianapolis 500 winner Johnny Rutherford took the 1957 and 1958 Belond Special for two laps around the Speedway. Sam Hanks drove the car to victory in 1957 and retired in Victory Lane. Jimmy Bryan then won the "500" in the car in 1958.

Johnny Herbert is not practicing today because he is in Sonoma, Calif., in preparation for the American Le Mans Series race Sunday at Sears Point Raceway. He is scheduled to practice tomorrow at the Speedway according to team spokesman Paul Gatsos. According to Gatsos, the tentative plan is to have Herbert qualify the No. 32 WESTERN UNION/Duesenberg Brothers Racing Dallara/Chevrolet/Firestone as early as possible on Bump Day and then fly to Sonoma to finish the last 30-40 minutes of the ALMS Race. Herbert competes with the Champion Audi Team in ALMS.

Rookie George Mack is not expected to practice today due to nausea and dizziness he suffered Thursday night. Mack visited Methodist Hospital in Indianapolis Thursday night for treatment but was not admitted. He was released today and returned to his hotel to rest. Dr. Henry Bock, Indy Racing League and Indianapolis Motor Speedway director of medical services, will evaluate Mack when he returns to the track.

DAY 11 – FRIDAY, MAY 17, 2002 (cont.):

PRACTICE REPORT (cont.):

3:05 p.m. – The caution period has continued due to rain.

PAUL DIATLOVICH (Owner, PDM Racing): (About the decision to put Jimmy Kite in the car): “This decision was truly difficult because it doesn’t accurately reflect Anthony’s (Lazzaro) skill. It is a result of the unique circumstances presented by the month of May. Anthony has done a wonderful job this month of driving the Sam Schmidt Motorsports/PDM Racing entry. Unfortunately, the month has not gone as planned. The intense competition and our various sponsor obligations have forced us to contract the services of Jimmy Kite. Hopefully, in the near future, we can put Anthony back in our car to showcase his talents, as well as the team’s. We welcome Jimmy to the team, and we will do our best to give him a car that will make the show on Sunday.”

JIMMY KITE: “I want to thank Sam Schmidt and the guys at PDM Racing for the opportunity to get in their car. They have great equipment, engines and people. I think we have a great chance of putting this car in the race.”

Top Five Non-Qualified Drivers of the Day, 3 p.m.

No.	Driver	Car	Speed	
1	14	Airton Daré	Harrah's/A.J. Foyt Racing	227.435 mph
2	44T	Alex Barron	Rayovac Blair Racing	226.195
3	12T	Shigeaki Hattori	EPSON	226.000
4	55	Arie Luyendyk	Meijer	225.826
5	99	Jimmy Kite	Sam Schmidt Motorsports Racing Special	225.193

MARK DISMORE: “I haven’t been in the car yet, but I’m cleared to drive. Hopefully I’m going to get in the car tomorrow, run some laps and get a good qualified setup to get this thing in the show. Hopefully, we can get that done early and get back out and work on our race setup. I’m more concerned about that because that’s what this messed us up on. We need to come up with a good race car because at this point, no matter what our speed is, we won’t have a good starting spot.”

Indy Racing standout Sarah Fisher met Janet Guthrie for the first time today. In 1977, Guthrie became the first woman to qualify for the Indianapolis 500.

JANET GUTHRIE: “Sarah has my total and complete admiration. I’ve followed her career so closely, and in one of her interviews she answered a question that was very technical in nature, and I thought to myself, Her mind works the same way mine does,’ and as I told Sarah, I worked on my own engines for 13 years, so we have quite a lot in common. She is a sensational talent, and the only thing keeping her from being at the top of her sport is lack of sponsor money.”

SARAH FISHER: “It’s an honor and a privilege to meet Janet. I always wondered when I’d be a big enough name in this sport to do so! My first impression was that she was a true blue race car driver, which I have always believed comes first before the woman race car driver thing. The presence surrounding her is very emotional. Once I got to know her a little bit, I found out just how gifted of a person she is. Her husband told me that she was going to school for ME (mechanical engineering) and then switched to physics, which is exactly what I was doing. We are so similar in values and likeness that it’s scary. To follow in her footsteps is just shy of a lifelong dream.”

DAY 11 – FRIDAY, MAY 17, 2002 (cont.):

PRACTICE REPORT (cont.):

At 5:04 p.m., the ambient temperature was 51 degrees with north winds at 15 mph and a relative humidity of 74 percent. Skies were cloudy. The track temperature was 54 degrees, according to Firestone engineers.

5:04 p.m. – **GREEN**. The rain delay lasted one hour, 59 minutes.

5:08 p.m. – #22 Brack on track, turned one lap.

5:14 p.m. – **YELLOW**. Rain.

Eddie Cheever Jr. visited friend Brian Hall at St. Vincent Hospice in Indianapolis. Hall has Amyotrophic Lateral Sclerosis (ALS), also known as Lou Gehrig's disease. He is the person behind the program "Brian's Wish" to help raise awareness of his disease and raise money for ALS research.

EDDIE CHEEVER JR. "I went to visit my friend Brian today, who has been adopted, so to speak, by the Indy Racing League community. Everyone in the IRL garage area seems to know something about Brian's wish to help teach people about Lou Gehrig's disease. When I walked in his room, it was great to see photos, hats, shirts from every racing team I know. It was nice to see that so many people have embraced his cause. Brian is a courageous and strong person, who I admire very much. I look forward to visiting him again before Race Day. He was very appreciative of all the e-mails and other items he received. More importantly, he appreciates all the effort that people have given to his cause. It's days like this that make me happy to be a part of this community."

Johnny Herbert was third fastest in American Le Mans Series practice today for the Champion Audi team at Sears Point Raceway. Herbert will attempt to qualify for the Indianapolis 500 on Bump Day before racing in the ALMS event at Sears Point.

Top 10 Drivers of the Day

No.	Driver	Car	Speed
1	24T Robbie Buhl	Team Purex/Aventis/Dreyer & Reinbold Racing	228.077 mph
2	14 Airton Daré*	Harrah's/A.J. Foyt Racing	227.435
3	44T Alex Barron*	Rayovac Blair Racing	226.195
4	91T Buddy Lazier	Coors Light/Life Fitness/Tae-Bo/Delta Faucet	226.112
5	12T Shigeaki Hattori*	EPSON	226.000
6	55 Arie Luyendyk*	Meijer	225.826
7	23 Sarah Fisher	Team Allegra/Dreyer & Reinbold Racing	225.354
8	99 Jimmy Kite*	Sam Schmidt Motorsports Racing Special	225.193
9	3 Helio Castroneves	Marlboro Team Penske	225.111
10	6 Gil de Ferran	Marlboro Team Penske	224.990

*Non-qualified driver

PRACTICE REPORT (cont.):

5:25 p.m. **CHECKERED**. End of session.

Twenty-nine cars and 26 drivers turned 649 laps today. For the month, 64 cars and 43 drivers have completed 10,438 laps.

Sixty-six cars are now at the Speedway, with 65 having passed technical inspection.

DAY 11 – FRIDAY, MAY 17, 2002 (cont.):

There were four caution periods today for three hours, 24 minutes.

Track temperatures ranged from 57-70 degrees today, according to Firestone engineers.

TOMORROW'S SCHEDULE:

8 a.m.	Public gates open (First 5,000 fans receive Al Unser bobblehead doll)
10:05 a.m.	1992 closest finish anniversary ceremony
10:15 a.m.	Roger Penske anniversary ceremony
10:30 a.m., 2:30 p.m. & 4:30 p.m.	Extreme Freestyle Motocross (F1 course north of 5 th & Hulman)
11 a.m.-6 p.m.	Indy Racing League practice
11:30 a.m. & 1:15 p.m.	Pepsi Stage (Johnny Socko)
Noon-1 p.m.	Motocross Rider autograph session (Bombardier Pagoda Plaza)
3:30 p.m.	Legend Car Lap, STP Wedge Turbine (driven by Vince Granatelli)
11 a.m.-6 p.m.	Indy Racing League practice
6:05 p.m.	End of the Day press conference

PRACTICE QUOTES (DURING 3 P.M. RAIN DELAY):

SAM HORNISH JR. (No. 4 Pennzoil Panther

Dallara/Chevrolet/Firestone): "We were working on our race setup, trying to figure out what we need for race day. We don't know what the weather will be on race day. It could be cold like this. It could be hot. We're just trying to run in as many conditions as we can. The wind was stronger yesterday, and it moved the cars around more. Today it's cool. It's just thrown something different at us every day this month. We'd always like to be faster, but we're pretty happy with the way things are going right now. We're working hard, and we think we have a great race car."

SHIGEAKI HATTORI (No. 12 EPSON Dallara/Infiniti/Firestone):

"We used the qualifying setup this morning. The car was pretty good. I'm very comfortable right now. We are in a good position for qualifying, and we need to keep going this way. Yesterday it was very windy, but not so much today. The car will be fine."

JOHN DE VRIES (No. 37 Pit Bull Energy Drink/Rhino Cleaning

Products Dallara/ Chevrolet/ Firestone): "We're figuring it out little by little. We're just pulling things out and trying to get some more speed, but we're going the right direction. It's a little windy. We're just trying to work some bugs out."

JIMMY KITE (No. 99 Sam Schmidt Motorsports Racing Special

Dallara/Chevrolet/ Firestone): "I haven't been in an IRL car in a year. I know these guys. I know they put a pretty safe race car out there. I had the confidence to go out and get up to speed pretty quickly. I didn't expect to get up to speed that quickly, but the car just feels really good to me. The way they've redone this track, compared to the last four years of running this track, it just has so much grip in it. It's the easiest time we've been here. That's why the speeds are so high this year. Even for me, it feels pretty easy to drive this year. They gave me a call yesterday evening and asked me if I'd be interested in wheeling the car for the rest of the weekend and put it in the '500,' and I obviously jumped on it. I knew that they had the engine, the

DAY 11 – FRIDAY, MAY 17, 2002 (cont.):

PRACTICE QUOTES (DURING 3 P.M. RAIN DELAY) (cont.):

Jimmy Kite (cont.) equipment and the people to do it. It's just getting a couple of days out there to knock the rust off of me and get up to speed. 225 (mph) right out of the box, I'm pretty happy with it. We still have another qualifying motor that we're going to put in it sometime before Sunday. I don't know if it will be tonight or tomorrow night. I still think the car's got, safely, a 227 (mph) in it. If we go 227 (mph), I'd be pretty happy with that. That would put us safely in the race. I still think that we've got another mile an hour or so that we can trim out of the car. I've just got to thank the guys at Sam Schmidt Motorsports and PDM for giving me this shot. Yesterday I still had nothing to do and was in my street clothes. It's just a great opportunity for me."

AIRTON DARÉ (No. 14 Harrah's/A.J. Foyt Racing

Dallara/Chevrolet/Firestone): "The car is a lot better. It was not only one thing we found. We found a lot of small things. We found some more speed on the straightaways. We just keep working at it. We tried to adjust the car for the conditions that we had today, so when it comes to Sunday, whatever weather we have, we're prepared. I think if we run mid to high 227's (mph), we'll be all right in qualifying. I think we were pretty solid on that speed. Even if we can go faster than that, we're not going to risk it and do something stupid. We'll just try to run the speed that gets us in the race and then go forward."

DONNIE BEECHLER (No. 14T Harrah's/A.J. Foyt Racing

Dallara/Chevrolet/Firestone): "Yesterday I ran a (2)25 and a half (mph), and that felt good. We still had just a little bit of an understeer in one of the corners. That's taken two miles an hour off of me right there. I've been shaking down the 11T car. It has a little bit better engine than the one that I've got. The 14T's just got a few miles on her. I think we'll go out there and try to bump up there as quick as we can. The conditions, though, you've got to be careful. You have to take another lap to get the tires up to temperature. Just be a little cautious out there. I did 10 laps, but eight of them were warming the tires up. I was probably just a little too cautious, but I'd rather be safe than sorry on this."

GIL DE FERRAN (No. 6 Marlboro Team Penske

Dallara/Chevrolet/Firestone): "It's going OK. It's a bit cold and windy today, but I feel 90 percent ready for the race. We're just working on the race setup. That's all we're doing." (About the conditions): "It's all right. It's a bit more difficult. The wind bothers me more than the temperature."

RICHIE HEARN (No. 20 Grill 2 Go Sam Schmidt Motorsports Indy Car

Dallara/ Chevrolet/Firestone): "The car's all right. I ran some good runs in traffic. I could still be maybe a little bit faster on my own. I want to run a couple more times tomorrow. I just want to gather some data. It's not that bad out there, really. It takes maybe an extra lap to get the tires up to temperature, but I thought it was a lot tougher yesterday or the day before because the wind was blowing. It was moving the car around a lot. Today it didn't seem that bad."

DAY 11 – FRIDAY, MAY 17, 2002 (cont.):

PRACTICE QUOTES (DURING 3 P.M. RAIN DELAY) (cont.):

LAURENT REDON (No. 34 Mi-Jack Dallara/Infiniti/Firestone): “Right now we’re trying to prepare for the race, running the race setup. We’re going to try the backup car to try some different things, but right now the weather is pretty cold, so we don’t want to focus too much on the results of that. Most of the time we’re trying to have a good car when we follow a different number of cars. The problem is that nobody is running, so it’s pretty difficult to do that. Yesterday we really tried to find a group of cars and tried to offset the car pretty good behind three or four cars. That’s our goal now: to try to have a good car in testing.” (About Rich Simon joining the team as chief mechanic): “It’s never easy to come to a team during a season, especially just three weeks before Indy. We’re getting closer and closer. We’re trying to learn (about) each other. Rich is doing a very good job. He’s really trying to be part of the team. He’s really becoming part of the team, which is difficult in the middle of the season. I think we’re going to be better and better during the season.”

HELIO CASTRONEVES (No. 3 Marlboro Team Penske Dallara/Chevrolet/Firestone): “We shook down our primary Marlboro Team Penske car this morning just to be sure everything was running properly, and then we put it away until we get our race engines and run it for one final time on Carburetion Day. Our plan for the afternoon was to continue to work on our race setup in the backup car, but unfortunately the rain came, and we didn’t get in as much running as we planned. Despite the weather conditions, we’re still on schedule with our race preparation.”

MAX PAPIS (No. 53 Red Bull Cheever Racing Dallara/Infiniti/Firestone): “It was very interesting to see Tomas running. Since I have been here I have run every day, so it was very good to watch him. It was cold today, so I don’t think it was very representative for race pace. We will see tomorrow how we stand. Now I will go to the gym.”

FELIPE GIAFFONE (No. 21 Hollywood Mo Nunn Racing G Force/Chevrolet/Firestone): “We are trying to do some full-tank runs and trying some different downforce. Today is going to be a waste for everybody because the track is far from good. It’s windy, it’s cold, and we just decided to quit. We’ve scrubbed some tires for the race, and that was the only good thing about today.”

BUZZ CALKINS (Owner, No. 12 EPSON Dallara/Infiniti/Firestone): “Shigeaki (Hattori) feels pretty comfortable with the car. I think we still have quite a bit of downforce on it, so I think there is still some more room to trim it out. Hopefully, we will be able to get up to where we need to be speed-wise. I think our main priority is to get both the cars to where they are at a decent speed, so we have some different options going into Sunday if something happens to one of the cars.”

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone): “With these conditions, it’s hard to get much done. Obviously, everybody’s chasing the cold temperatures and the dampness today. Our focus is still on watching everybody else and just waiting.”

DAY 11 – FRIDAY, MAY 17, 2002 (cont.):

PRACTICE QUOTES (DURING 3 P.M. RAIN DELAY) (cont.):

ROBBY McGEHEE (No. 10 Cahill Racing/Scottrade

Dallara/Chevrolet/Firestone): "We went out and had a gearbox problem. We fixed the gearbox, and it rained. We didn't get to run any hot laps in the Scottrade.com No. 10 car today. Hopefully, we'll get to run more tomorrow."

ROBBIE BUHL (No. 24 Team Purex/Aventis/Dreyer & Reinbold Racing

G Force/Infiniti/ Firestone): "We got out today in the backup car to see what we could learn about tire wear during some fast laps. We tried a few different things and feel like we made some progress. We're trying to learn as much as we can with the limited green-flag time we have. With the weather as it is, we do what we can and then call it a day."

JEFF WARD (No. 9 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): "We got a few laps out there today, and things went pretty well. We had a fuel pressure problem early in the day, but the Team Target guys were able to get that fixed. Each day that goes by, I get more and more excited about the race. Then again, it's hard not to get excited about racing in the Indianapolis 500. This is the Super Bowl of racing, and with all of the great teams here, it is going one of the most competitive races ever. I'm with a top-notch team and have good equipment to work with. I think that we have a great shot at winning this year."

RAUL BOESEL (No. 2 Menards/Johns Manville

Dallara/Chevrolet/Firestone): "I guess it was a good day. Still not as much running as we'd like due to the weather. It's very windy out there, too windy. When we did run, we made improvements, though. The car is much better than it was yesterday. With the cold weather, the track was quick, and our car was much more predictable with the setups we used. Tomorrow we will use our primary car with what we learned today and hopefully find another mile an hour or two. I wanted to run more in traffic with this car today, but unfortunately, there weren't many cars on the track because of the windy and cold conditions."

TOMAS SCHECKTER (No. 52 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): "We're working on race setups since we've obviously qualified for the race. We're just trying to find a setup that fits on the car. When we went out this morning, we found one that seemed pretty good, but the track seems to be wearing the tires out quite a bit, and we tried something new. We're just waiting for the rain to go. We've done one useful run, but we found a problem. When we go back out, we'll see if we've improved it. The track changes all the time, and you have to watch out for that because you have to change the car. One day can be like this, and the next, the wind can be blowing from the opposite direction. We just have to keep our eyes on the weather so when the race comes, we have the right setup on the car. You have to make the most of what time you get. Since qualifying, I haven't run as much as my teammates, so any time is valuable. We need to see these conditions. You can't predict what the track will do, so you need to see everything so you are ready."

DAY 11 – FRIDAY, MAY 17, 2002 (cont.):

PRACTICE QUOTES (DURING 3 P.M. RAIN DELAY) (cont.):

KENNY BRACK (No. 22 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): “We had some stuff we wanted to try before the final practice. We thought the track was dry, but obviously it wasn’t.”

ALEX BARRON (No. 44 Rayovac Blair Racing

Dallara/Chevrolet/Firestone): (About coming back after his crash on May 10): “Actually, the few things that I’ve had happen in my career, I’ve been able to mentally overcome that fairly quickly. The biggest thing was physically. My back was pretty tight. It was hard really to just be loose in the car. When you have an incident like that, it basically shocks your body, and your body needs enough time to recover from it. In order to be out here, because there’s a lot of forward drifting going on, you need to be very relaxed in the car, and that took about half a day to happen. We got up to speed fairly quickly, but at the same time it wasn’t really comfortable.” (About the SAFER Barrier): “I’ve hit concrete before and the angle that I went in, in Turn 1, I just can’t imagine if that was concrete. The (SAFER) walls, that’s the reason why I’m here right now and able to compete to try to qualify for the Indy 500. If those weren’t there, I don’t think that I’d be here right now trying to do that.” (About the conditions): “We’re monitoring the weather. I feel as though we could open up our own news broadcast for weather. We’re constantly looking at the weather. The engineer, John Dick, is observing that, as well as a lot of the other team members. We make changes 10 minutes before we go out on the track, that’s how much the weather actually changes the way the car feels. We have a lot of data points for race simulation as well as qualification. I think we’ve got a good base (setup) going, and a lot of things we’ve seen we’ll be able to apply in the future.”

BUHL REACHES 228 IN BACKUP CAR ON CHILLY, WET DAY AT INDY

INDIANAPOLIS, Friday, May 17, 2002 – It doesn't matter whether he is in his primary or backup car: Robbie Buhl is fast this month at the Indianapolis Motor Speedway.

Buhl turned the fastest lap during the rain-shortened practice May 17 for the 86th Indianapolis 500, 39.4604 seconds, 228.077 mph, in the No. 24T Team Purex/Aventis/Dreyer & Reinbold Racing G Force/Infiniti/Firestone, his backup car. Buhl qualified second at 231.033 on Pole Day last Saturday in his primary car.

"We got out today in the backup car to see what we could learn about tire wear during some fast laps," Buhl said. "We tried a few different things and feel like we made some progress. We're trying to learn as much as we can with the limited green-flag time we have. With the weather as it is, we do what we can and then call it a day."

The weather produced tough conditions. There were three delays due to rain for two hours, 22 minutes, and practice ended 35 minutes early due to rain. Air temperatures hovered in the mid-50s for most of the day, with north winds at 15 mph. The track temperature plummeted to 54 degrees just before the final rain delay.

Airton Dare was second fastest today at 39.5718, 227.435 in the No. 14 Harrah's/A.J. Foyt Racing Dallara/Chevrolet/Firestone. Dare will try to qualify for the 33-car field Sunday on Bump Day, the final day of qualifications.

Alex Barron, another non-qualified driver, is third at 39.7887, 226.195 in the No. 44T Rayovac Blair Racing Dallara/Chevrolet/Firestone.

1996 Indianapolis 500 winner Buddy Lazier was fourth at 39.8032, 226.112 in the No. 91T Coors Light/Life Fitness/Tae-Bo/Delta Faucet Dallara/Chevrolet/Firestone. Lazier qualified 20th at 227.495 on Pole Day.

Shigeaki Hattori rounded out the top five at 39.8230, 226.000 in the No. 12T EPSON Dallara/Infiniti/Firestone. Hattori must attempt to qualify on Bump Day.

There was one driver change, as veteran Jimmy Kite replaced rookie Anthony Lazzaro behind the wheel of the No. 99 Sam Schmidt Motorsports Racing Special Dallara/Chevrolet/Firestone. Kite, who will attempt to qualify Sunday, turned a top lap of 39.9657, 225.193 today.

"I've just got to thank the guys at Sam Schmidt Motorsports and PDM for giving me this shot," Kite said. "Yesterday I still had nothing to do and was in my street clothes. It's just a great opportunity for me."

Twenty-six drivers in 29 cars turned 649 laps.

The 86th Indianapolis 500 is scheduled for 11 a.m. (EST) Sunday, May 26.

DAY 12 – SATURDAY, MAY 18, 2002 – PEPSI FUN DAY

Robby Gordon qualified 16th Friday night for NASCAR Winston Cup's "The Winston" which takes place this evening at Lowe's Motor Speedway in Charlotte, N.C. Gordon is attempting to compete in both the 86th Indianapolis 500 and the Coca-Cola 600 in Charlotte on May 26.

While it is rare that there are nine spots left to fill the field on Bump Day, it is not a record. Since 1950, there have been nine occasions where there were nine or more starting positions were available heading into Bump Day.

Year	Spots Open
1955	13
1957	10
1959	10
1960	11
1974*	9
1978**	13
1980	14
1998***	11
2000***	10
2002**	9

*Qualifying was four sessions in two days (Two sessions per day)

**Rain cut qualifying to two days

***Qualifying scheduled for two days

At a ceremony this morning, the Indianapolis Motor Speedway honored the 10th anniversary of the closest finish in Indianapolis 500 history. On May 24, 1992, Al Unser Jr. won the 76th running of the "Greatest Spectacle in Racing" by .043 of a second over Scott Goodyear. Today both Unser's Valvoline Galmer '92/Chevy Indy V8A and Goodyear's Mackenzie Financial Special 92 Lola Chevy Indy V8A were placed in the positions they were in 10 years ago for the finish of the race.

AL UNSER JR.: "They tell me it was pretty close. It was just too close for comfort. My mirrors were very full of Scott the last few laps. Traffic dictated who was in front of who. I hit some traffic, and he got by me. Then he hit some traffic, and I got by him. Of course, Michael (Andretti) had his problem, he had everyone covered that day. I started 12th in 1992, so maybe that's a good omen. I hope it ends the same way, but not nearly as close."

SCOTT GOODYEAR: "It was much like today. It was cold. The temperature was in the 40s or 50s, and it was a long day with a lot of stop and go and a lot of cautions. The car was sliding out from underneath me, it was a very difficult day to drive. I was trying everything I could to pass Al, but it was only my third year here. Al had been here since 1983, so it was a difficult task. He also made that car pretty wide down the frontstretch."

PRACTICE REPORT:

At 11 a.m., the ambient temperature was 49 degrees with north-northwest winds at 14 mph and a relative humidity of 63 percent. Skies were sunny. The track temperature was 64 degrees, according to Firestone engineers.

11 a.m. – **GREEN.** #99 Kite first on track.

DAY 12 – SATURDAY, MAY 18, 2002 – PEPSI FUN DAY (cont.):

Andy Granatelli and Roger Penske, longtime owners in Indy Racing, and the late Sid Collins, radio voice of the Indianapolis 500 from 1952-77, were inducted into the Indianapolis Motor Speedway Hall of Fame at the annual Speedway Hall of Fame/500 Oldtimers Recognition Banquet last night at the Adam's Mark Hotel in Indianapolis.

Speedway President and CEO Tony George made the Hall of Fame introductions. Granatelli and Penske both received letters of congratulations from President George W. Bush and First Lady Laura Bush. Speedway Historian Donald Davidson made the acceptance speech for Collins.

Also, Tim Cindric, president of Penske Racing, received the Herb Porter Memorial Award and a check for \$2,000, while Bill York, WorldCom *plex* Media Center manager for the Speedway, and June Swango, longtime secretary of the Indianapolis Motor Speedway, were presented with Louis Meyer Awards, the highest honor given each year by the 500 Oldtimers Club.

Eleven drivers from the 1977 race, including winner A.J. Foyt, who won for the fourth time that year, were presented plaques and introduced individually to the audience.

Granatelli owned the car driven to victory by Mario Andretti in 1969 and also introduced the turbine-powered cars that made their appearance at the Speedway in 1967 and 1968.

Penske, who was in attendance with his wife, Kathryn, and drivers Helio Castroneves and Gil de Ferran, has won the "500" as an owner a record 11 times including last year with Castroneves.

Collins was the longtime "Voice of the 500" and coined the phrase "Greatest Spectacle in Racing." He passed away in 1977.

ANDY GRANATELLI: "I'm proud of the crowd, proud of my family, proud of all the people who helped me. I appreciate all those years. I had the luck to lose a couple of races (with his turbines) in the last couple of laps. For all those who voted for me, thank you. For all those who didn't, tough luck, I made it."

ROGER PENSKE: "We're up for the Hall of Fame Award, but really it's a team award. Foyt says, 'Penske, you'd be nothing without the Speedway.' A.J., that's one thing I agree with you on."

PRACTICE REPORT (cont.):

11:54 a.m. -- #11 Ray turns lap of 226.756 mph.

Rookie George Mack did not practice Friday due to nausea and dizziness he suffered Thursday night. Mack visited Methodist Hospital in Indianapolis Thursday night for treatment but was not admitted. Although Mack never was required to sit out of the car, Dr. Henry Bock, Indy Racing League and Indianapolis Motor Speedway director of medical services, evaluated Mack this morning and cleared him to drive.

At 12:19 p.m., the ambient temperature was 52 degrees with north-northwest winds at 15 mph and a relative humidity of 53 percent. Skies were sunny. The track temperature was 90 degrees, according to Firestone engineers.

PRACTICE REPORT (cont.):

12:27 p.m. – #30 Mack on track.

12:35 p.m. -- #20 Dismore on track for first time since May 9, when he suffered a concussion in a crash.

DAY 12 – SATURDAY, MAY 18, 2002 – PEPSI FUN DAY (cont.):

Indy Racing Infiniti Pro Series driver Ed Carpenter will drive the No. 69 Hoffman Racing entry in the "Hoosier Hundred" USAC Weld Racing Silver Crown event scheduled for May 24 at the Indiana State Fairgrounds' 1-mile dirt oval. Carpenter, the 2001 USAC Sprint Car Rookie of the Year, started from the pole and led for 80 laps in the 2000 event before retiring due to mechanical problems. Dave Fisher, father of Indy Racing League driver Sarah Fisher, is the crew chief for the No. 69 car. The "Hoosier Hundred," which pays tribute to the Hulman-George family, is the first of six Weld Racing Silver Crown events on dirt this season. Carpenter, a 21-year-old Butler University student, drives the No. 44 Menards/Johns Manville-sponsored entries in the USAC Silver Crown and Sprint Car series. He will be at the wheel of the No. 2 Menards/Johns Manville entry when the Indy Racing League's new development series, the Infiniti Pro Series, makes its debut July 7 at Kansas Speedway.

Top Five Non-Qualified Drivers of the Day, 12:45 p.m.

	No.	Driver	Car	Speed	
	1	11	Greg Ray	A.J. Foyt Racing/Harrah's	226.756 mph
	2	12T	Shigeaki Hattori	EPSON	225.403
	3	14T	Donnie Beechler	Harrah's/A.J. Foyt	224.849
	4	27	Dario Franchitti	Team Green 7-Eleven	225.584
	5	44T	Alex Barron	Rayovac Blair Racing	224.337

PRACTICE REPORT (cont.):

12:47 p.m. – **YELLOW**. Debris.

12:59 p.m. – **GREEN**.

1 p.m. – **YELLOW**. Report of spray from #20 Dismore. Crew reports gearbox leak.

1:12 p.m. – **GREEN**.

1:30 p.m. – #14 Daré fastest of day at 39.6449, 227.015. Track temperature was 86 degrees, according to Firestone engineers.

1:48 p.m. – **YELLOW**. Smoke trailing from #8 Sharp. Crew reports engine problem.

1:52 p.m. – **GREEN**.

2:23 p.m. – **YELLOW**. Smoke trailing from #15 Servia. Crew reports no problem.

2:30 p.m. – **GREEN**.

Top Five Non-Qualified Drivers of the Day, 2:45 p.m.

	No.	Driver	Car	Speed	
	1	14	Airton Daré	Harrah's/A.J. Foyt Racing	227.015 mph
	2	11	Greg Ray	A.J. Foyt Racing/Harrah's	226.756
	3	27	Dario Franchitti	Team Green 7-Eleven	226.751
	4	44T	Alex Barron	Rayovac Blair Racing	225.950
	5	26	Paul Tracy	Team Green 7-Eleven	225.451

PRACTICE REPORT (cont.):

2:54 p.m. – **YELLOW**. Debris.

2:58 p.m. – **GREEN**.

DAY 12 – SATURDAY, MAY 18, 2002 – PEPSI FUN DAY (cont.):

3:04 p.m. – **YELLOW.** #6T de Ferran stopped between Turns 1 and 2. Team had just completed a mock pit stop and de Ferran was leaving pits. Crew reports left front wheel was not tightened properly.

3:16 p.m. – **GREEN.**

3:18 p.m. – **YELLOW.** #37 de Vries spun exiting Turn 3. No contact. Car did a quarter-spin to the left, then straightened. Car continued through Turn 4 before stopping on pit apron. de Vries climbs out without assistance.

JOHN DE VRIES (No. 37 Pit Bull Energy Drink/Rhino Cleaning

Products Dallara/Chevrolet/Firestone): “I think we have some damage to the skid plate. We didn’t hit anything though. I felt it come – I just tried to steer out of it. So we’ll see.”

At 3:30 p.m., Vince Granatelli was to take two ceremonial laps in the No. 70 STP Turbine Wedge that Graham Hill drove in 1968. Hill started second and finished 19th after an accident. Granatelli is the son of Andy Granatelli, who owned the turbine cars in 1967 and 1968. The car would not fire but will be honored again on Race Day.

VINCE GRANATELLI: “There’s a minor problem with the drive line. It seemed to be running earlier, but we’ll go back and look at it. It’s always a disappointment to not run this car. It’s such a crowd pleaser. I’m very disappointed not to run today. We’ll have it running by Race Day.”

PRACTICE REPORT (cont.):

3:38 p.m. – **GREEN.**

Ten years ago, Bobby Rahal drove the four most consistent qualifying laps in Indianapolis 500 history. On May 9, 1992, Rahal completed his four qualifying laps within .006 of a second of each other. Rahal started 10th in the race and went on to finish sixth.

BOBBY RAHAL: “It wasn’t really that hard that day. I put my foot to the floor for four laps and hit the apex in each corner. The car didn’t slide to scrub off speed, and everything was hooked up. Unfortunately, I wanted to be faster that day so I didn’t even think about the consistency. I was just doing my job.”

Bobby Rahal, owner of Team Rahal, which fields a car for Jimmy Vasser, is not at the Indianapolis Motor Speedway this weekend. He is racing at Summit Point, W. Va., in a vintage car event with his original Formula Atlantic open-wheel car, a 1975 Lola 360. Rahal won the SCCA national championship in Formula Atlantic in 1975 at Road Atlanta and was the SCCA President’s Cup Winner as the top amateur driver in the county. Rahal was able to locate and purchase the car last year and had the Lola restored for this year’s vintage car races.

Entry update:

•Scott Harrington is now the driver of the No. 37 Pit Bull Energy Drink/Rhino Cleaning Products Dallara/Chevrolet/Firestone.

DAY 12 – SATURDAY, MAY 18, 2002 – PEPSI FUN DAY (cont.):

Car owner Ron Hemelgarn is celebrating his 25th year of involvement at the Indianapolis 500. He first came to the track as a sponsor in 1977 and became a team owner in 1984. He won the “500” as a car owner in 1996 with Buddy Lazier behind the wheel. Lazier also won the 2000 Indy Racing League championship.

RON HEMELGARN: “It’s been 25 great years here at Indy. I’ve won the race, and I finished last in this race, but all the years have been great. I haven’t had any real bad moments here. Some years have been better than others, but they’ve all been super.” (About Buddy Lazier winning in 1996): “It’s the ultimate. After 19 years of trying, we finally won the Indy 500. It’s the biggest event in the world, and it’s a cherished time I’ll never forget. It’s probably one of the most memorable moments of my entire life. I think a lot about it these days, and it’s still fresh in my mind. You’re never prepared to win it, and when you do, you’re in a daze for many, many hours. When you wake up the next day all you can say is, ‘Hey, I won the Indy 500.’ It’s the greatest feeling, everybody knows you, and they don’t forget you because your name is in the history books.”

PRACTICE REPORT (cont.):

4:33 p.m. – **YELLOW.** #16T Herb makes contact with outside retaining wall exiting Turn 1. Car was high in the groove and made moderate contact with right side of car. Car continued through Turn 2 and stopped on backstretch apron. Herb climbs from car without assistance. Moderate damage to front right wheel and suspension. Minimal damage to right side of car.

Medical Update from Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League: Jon Herb has been checked and released without injury from the Clarian Emergency Medical Center. He is cleared to drive.

4:48 p.m. – **GREEN.**

Two-time Indianapolis 500 winner Arie Luyendyk will not participate in today’s practice session. He has not yet qualified for this year’s race.

ARIE LUYENDYK (No. 55 Meijer G Force/Chevrolet/Firestone): “It seems to me like the wind direction has changed every day for the last three days. I don’t see the value in running today and tuning the car to these conditions. It’s more important to practice Sunday morning and tune the car to the conditions then. We ran both cars Friday and did a lot of laps, and I got both to the point where I was comfortable and the team decided we should stop and wait until Sunday. The other issue here is you are allotted 33 sets of tires for the month, and we are saving enough sets of new tires so we have them for Sunday. There is one attempt left on the primary car (No. 55) and three attempts on the backup car (55T), but hopefully, we won’t have to use the backup car. You have to be prepared just in case, though, so we want to have enough sets of new tires.”

Top Five Non-Qualified Drivers of the Day, 5 p.m.

	No.	Driver	Car	Speed
1	14	Airton Daré	Harrah’s/A.J. Foyt Racing	227.015 mph
2	11	Greg Ray	A.J. Foyt Racing/Harrah’s	226.756
3	27	Dario Franchitti	Team Green 7-Eleven	226.751
4	26	Paul Tracy	Team Green 7-Eleven	226.483
5	44T	Alex Barron	Rayovac Blair Racing	225.950

DAY 12 – SATURDAY, MAY 18, 2002 – PEPSI FUN DAY (cont.):

PRACTICE REPORT (cont.):

5:08 p.m. – **YELLOW.** Track inspection.

5:20 p.m. – **GREEN.**

5:23 p.m. – **YELLOW.** Smoke coming from #30 Mack. Crew reports engine problem.

5:39 p.m. – **GREEN.**

5:42 p.m. – Serbia is in the #34T.

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

Top 10 Drivers of the Day

No.	Driver	Car	Speed	
1	14	Airton Daré*	Harrah's/A.J. Foyt Racing	227.015 mph
2	11	Greg Ray*	A.J. Foyt Racing/Harrah's	226.756
3	27	Dario Franchitti*	Team Green 7-Eleven	226.751
4	26	Paul Tracy*	Team Green 7-Eleven	226.483
5	34T	Oriol Servia*	Mi-Jack	226.359
6	44T	Alex Barron*	Rayovac Blair Racing	225.950
7	14T	Donnie Beechler*	Harrah's/A.J. Foyt Racing	225.531
8	12T	Shigeaki Hattori*	EPSON	225.448
9	30	George Mack*	310 Racing	225.299
10	32	Johnny Herbert*	WESTERN UNION/Duesenberg Brothers Racing	225.268

*Non-qualified driver

Thirty-seven cars and 32 drivers turned 1,738 laps today. For the month, 65 cars and 44 drivers have completed 12,176 laps.

Sixty-six cars are now at the Speedway, with 65 having passed technical inspection.

There were 10 caution periods today for one hour, 54 minutes.

Track temperatures ranged from 68-94 degrees today, according to Firestone engineers.

Armed Forces Day will take place tomorrow, which also is Bump Day, the final day of qualifications. Any present or past member of the U.S. Armed Forces in uniform will be admitted to the track for free. The Armed Forces also will be honored during a ceremony at 11:15 a.m. (EST).

The first 5,000 fans through the gates will receive a free Rick Mears bobblehead doll courtesy of Pepsi. Splurge will perform on the Pepsi Stage from noon-1 p.m., 1:30-2:30 p.m. and 3-4 p.m.

DAY 12 – SATURDAY, MAY 18, 2002 – PEPSI FUN DAY (cont.):

BUMP DAY QUALIFICATION ORDER:

1	55T	Arie Luyendyk	20	52T	Tomas Scheckter
2	99	Jimmy Kite	21	26	Paul Tracy
3	15	Oriol Servia	22	30	George Mack
4	32	Johnny Herbert	23	39T	Michael Andretti
5	55	Arie Luyendyk	24	8T	Scott Sharp
6	98T	Billy Boat	25	20	Mark Dismore
7	5T	Rick Treadway	26	27	Dario Franchitti
8	37T	Scott Harrington	27	2T	Raul Boesel
9	37	Scott Harrington	28	19	Jimmy Vasser
10	44T	Alex Barron	29	16T	Jon Herb
11	11	Greg Ray	30	31T	Robby Gordon
12	14	Airton Daré	31	7	Al Unser Jr.
13	12	Shigeaki Hattori	32	81	Billy Roe
14	4T	Sam Hornish Jr.	33	30T	George Mack
15	91T	Buddy Lazier	34	21T	Felipe Giaffone
16	11T	Greg Ray	35	10	Robby McGehee
17	14T	Donnie Beechler	36	24T	Robbie Buhl
18	12T	Shigeaki Hattori	37	22T	Kenny Brack
19	51T	Eddie Cheever Jr.			

TOMORROW'S SCHEDULE:

8 a.m.	Public gates open (First 5,000 fans receive Rick Mears bobblehead doll)
8 a.m.-3 p.m.	Armed Forces ground display open
10-11:15 a.m.	Indy Racing League practice
11:15 a.m.	Armed Forces Day ceremony (In front of Bombardier Pagoda)
Noon-6 p.m.	Bump Day qualifications
11 a.m.-6 p.m.	Indy Racing League practice
1 p.m., 2:30 p.m.	Jireh Sports Airborne Acrobatic Team (Bombardier Pagoda Plaza)
6 p.m.	Sony Disc Bump Day Award
6:05 p.m.	End of the Day press conference
6:15 p.m.	Pit Selection (Garage Office, N1)

POST-PRACTICE QUOTES:

SARAH FISHER (No. 23 Team Allegra/Dreyer & Reinbold Racing G Force/Infiniti/ Firestone): "Today we worked mainly on yellow-lap runs and pit stop practice and a couple of long runs to gauge race day fuel mileage with the Infiniti engine and had good results. We've accumulated a lot of data in different weather conditions that should help us be prepared for just about anything on Race Day. We don't plan on running on Sunday. I think we might have a well-deserved day off."

ROBBIE BUHL (No. 24 Team Purex/Aventis/Dreyer & Reinbold Racing G Force/Infiniti/ Firestone): "Our race car is ready to go. Today's really the last time to make any adjustments, and I think we're extremely pleased with where we are. That wind will really mess with your mind out there. You just have to keep telling yourself it's the wind and not the car underneath you. There are some places on the track where you can really feel it. If the wind is like this on Race Day, we'll deal with it, but nobody needs to be a hero out there today."

POST-PRACTICE QUOTES (cont.):

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone): "I won't really feel good until that gun goes off at 6 p.m. tomorrow, but here with the CURB Records team, we feel like we've done everything we can to ensure our position in this year's Indy 500. We've been working on different spring and shock settings, different combinations to try and find more speed, but also in an effort to have a good race car over a long run. We've made big gains in our tire wear and in the consistency of our race car. We feel that when the green flag drops, we're going to be prepared to be very competitive in this field. Obviously, we have to get there first, so tomorrow will be a stressful, hectic day. I'm going to be hoping that we see some of these teams start taking speeds that are slower than us so that we get off the bubble and to take a little bit of that pressure off. You know, the unexpected is what you fear here, and you never know what can happen, but right now all we can do is wait. In 24 hours, we'll have our answers."

PAUL TRACY (No. 26 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): "For the conditions today, I think we are OK. There are nine spots left in the field, and I think we are comfortably within the top-nine guys trying to get in, but we'll have to wait and see tomorrow. It was very windy today, and it was hard to get the gearing right on the Team Green 7-Eleven car. We had a big tailwind down the frontstraight, but that meant there is a big headwind down the backstraight. I know Michael (Andretti) is hoping the weather will keep the speeds down tomorrow, but I don't think it is a big factor for us. We just need to get in the race comfortably. Our last practice run today simulated a qualifying run, and we were able to turn our fastest lap of the day. I would much rather start inside the top 20 than in the 30s."

DARIO FRANCHITTI (No. 27 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): "It was nice to have a couple of days off and come back with a fresh perspective. The Team Green 7-Eleven car feels good, but the wind is really affecting us as it's very gusty out there. I think we've had the speed all along to be in the race, but we just had some problems last weekend and maybe some bad luck. I don't think we are any quicker or any slower than we were then, and hopefully, we won't have any problems tomorrow, and we'll get in the race. It has certainly been hard work the last couple of weeks. We've been trying to find speed here at Indy and at the same time continue preparing for our Champ Car program. We tested at Mid-Ohio this week and are headed back there on Monday, so it's been a tough month."

GIL DE FERRAN (No. 6 Marlboro Team Penske

Dallara/Chevrolet/Firestone): "We're happy with our results this week. Today we focused on final preparations, including doing our last long run. The Marlboro Team Penske car is reasonably fast and quite consistent, which in my mind is the most important thing. We also practiced for the pit stop competition, which went pretty well, so I think we're ready for next week. Tonight I'm heading home to Florida for a couple of days to relax with my family."

POST-PRACTICE QUOTES (cont.):

HELIO CASTRONEVES (No. 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): "Today was our last full day of practice. We made good progress, and I believe we're ready for race weekend. We did a long run, and we ran with other cars to make sure the Marlboro Team Penske car was well-balanced in traffic, which will be important come Race Day. We also did pit stop practice to prepare for the race as well as the pit stop competition. Now I'm looking forward to relaxing at home for the next couple of days."

ALEX BARRON (No. 44 Rayovac Blair Racing

Dallara/Chevrolet/Firestone): "We simulated some qualifying runs today in the wind. The speed wasn't what we were looking for, but today's wind conditions would not allow that. We have a good, solid base going into tomorrow. We'll do one or two runs to verify everything because if the wind is not this strong, it will change the balance of the car. We are in a tiny window right now where we have to adjust the car and tweak it a little bit here and there. We are good to go."

BUDDY LAZIER (No. 91 Coors Light/Life Fitness/Tae-Bo/Delta Faucet

Dallara/Chevrolet/ Firestone): "We didn't really do much running today. The car is feeling really good. We made a big gain yesterday, and it was kind of something we'd been working on all month. In a lot of ways, all year. I felt like we had a fabulous day yesterday, and the car was feeling really good to me. Right now, it's feeling like a brilliant race car. We're planning on running tomorrow. In fact, we ran a little less today because we're planning on doing more tomorrow. We're awful close to having our final race setup."

EDDIE CHEEVER JR. (No. 51 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): "It's the last day of running for the Red Bull Cheever Racing team. Tomas tried some different things on his setup, which he might carry over to the race. Max found a few things with the aerodynamics. I have already done eight full-tank runs, and I am quite confident. We just practiced a few other things today. Now we just have to prepare the cars for the race. We wanted to have Max and Tomas to run together today so they had a better idea of how things were with traffic. I have had an opportunity to run in traffic at Indy, they have not, so we orchestrated that experience for them today. They both ran well. One car was faster at the beginning of the run with one setup, and the other car was faster at the end of the run with another setup. It was more good information that we can sit down and analyze. I would say that our bread is in the oven now. The ingredients are all gathered, and the dough is mixed; we just have to wait and see how it comes out."

TOMAS SCHECKTER (No. 52 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): "This last day has been our best day so far. We got some decent race runs in. I ran behind Max to see how the car would react in bad air, and my car was unbelievable. That's going to be an important thing, especially in the race. We're going to analyze the data tonight and make sure the car is perfect for the race."

POST-PRACTICE QUOTES (cont.):

MAX PAPIS (No. 52T Red Bull Cheever Racing

Dallara/Infiniti/Firestone): "Today we focused a lot on race day. Unfortunately, I couldn't find too much traffic out there, so I ran around with Tomas. I felt we have a very strong car, and we have a great knowledge on what we need to do for the race. It was very cold, so I am not so sure how representative today will be of the race. I was very happy when I was able to run Eddie's setup a couple of days ago. It put us on the right track much faster than if I had to do the setup all by myself. It was very important in our preparation this week. Eddie has more laps around this track than any of us, so his input is very important. But come race day, I still want to beat him."

GEORGE MACK (No. 30 310 Racing G Force/Chevrolet/Firestone):

"We definitely ran better this afternoon than we have in the past few days. We're staying afloat, and we made some big strides today. While we blew an engine on our final run out there, none of us on the 310 Racing crew can really complain because that Chevrolet gave us many, many strong miles. We also had a motor change scheduled for tonight. We were just hoping it would come after we gathered more data on our final lap. The change just came sooner than later. We'll put a new motor in it, and that one should have some more ponies in it for tomorrow's big run. It sure would be nice if that wind would die down or at least stop shifting directions so frequently. It's definitely causing some lift, especially going into Turn 1. I might as well be on roller skates out there, that's what it feels like. We know what changes to make to the car so the lift isn't as dramatic. I just hope we don't have to mess with such changes because we'll find the wind is not a factor. It's difficult to overcome, just being a little short on track time those two days that we lost earlier last week. You miss one practice session or two days of practice like I did, it's really rough."

JOHNNY HERBERT (No. 32 WESTERN UNION/Duesenberg Brothers

Racing Dallara/Chevrolet/Firestone): "It's still not really where we should be. We're struggling like there's no tomorrow. It's not very quick at the moment." (About attempting to qualify in Indianapolis and race in California tomorrow): "That's going to be a difficult one. It's not a nice decision to be in for one, because Dave Maraj at Champion has been good to me over the years, and obviously, it's a tough decision because it's very tight to get the last 33rd place. It's going to be a tough next couple of hours as we determine what we are going to do. If everything was all right, there would be no problem, but everything is so up in the air right now. I'd like to race in both. At the moment this is a one off, and I'm racing with Dave the rest of the year. I didn't come here to be the last has-been at the back of the grid, so it's been frustrating, but we've been in this position for a week. It just hasn't improved. If everything had gone to plan, I would have gotten in on day one. Hindsight says if I had done the run, I'd already be in, but hindsight is a very easy thing to go on. The whole point of doing it was to go quicker, but (2)26 and a half (mph) wasn't where I thought the car should be. Realistically, we haven't improved at all."

POST-PRACTICE QUOTES (cont.):

JON HERB (No. 16 G Force/Chevrolet/Firestone): “We were trying to make some changes to catch up on the qualifying thing, and we were working back from very stable race-type setup. Our engineer isn't very familiar with this type of car. He's got a good understanding, and we're working real well together, but we got the car a little out of balance, and that doesn't work here with the walls. It's unfortunate. We've been there before, but we're having a lot of problems here this year. When I got in the corner, it showed push to me, but it went straight up the hill after I got past the midpoint of the corner, and that's about it.” (Can you get the car repaired?): “That's up to those guys in there. It doesn't look promising. If they can't figure anything out, then we're done.”

RAUL BOESEL (No. 2 Menards/Johns Manville

Dallara/Chevrolet/Firestone): “We learned quite a few things in the backup car this morning, then I was able to get into my blue car in the afternoon. That was nice. It felt like home again. We have a pretty good balance now and some good consistency. We just need to make a little adjustment for Turn 1, but today again was so windy coming across that corner that we don't want to misjudge and do too much to compensate for the cold weather and wind. Other than that, we are still evaluating tire wear and working our setup to best accommodate the way the tires are being used up.”

DARIO FRANCHITTI (No. 27 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): “I think we showed last week that surprises do happen here. We were pretty confident this time last week that we had a car that we could qualify; we actually thought pretty close to the top 10, and we had a problem. We think it was an engine problem because the engine did eventually go bang at the end of the day. So we think it started to go sick just before qualifying. Before that we were running easily 228s (mph) on our own and went out to try to qualify, and the best we could do was 226 (mph). So, barring any surprises tomorrow, I think we're not in bad shape.” (About taking time off earlier this week): “I think we really wouldn't have gained anything. We were pretty happy with the car last week. We felt we had the speed to get in the race quite comfortably, and we felt we had a good race car but unfortunately what happened, happened.” (About impressions of the Speedway): “The track itself is a very impressive facility. The first thing you notice is, obviously, there is a great deal of history, starting with the museum over there. When they brought out the old turbine car today I was like, ‘There is a proper race car. Look at that.’ That's the kind of things that makes this track special. You look at the way the place is kept, that sort of thing. It's just immaculate. That makes it really nice to be here. Everybody is really friendly. To be here for such a long length of time, it takes a bit of getting used to, but at the end of the day it's all about, for me, what goes on at the track. That's been an adjustment, adjusting to the way the IRL car works, and the team adjusting to the little intricacies, what the weather does to the car, what it's like when an engine is going sick. We don't know these sort of things, so we're learning. It's been an experience, shall we say.” (About changing weather conditions and what to focus on): “I think you have to deal with any situation. When you get up in the morning and the wind is going that way and it's cold, you have to deal with that. The next day you come in and the wind is going this way and it's kind of hot and humid, you have to deal with that. We're just building up our database of information.”

DAY 12 – SATURDAY, MAY 18, 2002 – PEPSI FUN DAY (cont.):

POST-PRACTICE QUOTES (cont.):

Dario Franchitti (cont.) Michael (Andretti) the other day, one of the first day's we were here, he looked outside, saw the wind direction and said something like, 'Loose in (Turn) 1, understeer in (Turn) 3.' I was like, 'Oh, OK. I'll make a note of that.' So experience definitely can help here, I would say."

AIRTON DARÉ (No. 14 Harrah's/A.J. Foyt Racing

Dallara/Chevrolet/Firestone): "Feeling pretty good. We just put the car on the track to see how it ran in the conditions today. We didn't play a lot with the car because the conditions changed, and they will change tomorrow. We're waiting for tomorrow. I'm very confident with myself and the car and the team. The only problem tomorrow will be if something goes wrong, like if we lose a motor or a tire. That's the kind of problem that you worry about when you're on the (third) day of qualifying. But in speed and handling of the car, that is certainly not a problem."

DONNIE BEECHLER (No. 14T Harrah's/A.J. Foyt Racing

Dallara/Chevrolet/Firestone): "This was supposed to be one of our good qualifying motors, but we got out here late and only got a couple runs on it. We'll work on it in the morning, see if we can't find something. My setup and Airton's (Daré) setup are almost identical, and he's running 227 (mph). I'm apparently pinching the car somewhere I shouldn't be. I'll work on it."

ROBBY McGEHEE (No. 10 Cahill Racing/Scottrade

Dallara/Chevrolet/Firestone): "Today was a good day. Earlier we thought we could get away with less grip in the turns, but we learned we need that grip to maintain our speed. I think there are 650 miles on this engine now. We may put a new engine in tonight, but I don't know that for sure. If we do, hopefully that will give us some more speed tomorrow, too. We gained a lot in the turns today, although it's still pretty hairy in Turn 1. I sure hope the wind dies down tomorrow. We're just behind the 8-ball because of the accident, but today we found something that works. Now we just have to develop it tomorrow morning and try our best to qualify."

SHIGEAKI HATTORI (No. 12 EPSON Dallara/Infiniti/Firestone):

"Today there was too strong of a wind. We tried the qualifying setup this morning. In Turn 1, there was big push and a push in Turn 3. I hope tomorrow there is less wind and no rain. I think we have a shot. I feel very good. We'll try tomorrow."

ORIOLE SERVICIA (No. 15 Walker Racing Special

Dallara/Chevrolet/Firestone): "We wanted to try the other car and see the difference in setups. We have a very good relationship with (Conquest Racing owner) Eric Bachelart, and he let us drive the (34T) car. Obviously, it was a lot quicker, so we'll have to see the differences between the cars. We did this run to check how the car was, and now we'll sit down and see if we can make this car as quick as the other one."

DAY 12 – SATURDAY, MAY 18, 2002 – PEPSI FUN DAY (cont.):

POST-PRACTICE QUOTES (cont.):

JIMMY VASSER (No. 19 Miller Lite/Rahal Letterman Racing Dallara/Chevrolet/ Firestone): "It was another productive day for the Miller Lite crew. We scrubbed in several sets of tires and even ran our race car for an engine check. The backup car was good on full tanks, even with the stiff wind. I put in over 70 laps in race trim, and I think everyone on our team is pleased with the progress we have made this week. We will come back on Carb Day and run with temperatures closer to Race Day. Today was about 20 degrees colder than predicted next week, and the wind was very strong from the north. I'll be surprised if the wind is like that on Race Day."

DARÉ, RAY END UP 1-2 AS BUMP DAY HOPEFULS FIND SPEED AT INDY

INDIANAPOLIS, Saturday, May 18, 2002 – A.J. Foyt Racing teammates Airton Dare and Greg Ray were first and second on the speed chart, respectively, May 18 during the final full day of practice before Bump Day, as the top 11 speeds were turned by drivers still trying to qualify for the 86th Indianapolis 500.

Dare led at 39.6449 seconds, 227.015 m ph, in the No. 14 Harrah's/A.J. Foyt Racing Dallara/Chevrolet/Firestone. His teammate, Ray, was second at 39.6902, 226.756 in the No. 11 A.J. Foyt Racing/Harrah's Dallara/Chevrolet/Firestone on a sunny day with air temperatures in the low 50s and steady north winds of 15 to 19 mph.

Bump Day qualifying, the final chance to earn a spot in the 33-car field, starts at noon (EST) Sunday. Pre-qualifying practice is scheduled for 10-11:15 a.m.

"We didn't play a lot with the car because the conditions changed, and they will change tomorrow," Dare said. "We're waiting for tomorrow. I'm very confident with myself and the car and the team. The only problem tomorrow will be if something goes wrong, like if we lose a motor or a tire. That's the kind of problem that if you're on the (third) day of qualifying you worry about. But in speed and handling of the car, that is certainly not a problem."

Dario Franchitti ended the day third at 39.6911, 226.751, in the No. 27 Team Green 7-Eleven Dallara/Chevrolet/Firestone. His Team Green teammate Paul Tracy was fourth at 39.7381, 226.483 in the No. 26 Team Green 7-Eleven Dallara/Chevrolet/Firestone.

Oriol Servia rounded out the top five at 39.7599, 226.359 in the No. 34T Mi-Jack Dallara/Infiniti/Firestone fielded by Mi-Jack Conquest Racing. It was the fastest lap of the month for Servia, whose primary car is fielded by Walker Racing. Servia first drove in that car – the backup of No. 16 qualifier Laurent Redon – with 18 minutes remaining in the session.

Servia hasn't officially switched to the Mi-Jack-Conquest car, but his test laps in the car could be a portent of feverish activity for many teams and drivers on Bump Day. One team outside of the field, Brayton Racing, already made a driver change today. Veteran Scott Harrington replaced rookie John de Vries as the driver of the No. 37 and No. 37T Pit Bull Energy Drink/Rhino Cleaning Products Dallara/Chevrolet/Firestone.

Veteran Mark Dismore returned to the track today for the first time since suffering a concussion in a crash during practice May 9, two days before Pole Day. His top lap today was 40.3185, 223.223 in the No. 20 Grill 2 Go Sam Schmidt Motorsports Indy Car Dallara/Chevrolet/Firestone.

Thirty-two drivers in 37 cars turned 1,738 laps today.

The 86th Indianapolis 500 is scheduled for 11 a.m. (EST) Sunday, May 26.

DAY 13 – SUNDAY, MAY 19, 2002 – BUMP DAY – ARMED FORCES DAY

Johnny Herbert will not participate in today's Bump Day qualifications. Three-time Formula One winner Herbert had hoped to qualify today before flying to Sears Point Raceway in Sonoma, Calif., for today's American Le Mans Series event. He drives full-time for Champion Audi in that series and is contending for the series title. According to Beck Motorsports, which fields his Indy entry, Herbert was not able to secure a private aircraft with sufficient range and speed to get him from Indianapolis to Sears Point in a timely manner. Open-wheel veteran Memo Gidley has been named to drive the No. 32 WESTERN UNION/Duesenberg Brothers Racing Dallara/Chevrolet/Firestone.

JOHNNY HERBERT (No. 32 WESTERN UNION/ Duesenberg Brothers Racing Dallara/Chevrolet/Firestone): "I'm tremendously disappointed not to have the opportunity to put the Western Union Speed Team car on the starting grid for this year's Indy 500. It's been a lifelong ambition to compete at Indy, and when I finally get here I'm faced with about the only obstacle that could prevent me from achieving my goal. Unfortunately, the time frame available to accomplish both feats is just too tight to make it work."

The Sam Schmidt "Racing 2 Recovery" benefit will take place from 6 p.m.-2 a.m. Tuesday, May 21 at Mineshaft Saloon, Average Joe's Sports Pub & Grub and Rock Lobster, all located in the 812-820 block of Broad Ripple Ave. in Indianapolis. A live auction will take place from 9-10:30 p.m. at Average Joe's, while local music act Dave and Rae will take the stage at Rock Lobster from 10:30 p.m.-1:30 a.m. Karen Irwin's "Karenoke" will go on at Mineshaft Saloon. Two-time Indianapolis 500 winner Arie Luyendyk will serve as honorary chairman for the event. Appetizers will be served from 6:30-8:30 p.m., and selected drivers and cars will be at the benefit. There also will be door prizes, raffles and free pool. Admission is \$5 with all proceeds benefiting the Sam Schmidt Paralysis Foundation.

The second annual "Front Row Party" will take place from 9 p.m.-1 a.m., Wednesday May 22 at Average Joe's Sports Pub & Grub and Rock Lobster, both located in the 816-820 block of Broad Ripple Ave. in Indianapolis. Dave Calabro will serve as master of ceremonies, and an autograph session with selected drivers will take place from 9-10 p.m. From 10 p.m.-1 a.m., local music act Push Down & Turn will perform at Rock Lobster. Admission is \$5, and voluntary contributions also will be accepted with all proceeds going to the Rich Vogler Scholarship Fund.

TODAY'S ARMED FORCES DAY CEREMONY SCHEDULE (Starting at 11:15 a.m.)

- Presentation of Colors
- National Anthem
- Flyover
- Enlistment Ceremony
- Rappelling Demo
- Departure of Colors
- Remarks by U.S. Senator Richard Lugar remarks of Indiana
- "This is My Country"
- Parachute Jump Occurs

DAY 13 – SUNDAY, MAY 19, 2002 – BUMP DAY – ARMED FORCES DAY (cont.):

500 Festival Community Day will take place May 22 at the Indianapolis Motor Speedway, offering fans the chance to drive their personal car around the track one time and also get autographs from Indy Racing League drivers. Many other activities will be available for fans including suite tours, a Victory Circle photo shoot, remote-control cars and a vintage car display.

At noon (EST), children of Indy Racing drivers will compete in Mini-Indy 500 battery operated cars in the Bombardier Pagoda Plaza, and a local celebrity and media pit stop competition will take place at 1:30 p.m. on pit lane in front of the WorldComplex Media Center just south of the start/finish line.

The American Cabaret will be on the Pepsi Stage from 11 a.m.-noon while Candy Bomber will be on stage from 1:30-2:30 p.m. and from 3-4 p.m.

Gasoline Alley and pit lane will be open to the public. Gates open at 11 a.m., and the Public Track Lap lasts from 11 a.m.-6 p.m. The driver autograph session takes place from 3-6 p.m. in Gasoline Alley.

Tickets are \$5 and available at the gate, any Marsh location or by calling the 500 Festival office at (800) 638-4296.

Elaine Irwin-Mellencamp, official spokeswoman of the Indy Racing League, will appear Wednesday, May 22 on NBC's "Today" show with Katie Couric and Matt Lauer. Mellencamp will change a tire in the plaza in New York City and then be interviewed.

The Championship Auto Racing Auxiliary (CARA) Charities Indianapolis 500 Fashion Show, will be conducted for the 21st time at 11 a.m. (EST) May 24 at the Westin Hotel in downtown Indianapolis. Elaine Irwin-Mellencamp, spokeswoman for the Indy Racing League, will serve as the honorary chairperson for this year's extravaganza. Many Indy 500 drivers and their families will take part in the show and assist in raising funds for local and national children's charities.

The show opens with a social hour at 11 a.m., followed by a noon luncheon. The unique fashion show, which features members of the Indy 500 racing community, is scheduled to begin at 1 p.m., with CARA board member Pam Jenkins serving as the chairperson of the event. Jenkins' husband, Bob, a veteran broadcaster at the Indianapolis Motor Speedway and ABC/ESPN, will be the master of ceremonies.

The CARA Charities event has become one of the largest attended social events of the year in Indianapolis with more than 1,000 attendees. The show features fashions provided by Tarkington Trend and Day Furs. Children's fashions are by Babycakes & Co.

In addition to the drivers, wives, friends and local dignitaries who walk the runway as models in the fashion show, CARA Charities will also unveil the annual "Christmas Ornament" that raises funds to benefit the CARA Children's Fund in memory of Shirley Bettenhausen.

Tickets are still available with individual tickets priced at \$60 per person. For more information on tickets, corporate tables or event sponsorships, contact the CARA Charities headquarters at (317) 299-2277 or via e-mail at carachar@aol.com.

Since its inception in 1981, CARA Charities' mission has been to serve the community through charitable works and to promote friendship among the motorsports family. During the past 21 years, CARA Charities has donated more than \$3.4 million to numerous charities, including the CARA Charities Children's Fund at Methodist Hospital in Indianapolis which has a focus of providing a toy for each child admitted to the hospital.

DAY 13 – SUNDAY, MAY 19, 2002 – BUMP DAY – ARMED FORCES DAY (cont.):

Coors Carb Day will take place May 23 and will feature a concert by hit rock music groups Better Than Ezra and Nine Days. Coors Carb Day is the last practice session before the 86th Indianapolis 500.

Practice takes place at 11 a.m. (EST), followed by the Coors Indy 500 Pit Stop Challenge at 1:30 p.m. Better Than Ezra and Nine Days will take the Pepsi Stage in the plaza behind the Bombardier Pagoda at 3:30 p.m.

Tickets for Coors Carb Day are \$10 at the gate, with children age 5 and younger admitted free. All activities for the day are included in the ticket price, including the concert.

The Speedway's gates open to the public at 8 a.m. and close at 6 p.m. Contact the Speedway ticket office at (317) 484-6700 or toll free at (800) 822-INDY, or log on to www.indy500.com for ticket information.

The Indianapolis Press Club will stage the 30th annual Last Row Party at 6 p.m. (EST) May 23 at the Brickyard Crossing and Resort Pavilion on the grounds of the Indianapolis Motor Speedway.

The Last Row Party honors the drivers who will start the Indianapolis 500 in the 31st, 32nd and 33rd positions.

Last year's honorees were Billy Boat, Felipe Giaffone and Cory Witherill. In the past 30 years, drivers Mario Andretti, Gary Bettenhausen, Gordon Johncock, Johnny Rutherford, Tom Sneva and Al Unser all have taken part in the Last Row Party. Drivers are awarded a jacket and checks for 31 cents, 32 cents and 33 cents depending on their starting position.

Last Row Party tickets and order forms can be obtained by calling Patty Schnell of the Indianapolis Press Club at (317) 237-6222 or by mail by sending a check – payable to the Indianapolis Press Club – to Last Row Party, Indianapolis Press Club, 150 W. Market St., Indianapolis, IN 46204. Tickets are \$33 and good for dinner and entertainment.

INDIANAPOLIS 500 QUALIFYING PROCEDURES:

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

DAY 13 – SUNDAY, MAY 19, 2002 – BUMP DAY – ARMED FORCES DAY (cont.):

The Indy Racing League will provide numerous Video News Releases throughout May to assist with your coverage of the 86th Indianapolis 500. The date, time and coordinates of the next two packages:

Sunday, May 19 (Bump Day):

- Time: 7:30-7:45 p.m. (EDT)
- Coordinates: AMC 2, Transponder K1
Audio 6.2/6.8

Wednesday, May 22 (Weekly IRL VNR):

- Time: 3:30-3:45 p.m. (EDT)
- Coordinates: AMC 2, Transponder K09
Audio 6.2/6.8

PRACTICE REPORT:

At 10 a.m., the ambient temperature was 46 degrees with west winds at 4 mph and a relative humidity of 74 percent. Skies were sunny. The track temperature was 60 degrees, according to Firestone engineers.

10 a.m. – **GREEN.** #44T Barron first on track.

10:01 a.m. – **YELLOW.** – Debris.

High-ranking leaders from the sanctioning body, broadcast, sponsorship and supplier segments of motorsports will meet May 21-22 in Indianapolis for the inaugural Open-Wheel Racing Summit, presented by Street & Smith's *Sports Business Journal* magazine.

The Indianapolis Motor Speedway and the Westin Indianapolis will play host to the two-day conference, which takes place in the week leading up to the 86th Indianapolis 500-Mile Race on Sunday, May 26.

Key leaders from four open-wheel racing sanctioning bodies, including Indy Racing League President Tony George and representatives from Formula One, Championship Auto Racing Teams and the United States Auto Club, will join high-ranking motorsports marketing, branding, broadcasting and supplier executives, along with Wall Street motorsports analysts, to discuss and plan the future course of open-wheel racing in the United States.

Featured broadcasting, sponsorship and supplier presenters include: Howard Katz, president of ABC Sports; Steve Shannon, executive director, marketing services, vehicle sales service and marketing for General Motors; Todd Gatzulis, senior brand manager, Dial Corporation; Les Ungar, national motorsports manager, Toyota; Andy Deas, program manager, WorldCom Sports Marketing; Al Speyer, motorsports director for Bridgestone/Firestone, Inc.; Chip Ganassi, owner, Chip Ganassi Racing; Eddie Cheever Jr., owner/driver, Red Bull Cheever Racing; and many others representing sponsor, marketing and financial organizations such as Delphi Automotive Systems, Philip Morris, Champion Group, CSS-Stellar, CMG Worldwide and Bear Stearns.

The conference will conclude with a "behind the scenes" tour of how ABC Sports produces the broadcast for the "Greatest Spectacle in Racing."

Media are welcome to attend this landmark event at no charge. For information on the Open-Wheel Summit, or to register online, visit <http://www.sportsconferences.org>.

DAY 13 – SUNDAY, MAY 19, 2002 – BUMP DAY – ARMED FORCES DAY (cont.):

Entry update:

•Memo Gidley is now the driver of the No. 32 WESTERN UNION/Duesenberg Brothers Racing Dallara/Chevrolet/Firestone.

PRACTICE REPORT (cont.):

10:04 a.m. – **GREEN.**

10:11 a.m. – #55 Luyendyk fastest of the day with a lap of 228.187 mph.

10:17 a.m. – #55 Luyendyk turns lap of 229.327 mph.

10:18 a.m. – #32 Gidley on track for first time this month.

10:19 a.m. – **YELLOW.** #98T Boat did quarter-spin to the left exiting Turn 2 and made contact with SAFER Barrier with left rear of car. Left front of car then made contact with SAFER Barrier. Damage to left front and left rear of car. Boat climbed from car without assistance.

Medical update from Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League: Billy Boat has been checked and released without injury from the Clarian Emergency Medical Center. He is cleared to drive.

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone): “Not really sure what happened. The car just stepped out on the entry to Turn 2. It's not the way we wanted to start this day. It puts us behind the 8-ball a little bit. We're going to try and get the car fixed and see what happens from there. We're working on the T car and exploring other alternatives.”

10:34 a.m. – **GREEN.**

10:39 a.m. – #14 Daré second fastest with a lap of 229.218 mph.

10:40 a.m. – **YELLOW.** Rain.

11 a.m. – Practice has been ended due to rain.

Top Five Drivers of the Morning Practice

No.	Driver	Car	Speed	
1	55	Arie Luyendyk*	Meijer	229.327 mph
2	14	Airton Daré*	Harrah's/A.J. Foyt Racing	229.218
3	27	Dario Franchitti*	Team Green 7-Eleven	228.620
4	22T	Kenny Brack	Target Chip Ganassi Racing G Force	228.113
5	26	Paul Tracy	Team Green 7-Eleven	227.530

*Non-qualified driver

POST-PRACTICE QUOTE:

MEMO GIDLEY (No. 32 WESTERN UNION/Duesenberg Brothers Racing Dallara/Chevrolet/Firestone): “Not being on this track since last year, it's basically trying to get all the reference points back and getting used to everything and then go from there. I know how fast (the car) went yesterday and in the past, but that's two weeks of work to get it there to match the driver. We're all hoping it suits my style well and we can get with the program quickly, but you never know. In these last-minute deals, you kind of roll the dice and work as hard as you can and what happens, happens. It's a challenge, for sure. Look at guys like Kenny Brack. He's been out here many times, and it took him a few days in the Ganassi car. They have a lot of funding and a lot of money to get rolling. It takes some time. We don't have the luxury of a couple of days, but if the car feels good and suits my style, then we can get to work on it and get up to speed quickly. It's always difficult jumping right in.”

DAY 13 – SUNDAY, MAY 19, 2002 – BUMP DAY – ARMED FORCES DAY (cont.):

The noon (EST) start of Bump Day qualifying has been delayed due to rain.

At 12:08 p.m. the rain had stopped, and fire and safety trucks were on the track attempting to dry the 2.5-mile oval.

Robby Gordon finished seventh in the NASCAR Winston Cup “The Winston” that took place last evening at Lowe’s Motor Speedway in Charlotte, N.C. Kurt Busch hit the rear of Gordon’s car in the final segment, which caused Gordon to spin on the backstretch and bring out a caution. Gordon is attempting to compete in both the 86th Indianapolis 500 and the Coca-Cola 600 in Charlotte on May 26.

ROBBY GORDON (No. 31 Menards/Childress/Cingular

Dallara/Chevrolet/Firestone): “I definitely got the short end of the stick, and I’m not so bummed about Kurt Busch turning me – don’t get me wrong, I am – but the deal was, I was supposed to be able to go back to the position I was in before that caution came out. NASCAR came up with another rule that the pits were closed. Hey, I had four flat tires, and I wasn’t going to drive around the racetrack and litter it up.” (Any special plans for today?): “We’re doing an installation check and just get a few laps on the race car, and be ready to go for Carb Day.”

Entry update:

- Walker Racing has purchased the No. 34T Mi-Jack

Dallara/Infiniti/Firestone car from Mi-Jack Conquest Racing. The car is now the No. 15T Walker Racing Special Dallara/Infiniti/Firestone.

BUMP DAY QUALIFYING CHRONOLOGY:

At 1:07 p.m., the ambient temperature was 50 degrees with north winds at 6 mph and a relative humidity of 53 percent. Skies were partly cloudy. The track temperature was 71 degrees, according to Firestone engineers.

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

Official four-lap track record: 236.986 mph, Arie Luyendyk, May 12, 1996

2002 fastest lap, event: 232.087 mph, #3 Helio Castroneves, Friday, May

10

2002 MBNA Pole speed: 231.342 mph, #33 Bruno Junqueira, Saturday,

May 11

2002 slowest qualifying speed: 226.589 mph, #98 Billy Boat, Saturday, May

11

1:09 p.m. #15 ORIOL SERVIA/Barcelona, Spain
Walker Racing Special - D/C/F

QA-35

1 – 39.8539 – 225.825

UA - 1

2 – 39.9268 – 225.413

3 – 40.0702 – 224.606

4 – waved off

DAY 13 – SUNDAY, MAY 19, 2002 – BUMP DAY – ARMED FORCES DAY (cont.):

1:14 p.m.	#55	ARIE LUYENDYK/Scottsdale, Ariz. Meijer - G/C/F	
QA-36		1 – 39.3269 – 228.851 2 – 39.3213 – 228.884 3 – 39.3517 – 228.707 4 – <u>39.3100 – 228.949</u> T 2:37.3099 – 228.848	Q - 25
1:19 p.m.	#37	SCOTT HARRINGTON/Louisville, Ky. Pit Bull Energy Drink/Rhino Cleaning Products - D/C/F	
		Waved off before taking green flag.	
1:23 p.m.	#44T	ALEX BARRON/San Diego Rayovac Blair Racing - D/C/F	
QA-37		1 – 39.4732 – 228.003 2 – 39.3303 – 228.831 3 – 39.3465 – 228.737 4 – <u>39.3440 – 228.752</u> T 2:37.4940 – 228.580	Q - 26
1:27 p.m.	#11	GREG RAY/Plano, Texas A.J. Foyt Racing/Harrah's - D/C/F	
QA-38		1 – 39.5870 – 227.347 2 – 39.5875 – 227.344 3 – 39.6196 – 227.160 4 – <u>39.6878 – 226.770</u> T 2:38.4819 – 227.155	Q - 27
1:32 p.m.	#14	AIRTON DARÉ/Bauru, Brazil Harrah's/A.J. Foyt Racing - D/C/F	
QA-39		1 – 39.4709 – 228.016 2 – 39.5015 – 227.839 3 – 39.5261 – 227.698 4 – <u>39.5628 – 227.486</u> T 2:38.0613 – 227.760	Q - 28
1:38 p.m.	#12T	SHIGEAKI HATTORI/Okayama, Japan EPSON - D/I/F	
QA-40		1 – 39.4757 – 227.988 2 – 39.4808 – 227.959 3 – 39.4455 – 228.163 4 – <u>39.3598 – 228.660</u> T 2:37.7618 – 228.192	Q - 29

DAY 13 – SUNDAY, MAY 19, 2002 – BUMP DAY – ARMED FORCES DAY (cont.):

1:43 p.m.	#26	PAUL TRACY/Scarborough, Ontario Team Green 7-Eleven - D/C/F	
QA-41		1 – 39.4646 – 228.052 2 – 39.4901 – 227.905 3 – 39.4765 – 227.984 4 – <u>39.4593 – 228.083</u> T 2:37.8905 – 228.006	Q - 30
1:47 p.m.	#20	MARK DISMORE/Greenfield, Ind. Grill 2 Go Sam Schmidt Motorsports Indy Car - D/C/F	
QA-42		1 – 39.5946 – 227.304 2 – 39.6164 – 227.179 3 – 39.6143 – 227.191 4 – <u>39.6981 – 226.711</u> T 2:38.5234 – 227.096	Q - 31
1:53 p.m.	#27	DARIO FRANCHITTI/Edinburgh, Scotland Team Green 7-Eleven - D/C/F	
QA-43		1 – 39.4061 – 228.391 2 – 39.4416 – 228.185 3 – 39.4563 – 228.100 4 – <u>39.4683 – 228.031</u> T 2:37.7723 – 228.177	Q - 32
1:57 p.m.	#81	BILLY ROE/Indianapolis American Dream Mortgage Integrated Services Inc. - G/C/F	
QA-44		1 – 42.3903 – 212.313 2 – 42.3570 – 212.480 3 – 42.4136 – 212.196 4 – <u>42.4244 – 212.142</u> T 2:49.5853 – 212.283	Q - 33
2:03 p.m.	#10	ROBBY MCGEHEE/St. Louis Cahill Racing/Scottrade - D/C/F	
QA-45		1 – 40.1636 – 224.083 2 – 40.2877 – 223.393 3 – waved off	UA - 1
2:06 p.m.	#15T	ORIOLE SERVICIA/Barcelona, Spain Walker Racing Special - D/I/F	
QA-46		1 – 39.9119 – 225.497 2 – 39.8501 – 225.846 3 – waved off ***	UA - 1

DAY 13 – SUNDAY, MAY 19, 2002 – BUMP DAY – ARMED FORCES DAY (cont.):

There are no more cars in the qualifying line. The field is now full.

PRACTICE REPORT:

At 2:20 p.m., the ambient temperature was 54 degrees with northeast winds at 4 mph and a relative humidity of 54 percent. Skies were cloudy. The track temperature was 76 degrees, according to Firestone engineers.

2:20 p.m. – **GREEN.** #39T Andretti, #37 Harrington #32 Gidley, #30 Mack and #99 Kite on track.

2:28 p.m. – **YELLOW.** Light rain.

BUMP DAY QUALIFYING CHRONOLOGY (cont.):

At 2:35 p.m., the ambient temperature was 54 degrees with south winds at 6 mph and a relative humidity of 55 percent. Skies were cloudy. The track temperature was 76 degrees, according to Firestone engineers.

Bubble speed: Billy Roe, 212.283 mph

2:35 p.m. #30 GEORGE MACK/Los Angeles
310 Racing - G/C/F

QA-47	1 – 39.6413 – 227.036	Q - 34
	2 – 39.6152 – 227.186	
	3 – 39.6033 – 227.254	
	<u>4 – 39.6255 – 227.126</u>	
	T 2:38.4853 – 227.150	

Bumps #81 Billy Roe

2:39 p.m. #15T ORIOL SERVIA/Barcelona, Spain
Walker Racing Special - D/I/F

QA-48	1 – 39.7035 – 226.680	UA - 2
	2 – 39.7169 – 226.604	
	3 – waved off	

At 2:45 p.m., #99 Jimmy Kite stalled three times due to a clutch malfunction while trying to leave the pits on a qualifying attempt and never made it on track, as the team then pulled the car out of line.

PRACTICE REPORT:

At 2:50 p.m., the ambient temperature was 54 degrees with south winds at 6 mph and a relative humidity of 55 percent. Skies were partly cloudy. The track temperature was 76 degrees, according to Firestone engineers.

2:50 p.m. – **GREEN.**

Team Green has withdrawn Michael Andretti's No. 39 Motorola/Archipelago Dallara/Chevrolet/Firestone from the field.

DAY 13 – SUNDAY, MAY 19, 2002 – BUMP DAY – ARMED FORCES DAY (cont.):

BUMP DAY QUALIFYING CHRONOLOGY (cont.):

At 3:12 p.m., the ambient temperature was 56 degrees with south winds at 7 mph and a relative humidity of 52 percent. Skies were cloudy. The track temperature was 76 degrees, according to Firestone engineers.

Bubble speed: Billy Roe, 212.283 mph

3:13 p.m. #39T MICHAEL ANDRETTI/Nazareth, Pa.
Motorola/Archipelago - D/C/F

QA-49	1 – 39.3204 – 228.889	Q - 35
	2 – 39.3366 – 228.795	
	3 – 39.3700 – 228.600	
	<u>4 – 39.3756 – 228.568</u>	
	T 2:37.4026 – 228.713	

PRACTICE REPORT:

At 3:15 p.m., the ambient temperature was 56 degrees with south winds at 7 mph and a relative humidity of 52 percent. Skies were cloudy. The track temperature was 76 degrees, according to Firestone engineers.

3:18 p.m. – **GREEN.**

3:20 p.m. – #98T Boat on track. Car was repaired after this morning's 10:19 a.m. accident. The car was repaired by approximately 3 p.m. Parts replaced on the car: 1.) Rear suspension; 2.) Left-front suspension; 3.) Engine; 4.) Gearbox; 5.) Front nose (loaned from Pennzoil Panther Racing); 6.) Left-front control arms; 7.) Left-rear control arms; 8) Rear wing (From the #98 car).

3:35 p.m. – Crew of #99 Kite reports it took gearbox to garage area for repairs, fixed problem and reattached gearbox to car on pit lane.

3:39 p.m – **YELLOW.** Qualifying attempt.

At 3:40 p.m., a light rain began falling at the Speedway, delaying qualifying.

At 4:51 p.m., qualifying for the 86th Indianapolis 500 was ended early due to rain.

Bump Day Qualifying Awards include:

Sony Disc Manufacturing "Survivor" Award – \$20,000 (Awarded to the driver who is the last driver on the bubble; Winner receives Sony big screen TV, Sony Surround Sound System and Sony DVD Player)

American Trans Air "Fast Flyer" Award – \$5,000 (Awarded to the team of the driver with the fastest four-lap qualifying average on Bump Day.)

Jimmy Kite, driver of the No. 99 Sam Schmidt Motorsports Racing Special Dallara/Chevrolet/Firestone, and Donnie Beechler, driver of the No. 14T Harrah's/A.J. Foyt Racing Dallara/Chevrolet/Firestone, were the only cars left in the qualifying line when qualifying ended.

There were 49 qualifying attempts, with 35 completed attempts. The 49 attempts are the lowest since 1997, when there were only 47 attempts. The 35 completed attempts are the lowest since 1991 and 1982, when only 35 qualifying runs were completed. The previous low was 34 in 1972.

DAY 13 – SUNDAY, MAY 19, 2002 – BUMP DAY – ARMED FORCES DAY (cont.):

BUMP DAY QUALIFYING NOTES:

- This year's field is the fastest in the history of the Indianapolis 500. The field average of 228.648 mph is faster than the previous record of 227.807 set in 1996.
- There are six former winners in the starting lineup, the most since 1993, when there were also six past champions in the field.
- This is the second consecutive year that Billy Boat was on the bubble as the slowest qualifier. Last year he survived on the bubble for 48 minutes as eight drivers made 12 qualification attempts. Only three other drivers have been the slowest qualifier for two consecutive years, Howdy Wilcox (1922-23), Bill Cheesbourg (1964-65) and Larry Dickson (1967-68).
- This is only the second time in history that the slowest qualifier in the field has had a faster speed than previous year's fastest qualifier. In 1972, Cale Yarborough was the slowest qualifier at 178.864 mph, but faster than Peter Revson's 1971 pole-winning speed of 178.696. Billy Boat was the slowest qualifier for this year's event at 226.589, but faster than Scott Sharp's pole-winning average of 226.037.
- George Mack became the second African-American driver to qualify for the field. Willy T. Ribbs made the race in 1991 and 1993.
- This year's field is separated by 3.2646 seconds, the second-closest field by time in history. The closest was last year when the difference was 3.2422. The field is separated by 4.753 mph, the ninth-closest field by speed in history.
- Seven Infiniti-powered cars qualified for this year's race, the most ever. The previous high was six in 1997.
- Helio Castroneves is the highest-starting driver for Marlboro Team Penske, qualifying 13th. Penske Racing has never had their highest-starting driver this far back in the field.
- There are nine rookies in this year's field, the most since 1997, when there were 13.
- Michael Andretti's 25th-place starting position is his career-low at Indianapolis. His lowest previous qualification spot was 21st in 1989 and 2001.
- Greg Ray will start a career-low 31st on race day. His previous worst qualifying effort at Indianapolis was 30th in 1997. He has started on the front row the last four years.
- Jeff Ward has qualified for his 50th Indy Racing League event.
- Eddie Cheever Jr. and Buddy Lazier have qualified for their 60th Indy Racing League event, a record. They also have both qualified for their 59th consecutive IRL race, also a record.
- Identical-looking team cars will start on the inside and middle slots of Rows 2, 5 and 10: Hollywood Mo Nunn Racing in Row 2, Marlboro Team Penske in Row 5 and Team Green in Row 10.
- Only one car was bumped today, the fewest since 1996, when only one car was bumped.

Entry update:

- The No. 20 car that Mark Dismore qualified is now the No. 99.
- The No. 52T car that Max Papis qualified is now the No. 53.
- All other T cars will now drop the T and use the number.

DAY 13 – SUNDAY, MAY 19, 2002 – BUMP DAY – ARMED FORCES DAY (cont.):

FIELD STATISTICS:

	2002 field	Record (year)
Former lap leaders in field	16	19 (1987)
Previous laps led among former lap leaders in field	1,347	3,658 (1992)
Former winners in the field	6 (Brack, Castroneves, Cheever, Lazier, Luyendyk, A. Unser)	10 (1992)
Previous victories by former winners in the field	8	20 (1992)
Rookies in field	9 (Barron, Franchitti, Hattori, Kanaan, Mack, Papis, Redon, Scheckter, Treadway)	19 (Most, 1919)* 1 (Fewest, 1939, 1979)
Oldest driver in field	Arie Luyendyk, 48	A.J. Foyt, 57 (1992)
Youngest driver in field	Sarah Fisher, 21	Josele Garza, 19 (1981)
Most previous Indianapolis starts in field	Arie Luyendyk, 16 (2002 race will be his 17 th career start)	A.J. Foyt, 34 (1992) (1992 race was Foyt's 35 th and final start.)
Total previous starts in field	142	260 (1987, 1992)
Fastest rookie qualifier in field	Tony Kanaan, 230.253 mph	Tony Stewart, 233.100 mph (1996)

*Excluding inaugural Indianapolis 500 in 1911.

No on-track activity will occur until Thursday, Coors Carb Day.

Thursday's Schedule (Coors Carb Day):

8 a.m.	WorldComplex Media Center opens
8 a.m.	Public gates open
11 a.m.-1 p.m.	Track open for final practice
1:30-3:30 p.m.	Coors Indy 500 Pit Stop Challenge, followed by press conference with winning team.
3:30 p.m.	Coors Concert, Nine Days and Better Than Ezra

POST-QUALIFYING QUOTES:

ALEX BARRON (No. 44T Rayovac Blair Racing)

Dallara/Chevrolet/Firestone: "I feel like Superman, and it's just a great feeling. It's been a long journey for me to get here and race and to finally get here and put it in the show real solid after last week, I just can't say enough about the Rayovac Blair Racing car. We really had a solid car out there, and I can't say enough about the team. This month's been really dramatic for Blair Racing, and we're just happy to be in solid."

PAUL TRACY (No. 26 Team Green 7-Eleven)

Dallara/Chevrolet/Firestone: "We've had a big struggle the past few weeks, but we finally got the car right. I think we're in the show pretty easily now. I haven't been here since 1995, so I'm happy to be in the show. We had a lot to learn, with new cars, new engines. We may have underestimated the competition the last couple days here. We finally got some good speed by ourselves, and we finally figured these cars out, with help from some other people. We feel pretty good."

POST-QUALIFYING QUOTES (cont.):

ARIE LUYENDYK (No. 55 Meijer G Force/Chevrolet/Firestone):

“Obviously, the conditions are really perfect today. The conditions are great. It’s not too warm and not too windy, much better track conditions. That’s why we didn’t practice yesterday. It was good for us. Thursday we practiced here with both cars and ran both cars in the 225 (mph) range, and that was with old tires. It’s great to be back in the show. The guys did a good job. We would’ve had to go to plan B if something would’ve gone wrong because you’re down to the last run with the primary car. We had one run left, and if something broke, if anything goes wrong with the car, then your run is gone, and your car is gone. So we had to go to plan B and get the backup car ready, up to qualifying speed, which we did. It ran well this morning. I would say the competition right now is about as competitive as it’s ever been. It’s become tougher and tougher. You really have to have everything organized.” (About the stress of qualifying on Bump Day): “Once I get in my car for qualifying, I get really calm. It’s always a good feeling. It’s nice to know that when it counts, I get really calm about things.”

DARIO FRANCHITTI (No. 27 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): “After all the trials and tribulations, the engine problem last week, it’s nice to get a run in, and it felt good. My impressions of the race coming up? We’ll see. I’ve been told by guys that have raced here before that it’s a heck of an experience to walk out here race morning. I’m looking forward to it, but I’m totally focused on getting ready for the race. I’m a lot happier than I was this time last week. It’s nice to finally get a run in. It’s not a bad time, so we’re quite happy.”

BILLY ROE (No. 81 American Dream Mortgage Integrated Services Inc.

G Force/ Chevrolet/Firestone): “If it started to rain right now, we’d be set, but I guess other people have to go. We were flat out all the way around, but that’s all it had in it. Last year, when I was on the bubble, we had a real race car and got right back in again. Maybe some nice car owner might put me in one. That would be nice, but it looks like we’re running short on time.”

MARK DISMORE (No. 20 Grill 2 Go Sam Schmidt Motorsports Indy Car

Dallara/ Chevrolet/Firestone): “Speedwise, I am not the fastest car here, that is for sure. Too much downforce in the car. The thing was hooked up as long as we took some downforce out of it. Hindsight is 20/20. We couldn’t come in and put it back in line. There is no way, you never know what Mother Nature is going to do. Hopefully, we’ve got a comfort zone there, and we’ll be OK. We’re not where we want to be on speed. Richie Hearn’s been working real hard trying to come up with a good race setup, and I think he’s done a heck of a job doing that. I have sat in mothballs for eight months, so I was a little rusty.”

GREG RAY (No. 11 A.J. Foyt Racing/Harrah’s

Dallara/Chevrolet/Firestone): “We (Ray and teammate Ayrton Daré) both should have been quicker. We trimmed the car pretty good, and I was flat out all the way around. I never lifted. I had great exit speed. We had the car taped off too much, and the water and oil got hot. When that happens, the fuel mixture becomes extremely rich, and we lost a lot of power.”

POST-QUALIFYING QUOTES (cont.):

AIRTON DARÉ (No. 14 Harrah's/A.J. Foyt Racing

Dallara/Chevrolet/Firestone): “We went pretty conservative on our setup. We didn’t have the car trimmed out as much as we could have. We didn’t have the qualifying motor in, just a regular motor. A.J. just wanted to get in the show solid.”

GEORGE MACK (No. 30 310 Racing G Force/Chevrolet/Firestone): “It

was not as fast as I would’ve liked, but it got the job done. It was kind of a cautious few laps. We just wanted to be consistent, mainly. It’s not over yet; it’s just overcoming one of the big hurdles. I can sleep tonight, so I’m feeling pretty good. We were behind because we had mechanical issues and other issues at the beginning of the month. I’ve been playing catch-up the whole time. I wanted to get to a point where I could get in the race. Everybody wanted it. My team stayed up all night last night, not just last night but lots of nights, just to make this happen. I’m really grateful for everybody’s work, everybody that believed I could put this thing in. It will probably take a while to sink in. It hasn’t quite hit me yet. I’m grateful to be here. I’m happy for the opportunity. I want to say thanks to my dad, thanks to Tony George and Brian Barnhart. Chip Ganassi’s team along with Jeff Ward really helped me a lot. It’s the best feeling in the world.”

MICHAEL ANDRETTI (No. 39 Motorola/Archipelago

Dallara/Chevrolet/Firestone): “We thought we were going to get bumped, and we knew we had a pretty fast car, so we thought we had better go out. To do the time that we did, I’m pretty happy. We had a lot of faith in that car, so we thought we had better go out and do it now. We knew we had a vulnerable car there, so we thought we should put the other car in to be safe. We worked on a setup all week. The conditions are so good now. We knew we had to go out.”

SHIGEAKI HATTORI (No. 12T EPSON Dallara/Infiniti/Firestone): “The

car was good, but the engine was fantastic. Yesterday we put the qualifying motor in the car. It’s the Infiniti ‘E’ spec motor, and it’s so strong. For the first two laps, the tire pressures were still a bit too low, but the last two laps, the car was perfect. I talked with the mechanics before I went out, and they told me we were looking for 228 mph. I’m so happy right now. I think I will sleep well tonight.”

ROBBY MCGEHEE (No. 10 Cahill Racing/Scottrade

Dallara/Chevrolet/Firestone): “We ran out of time. Our team made a heroic effort, but we just didn’t have time to regroup from our accident on Opening Day. The new walls are great, but the new diamond grooving made the track totally different. I think that played a role, too. On our qualifying run, we were expecting a 226 or a 227 (mph), but one of our rear tires was so out of balance that I could barely see. After we waved that first run off, we changed gears and made some other changes, but it didn’t matter because of the rain. Everyone on the Cahill team worked extremely hard, and we’re all disappointed both for ourselves and for our sponsors, Scottrade, Dollar Rent a Car and Best Buy RVs, and for the Think First Foundation. I’m going to take the crew over to Champions at the Downtown Indianapolis Marriott and buy them all a round of Buds, because they tried their best. We all did.”

POST-QUALIFYING QUOTES (cont.):

JIMMY KITE (No. 99 Sam Schmidt Motorsports Racing Special Dallara/Chevrolet/Firestone): "Every year I'm in a weird situation on Bump Day. I'd hoped that I'd got over that, but here I am again. It sounds kind of funny, but if we just could have got that gear change done five minutes earlier, we could have got in. Obviously, we had the speed. We know we could have made it. It wasn't up to me, it was up to Him. It just wasn't my year. It kind of sucks, but oh, well. They gave me a great car, so I can't complain about that. It's a shame. These guys busted their tails in three days to get me up to that speed. We showed we were quick enough; it just wasn't meant to be."

DONNIE BEECHLER (No. 14T Harrah's/A.J. Foyt Racing Dallara/Chevrolet/Firestone): "Naturally, we're disappointed, but we can't control the weather. I guess it wasn't meant to be. We ran a 227.2 mph lap in practice, and that was the best the car has been since I got in it. It was definitely fast enough to get in the show. We'll work on some deals for next year and give it a shot."

ORIOLE SERVICIA (No. 15 Walker Racing Special Dallara/Chevrolet/Firestone): "It's definitely very, very disappointing. Walker Racing did a good job, good effort. We had this new car today, and it was definitely looking good. The second attempt, we had a fuel pressure problem. It's a shame because I think we were going to be, easy, quick enough to be in the field. But it rained, and that's the way it goes, I guess. It feels really, really unfair for all the effort the team put in, but I guess we'll have to wait until next year."

GLENN TAYLER (IRL Marketing Manager, GM Racing): "The Bowtie is definitely back in open-wheel racing. Our goal was to make the new Chevy Indy V8 the engine of choice at the Indy 500, and with 26 of the 33 drivers using Chevrolet engines, we have achieved that objective. Chevrolet has a great tradition at Indianapolis Motor Speedway that began with company co-founder Louis Chevrolet and continued with six straight victories with the first-generation Chevy Indy V8 in 1988-93. We look forward to writing the next chapter in Chevrolet's motorsports history next weekend when the 50th Anniversary Corvette Pace Car leads the field to the green flag."

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone): "When you go back to Pole Day, when we took that qualifying speed, we felt that weather was going to play a factor into who would get into this year's race. That's one of the reasons we took the speed that we did. It looked like it was pretty accurate until I got here this morning. We've been fighting wind all month, and I looked at the flags and the flags aren't moving. The sun comes out, and the racetrack gains 2 miles an hour, and then I thought, 'We're in trouble' because the conditions were very good for a lot of guys. Until I saw those clouds coming in, I thought we were in serious jeopardy of being on the outside looking in. I really have to thank the entire CURB Records team. They did a tremendous job of getting the car back together after we crashed this morning. It's a great bunch of guys, and really it's a pretty new team. We have three new rookie guys from Phoenix, and this is their first 500, and I think they're learning in a big way how much this race means and what it means to be in the starting field." (How much were you praying for rain?):

POST-QUALIFYING QUOTES (cont.):

Billy Boat (cont.) “Not only were we praying and the whole team was praying, the entire state of Arizona was praying. It's probably 105 degrees (there) today, but they were praying for rain.” (Take us through Oriol Servia's run): “At that point, I almost conceded that we were going to get bumped, to tell you the truth. His speed was the closest one. I really didn't see the rain coming, to tell you the truth. I thought there was about four or five loaded guns waiting to take a shot at us, and it wasn't until I got on the racetrack and I started seeing sprinkles on my shield that it started to set in that we should start doing some rain dances.”

CARY AGAJANIAN (Co-owner, No. 98 CURB Records

Dallara/Chevrolet/Firestone): (Were you praying for rain?): “I grew up at a racetrack, as the son of a promoter, and we always prayed for sun all the time, and it was definitely a change to be praying for rain all week. God was a little confused today, I think, but I know my dad (J.C. Agajanian) was up there watching over Billy. Ron Hemelgarn came up to me just as it started drizzling, and he said, ‘We rolled out that car for Billy.’ That’s the kind of respect they have for Billy. He said, ‘We rolled it out for Billy, and if you need it, we were going to give it only to you.’ I thought that was pretty nice of Ron to do that.” (About his interest in short-track drivers): “It's something that's been passed down in my genes, I guess. I've grown up around short tracks, and Billy Boat is special to us because he came to our racetrack, Ascot, back in the early '80s. He was only, I think, 15 or 16 years old, and we sent him home because he was too young. He was supposed to be 18. We sent a lot of good drivers home, including, actually, Jeff Gordon and Al (Unser) Jr. Billy was one of the best because he came back and made us eat our words because he set a track record at Ascot. We like the fortitude and strength of sprint car and short-track drivers. We will have better fortune, and we'll be back up on the front row one of these days, but I don't know how long I can take this. But that's what makes this the greatest race in the world.”

BOAT SURVIVES BUMP DAY DRAMA; FIELD SET EARLY DUE TO RAIN

INDIANAPOLIS, Sunday, May 19, 2002 – Another year, another Bump Day drama survived by Billy Boat.

Boat ended up “on the bubble” as the slowest driver in the field for the Indianapolis 500 for the second consecutive year as rain forced an early end of the final day of qualifications May 19 for the 86th Indianapolis 500. Boat, from Phoenix, will start 23rd in the 33-car field with his four-lap speed of 226.589 mph that he recorded on Pole Day, May 11 in the No. 98 CURB Records Dallara/Chevrolet/Firestone.

“Until I saw those clouds coming in, I thought we were in serious jeopardy of being on the outside looking in,” Boat said. “Not only were we praying and everybody on our team was praying, but everybody in the whole state of Arizona was praying. It’s probably 105 (degrees) in Phoenix today, but they were praying for rain.”

Boat was next in line to be bumped from the starting field when rain arrived at 3:40 p.m. (EST) as Jimmy Kite was about to enter the track to make a qualification attempt in the No. 99 Sam Schmidt Motorsports Racing Special Dallara/Chevrolet/Firestone. The rain intensified, and qualifying was ended at 4:51 p.m., 69 minutes ahead of schedule.

This is the fastest field in Indianapolis 500 history, with an average speed of 228.648. The 86th Indianapolis 500 is scheduled for 11 a.m. (EST) Sunday, May 26. Other drivers to earn a spot in the field were two-time winner Arie Luyendyk, 1999 Indy Racing League champion Greg Ray, veterans Michael Andretti, Airton Dare, Mark Dismore and Paul Tracy, and rookies Alex Barron, Dario Franchitti, Shigeaki Hattori and George Mack.

Mack will start 32nd in the No. 30 310 Racing G Force/Chevrolet/Firestone after a qualifying run of 227.150 and will be the second African-American to start the “Greatest Spectacle in Racing.” Willy T. Ribbs was the first, starting in 1991 and 1993.

“It will probably take a while to sink in,” Mack said. “It hasn’t quite hit me yet. I’m grateful to be here. I’m happy for the opportunity. It’s the best feeling in the world.”

Boat’s situation looked grim before rain washed out qualifying. His primary car was ineligible to make another qualifying run because it already made the field on Pole Day. But he crashed this morning in his backup No. 98T car, forcing the CURB/Agajanian/Boat Indy Racing team to scramble to rebuild the damaged backup.

Repairs were made in time for Boat to practice the car, but Boat admitted that it probably wasn’t fast enough to earn a spot in the field if he was bumped.

“I thought there were about four or five loaded guns waiting to take a shot at us, and it wasn’t until I got on the racetrack and I started seeing sprinkles on my shield that it started to set in that we should start doing some rain dances,” Boat said.

This was the third consecutive year of Bump Day drama for Boat. He was the last driver to qualify in 2000 and last year survived being “on the bubble” for 12 qualification attempts by eight drivers in the last 48 minutes of Bump Day qualifying. The last driver to be the slowest Indianapolis 500 qualifier for two consecutive years was Larry Dickson in 1967-68.

Boat was “on the bubble” for only one attempt today, by rookie Oriol Servia at 2:39 p.m. But Servia’s run was waved off after two laps at 226.6 mph.

“At that point, I almost conceded that we were going to get bumped, to tell you the truth,” Boat said. “His qualifying speed was the closest one.”

**BOAT SURVIVES BUMP DAY DRAMA; FIELD SET EARLY DUE TO RAIN
(cont.):**

“I really have to thank the entire CURB Records team. They did a tremendous job getting the race car back together after we crashed this morning. They are really a great bunch of guys.”

Team Green made perhaps the largest gamble of the day when it withdrew the qualified No. 39 Motorola/Archipelago Dallara/Chevrolet/Firestone driven by Michael Andretti so Andretti could requalify in his No. 39T backup car. Andretti had qualified 23rd at 226.780 on Pole Day as the second-slowest qualifier, but team officials feared that car would be bumped.

So Andretti jumped into the backup and turned a speed of 228.713 at 3:13 p.m. – the final qualifying attempt of the day – to safely land a spot in the race. But the move backfired slightly, as Andretti’s speed was good only for the 25th starting position because of the lack of drivers bumped from the field due to the early end of qualifying.

Veteran Billy Roe was the only driver bumped from the field. Roe qualified at 212.283 in the No. 81 American Dream Mortgage Integrated Services Inc. G Force/Chevrolet/Firestone as dark clouds loomed overhead. Rain started shortly thereafter, and Roe could have earned the final spot in the field despite being more than 14 mph slower than the next-slowest qualifier, Boat.

But the rain ended, and Roe was bumped from the field when qualifying continued.

The next on-track activity is Coors Carb Day on Thursday, May 23, the traditional final practice before the race. Practice is scheduled to start at 11 a.m.

2002 QUALIFICATION ATTEMPTS – CHRONOLOGICAL SUMMARY

Saturday, May 11, 2002 – Pole Day

QA Time	Car Driver	Lap 1	Lap 2	Lap 3	Lap 4	Average	SP
1 11:02 a.m.	33 Bruno Junqueira	231.635	231.506	231.278	230.952	231.342	1
2 11:07 a.m.	21 Felipe Giaffone	230.030	230.392	230.517	230.635	230.326	4
3 11:12 a.m.	8 Scott Sharp	229.202	229.520	229.590	229.633	229.486	8
4 11:18 a.m.	11 Greg Ray	225.916	Pulled into pits				
5 11:21 a.m.	51 Eddie Cheever Jr.	229.442	229.760	229.978	229.966	229.786	6
11:25 a.m.	37 Scott Harrington	Waved off before taking green flag					
6 11:30 a.m.	9 Jeff Ward	229.694	229.451	227.929	227.174	228.557	15
7 11:34 a.m.	14 Ayrton Daré	225.357	224.639	Waved off			
8 11:38 a.m.	30 George Mack	223.557	225.092	Waved off			
9 11:42 a.m.	39 Michael Andretti	226.613	226.994	226.805	226.710	226.781	23
11:47 a.m.	17 Tony Kanaan	229.295	228.510	227.512	Pulled into pits due to light rain		
10 12:28 p.m.	17 Tony Kanaan	230.314	230.381	230.260	230.057	230.253	5
11 12:33 p.m.	98 Billy Boat	226.120	226.581	226.860	226.795	226.589	23
12:37 p.m.	31T Robby Gordon	228.699	229.120	Pulled into pits due to light rain			
12 12:53 p.m.	52T Max Papis	226.622	226.852	226.788	Waved off		
13 12:57 p.m.	31T Robby Gordon	229.436	229.395	228.960	228.720	229.127	11
14 1:02 p.m.	7T Al Unser Jr.	228.392	229.219	228.988	229.636	229.058	12
15 1:07 p.m.	23T Sarah Fisher	228.961	229.473	229.647	229.675	229.439	9
16 1:12 p.m.	52 Tomas Scheckter	229.405	229.044	229.156	229.236	229.058	12
17 1:17 p.m.	2T Raul Boesel	230.887	230.558	230.404	230.604	230.613	3
18 1:21 p.m.	55 Arie Luyendyk	227.370	227.072	226.467	Waved off		
19 1:26 p.m.	5 Rick Treadway	228.028	228.702	228.052	227.379	228.039	17
20 1:31 p.m.	99 Jimmy Kite	225.138	Waved off				
1:35 p.m.	22 Kenny Brack	Pulled in after first warm-up lap					
21 1:38 p.m.	27 Dario Franchitti	226.618	226.680	226.481	Waved off		
22 1:43 p.m.	34 Laurent Redon	228.443	228.634	227.928	227.425	228.106	16
23 1:47 p.m.	19T Jimmy Vasser	228.011	227.760	227.744	227.458	227.743	19
24 1:51 p.m.	24 Robbie Buhl	229.924	229.432	228.381	Waved off		
25 1:56 p.m.	3 Helio Castroneves	229.515	229.418	Waved off			
26 2:01 p.m.	20T Richie Hearn	227.244	227.316	227.265	227.105	227.233	22
27 2:06 p.m.	6 Gil de Ferran	228.414	228.821	228.756	228.693	228.671	14
28 2:10 p.m.	4 Sam Hornish Jr.	229.900	229.652	229.420	229.368	229.585	7
2:15 p.m.	22 Kenny Brack	Pulled in after second warm-up lap					
29 2:18 p.m.	91T Buddy Lazier	227.652	227.418	227.412	227.500	227.495	20
30 2:35 p.m.	52T Max Papis	227.227	228.051	228.164	228.325	227.941	18
31 2:48 p.m.	24 Robbie Buhl	229.576	231.481	231.571	231.517	231.033	2
32 2:54 p.m.	3 Helio Castroneves	229.066	228.928	229.042	229.173	229.052	13
33 3:14 p.m.	22 Kenny Brack	226.660	226.912	227.350	228.043	227.240	21
34 3:24 p.m.	55 Arie Luyendyk	227.679	Waved off				
5:58 p.m.	55 Arie Luyendyk	Pulled into pits without taking green flag					

LEGEND: QA - Qualification Attempt **SP** - Starting Position

2002 QUALIFICATION ATTEMPTS – CHRONOLOGICAL SUMMARY (cont.):

Sunday, May 12, 2002– Second Day Qualifying

QA Time	Car	Driver	Lap-1	Lap-2	Lap-3	Lap-4	Average	SP
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No qualifying attempts made due to rain.

Sunday, May 19, 2002 – Bump Day

QA Time	Car	Driver	Lap-1	Lap-2	Lap-3	Lap-4	Average	SP
35 1:09 p.m.	15	Oriol Servia	225.825	225.413	224.606	Waved off		
36 1:14 p.m.	55	Arie Luyendyk	228.851	228.884	228.707	228.949	228.848	25
1:19 p.m.	37	Scott Harrington	Waved off before taking green flag					
37 1:23 p.m.	44T	Alex Barron	228.003	228.831	228.737	228.752	228.580	26
38 1:27 p.m.	11	Greg Ray	227.347	227.344	227.160	226.770	227.155	27
39 1:32 p.m.	14	Airton Daré	228.016	227.839	227.698	227.486	227.760	27
40 1:38 p.m.	12T	Shigeaki Hattori	227.988	227.959	228.163	228.660	228.192	27
41 1:43 p.m.	26	Paul Tracy	228.052	227.905	227.984	228.083	228.006	28
42 1:47 p.m.	20	Mark Dismore	227.304	227.179	227.191	226.711	227.096	31
43 1:53 p.m.	27	Dario Franchitti	228.391	228.185	228.100	228.031	228.177	28
44 1:57 p.m.	81	Billy Roe	212.313	212.480	212.196	212.142	212.283	33
45 2:03 p.m.	10	Robby McGehee	224.083	223.393	Waved off			
46 2:06 p.m.	15T	Oriol Servia	225.497	225.846	Waved off			
47 2:35 p.m.	30	George Mack	227.036	227.186	227.254	227.126	227.150	32
		<i>Bumps #81 Billy Roe</i>						
48 2:39 p.m.	15T	Oriol Servia	226.680	226.604	Waved off			
2:47 p.m.	99	Jimmy Kite	Stalled in pits prior to warm-up laps					
49 3:13 p.m.	39T	Michael Andretti	228.889	228.795	228.600	228.568	228.713	25

Bumps #81 Billy Roe, who returned to bubble after Andretti's #39 was withdrawn.

LEGEND: QA - Qualification Attempt SP - Starting Position

2002 INDIANAPOLIS 500 – VETERAN START/FINISH HISTORY

No.	Races	Driver	T-10							
			Fin	1983	1984	1985	1986	1987	1988	1989
39	12	Andretti, Michael	7	---	4/5	15/8	3/6	9/29	10/4	21/17
98	5	Boat, Billy	3	---	---	---	---	---	---	---
2	12	Boesel, Raul	4	---	---	23/18	22/13	---	20/7	9/3
22	3	Brack, Kenny	2	---	---	---	---	---	---	---
24	6	Buhl, Robbie	3	---	---	---	---	---	---	---
3	1	Castroneves, Helio	1	---	---	---	---	---	---	---
51	12	Cheever Jr., Eddie	5	---	---	---	---	---	---	---
14	2	Daré, Ayrton	1	---	---	---	---	---	---	---
6	2	de Ferran, Gil	1	---	---	---	---	---	---	---
99	6	Dismore, Mark	0	---	---	---	---	---	---	---
23	2	Fisher, Sarah	0	---	---	---	---	---	---	---
21	1	Giaffone, Felipe	1	---	---	---	---	---	---	---
31	7	Gordon, Robby	4	---	---	---	---	---	---	---
20	2	Hearn, Richie	1	---	---	---	---	---	---	---
4	2	Hornish Jr., Sam	0	---	---	---	---	---	---	---
33	2	Junqueira, Bruno	1	---	---	---	---	---	---	---
91	9	Lazier, Buddy	5	---	---	---	---	---	---	---
55	16	Luyendyk, Arie	7	---	---	20/7	19/15	7/18	6/10	15/21
11	5	Ray, Greg	0	---	---	---	---	---	---	---
8	7	Sharp, Scott	2	---	---	---	---	---	---	---
26	4	Tracy, Paul	0	---	---	---	---	---	---	---
7	14	Unser Jr., Al	9	5/10	15/21	11/25	9/5	22/4	5/13	8/2
19	6	Vasser, Jimmy	3	---	---	---	---	---	---	---
9	5	Ward, Jeff	3	---	---	---	---	---	---	---

Races – Number of prior Indianapolis 500 starts

T-10 Fin – Number of prior top-10 finishes at Indianapolis 500

2002 INDIANAPOLIS 500 – VETERAN START/FINISH HISTORY (cont.):

1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
5/20	5/2	6/13	---	5/6	4/25	---	---	---	---	---	21/3
---	---	---	---	---	---	---	22/7	1/23	3/3	31/15	32/9
17/28	---	25/7	3/4	2/21	22/20	---	---	30/19	33/12	24/16	---
---	---	---	---	---	---	---	15/33	3/6	8/1	---	---
---	---	---	---	---	---	23/9	4/8	5/31	32/6	9/26	9/15
---	---	---	---	---	---	---	---	---	---	---	11/1
14/8	10/31	2/4	33/16	11/8	14/31	4/11	11/23	17/1	16/18	10/5	25/26
---	---	---	---	---	---	---	---	---	---	21/25	30/8
---	---	---	---	---	19/29	---	---	---	---	---	5/2
---	---	---	---	---	---	14/19	25/28	12/27	5/16	11/11	4/16
---	---	---	---	---	---	---	---	---	---	19/31	15/31
---	---	---	---	---	---	---	---	---	---	---	33/10
---	---	---	25/27	19/5	7/5	---	12/29	---	4/4	4/6	3/21
---	---	---	---	---	---	15/3	---	---	---	23/27	---
---	---	---	---	---	---	---	---	---	---	14/24	13/14
---	---	---	---	---	---	---	---	---	---	---	20/5
---	23/33	24/14	---	---	23/27	5/1	10/4	11/2	22/7	16/2	10/18
3/1	14/3	4/15	1/2	8/18	2/7	20/16	1/1	28/20	1/22	---	6/13
---	---	---	---	---	---	---	30/25	2/18	2/21	1/33	2/17
---	---	---	---	17/16	30/26	21/10	---	7/16	6/28	5/10	1/33
---	---	19/20	7/30	25/23	16/24	---	---	---	---	---	---
7/4	6/4	12/1	5/8	1/1	---	---	---	---	---	18/29	19/30
---	---	28/21	19/13	16/4	9/22	---	---	---	---	7/7	12/4
---	---	---	---	---	---	---	7/3	27/13	14/2	6/4	8/24

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY

TODAY'S SCHEDULE

8 a.m.	WorldComplex Media Center opens
8 a.m.	Public gates open
11 a.m.-1 p.m.	Track open for final practice
1:30-3:30 p.m.	Coors Indy 500 Pit Stop Challenge, followed by press conference with winning team
3:30 p.m.	Coors Concert, Nine Days and Better Than Ezra

The Championship Auto Racing Auxiliary (CARA) Charities Indianapolis 500 Fashion Show will be conducted for the 21st time at 11 a.m. (EST) May 24 at the Westin Hotel in downtown Indianapolis. Elaine Irwin-Mellencamp, spokeswoman for the Indy Racing League, will serve as the honorary chairperson for this year's extravaganza. Many Indy 500 drivers and their families will take part in the show and assist in raising funds for local and national children's charities .

The show opens with a social hour at 11 a.m., followed by a noon luncheon. The unique fashion show, which features members of the Indy 500 racing community, is scheduled to begin at 1 p.m., with CARA board member Pam Jenkins serving as the chairperson of the event. Jenkins' husband, Bob, a veteran broadcaster at the Indianapolis Motor Speedway and ABC/ESPN, will be the master of ceremonies.

The CARA Charities event has become one of the largest attended social events of the year in Indianapolis with more than 1,000 attendees. The show features fashions provided by Tarkington Trend and Day Furs. Children's fashions are by Babycakes & Co.

In addition to the drivers, wives, friends and local dignitaries who walk the runway as models in the fashion show, CARA Charities will also unveil the annual "Christmas Ornament" that raises funds to benefit the CARA Children's Fund in memory of Shirley Bettenhausen.

Tickets are still available with individual tickets priced at \$60 per person. For more information on tickets, corporate tables or event sponsorships, contact the CARA Charities headquarters at (317) 299-2277 or via e-mail at carachar@aol.com.

Since its inception in 1981, CARA Charities' mission has been to serve the community through charitable works and to promote friendship among the motorsports family. During the past 21 years, CARA Charities has donated more than \$3.4 million to numerous charities, including the CARA Charities Children's Fund at Methodist Hospital in Indianapolis, which has a focus of providing a toy for each child admitted to the hospital.

The Hoosier Hundred USAC Weld Racing Silver Crown race will take place at 8 p.m. (EST) Friday, May 24 at the Indiana State Fairgrounds. The race will celebrate 50 years of USAC Championship racing at the historic 1-mile dirt oval. The 100-lap feature, continuing a tradition dating back to 1953, will start with practice at 4:30 p.m. followed by qualifying at 5:30 p.m. A 15-mile qualifying race will begin at 7 p.m.

The Hoosier Hundred salutes the Hulman-George Family and will showcase the USAC Weld Racing Silver Crown Championship Cars in their initial 2002 appearance on dirt. Dave Steele of Tampa, Fla., is the series point leader after winning the opening race in March at Phoenix International Raceway.

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY (cont.):

The Indy Racing League will provide numerous Video News Releases throughout May to assist with your coverage of the 86th Indianapolis 500. The date, time and coordinates of today's package:

Thursday, May 23 (Coors Carb Day):

- Time: 7:30-7:45 p.m. (EDT)
- Coordinates: AMC 2, Transponder K1
Audio 6.2/6.8

The Indianapolis Press Club will stage the 30th annual Last Row Party at 6 p.m. (EST) tonight at the Brickyard Crossing and Resort Pavilion on the grounds of the Indianapolis Motor Speedway.

The Last Row Party honors the drivers who will start the Indianapolis 500 in the 31st, 32nd and 33rd positions. This year's drivers are Greg Ray, George Mack and Mark Dismore. Mack is a rookie, and Ray and Dismore will start in the 11th row for the first time.

In the past 30 years, drivers Mario Andretti, Gary Bettenhausen, Gordon Johncock, Johnny Rutherford, Tom Sneva and Al Unser all have taken part in the Last Row Party. Drivers are awarded a jacket and checks for 31 cents, 32 cents and 33 cents depending on their starting position.

For more information, please call Patty Schnell of the Indianapolis Press Club at (317) 237-6222.

General Mills, Inc. and Wheaties will make an announcement regarding a new Wheaties champion and unveil the new "Legends of Racing" cereal box at 11:45 a.m. (EST) Friday in the Trackside Conference Room.

86TH INDIANAPOLIS 500 NOTES:

- This year's field is the fastest in the history of the Indianapolis 500. The field average of 228.648 mph is faster than the previous record of 227.807 set in 1996.

- There are six former winners in the starting lineup, the most since 1993, when there were also six past champions in the field. The former champions are: Arie Luyendyk (1990 and 1997) Al Unser Jr. (1992 and 1994), Buddy Lazier (1996), Eddie Cheever Jr. (1998), Kenny Brack (1999) and Helio Castroneves (2001).

- This year's field of 33 starters contains 22 drivers with a combined 177 major open-wheel victories in the Indy Racing League or CART events. Robby Gordon, one of those 22, also has one victory in NASCAR Winston Cup. In addition to those 22 drivers, five additional drivers have finished either second or third in major open-wheel events.

- This is only the second time in history that the slowest qualifier in the field has a faster speed than previous year's fastest qualifier. In 1972, Cale Yarborough was the slowest qualifier at 178.864 mph but was faster than Peter Revson's 1971 pole-winning speed of 178.696. Billy Boat is the slowest qualifier for this year's event at 226.589 but is faster than Scott Sharp's pole-winning average of 226.037.

- This year's field is separated by 3.2646 seconds, the second-closest field by time in history. The closest was last year when the difference was 3.2422. The field is separated by 4.753 mph, the ninth-closest field by speed in history.

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY (cont.):

86TH INDIANAPOLIS 500 NOTES (cont.):

- Helio Castroneves is the highest-starting driver for Marlboro Team Penske, qualifying 13th. Penske Racing has never had their highest-starting driver this far back in the field.

- There are nine rookies in this year's field, the most since 1997, when there were 13. If a rookie wins this year's event it will be the first time in history that a rookie has won three consecutive years. Juan Montoya (2000) and Helio Castroneves (2001) were both rookies when they won.

- Front-row drivers Bruno Junqueira, Robbie Buhl and Raul Boesel all have four-lap qualifying averages of more than 230 mph. This is only the third time that the entire front row has been past the 230-mph mark, the other times being 1995 and 1996.

- Sarah Fisher became the fastest woman qualifier in the history of the Indianapolis 500 with a four-lap average of 229.439 mph. Her average broke the previous record of 225.346 set by Lyn St. James in 1995. Fisher also recorded the fastest single qualifying lap by a woman in Indianapolis 500 history, 229.675, on her final lap. The previous record was 225.722 by St. James in 1995.

- The last time the No. 33 was on the pole for the Indianapolis 500 was in 1983 with rookie Teo Fabi. The No. 33 has never won the race. The last time No. 24 was on the front row was 1995 with Scott Goodyear. The No. 24 has won the race once, with rookie Graham Hill in 1966. The last time the No. 2 was on the front row was last year with Greg Ray. The No. 2 has won the race eight times, the last being with Al Unser in 1978.

- Bruno Junqueira will start from the MBNA Pole in his second "500." The last driver to start from the pole in his second start was Billy Boat in 1998. The only driver to start from the pole in his second "500" and go on to win the race was Rick Mears in 1979.

Seven members of the Indiana University men's basketball team that played in the NCAA National Championship game will be honored on Race Day. Tom Coverdale, Kyle Hornsby, Donald Perry, George Leach, Sean Kline, Ryan Tapak and Mike Roberts will be saluted with a ceremonial lap prior to the race.

Two-time Indianapolis 500 winner Arie Luyendyk will speak with ABC announcers via two-way radio during the parade laps and caution periods from the cockpit of his No. 55 Meijer G Force/Chevrolet/Firestone. Luyendyk contributed to the broadcast in the same way last year and served as a commentator when he did not race in 2000.

The Indy Racing League sent the following bulletin to teams on May 22:

IMS Bulletin 2002-14 – Tires (Rule 114(G))

Rule 114(G) states:

"In all Events, an Entrant must start the Race on the same four (4) tires used to qualify the Car..."

This Rule does **not** apply to the Indianapolis 500 Mile Race. Therefore, Rule 114(G) is amended to read:

"In all Events other than the Indianapolis 500 Mile Race, an Entrant must start the Race on the same four (4) tires used to qualify the Car..."

The rest of this Rule remains intact.

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY (cont.):

Bill Spencer, crew chief on Greg Ray's No. 11 A.J. Foyt Racing/Harrah's Dallara/Chevrolet/Firestone, believes this may be the year for A.J. Foyt's team to win again, based on the new movie, "Star Wars Episode II."

BILL SPENCER: "The first 'Star Wars' movie came out in 1977, the year A.J. won his fourth, and 'Star Wars Episode I' was released in 1999, when Kenny Brack won. I think we may have something going here."

Greg Ray's No. 11 A.J. Foyt Racing/Harrah's Dallara/Chevrolet/Firestone will sport decals depicting scenes from the movie "Behind Enemy Lines" atop the yellow sidepods. The No. 14 Harrah's NASCAR Busch series car driven by Larry Foyt is carrying a special "Behind Enemy Lines" paint scheme this weekend for the Busch race Saturday night in Charlotte, N.C. The promotion, culminates a sweepstakes conducted on Fox.com in which two people were selected to be honorary Harrah's crew members at the Indy 500 and the 300-mile NASCAR Busch race at Lowe's Motor Speedway. More than 127,000 entries were received in the six-week contest.

Local NBC affiliate WTHR-13 won the media pit stop competition that took place Wednesday. The team of John Stehr, Tim "Treeboy" Bush, Dave Calabro, Mark Rapp, Gerald George and Megan King defeated The Associated Press photo team. The Indianapolis Motor Speedway will donate a check for \$1,000 to the Crawford Girls Scholarship/Education Fund at Prudential on behalf of WTHR-TV 13. The Crawford girls are the daughters of the late Lis Daily, who was WTHR's community affairs director, until she passed away last month. Each member of the winning team will receive a grill courtesy of Grill2Go and was presented with a Media Pit Stop Challenge trophy (Simpson helmet) to be showcased in the station's lobby. A second helmet will be on display in the WorldCom *p/lex* Media Center through the 86th Indianapolis 500-Mile Race.

Clive Howell, team manager of Penske Racing, was awarded the 2002 True Grit Award by Chris Paulsen, owner of C & R Racing, Inc. This year, C & R Racing was joined by Visteon Climate Control Systems in presenting this \$10,000 award. This award was created to honor a colleague who exemplifies the following criteria: Outstanding achievement, overcoming adversity, excellence in preparation and management, Indy experience, dedication to the highly skilled trade of working on Indy Racing cars, overall racing background and performance during May.

Treadway and Associates Racing announced today that Kyocera Wireless Corp. has signed as a major associate sponsor for the cars of Arie Luyendyk and Rick Treadway for the 86th running of the Indianapolis 500. The Kyocera logo will be prominently displayed on both cars. Kyocera Wireless was formed when Kyocera acquired QUALCOMM Inc.'s CDMA consumer wireless phone business in February 2000. QUALCOMM had teamed with Sprint to sponsor Treadway Racing in 1998.

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY (cont.):

Officials from Toyota Racing Development met the media Wednesday afternoon to discuss the progress of Toyota's Indy Racing League engine program, which debuts in IRL competition in 2003.

LEE WHITE (Vice President, General Manager, Toyota Racing Development): "The engine we're going to be using next year started design last July, so July 2001. It started being designed by our design group. It was a complete sheet of paper. It doesn't carry forward one single design aspect or share any common parts with the CART engine, which we've been racing in it's current condition for the last two years. That's because of the dimensional requirements of the rules – the weight requirement, the rev limit and so on and so forth. The design was completed in November. The parts were ordered and the first engine ran on the dyno at the end of February and that was right on schedule with what our original intention was. We now have seven engines built and running. They are being built in cycles of four per week, while going through our development build activity. The build activity and engineering activity at this point is focused on performance development – by that I mean we're looking for horsepower. I say performance development because the IRL requires that we submit drawings May 1 – which we've done, and they've been approved – and we have to submit parts by Sept. 1, and those parts are then approved. From Sept. 1, we will continue to work on performance, and we will also primarily work on durability, although that's already started to some extent. The engine is running laps. You haven't seen it yet, but it is running laps. It's running laps at Indy, and it has run an Indy 500, believe it or not, and it did it very early in its life. We will continue with that. It is running actual laps of the racetracks courtesy the Kelley guys. They provided us with pie data, which we were able to go and build simulations in our transient dynos. Very early in the cycle it was able to go on the dyno and run race laps of racetracks. We own two race cars – a Dallara and a G Force. The Dallara is in this country and in the hands of Penske Racing, and it will be prepped, and starting in July that car will be performing on track testing by Penske Racing as well as Kelley Racing. The plan at this point is beginning mid-July; we will be renting racetracks where the races run, probably Michigan, Gateway, Kentucky Speedway, potentially Kansas Speedway. You can look to see us at those racetracks on the Monday and Tuesday after the actual race event. We will be using scuff tires from that race on a rubbered-up racetrack and we will be expecting to go as fast as the pole car. The second car is a G Force is in the hands of Chip Ganassi Racing, and his IRL team will be performing testing with Jeff Ward later in the summer. We'll have data from race week, data from qualifying, data from yellow-flag running, mileage, performance, everything we can get our hands on, we hope to know how good our engine is by 12:00 Monday." (About differences between CART engine and IRL engine): "This engine packages better than a CART motor. This engine will fit inside a CART envelope. In fact, CART is looking at doing that. That tells you how compact this engine is. The installed mass is lighter than a CART engine. It's a tremendous package and a great formula to move into. And that's not just our engine. I'm sure everyone else's engine regulations will reflect that, as well."

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY (cont.):

LES UNGER (National Motorsports Manager, Toyota): “Looking at the Indy Racing League for 2003, we’re very focused on bringing our marketing, promotion, our PR activity to synergistically interact with what’s going on at the racetrack. We’re familiar with some of the tracks that the Indy Racing League runs because of their past association with CART, but there are other tracks that are new to us and new to Toyota, and one of the things we are trying to accomplish by the end of the season is to evaluate what facilities and what events we want to be associated with in 2003. Those decisions will be made in mid-to-late fall. There are still some pieces of the puzzle that still haven’t come together, but we’re working very, very diligently on making it all happen.”

Dan Lambert of Mooreland, Ind., will serve as an honorary Chevrolet pit crew member at the Indianapolis 500. Throughout April, Chevrolet, a General Motors Division, played host to a “Salute Your Hero” essay contest asking middle school students to nominate their personal hero. Sarah Lambert of Brownsburg, Ind., saw the contest at Bill Estes Chevrolet one afternoon and wrote an essay nominating her grandfather.

Sarah nominated Dan because of the determination he showed last year when he embarked on a cross-country bicycle trip to raise money for the American Cancer Society. In 2000, Dan Lambert’s sister passed away from cancer, and he wanted to do something in her honor. In 39 days he trekked from San Diego, to St. Augustine, Fla., and raised \$10,000 for the American Cancer Society.

For her writing essay, Chevrolet will award Sarah with a \$2,500 U.S. Savings Bond and a matching donation to her school, Brownsburg Junior High. Chevrolet also will give Sarah and her family tickets to this year’s race, but while Sarah watches from the stands, her grandfather will be seen down in the pits working with the Hemelgarn Racing and Buddy Lazier’s No. 91 Coors Light/Tae-Bo/Delta Faucet Dallara/Chevrolet/Firestone. Dan Lambert is a retired schoolteacher from Wapahani High School of Liberty Perry School Corp., where he taught automotive and electronic classes for 32 years.

Entry update:

•Rick Treadway’s car is now the No. 5 Sprint/Kyocera Wireless/Airlink Racing G Force/Chevrolet/Firestone.

FINAL PRACTICE REPORT:

At 11 a.m., the ambient temperature was 67 degrees with south-southwest winds at 12 mph and a relative humidity of 58 percent. Skies were sunny. The track temperature was 105 degrees, according to Firestone engineers.

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

Official four-lap track record: 236.986 mph, Arie Luyendyk, May 12, 1996

2002 fastest lap, event: 232.087 mph, #3 Helio Castroneves, Friday, May

10

2002 MBNA Pole speed: 231.342 mph, #33 Bruno Junqueira, Saturday, May 11

2002 field average speed: 228.684 mph (Fastest field in history)

11 a.m. – **GREEN.** #33 Junqueira first out.

11:01 a.m. – #30 Mack reported radio problem.

11:03 a.m. – #30 Mack out on track.

11:07 a.m. – #3 Castroneves taken to garage area.

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY (cont.):

HELIO CASTRONEVES (No. 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): “It’s a new engine, we want to make sure it’s working fine. The car is idling, so we wanted to work on it to make sure it’s fine for Sunday.”

11:26 a.m. – Thirty-one of 33 cars have been on track thus far. #52

Scheckter is only driver not to turn laps.

11:27 a.m. – **YELLOW.** No. 5 Treadway stalled on pit lane. Pushed to pit box. Engine cover off.

RICK TREADWAY (No. 5 Sprint/Kyocera Wireless/Airlink Racing G

Force/Chevrolet/Firestone): “We’re not sure what it is. I thought it was out of gas. I think some brake problems. The guys are going to go back and take a look at it.”

11:31 a.m. – **GREEN.**

11:34 a.m. – All 33 cars have now turned laps.

QUOTES FROM THIS MORNING’S PRESS CONFERENCE WITH TEAM RAHAL:

BOBBY RAHAL: (On what he missed about the Indy 500): “What I didn’t miss was, like 1993, qualifying here, I certainly didn’t miss that. I remember ’94, I was having problems in qualifying. I remember I was so much on edge, at nights, thinking about the next day, thinking about qualifying and you could hear the truck traffic on (Interstate) 465, and that was like 6 miles away, through the hotel room. Every nerve ending was, you were just worried about it. It was like Groundhog Day all over again. I never want to go through that again. My worst enemy, I would never wish it on them. That’s the things I don’t miss. But the things I did miss, certainly its just the excitement of being here all month. I remember all those days and forget the racing part, because that’s the obvious part. It’s really just a festive atmosphere the entire month. You don’t get that at other races. You felt like you were really part of a major event. Everyday was a new problem, if not for you for someone. That’s what makes this race so tough, when you’re there for three weeks, four weeks, it just oppresses the emotions you go through. Everything, up, down, everyday, it is something different. As I’ve said, physically this is not a difficult event but mentally to stay fresh and focused for 21 days or however long you’ve been here for, is the key. (It’s) a mental exercise much more so than a physical exercise.”

FINAL PRACTICE REPORT (cont.):

At noon the ambient temperature was 71 degrees with southwest winds at 18 mph and a relative humidity of 51 percent. Skies were sunny. The track temperature was 116 degrees, according to Firestone engineers.

12:01 p.m. – #55 Luyendyk in pit, engine cover off. Crew reports gearbox problem.

ARIE LUYENDYK (No. 55 Meijer G Force/Chevrolet/Firestone): “We ran strictly a race setup and I feel its pretty good. We’re quite happy with the balance of the car and all that good stuff, but we had a gearbox problem. We could have dropped out of the race with that.”

12:06 p.m. – **YELLOW.** Debris.

12:10 p.m. – **GREEN.**

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY (cont.):

Top Five Drivers as of 12:15 p.m.

	No.	Driver	Car	Speed
1	17	Tony Kanaan	Hollywood Mo Nunn Racing	225.752 mph
2	4	Sam Hornish Jr.	Pennzoil Panther Dallara	225.279
3	11	Greg Ray	A.J. Foyt Racing/Harrah's	224.975
4	6	Gil de Ferran	Marlboro Team Penske	224.949
5	39	Michael Andretti	Motorola/Archipelago	224.532

Dial Soap, an associate sponsor on Robbie Buhl's No. 24 Team Purex Aventis/Dreyer & Reinbold Racing G Force/Infiniti/Firestone entry, has announced the "Race for Gold" consumer sweepstakes that will culminate at the season-ending Chevy 500 on Sept. 15 at Texas Motor Speedway.

The grand-prize winner will receive a gold 2002 Infiniti QX4 sport utility vehicle and a trip to the Texas race to serve as an honorary pit crew member with the team. Should Buhl win at Texas, the winner also will receive \$100,000 in gold bars.

FINAL PRACTICE REPORT (cont.):

12:30 p.m. – #12 Hattori taken to garage.

BUZZ CALKINS (Owner, Bradley Motorsports): "Because our month started off so badly, we didn't get to work on race setup much last week. These two hours have kind of been a conglomeration of everything we wanted to try last week. We made a lot of changes, and he (Hattori) seems to be pretty happy with it. We're going to go back out in a few minutes for ride-height check, and then we'll be ready to go."

1 p.m. – **CHECKERED.** End of final practice.

Top 10 Drivers of Final Practice

	No.	Driver	Car	Speed
1	17	Tony Kanaan	Hollywood Mo Nunn Racing	225.752 mph
2	4	Sam Hornish Jr.	Pennzoil Panther Dallara	225.279
3	11	Greg Ray	A.J. Foyt Racing/Harrah's	224.975
4	6	Gil de Ferran	Marlboro Team Penske	224.949
5	24	Robbie Buhl	Team Purex/Aventis/Dreyer & Reinbold Racing	224.839
6	39	Michael Andretti	Motorola/Archipelago	224.532
7	19	Jimmy Vasser	Miller Lite/Rahal Letterman Racing	224.439
8	52	Tomas Scheckter	Red Bull Cheever Racing Infiniti	224.260
9	3	Helio Castroneves	Marlboro Team Penske	224.191
10	33	Bruno Junqueira	Target Chip Ganassi Racing G Force	224.140

The last time the fastest driver on Coors Carb Day went on to win the race was in 2000 when Juan Montoya accomplished that feat.

Thirty-three drivers and 33 cars turned 771 total laps in today's final practice. This is the final practice before the 86th Indianapolis 500 on May 26. There were two caution periods for 10 minutes today.

The Indianapolis Motor Speedway Radio Network will broadcast a Coors Carb Day recap from 8-9 p.m. (EST) tonight. The local affiliate is WIBC (1070 AM).

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY (cont.):

American Honda Motor Co., Inc. announced today plans to enter the Indy Racing League (IRL) for the 2003 season competition, and its racing subsidiary, Honda Performance Development, Inc. (HPD) in Santa Clarita, Calif., has contracted with Ilmor Engineering Inc. (a sister company to Ilmor Engineering, Ltd.) to provide engines.

HPD and Ilmor will work together as technical partners to design, develop and produce the engine. HPD will provide trackside support to teams using the newly developed, Honda Indy V-8 engine. Honda becomes the fourth engine manufacturer in the Indy Racing League for the 2003 season. It will be the first time that four manufacturers have produced engines for teams in the IRL, which debuted in 1996 and is America's premier open-wheel racing series.

Brian Hall, the reason for "Brian's Wish," passed away this morning in Indianapolis. Hall was an avid Indianapolis 500 and Indy Racing League fan who was diagnosed with amyotrophic lateral sclerosis five years ago. While in hospice treatment, several Indy Racing drivers visited Hall, dropping off memorabilia with which to decorate his room. Hall's relationship with the drivers led to the "Brian's Wish" stickers that are on several Indy Racing cars. Brian's wish was to find a cure for the disease.

Track temperatures during the final practice ranged from 105-123 degrees.

RESULTS OF THE COORS INDY 500 PIT STOP CHALLENGE:

Final

Marlboro Team Penske (#3 Castroneves), 8.5555 def. Target Chip Ganassi Racing (#9 Ward), 10.3433

Semifinals

Target Chip Ganassi Racing (#9 Ward), 9.8690 def. Team Rahal (#19 Vasser), 11.1017

Marlboro Team Penske (#3 Castroneves), 8.7355 def. Marlboro Team Penske (#6 de Ferran), 9.7465

Quarterfinals

Team Rahal (#19 Vasser), 10.2903 def. Panther Racing (#4 Hornish), 15.2026 (Hornish penalized five seconds for right rear wheel coming off)

Target Chip Ganassi Racing (#9 Ward), 9.6177 def. Dreyer and Reinbold Racing (#24 Buhl), 15.989

Marlboro Team Penske (#3 Castroneves), 8.9366 def. Hemelgarn Racing (#91 Lazier), 11.9955

Marlboro Team Penske (#6 de Ferran), 9.6356 def. Kelley Racing (#7 Unser), 11.6030

First Round

Team Rahal (#19 Vasser), 10.1999 def. Kelley Racing (#8 Sharp), 10.4079

Target Chip Ganassi Racing (#9 Ward), 10.5428 def. Target Chip Ganassi Racing (#33 Junqueira), 10.9029

Hemelgarn Racing (#91 Lazier), 10.8687 def. Target Chip Ganassi Racing (#22 Brack), 15.0684 (Brack penalized five seconds for loose left rear wheel lock)

Marlboro Team Penske (#6 de Ferran), 9.5320 defeats Red Bull Cheever Racing (#51 Cheever), 13.8425. (Cheever penalized five seconds for air gun being outside of pit box)

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY (cont.):

After winning the Coors Indy 500 Pit Stop Challenge Helio Castroneves climbed from his car and ran over to the safety fence behind the pits and climbed the fence. Castroneves traditionally does this after winning a race. His winning crew joined him on the fence.

COORS INDY 500 PIT STOP CHALLENGE NOTES:

- Marlboro Team Penske earned \$42,500 for the victory in the Coors Indy 500 Pit Stop Challenge, with \$5,000 of that sum being donated to the American Red Cross.

- Today's victory is a record-setting seventh for Penske Racing in the Coors Indy 500 Pit Stop Challenge, the first since 1988. The other victories came in 1981-83 and 1985-86.

- In 1981 (Bobby Unser) and 1985 (Danny Sullivan), Penske Racing won the Pit Stop Challenge and also went on to win the Indianapolis 500.

- This is Target Chip Ganassi Racing's second championship round appearance. The team finished second in 1992.

COORS INDY 500 PIT STOP CHALLENGE QUOTES:

JEFF WARD (No. 9 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): "This was my first time (in the contest), and the Target Chip Ganassi guys did a great job. Came into the pit really good – faster than I had before. I knew we needed to beat them in changing the tires. It seemed like they had a good rhythm going, and it looks like we had a little mistake on one of the rears. But that's all right. It's still good. (How hard is it to compete against a guy who was consistently under nine seconds?) We would have been right there with him. We had a little problem, and I got in quicker. They had consistent pit stops, and we got second. That's good for the guys. It gets us ready for the race."

HELIO CASTRONEVES (No. 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): "Motorsport is not ... trust me, people sometime say 'Oh, it's boring.' They see the guy's cars going around and around. It's not. (It's) a lot of effort. It's a team sport with a lot of drivers that can win, but without a good team we can't win. It's a team sport, and I tell you, it's fantastic to have this special win. The Indy 500 is the best race in the world, but for those guys here, winning Indy is good too, but for these guys here to win this, it's tops. They're the ones doing everything; I'm just pushing the brakes and leaving the pits. They have to put up with all the action and excitement, and this crew is fantastic. They always support me, from the moment I came into the team. We have a lot of work to do this coming race."

TIM CINDRIC (President, Penske Racing): "It's a great momentum builder for the race. We thank everyone for the opportunity to do this for the crews because they get their day in the sun, and believe me, they put their effort in to make eight-second stops every time. They don't just happen; they've worked hard all week. To a certain degree it's an extra-credit project for them during the week to make sure they're ready for this because there's a certain amount of pride, not only in winning money, but the main for us is the pride we bring our whole organization. Nobody beat us today with either car. It's unfortunate we went in the semifinals with Gil's team, and they did a great job getting there. It's a shame we didn't meet them in the finals because that would have been something."

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY (cont.):

COORS INDY 500 PIT STOP CHALLENGE QUOTES (cont.):

RICK RINAMAN (Chief Mechanic, No. 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): (Asked if there will be any trash-talking with Gil's crew): "There won't be any trash-talking. We're just happy to be able to go up (against one another). Everybody in the pit, all the mechanics, we know each another. We've been around the sport a lot of years. We're all friends, and just walking back and forth from each of our runs, everybody's congratulating everybody. There's some good teams here, and I think they appreciated what we did today, like we appreciated what they did last year when we got knocked out. Everybody here is a big family. We're on a pretty even keel here. Helio will be teasing Gil."

The Indy Racing League and Twin Ring Motegi, north of Tokyo, have entered into a three-year agreement for the league to conduct its first races outside of the United States, it was announced today. The first race will be in 2003 at a date to be announced later.

Sunday's Schedule (Race Day):

5 a.m. Public gates open
6 a.m. WorldCom p/lex Media Center opens
10:52 a.m. "Lady and Gentlemen, start your engines"
11 a.m. Start of the 86th Indianapolis 500

POST-PRACTICE QUOTES:

ROBBY GORDON (No. 31 Menards/Childress/Cingular

Dallara/Chevrolet/Firestone): "We put in about 20 laps, and I'm very confident and comfortable with the car. We ran 223's. I know other people were putting up 225's, but there was no sense in risking anything today. We just wanted to get a good handle on it for Race Day."

TONY KANAAN (No. 17 Hollywood Mo Nunn Racing G

Force/Chevrolet/Firestone): "We tried to run in traffic to see how the car was working. We got in 19 laps, and the car is pretty comfortable. We dialed some push into the car to see how it would work for the race, and it felt comfortable. Yeah, we're happy with that."

EDDIE CHEEVER JR. (No. 51 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): "This is the first time we have run the race car in a week. We did not touch it after qualifying. It ran well. We can sit here and tune the car for two hours, but it would serve no purpose. Whatever we've got, we've got." (How does your 13th Indy 500 differ from your first?): "The first race, I had no idea what I was doing. I was with a brand-new team and on my own to learn everything. Now, I look forward to the race as something that is going to be fun. I looked forward to my first Indy 500 about as much as going to get my wisdom teeth pulled. There is only one way to learn this track and that is to do miles, and I have done a lot of those. This race will be a success for me and the team if one of the three Red Bull Cheever Racing Infiniti cars wins."

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY (cont.):

POST-PRACTICE QUOTES (cont.):

RAUL BOESEL (No. 2 Menards/Johns Manville

Dallara/Chevrolet/Firestone): "We were just doing our last preparations to try to make the car as comfortable as possible. We are pleased with what we have achieved so far this month. Today we were doing the last few adjustments to prepare for Sunday. The car was comfortable."

FELIPE GIAFFONE (No. 21 Hollywood Mo Nunn Racing G

Force/Chevrolet/Firestone): "We were OK. We were a little bit more stuck than we thought we'd be, but in traffic we should be OK. We were trying to get more speed, but that's all we've got for now. We will work with that and see what happens Sunday."

SCOTT SHARP (No. 8 Delphi Dallara/Chevrolet/Firestone):

"I'm really pleased with the car. It's real easy to drive, comfortable. We're ready to go. We were 100 percent on our own. Most guys are drafting or at least had someone a little in front of them. We didn't, so we're fine."

AL UNSER JR. (No. 7 Corteco/Bryant Dallara/Chevrolet/Firestone):

"I feel real good. We did that (speed) on our own. The Corteco/Bryant Special's running real good, and the team's doing a great job. Today's not really the day to show any of your cards. I'm real happy with it. We'll feel good about it."

ARIE LUYENDYK (No. 55 Meijer G Force/Chevrolet/Firestone):

"We ran strictly a race setup, and I feel it's pretty good. We're quite happy with the balance of the car and all that good stuff, but we had a gearbox problem. We could have dropped out of the race with that."

TOMAS SCHECKTER (No. 52 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): "We just went out with our race setup and race engine and did a couple of laps to make sure that everything is OK. Everything felt good with the Red Bull Cheever Racing Infiniti. I think a lot of people around me feel nervous and uptight, but I feel great. Maybe it is because I haven't experienced how big Race Day is yet, so I am a little more relaxed. I just can't wait. I was ready to race a week ago. I want to get this race right and stay out of trouble for the first 400 miles. I really want to finish 500 miles. I am ready to go out there and drive and do the best job that I can do."

BUDDY LAZIER (No. 91 Coors Light/Life Fitness/Tae-Bo/Delta Faucet

Dallara/Chevrolet/ Firestone): "Carburetion Day went smooth, and it was a beautiful day out there. The racetrack is green since nobody has been running on it for a while. We were just tuning our car and basically did a leak check with our race motor, check the gears, checked to make sure all the bearings are working since the car has been entirely stripped and rebuilt. We wanted to make sure everything was running smoothly, go out and do just a little bit of running to see how the racetrack has changed in the last week and a little traffic running. Everything checked out, and we just pretty much put the Coors Light car away because it is a 500-mile race, and you don't want to have 600 miles on your car at the end of the race. We kept our running to a minimum and just made sure we're ready to race."

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY (cont.):

POST-PRACTICE QUOTES (cont.):

RICHIE HEARN (No. 20 Grill 2 Go Sam Schmidt Motorsports Indy Car Dallara/ Chevrolet/Firestone): "The car was a little loose in the beginning, but we were able to get a comfortable car that will be good for the race. We don't want to tune too much because race conditions can be so different. I'm glad it's done, and we'll get in the race."

JIMMY VASSER (No. 19 Miller Lite/Rahal Letterman Racing Dallara/Chevrolet/ Firestone): "I am pretty happy with the final run in the car. The Miller Lite car felt really good, and we made it through the practice without any surprises. I have said all month that I thought we had a pretty good car for the race. Today bore that out to us as running in race setup we were seventh fastest. The car has been great in traffic, and my crew has done a hell of a job this month. They have given me a car that will be competitive on Sunday. I think we are as ready for the race as we can be."

JEFF WARD (No. 9 Target Chip Ganassi Racing G Force/Chevrolet/Firestone): "We have a pretty good starting spot in the race, and I think that I'll have a good shot of moving up through the field as the race goes on. Last year I started 27th and moved up to eighth before the first pit stop. Hopefully, I can make another charge like that this year also. The car wasn't perfect out there today, but I know what changes that we'll need to make the car better on Race Day."

BRUNO JUNQUEIRA (No. 33 Target Chip Ganassi Racing G Force/Chevrolet/Firestone): "We just went out and made a few full-tank runs, and the car was really good. We made a few small adjustments, and I'm getting excited for the race on Sunday. It is an advantage starting from the pole because there won't be any traffic in front of me. Hopefully, there won't be any traffic in front of me for the whole race."

KENNY BRACK (No. 22 Target Chip Ganassi Racing G Force/Chevrolet/Firestone): "It's great to be back here at Indianapolis. Our car was pretty good in our first run of the day. We took it back to the garage and made some changes. It was a lot better when we went back out to the track later. The Target crew did a great job, just like they have all month. It's going to be a long race, and there are a lot of good cars out there, but I think that we'll have a great shot on Sunday."

GEORGE MACK (No. 30 310 Racing G Force/Chevrolet/Firestone): "I would have loved to have been able to run more miles, but as everybody knows, you just can't do that with your race engine. We played around with some things, finding traffic to see just how the car would run in high-traffic areas on a big fuel load. We got some good data, but I guess the perfectionist in me wanted to find out more. It's been incredible this month. I'm overwhelmed, just completely overwhelmed. At the same time, I'm grateful to be here and to be a participant in Sunday's big show. The fans and 310 Racing are in for a great time come 11 a.m. on Sunday." (About his health): "I'm not quite to 100 percent, but I'm not any worse than last week. That's a good thing. As for feeling totally up to par physically, I'm still not there. But come Race Day, I do expect to be ready for the 500 miles."

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY (cont.):

POST-PRACTICE QUOTES (cont.):

RICK TREADWAY (No. 5 Sprint/Kyocera Wireless/Airlink Racing G Force/Chevrolet/ Firestone): "We tried a couple of different setups on full tanks, medium tanks and light tanks. We tested the new motor out. Basically, it's a brand-new car because we had to get the car painted for our new sponsors, Kyocera, who makes phones for Sprint PCS and Airlink, but whenever you take the car completely apart and put it back together, it's nice to be able to test it out. We had a minor brake issue that we fixed. The car feels incredibly good. I cannot get over how good it feels in traffic and out of traffic. We put the motor in yesterday. I got a few laps right behind Arie (Luyendyk). It felt really good right behind him. I got a lot closer to him in the turns than I thought I could, and the car still handled really good."

SARAH FISHER (No. 23 Team Allegra/Dreyer & Reinbold Racing G Force/Infiniti/ Firestone): "Today we wanted to shake down the installation of our race engine and then check balance. Beyond that, we made a few changes according to the weather and finished up for the day. It hasn't been the best of days with Brian Hall passing away this morning, but at least we all will have an extra angel looking over us on Race Day."

MAX PAPIS (No. 53 Red Bull Cheever Racing Dallara/Infiniti/Firestone): "Today was just a shakedown. We just went out and checked everything. The engine was perfect, and the cars were running fine. We were just looking at some data and some numbers to get a little better understanding of the car, but overall we're fine. It's going to be a long race, and we have new things to learn, especially with communications and pit stops with a new crew. I'm looking forward to making this process happen as fast as possible." (About being a rookie): "This has been very special to me. In a very short amount of time, I have learned a different approach to racing. I am looking forward to having a strong race and attack. This is a sport, so you need to be out there giving it all that you can. I look forward to getting out there and doing the best I can."

SHIGEAKI HATTORI (No. 12 EPSON Dallara/Infiniti/Firestone): "We did a couple changes to the car, and it is comfortable, but nobody knows how it will react Sunday. Today it's really hot, and Sunday looks cooler, so nobody knows. We did some checks, and everything is OK, so now we're looking forward to the race."

GIL DE FERRAN (No. 6 Marlboro Team Penske Dallara/Chevrolet/Firestone): "Our last practice before the race was good. We basically just did a final check to make sure everything was set for Race Day. The Marlboro Team Penske car was very consistent and has been handling well, which will be important come Sunday. Now we're getting ready for the pit stop competition. It is a lot of fun, and hopefully we'll do well."

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY (cont.):

POST-PRACTICE QUOTES (cont.):

MICHAEL ANDRETTI (No. 39 Motorola/Archipelago

Dallara/Chevrolet/Firestone): "The car was really good this morning. Although the track was a little slippery, I think we have a very comfortable race car for Sunday. We tried to get the miles low on the engine, so we didn't do much running this morning. I don't think our starting position is a big concern for us. The biggest thing about Indy is getting in the field. Once you are in the race, it's 500 miles, and a lot can happen in 500 miles. On the strategy side, we're going to have to do a little bit of it on the fly because there are so many things that can happen. We have to be able to react to whatever situation it is, and I know the Motorola/Archipelago team is really good at that. The main thing about the Indy 500 is to be there at the end."

PAUL TRACY (No. 26 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): "This month we just haven't had the outright speed for qualifying, but in race trim the car is pretty good. We posted a good speed today, and I think we are looking good for the race. My previous experience here at Indy doesn't really help because the cars and the drivers are totally different, so we are just learning. The car has good balance. We did find a problem with an engine sensor, but the Team Green 7-Eleven guys fixed it, and we were able to go out and complete our running. The only thing I'm going to do different Saturday night before the race is shower myself in milk, just to get ready for Sunday."

DARIO FRANCHITTI (No. 27 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): "I think we've got the car right, but I'm not sure because this is my first Indy 500. We still have a couple of tweaks to make to the Team Green 7-Eleven car before the race, but we know what our battle plan is, so we'll see. Firestone has done a good job with the tires. We may have a little more tire wear than before, but I know they have a handle on it. Experiencing all the different weather conditions this month gives us a broader band of knowledge to work with on Race Day. Today's conditions were difficult. It was warm, and the car tends to lose grip, plus the wind was blowing it around. It was difficult today from a driver's perspective, but for the fans the weather was magnificent. Saturday night I'll sleep just like I would any night. I start to prepare Race Day morning by stretching and warming up. Once I'm warmed up, I will try and find a quiet place to get my thoughts together."

MARK DISMORE (No. 99 Grill 2 Go Sam Schmidt Motorsports Indy Car

Dallara/ Chevrolet/Firestone): "The bottom line is we lost 10 days of practice after the accident. We were able to get the car up to speed in qualifying trim, but qualifying trim and race trim is day and night. Right now we're just trying to come up with a good race car, and it's hard to do on Carb Day when you've only got two hours of track time. By the time you do your systems check, you scuff tires and everything, you end up with anywhere from 20 to 30 laps trying to give yourself a good race car, and it's hard to do. We're going to look at everything and try to figure out what the problem is as far as the handling goes, and hopefully come out here Sunday and get lucky on that. At this point, being an exact science kind of goes out the window because we're just out of time. We're just going to have to do the best we can. When we had our accident a couple of weeks ago, that kind of just changed everything. All the plans went out the window."

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY (cont.):

POST-PRACTICE QUOTES (cont.):

SAM HORNISH JR. (No. 4 Pennzoil Panther

Dallara/Chevrolet/Firestone): “The Pennzoil Panther guys have been working real hard for the last week. Today was the first time we’ve run the race car since Pole Day, so we took it out this morning and made sure all the things they did to the car were the way they were supposed to be. We went out and did a couple more laps and tried to keep everything to a minimum this morning. We made sure the car worked in traffic and handled the way it should, and it did. We’re really excited about the race. We’ve got what we think is a fast race car, but nobody really shows their hand until Race Day. We’re not quite sure yet, but we think we have a pretty good shot. I look forward to the Indianapolis 500 all year long. After the race I had last year, I’ve really been looking forward to it. You just have to try and come back to it and see if you can do a better job. Last year I made a mistake, and I’m going to try and limit the problems (this year). The whole month we’ve been trying to take things easy and do things logically and not get ahead of ourselves and not peak until Race Day. I’m super excited about the race. I wish you’d come here and sit around for two weeks and not work the other five days. It’s hard to maintain your focus for the whole month.” (Are you looking at anyone in particular as your main competition?): “I’ve been asked that question a lot, and I really don’t have a good answer for that. There’s too many guys that you can’t count out. I’d say Robbie Buhl and Eddie Cheever will be fast, if their engines hold up, but a lot of Chevrolet guys are going to be fast. It’s too hard to narrow it down and say this guy is going to be really fast because you could have one bad pit stop or one guy has all the good ones. There’s too many variables that you’re not going to be able to tell. There’s not three or four guys who stand out. There’s like 15 guys who you wouldn’t be surprised to see pull into victory circle.” (Do you expect a mad dash to the front with all the speed in the field?): “What’s supposed to happen and what we were told to do is the guy on your left has the line into the corner. As you know, Indy is the only race where we start three wide. You’ll have cold tires and 35 gallons of fuel, and the car definitely handles differently than it does normally for the first 15 to 20 laps of the race. You can say and plan for what is going to happen, but whether it does or not is another thing.”

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone):

"There were a few gremlins we were fighting here at the CURB records team today. The car balance wasn't quite what we wanted to find, and we were doing a lot of fuel mileage running today, but overall we're pretty happy. We're not as quick as we'd like to be, but Race Day speed is going to be a big guess right now. We feel like we have a good, solid race car. We'll just have to see what the race throws at us, try and stay on the lead lap early and about midway evaluate our race."

POST-PRACTICE QUOTES (cont.):

HELIO CASTRONEVES (No. 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): "Today was the last opportunity for us to get out on the track to prepare for the race. Unfortunately, things didn't work out as well as we would have liked. When we first came out this morning, the engine speed was low at idle, so we went back to the garage to fix it. On our second time on the track, there was an issue with the oil sensor, so we had to once again go back to the garage to work on the problem. In our final run, we weren't happy with the balance of the car, so we didn't really get the chance for any solid practice time during the session. That's why Carburetion Day is so important. It gave us the chance to fix these last-minute problems. Hopefully, we've worked everything out, and things will run smoothly on Sunday. That's the day that counts. I'm really looking forward to the race. I've been having a great time here in Indianapolis. Marlboro Team Penske has been working hard all month, so hopefully we'll be in good shape for Sunday."

AIRTON DARÉ (No. 14 Harrah's/A.J. Foyt Racing

Dallara/Chevrolet/Firestone): "The car feels good. It is a little different with the full fuel load, and we're running more downforce in our race setup, but we can still run 223's (mph) and 222's (mph), which is what I think the pace of the race will be. I didn't run too close to anyone, but did run behind one of the Penske cars. The car lost a little balance, but it was not a big deal. Of course, that will be different when we're running behind a bunch of cars, but you can't do anything to fix that, so we'll just have to make the best of it."

GREG RAY (No. 11 A.J. Foyt Racing/Harrah's

Dallara/Chevrolet/Firestone): "The final practice went OK. We went out, and we were a little bit lighter on downforce than we wanted. The car was quick with a heavy load of fuel, but it's not a car I want to race. We added more downforce, and we have a much more stable chassis now. We're still kind of scratching our heads because the week prior to Pole Day and the week after we've had a lot of different setups and never put our finger on why we were missing the speed. I think we worked on getting a stable car, and we'll have a race pace in traffic that's anywhere between 216 (mph) and 224 (mph). We can be right there. It will be very difficult starting that far back. It's an extremely competitive field with a lot of great drivers, a lot of great teams, and the parity of speed is quite close. It's difficult to pass somebody that you're two or three miles per hour faster than, much less passing someone you've been racing with lap after lap. Today we were trying different downforce levels, scrubbing some tires in and trying to give ourselves a few options to try on Race Day." (About the field for the race): "The best people should be there. You want to get in and race against the best, so no matter whether you're from Brazil or Sweden or Japan or Texas, it doesn't matter. You want the cream of the crop to race at the top. On any given day, you want to feel proud about the competition you beat. You want it to mean something. With this field, historically it's the best. The years have made this a worldwide phenomenon. You look at qualifying speeds from start to finish and the resumes of the drivers and what they've accomplished and the teams and their equipment. It's a very impressive thing to have the drivers that we do for Sunday's race. Whoever wins, they can be very proud of that."

DAY 14 – THURSDAY, MAY 23, 2002 – COORS CARB DAY (cont.):

POST-PRACTICE QUOTES (cont.):

LAURENT REDON (No. 34 Mi-Jack Dallara/Infiniti/Firestone): "Practice went really well. I still think we have the best engine, so we have every reason to have a good race. A lot of things will depend on the weather. Today is windy and dry, and it doesn't look like it will be like this for Race Day. The car is very good, and the engine is great. We just have to concentrate on our pit stops. My engine will last the 500 miles. Infiniti has done a lot of improvements. If we escape all of the trouble during the race, we have a really good chance to do well. We'll see. I'm very optimistic."

TONY KANAAN (No. 17 Hollywood Mo Nunn Racing G Force/Chevrolet/Firestone): "We've had a good month. We've been working really well together, the whole team. Felipe (Giaffone) has been a big help, having his experience with the past races. When I say that I'm not comfortable, it's not with the car. It's just a different car. The car's been working fine. We've got a strong car and a strong team. You know, we've been very consistent all month. This morning I wasn't looking for the fast lap at all. I got a good draft, and I was able to go quick, but I was more concerned about how my car is running in traffic, and I made a couple changes. We only had 20 laps, but it worked fine. This place, the weather is going to affect us a lot on Sunday. I have won a 500-miler before, and I came from a lap down. It's just how you dial your car in. You try to understand your car for the last pit stop. Sounds simple, but it's not. I'm excited. I think we have a good car. I've been watching IRL races. I went to the Homestead race. I watched the race live last year here. I had a tape at home. Actually, Gil (de Ferran) had a tape, and I stole it from him. So he didn't watch the race, I did. We had a good drivers' meeting this morning, so I think everybody's going to try to be as fair as possible. We're running very close in speeds. It's going to be tough to pass. You don't have one car that's four miles an hour quicker than another. I just try to relax. You just need to work with your car. It's a long race. We have a good car. We just have to stay on the lead lap all day and then let's go racing the last 30 laps." (Do you think Bruno Junqueira has matured in the last year?): "I've known Bruno since 1985. I was his go-kart instructor for three years, and I regret that a lot right now. He's grown a lot, and he's fast. Bruno is just surprising everybody. Yesterday it was funny because I was talking to him and he said, 'Remember all the hard times you use to give to me when you were telling me what to do? So now you're a rookie, you just shut up, and I will tell you what to do.' He was so little. I was 13, so he must have been 11. The guy had talent. I wish I had said 'quit' so he wouldn't be here now." (About being in the Indianapolis 500): "I always knew Indianapolis, but I never felt the heat, like the whole month being here. Bump Day, I remember coming in the morning for the qualifying day, and I said, 'Man, something happened here, I think they closed the gates or something. Why all this traffic? It's all backed up here, it's just qualifying.' And then I realized, it's Indianapolis. A few years ago I remember talking to Al Unser Jr. and Michael, and they always said, 'You don't know what Indianapolis really is. You have no idea. You have to be there to feel it.' And now I understand completely how they feel about it. Now I've got Indianapolis sickness, so I want to come back here every year. Hopefully I can do that."

ROOKIE KANAAN TOPS CHARTS IN COORS CARB DAY PRACTICE AT INDY

INDIANAPOLIS, Thursday, May 23, 2002 – Rookie Tony Kanaan led the Coors Carb Day practice May 23 – the final on-track session before the 86th Indianapolis 500 on May 26 – with a top lap of 39.8667 seconds, 225.752 mph in the No. 17 Hollywood Mo Nunn Racing G Force/Chevrolet/Firestone.

Kanaan, from Sao Paulo, Brazil, will start fifth in the “Greatest Spectacle in Racing” on Sunday.

“We tried to run in traffic to see how the car was working,” Kanaan said. “We got in 19 laps, and the car is pretty comfortable. We dialed some push into the car to see how it would work for the race, and it felt comfortable. Yeah, we’re happy with that.”

2001 Indy Racing League champion Sam Hornish Jr. was second fastest at 39.9504, 225.279 in the No. 4 Pennzoil Panther Dallara/Chevrolet/Firestone. He will start seventh in the 86th Indianapolis 500, scheduled to start at 11 a.m. (EST) Sunday.

1999 IRL champion Greg Ray was third at 40.0045, 224.975 in the No. 11 A.J. Foyt Racing/Harrah’s Dallara/Chevrolet/Firestone. Similar speed will be essential for Ray on Race Day as he tries to climb through the field from the 31st starting spot in the 33-car field.

Gil de Ferran, who will start 14th, was fourth fastest at 40.0090, 224.949 in the No. 6 Marlboro Team Penske Dallara/Chevrolet/Firestone. Robbie Buhl, who will start second, rounded out the top five at 40.0286, 224.839 in the No. 24 Team Purex/Aventis/Dreyer & Reinbold Racing G Force/Infiniti/Firestone.

MBNA Pole winner Bruno Junqueira was 10th fastest at 40.1535, 224.140 in the No. 33 Target Chip Ganassi Racing G Force/Chevrolet/Firestone.

“We just went out and made a few full-tank runs, and the car was really good,” Junqueira said. “We made a few small adjustments, and I’m getting excited for the race on Sunday. It is an advantage starting from the pole because there won’t be any traffic in front of me. Hopefully, there won’t be any traffic in front of me for the whole race.”

All 33 starters turned at least one lap, with no incidents. The field turned a total of 771 laps during the two-hour practice.

Treadway and Associates Racing teammates Arie Luyendyk and Rick Treadway both encountered mechanical problems.

Luyendyk, who will start 24th, suffered gearbox problems in his No. 55 Meijer G Force/Chevrolet/Firestone. Treadway stalled on pit road 27 minutes into practice due to a possible brake problem with the No. 5 Sprint/Kyocera Wireless/Airlink Racing G Force/Chevrolet/Firestone.



Helio Castroneves
2001 and 2002 Indianapolis 500 Champion

2002 MONTH OF MAY PERFORMANCE HISTORY – TOP SPEED

Sorted by Car Number

Car	Driver	C/E/T	Sun.	5/5	Mon.	5/6	Tues.	5/7	Wed.	5/8
			Speed	Laps	Speed	Laps	Speed	Laps	Speed	Laps
2	PJ Jones	D/C/F	224.684	53	225.842	25	227.251	39		
2T	PJ Jones	D/C/F	204.613	11						
2	Raul Boesel	D/C/F								
2T	Raul Boesel	D/C/F								
3	Helio Castroneves	D/C/F	227.408	32	226.716	20	227.637	29	228.036	34
3T	Helio Castroneves	D/C/F	225.201	15					110.527	2
4	Sam Hornish Jr.	D/C/F			224.408	30	226.859	24	226.007	22
4T	Sam Hornish Jr.	D/C/F	224.825	41						
5	Arie Luyendyk	G/C/F	225.751	39			225.273	29	224.118	28
5	Rick Treadway	G/C/F								
5T	Arie Luyendyk	G/C/F								
6	Gil de Ferran	D/C/F	224.684	25	225.243	40	223.548	32	226.013	33
6T	Gil de Ferran	D/C/F	223.788	16					223.949	11
7	Al Unser Jr.	D/C/F			219.520	20	225.524	16		
7T	Al Unser Jr.	D/C/F	226.885	34			226.400	26	227.849	38
8	Scott Sharp	D/C/F	227.571	47			228.135	35	228.350	42
8T	Scott Sharp	D/C/F					225.128	14		
9	Jeff Ward	G/C/F	225.590	28	221.103	13	225.943	44	226.625	47
9T	Jeff Ward	G/C/F								
10	Robby McGehee	D/C/F	220.055	8						
10T	Robby McGehee	D/C/F								
11	Greg Ray	D/C/F			224.366	25	223.659	37	225.228	27
11T	Greg Ray	D/C/F								
12	Shigeaki Hattori	D//F	190.334	4	214.388	28	213.002	16		
12T	Shigeaki Hattori	D//F							221.084	42
14	Airton Daré	D/C/F			222.767	33	223.240	64	225.082	52
14T	Airton Daré	D/C/F								
14T	Donnie Beechler	D/C/F								
15	Oriol Servia	D/C/F								
15T	Oriol Servia	D/C/F								
16	Jon Herb	G/C/F								
16T	Jon Herb	G/C/F								
17	Tony Kanaan	G/C/F	224.324	34	222.879	25	225.529	51	224.428	27
17T	Tony Kanaan	G/C/F								
19	Jimmy Vasser	D/C/F	223.714	7			223.140	29	224.428	27
19T	Jimmy Vasser	D/C/F	224.291	29	224.988	26	224.291	28		
20	Mark Dismore	G/C/F	222.915	23	224.247	17	226.521	51	226.503	28
20T	Mark Dismore	G/C/F	220.507	30						
20T	Richie Hearn	G/C/F								
21	Felipe Giaffone	G/C/F	225.043	34	225.930	29				
21T	Felipe Giaffone	G/C/F							226.998	43
21T	Tony Kanaan	G/C/F							226.891	6
22	Kenny Brack	G/C/F	214.131	10	225.235	34	225.685	45	227.573	50
22T	Kenny Brack	G/C/F								
22T	Bruno Junqueira	G/C/F								
22T	Jeff Ward	G/C/F								
23	Sarah Fisher	G//F							222.773	39
23T	Sarah Fisher	G//F								
24	Robbie Buhl	G//F	225.603	26			226.197	12	227.442	13
24T	Robbie Buhl	G//F					224.912	10		
25	Jimmy Kite	G/C/F								
26	Paul Tracy	D/C/F	224.891	45	223.600	30	219.835	5	224.462	35
26T	Paul Tracy	D/C/F								
27	Dario Franchitti	D/C/F	221.035	32	221.860	22	224.997	47	225.222	65
27T	Dario Franchitti	D/C/F								
30	George Mack	G/C/F			221.618	30	221.111	43		
30	Jeff Ward	G/C/F								

2002 MONTH OF MAY PERFORMANCE HISTORY – TOP SPEED (cont.):

Thurs. 5/9 Speed	5/9 Laps	Fri. 5/10 Speed	5/10 Laps	Sat. 5/11 Speed	5/11 Laps	Wed. 5/15 Speed	5/15 Laps	Thur. 5/16 Speed	5/16 Laps	Fri. 5/17 Speed	5/17 Laps
224.722	81	230.147	79	230.385	15			222.863	42	223.294	28
228.736	15	232.087 225.847	26 4	229.919	14	226.733	72	225.838	76	225.111 223.488	12 8
228.294	47	230.683	55	228.083	12	227.163	76	225.913	51	224.900	28
		228.469	39	229.163	24	224.535	56	221.973	37		
		224.908	26								
225.088	47	230.092	63	228.828	16					224.990	15
224.210	23	224.287	6			225.535	105	224.471	44	222.317	15
		230.489	42	230.482	17	225.605	79	223.989	29	224.461	29
		230.024	37	229.903	25						
227.175	44	229.141	15			224.877	98	223.981	61		
227.102	20	229.280	17	230.391	11	225.713	68	225.147	41	222.795	16
						219.919	73	224.152	78	210.131	9
224.967	18	227.716	52	223.258	13	227.909	63	227.291	32		
202.164	5					222.130	19			224.306	29
						137.589	4	218.675	15		
220.197	60	141.923	2			227.120	69	224.642	18	226.000	34
		227.626	52	188.041	8	228.628	37	226.484	20	227.435	25
223.748	31	204.979	3								
						224.166	68	225.431	39		
205.542	11	225.436	72	224.671	24	224.272	95	221.692	28	223.689	24
						194.254	8	219.603	48		
229.503	48	228.702	20	230.645	18			224.290	46	74.656	4
224.742	50	225.008	5			226.088	105	223.516	50	223.002	22
225.163	25	228.432	34	228.824	16						
226.280	9										
		228.558	75	229.064	23	224.128	53	222.090	36	224.374	18
225.913	55	230.091	15	230.091	15	227.353	73				
		230.865	22			53.476	2	225.879	36	224.226	52
		230.419	15			227.660	69	224.610	14		
229.025	64	230.074	25	229.967	16	225.751	86				
								224.062	18		
								226.598	22		
228.571	13										
225.740	30	226.970	11	229.101	15	223.986	48	222.875	13	225.354	16
		231.603	47	231.131	13						
						209.732	10	225.254	26	228.077	26
225.513	69	228.092	92	227.732	20	223.301	47	224.870	36		
226.768	25	228.815	28	229.189	14	224.684	62				
223.630	105	225.905	80	224.728	21	224.775	100	223.922	30		
						224.090	8				

2002 MONTH OF MAY PERFORMANCE HISTORY – TOP SPEED (cont.):

Car	Driver	G/E/T	Sat. 5/18 Speed	5/18 Laps	Sun. 5/19 Speed	5/19 Laps	Fastest of Month	Fastest Date	Total Laps
2	PJ Jones	D/C/F					227.251	5/7	117
2T	PJ Jones	D/C/F					204.613	5/5	11
2	Raul Boesel	D/C/F	223.017	21			230.385	5/11	196
2T	Raul Boesel	D/C/F	223.727	52			223.727	5/18	122
3	Helio Castroneves	D/C/F					232.087	5/10	182
3T	Helio Castroneves	D/C/F	222.464	68			226.733	5/16	245
4	Sam Hornish Jr.	D/C/F					230.683	5/10	190
4T	Sam Hornish Jr.	D/C/F	224.858	74			227.163	5/15	270
5	Arie Luyendyk	G/C/F					228.469	5/10	135
5	Rick Treadway	G/C/F					229.163	5/11	117
5T	Arie Luyendyk	G/C/F					224.908	5/10	26
6	Gil de Ferran	D/C/F					230.092	5/10	271
6T	Gil de Ferran	D/C/F	223.062	36			225.535	5/15	256
7	Al Unser Jr.	D/C/F	221.980	16	222.552	13	225.524	5/7	65
7T	Al Unser Jr.	D/C/F	223.622	45			230.489	5/10	339
8	Scott Sharp	D/C/F					230.024	5/10	186
8T	Scott Sharp	D/C/F	223.337	72			229.141	5/10	304
9	Jeff Ward	G/C/F					230.391	5/11	305
9T	Jeff Ward	G/C/F							0
10	Robby McGehee	D/C/F	224.577	108	224.650	8	224.650	5/19	284
10T	Robby McGehee	D/C/F							0
11	Greg Ray	D/C/F	226.756	6			227.909	5/15	273
11T	Greg Ray	D/C/F					224.306	5/17	53
12	Shigeaki Hattori	D//F	216.558	13			218.675	5/16	80
12T	Shigeaki Hattori	D//F	225.448	66	224.034	9	227.120	5/15	300
14	Airton Daré	D/C/F	227.015	14	229.218	5	229.218	5/19	310
14T	Airton Daré	D/C/F					223.748	5/9	34
14T	Donnie Beechler	D/C/F	225.531	28	226.538	9	226.538	5/19	144
15	Oriol Servia	D/C/F	225.052	83			225.436	5/10	337
15T	Oriol Servia	D/C/F			214.457	6	214.457	5/19	6
16	Jon Herb	G/C/F							0
16T	Jon Herb	G/C/F	217.988	73			219.603	5/16	129
17	Tony Kanaan	G/C/F					230.645	5/11	223
17T	Tony Kanaan	G/C/F			90.556	5	224.290	5/16	55
19	Jimmy Vasser	D/C/F	223.536	80	225.568	9	226.088	5/15	393
19T	Jimmy Vasser	D/C/F	223.965	7			228.824	5/11	165
20	Mark Dismore	G/C/F	223.223	41	226.489	12	226.521	5/7	181
20T	Mark Dismore	G/C/F					220.507	5/5	30
20T	Richie Hearn	G/C/F					229.064	5/11	205
21	Felipe Giaffone	G/C/F					230.091	5/11	206
21T	Felipe Giaffone	G/C/F					230.865	5/10	155
21T	Tony Kanaan	G/C/F					230.419	5/10	104
22	Kenny Brack	G/C/F	222.250	34			230.074	5/10	364
22T	Kenny Brack	G/C/F			228.113	12	228.113	5/19	30
22T	Bruno Junqueira	G/C/F					226.598	5/16	22
22T	Jeff Ward	G/C/F					228.571	5/9	13
23	Sarah Fisher	G//F	221.092	37			229.101	5/11	209
23T	Sarah Fisher	G//F							0
24	Robbie Buhl	G//F					231.603	5/10	111
24T	Robbie Buhl	G//F	224.601	46			228.077	5/17	118
25	Jimmy Kite	G/C/F							0
26	Paul Tracy	D/C/F	226.359	41	227.530	10	228.092	5/10	430
26T	Paul Tracy	D/C/F							0
27	Dario Franchitti	D/C/F	226.751	58	228.620	13	229.189	5/11	366
27T	Dario Franchitti	D/C/F							0
30	George Mack	G/C/F	225.299	89	226.784	10	226.784	5/19	508
30	Jeff Ward	G/C/F					224.090	5/15	8



2002 MONTH OF MAY PERFORMANCE HISTORY – TOP SPEED (cont.):

Car	Driver	C/E/T	Sun.	5/5	Mon.	5/6	Tues.	5/7	5/7	Wed.	5/8
			Speed	Laps	Speed	Laps	Speed	Laps	Speed	Laps	
30T	George Mack	G/C/F									
31	Robby Gordon	D/C/F	224.870	18							
31T	Robby Gordon	D/C/F									
32	Johnny Herbert	D/C/F					218.924	8	220.444	26	
32	Memo Gidley	D/C/F									
32T	Johnny Herbert	D/C/F									
33	Bruno Junqueira	G/C/F	226.833	22	225.775	23	228.566	33			37
33T	Bruno Junqueira	G/C/F									
34	Laurent Redon	D//F									
34T	Laurent Redon	D//F									
34T	Oriol Servia	D//F									
37	John de Vries	D/C/F									
37	Scott Harrington	D/C/F									
37T	John de Vries	D/C/F	206.410	12	215.192	30	214.727	18			
37T	Scott Harrington	D/C/F					208.423	10	208.650	18	
39	Michael Andretti	D/C/F	218.526	14	223.133	23	225.231	63	225.656	51	
39T	Michael Andretti	D/C/F	216.815	9							
40	Davy Jones	G/C/F									
40T	Davy Jones	G/C/F									
44	Alex Barron	D/C/F	226.170	22	220.346	43			226.845	40	
44T	Alex Barron	D/C/F	222.537	15			225.396	39			
51	Eddie Cheever Jr.	D//F	226.374	19	225.538	26	227.413	30	226.688	63	
51T	Eddie Cheever Jr.	D//F	226.281	11			226.499	16			
51T	Tomas Scheckter	D//F									
52	Tomas Scheckter	D//F							225.803	55	
52T	Tomas Scheckter	D//F									
52T	Max Papis	D//F									
53	Max Papis	D//F	220.727	42	223.473	36	223.270	22	224.558	79	
53	Eddie Cheever Jr.	D//F									
53	Tomas Scheckter	D//F									
53T	Max Papis	D//F									
55	Rick Treadway	G/C/F	223.830	24	221.822	24	225.859	39	222.885	20	
55	Arie Luyendyk	G/C/F									
55T	Arie Luyendyk	G/C/F									
55T	Rick Treadway	G/C/F	211.712	5					220.383	17	
81	Billy Roe	G/C/F									
81T	Billy Roe	G/C/F									
91	Buddy Lazier	D/C/F	223.348	46	222.565	26	226.441	60	224.477	47	
91T	Buddy Lazier	D/C/F									
98	Billy Boat	D/C/F	223.981	40	225.022	25	219.243	6	222.930	16	
98T	Billy Boat	D/C/F							222.702	25	
99	Anthony Lazzaro	D/C/F	220.095	38	217.326	18	219.878	35	220.858	56	
99T	Anthony Lazzaro	D/C/F									
99	Richie Hearn	D/C/F									
99	Jimmy Kite	D/C/F									
	Totals			1,006		750		1,134		1,312	

2002 MONTH OF MAY PERFORMANCE HISTORY – TOP SPEED (cont.):

Thurs. 5/9 Speed	5/9 Laps	Fri. 5/10 Speed	5/10 Laps	Sat. 5/11 Speed	5/11 Laps	Wed. 5/15 Speed	5/15 Laps	Thur. 5/16 Speed	5/16 Laps	Fri. 5/17 Speed	5/17 Laps
225.664	68	228.916	11	228.901	17						
225.482	10	225.635	44			224.306	107				
225.430	46	226.562	72	227.125	17	222.923	63	224.308	56		
228.510	34	231.526	20	231.675	13	225.510	59	225.440	15		
220.782	7	228.946	27	229.023	23	225.767	53			224.989	19
						130.112	6	223.548	23		
218.298	19	223.243	75	224.373	27	221.360	33	221.672	32	223.362	55
225.463	16	228.472	46	227.813	19						
200.900	4	225.037	12			224.937	86				
227.377	16	222.355	5								
				223.448	26	225.962	110	224.126	63	226.195	31
227.189	58	230.882	37	229.916	18						
						226.380	100	223.205	31		
								221.863	32		
227.599	37	231.600	37	231.662	14	225.404	32				
222.863	13	222.853	10								
		215.218	6	227.623	21	222.140	79	223.235	45	224.008	35
226.059	43	227.691	6					222.263	21		
								224.294	27		
								222.120	10		
								223.251	17		
220.577	8	227.545	35								
				228.531	17					225.826	15
						224.196	72	220.972	67	225.737	10
										129.227	3
		229.302	60	227.576	21	225.345	68				
226.733	69							223.099	47	226.112	23
225.316	61	226.621	64	226.872	17			221.622	14		
						224.996	73	223.911	48	224.437	21
222.603	42	226.119	81	225.627	17	223.697	41	221.248	14		
						225.515	12				
										225.193	26
	1,446		1,692		617		2,647		1,548		648

2002 MONTH OF MAY PERFORMANCE HISTORY – TOP SPEED (cont.):

Car	Driver	C/E/T	Sat. 5/18 Speed	5/18 Laps	Sun. 5/19 Speed	5/19 Laps	Fastest of Month	Fastest Date	Total Laps
30T	George Mack	G/C/F							0
31	Robby Gordon	D/C/F			221.405	11	228.916	5/10	125
31T	Robby Gordon	D/C/F			152.302	8	225.635	5/10	169
32	Johnny Herbert	D/C/F	225.268	91			227.125	5/11	379
32	Memo Gidley	D/C/F			224.948	31	224.948	5/19	31
32T	Johnny Herbert	D/C/F							0
33	Bruno Junqueira	G/C/F					231.675	5/11	256
33T	Bruno Junqueira	G/C/F							0
34	Laurent Redon	D//F			186.538	7	229.808	5/7	282
34T	Laurent Redon	D//F	200.457	10			223.548	5/16	39
34T	Oriol Servia	D//F	226.359	19			226.359	5/18	19
37	John de Vries	D/C/F	221.582	36			224.373	5/11	277
37	Scott Harrington	D/C/F			223.075	28	223.075	5/19	28
37T	John de Vries	D/C/F					215.192	5/6	60
37T	Scott Harrington	D/C/F					208.650	5/8	28
39	Michael Andretti	D/C/F					228.472	5/10	232
39T	Michael Andretti	D/C/F			228.892	16	228.892	5/19	127
40	Davy Jones	G/C/F							0
40T	Davy Jones	G/C/F							0
44	Alex Barron	D/C/F					227.377	5/9	126
44T	Alex Barron	D/C/F	225.950	37	225.330	14	226.195	5/17	335
51	Eddie Cheever Jr.	D//F					230.882	5/10	251
51T	Eddie Cheever Jr.	D//F	223.886	29	134.066	6	226.499	5/7	193
51T	Tomas Scheckter	D//F					221.863	5/16	32
52	Tomas Scheckter	D//F					231.662	5/11	175
52T	Tomas Scheckter	D//F	223.809	93			223.809	5/18	116
52T	Max Papis	D//F					227.623	5/11	186
53	Max Papis	D//F	223.305	81			227.691	5/10	330
53	Eddie Cheever Jr.	D//F					224.294	5/16	27
53	Tomas Scheckter	D//F					222.120	5/16	10
53T	Max Papis	D//F					223.251	5/16	17
55	Rick Treadway	G/C/F					227.545	5/10	150
55	Arie Luyendyk	G/C/F			229.327	10	229.327	5/19	42
55T	Arie Luyendyk	G/C/F			227.663	6	227.663	5/19	155
55T	Rick Treadway	G/C/F					220.383	5/8	22
81	Billy Roe	G/C/F	214.499	51	213.388	9	214.499	5/18	63
81T	Billy Roe	G/C/F							0
91	Buddy Lazier	D/C/F					229.302	5/10	328
91T	Buddy Lazier	D/C/F	223.879	26	225.600	18	226.733	5/9	183
98	Billy Boat	D/C/F	221.310	16			226.872	5/11	259
98T	Billy Boat	D/C/F	222.970	33	223.649	12	224.996	5/15	212
99	Anthony Lazzaro	D/C/F					226.119	5/10	342
99T	Anthony Lazzaro	D/C/F							0
99	Richie Hearn	D/C/F					225.515	5/15	12
99	Jimmy Kite	D/C/F	219.465	8	226.921	23	226.921	5/19	57
	Totals			1,738		320			14,858

2002 ACCIDENT REPORT

1. **CAR #22** **DATE:** Sunday, May 5 **TIME:** 3:18 p.m.
DRIVER: Kenny Brack
CAR NAME: Target Chip Ganassi Racing G Force
CAR CONDITION: Brushed the outside retaining wall in the south short chute between Turns 1 and 2 with the right side, no damage, continued into the pits.
DESCRIPTION: The car brushed the outside retaining wall.
DRIVER'S CONDITION: Driver not required to visit Clarian Emergency Medical Center.

2. **CAR #10** **DATE:** Sunday, May 5 **TIME:** 4:36 p.m.
DRIVER: Robby McGehee
CAR NAME: Cahill Racing/Scotttrade
CAR CONDITION: Heavy rear and right side damage. Front end also damaged.
DESCRIPTION: The car spun entering Turn 3, made contact with outside SAFER Barrier with rear of car and then continued into barrier with right side of car. Car then briefly got on its right side, then turned upright, and came to rest in the grass strip in short chute between warm-up lane and track.
DRIVER'S CONDITION: McGehee exited car with assistance from the safety crew and walked to safety vehicle. Evaluated at the Clarian Emergency Medical Center and transported to Methodist Hospital for evaluation and further examination after complaining of pain in his left leg. McGehee was released from Methodist Hospital on May 6. McGehee suffered from small fractures in his upper spine and lower left leg. He was cleared to drive on May 13.

3. **CAR #26** **DATE:** Tuesday, May 7 **TIME:** 2:17 p.m.
DRIVER: Paul Tracy
CAR NAME: Team Green 7-Eleven
CAR CONDITION: Brushed the outside retaining wall at the exit of Turn 1, no damage.
DESCRIPTION: Tracy brushed outside retaining wall at the exit of Turn 1 and continued around to pits.
DRIVER'S CONDITION: Driver not required to visit Clarian Emergency Medical Center.

2002 ACCIDENT REPORT (cont.):

4. **CAR #2** **DATE:** Tuesday, May 7 **TIME:** 5:40 p.m.
DRIVER: P.J. Jones
CAR NAME: Menards/Johns Manville
CAR CONDITION: Heavy rear and left side damage.
DESCRIPTION: The car spun in Turn 1 and made contact with the rear of the car with the outside SAFER Barrier. The car then slid to the inside of the track, crossed the warm-up lane and hit the inside guardrail with the left side.
DRIVER'S CONDITION: Jones exited the car with assistance from the safety crew and was taken by ambulance to the Clarian Emergency Medical Center. Evaluated and was transported by ground to Methodist Hospital for precautionary x-rays. He is awake and alert. Jones was held overnight at Methodist Hospital and released May 8 with a fracture of the C-6 vertebrae. According to Dr. Henry Bock, recovery time is up to six weeks.
5. **CAR #20** **DATE:** Thursday, May 9 **TIME:** 5:44 p.m.
DRIVER: Mark Dismore
CAR NAME: Grill 2 Go Sam Schmidt Motorsports Indy Car
CAR CONDITION: Heavy right rear and right side damage.
DESCRIPTION: The car spun entering Turn 1 and hit the SAFER Barrier with the right rear and right side of the car, did a quarter spin to the left, slid down the track, then did a three-quarter spin to the right, stopping at the inside edge of the track in the short chute between Turns 1 and 2.
DRIVER'S CONDITION: Driver exited car with assistance from the safety crew. Preliminary evaluation at Clarian Emergency Medical Center revealed Dismore suffered a concussion and he was transported by ground to Methodist Hospital for further evaluation. He was awake, alert and in stable condition. Dismore was kept overnight May 9 for observation and cleared to drive on May 18.
6. **CAR #53** **DATE:** Friday, May 10 **TIME:** 11:54 a.m.
DRIVER: Max Papis
CAR NAME: Red Bull Cheever Racing Infiniti
CAR CONDITION: Heavy damage to left rear and damage to left side of car.
DESCRIPTION: The car spun in Turn 1 and made contact with outside retaining wall and part of the SAFER Barrier in Turn 1. The car then slid into Turn 2 and stopped just above the white line in Turn 2. Papis exited the car without assistance.
DRIVER'S CONDITION: Evaluated and released from Clarian Emergency Medical Center without injury and cleared to drive.

2002 ACCIDENT REPORT (cont.):

7. **CAR #44** **DATE:** Friday, May 10 **TIME:** 12:41 p.m.
 DRIVER: Alex Barron
 CAR NAME: Rayovac Blair Racing
 CAR CONDITION: Heavy rear damage and front end damage.
 DESCRIPTION: The car spun in Turn 1, made contact with the SAFER Barrier with rear of car. Car then spun and front of car made contact with SAFER Barrier. Car slid down to inner part of track and came to rest in grass between track and warm-up lane and the exit of Turn 1. Barron removed from the car with assistance from safety crew.
 DRIVER'S CONDITION: Evaluated, treated and released from Clarian Emergency Medical Center and cleared to drive.
8. **CAR #26** **DATE:** Saturday, May 11 **TIME:** 9:54 a.m.
 DRIVER: Paul Tracy
 CAR NAME: Team Green 7-Eleven
 CAR CONDITION: Heavy rear and left side damage.
 DESCRIPTION: The car spun in Turn 2, made contact with the SAFER Barrier with the left rear of car and slid to the center of the track at the beginning of the backstretch. Tracy exited the car without assistance.
 DRIVER'S CONDITION: Evaluated and released from Clarian Emergency Medical Center and cleared to drive. Tracy was treated for abrasions on his knees and heels.
9. **CAR #16T** **DATE:** Saturday, May 11 **TIME:** 5:48 p.m.
 DRIVER: Jon Herb
 CAR NAME: Racing Professionals
 CAR CONDITION: Damage to front right suspension, no sidepod damage.
 DESCRIPTION: The car made contact with outside retaining wall exiting Turn 4. Car continued on front straightaway before Herb pulled car into safety area at the end of the pit wall.
 DRIVER'S CONDITION: Evaluated and released from Clarian Emergency Medical Center without injury and cleared to drive.
10. **CAR #30** **DATE:** Wednesday, May 15 **TIME:** 5:53 p.m.
 DRIVER: George Mack
 CAR NAME: 310 Racing
 CAR CONDITION: Light rear and left side damage.
 DESCRIPTION: The car spun exiting Turn 2, made light contact with outside retaining wall with rear of the car. Car then made light contact with the outside retaining wall with left side wheels.
 DRIVER'S CONDITION: Evaluated and was released from Clarian Emergency Medical Center and cleared to drive.

2002 ACCIDENT REPORT (cont.):

11. **CAR #33** **DATE:** Thursday, May 16 **TIME:** 12:37 p.m.
 DRIVER: Bruno Junqueira
 CAR NAME: Target Chip Ganassi Racing G Force
 CAR CONDITION: Light left rear and left front damage.
 DESCRIPTION: Junqueira was entering the pits, the car suddenly veered right, just before the start of the pit wall. The car did 180-degree spin and hit the outside retaining wall in Turn 4. Junqueira exited the car without assistance.
 DRIVER'S CONDITION: Evaluated and released from Clarian Emergency Medical Center without injury and cleared to drive.
12. **CAR #16T** **DATE:** Thursday, May 16 **TIME:** 5:18 p.m.
 DRIVER: Jon Herb
 CAR NAME: Racing Professionals
 CAR CONDITION: Moderate front damage.
 DESCRIPTION: Smoke started to trail from #16T car in Turn 2, car made a quarter-spin to the left and made contact with nose of car on inside retaining wall along the backstretch. The car then straightened and rode along grass before veering right and coming to a stop on the inner portion of the backstretch. Herb exited the car without assistance.
 DRIVER'S CONDITION: Evaluated and released from Clarian Emergency Medical Center without injury and cleared to drive.
13. **CAR #98** **DATE:** Sunday, May 19 **TIME:** 10:19 a.m.
 DRIVER: Billy Boat
 CAR NAME: CURB Records
 CAR CONDITION: Heavy left-rear and left-front damage.
 DESCRIPTION: The car did a quarter-spin to the left exiting Turn 2 and made contact with SAFER Barrier with the left rear of car. The left front of car then made contact with SAFER Barrier. Boat exited the car without assistance.
 DRIVER'S CONDITION: Evaluated and released from Clarian Emergency Medical Center without injury and cleared to drive.

OFFICIAL STARTING LINEUP
86th Indianapolis 500-Mile Race
Sunday, May 26, 2002

SP	CAR	YR	DRIVER	CAR NAME	C/E/T	TIME	SPEED
Row 1							
1	33	1	Bruno Junqueira	Target Chip Ganassi Racing G Force	G/C/F	2:35.6136	231.342
2	24	6	Robbie Buhl	Team Purex/Aventis/Dreyer & Reinbold Racing	G/W/F	2:35.8217	231.033
3	2	12	Raul Boesel	Menards/Johns Manville	D/C/F	2:36.1057	230.613
Row 2							
4	21	1	Felipe Giaffone	Hollywood Mo Nunn Racing	G/C/F	2:36.3004	230.326
5	17	R	Tony Kanaan	Hollywood Mo Nunn Racing	G/C/F	2:36.3499	230.253
6	51	12W	Eddie Cheever Jr.	Red Bull Cheever Racing Infiniti	D/W/F	2:36.6673	229.786
Row 3							
7	4	2	Sam Hornish Jr.	Pennzoil Panther Dallara	D/C/F	2:36.8046	229.585
8	8	7	Scott Sharp	Delphi	D/C/F	2:36.8722	229.486
9	23	2	Sarah Fisher	Team Allegra/Dreyer & Reinbold Racing	G/W/F	2:36.9046	229.439
Row 4							
10	52	R	Tomas Scheckter	Red Bull Cheever Racing Infiniti	D/W/F	2:37.0613	229.210
11	31	7	Robby Gordon	Menards/Childress/Cingular	D/C/F	2:37.1179	229.127
12	7	14W	Al Unser Jr.	Corteco/Bryant	D/C/F	2:37.1654	229.058
Row 5							
13	3	1W	Helio Castroneves	Marlboro Team Penske	D/C/F	2:37.1695	229.052
14	6	2	Gil de Ferran	Marlboro Team Penske	D/C/F	2:37.4316	228.671
15	9	5	Jeff Ward	Target Chip Ganassi Racing Infiniti	G/C/F	2:37.5098	228.557
Row 6							
16	34	R	Laurent Redon	Mi-Jack	D/W/F	2:37.8211	228.106
17	5	R	Rick Treadway	Sprint/Kyocera Wireless/Airlink Enterprises	G/C/F	2:37.8675	228.039
18	53	R	Max Papis	Red Bull Cheever Racing Infiniti	D/W/F	2:37.9355	227.941
Row 7							
19	19	6	Jimmy Vasser	Miller Lite/Rahal Letterman Racing	D/C/F	2:38.0729	227.743
20	91	9W	Buddy Lazier	Coors Light/Life Fitness/Tae-Bo/Delta Faucet	D/C/F	2:38.2450	227.495
21	22	3W	Kenny Brack	Target Chip Ganassi Racing G Force	G/C/F	2:38.4228	227.240
Row 8							
22	20	6	Richie Hearn	Grill 2 Go Sam Schmidt Motorsports Indy Car	D/C/F	2:38.4280	227.233
23	98	5	Billy Boat	CURB Records	D/C/F	2:38.8782	226.589
24	55	16W	Arie Luyendyk	Meijer	G/C/F	2:37.3099	228.848
Row 9							
25	39	12	Michael Andretti	Motorola/Archipelago	D/C/F	2:37.4026	228.713
26	44	R	Alex Barron	Rayovac Blair Racing	D/C/F	2:37.4940	228.580
27	12	R	Shigeaki Hattori	EPSON	D/W/F	2:37.7618	228.192
Row 10							
28	27	R	Dario Franchitti	Team Green 7-Eleven	D/C/F	2:37.7723	228.177
29	26	4	Paul Tracy	Team Green 7-Eleven	D/C/F	2:37.8905	228.006
30	14	2	Airton Daré	Harrah's/A.J. Foyt Racing	D/C/F	2:38.0613	227.760
Row 11							
31	11	5	Greg Ray	A.J. Foyt Racing/Harrah's	D/C/F	2:38.4819	227.155
32	30	R	George Mack	310 Racing	G/C/F	2:38.4853	227.150
33	99	6	Mark Dismore	Grill 2 Go Sam Schmidt Motorsports Indy Car	D/C/F	2:38.5234	227.096
Alternate							
81	2	Billy Roe	American Dream Mortgage Integrated Services Inc.	G/C/F	2:49.5853	212.283	

2002 33-Car Field Average: 228.648 mph 2001 33-Car Average: 223.303 mph Difference: +5.345 mph

Legend: R-Rookie (9); W-Former Winner (6)
Chassis Legend: D-Dallara (23); G-G Force (10)
Engine Legend: C-Chevrolet (26); Infiniti (7)
Tire Legend: F-Firestone (33)

NUMERICAL STARTING LINEUP
86th Indianapolis 500-Mile Race
Sunday, May 26, 2002

Car	SP	YR	Driver	P.R. REPRESENTATIVE	C/E/T	Time	Speed
2	3	12	Raul Boesel	Kinnon Marshall	D/C/F	2:36.1057	230.613
3	13	1W	Helio Castroneves	Susan Bradshaw Crowther	D/C/F	2:37.1695	229.052
4	7	2	Sam Hornish Jr.	Mike Griffin	D/C/F	2:36.8046	229.585
5	17	R	Rick Treadway	Terry Greetham	G/C/F	2:37.8675	228.039
6	14	2	Gil de Ferran	Susan Bradshaw Crowther	D/C/F	2:37.4316	228.671
7	12	14W	Al Unser Jr.	Nancy Miller	D/C/F	2:37.1654	229.058
8	8	7	Scott Sharp	Nancy Miller	D/C/F	2:36.8722	229.486
9	15	5	Jeff Ward	Brian Zepp	G/C/F	2:37.5098	228.557
11	31	5	Greg Ray	Kathy Prather	D/C/F	2:38.4819	227.155
12	27	R	Shigeaki Hattori	Mike Burrell	D//F	2:37.7618	228.192
14	30	2	Airton Daré	Anne Fornoro	D/C/F	2:38.0613	227.760
17	5	R	Tony Kanaan	Laz Denes	G/C/F	2:36.3499	230.253
19	19	6	Jimmy Vasser	Brent Maurer	D/C/F	2:38.0729	227.743
20	22	6	Richie Hearn	Joe Hodge	D/C/F	2:38.4280	227.233
21	4	1	Felipe Giaffone	Laz Denes	G/C/F	2:36.3004	230.326
22	21	3W	Kenny Brack	Brian Zepp	G/C/F	2:38.4228	227.240
23	9	2	Sarah Fisher	Lou Ann Baker	G//F	2:36.9046	229.439
24	2	6	Robbie Buhl	Lou Ann Baker	G//F	2:35.8217	231.033
26	29	4	Paul Tracy	Tom McGovern	D/C/F	2:37.8905	228.006
27	28	R	Dario Franchitti	Carol Wilkins	D/C/F	2:37.7723	228.177
30	32	R	George Mack	Jen Smith	G/C/F	2:38.4853	227.150
31	11	7	Robby Gordon	David Hart	D/C/F	2:37.1179	229.127
33	1	1	Bruno Junqueira	Brian Zepp	G/C/F	2:35.6136	231.342
34	16	R	Laurent Redon	Stephanie Incandela	D//F	2:37.8211	228.106
39	25	12	Michael Andretti	Jana Griffith	D/C/F	2:37.4026	228.713
44	26	R	Alex Barron	Robbin Herring	D/C/F	2:37.4940	228.580
51	6	12W	Eddie Cheever Jr.	Heather Handley	D//F	2:36.6673	229.786
52	10	R	Tomas Scheckter	Heather Handley	D//F	2:37.0613	227.941
53	18	R	Max Papis	Heather Handley	D//F	2:37.9355	227.941
55	24	16W	Arie Luyendyk	Michael Knight	G/C/F	2:37.3099	228.848
91	20	9W	Buddy Lazier	Rhonda Hemelgarn	D/C/F	2:38.2450	227.495
98	23	5	Billy Boat	Amy London	D/C/F	2:38.8782	226.589
99	33	6	Mark Dismore	Joe Hodge	D/C/F	2:38.5234	227.096

2002 33-Car Field Average: 228.648 **2001 33-Car Field Average:** 223.303 **Difference:** +5.345

Legend: R-Rookie (9); W-Former Winner (6)
Chassis Legend: D-Dallara (23); G-G Force (10)
Engine Legend: C-Chevrolet (26); I-Infiniti (7)
Tire Legend: F-Firestone (33)

**2002 INDIANAPOLIS 500
Pit Lane Assignments
Sunday, May 26, 2002**

PIT CAR	YR	DRIVER	CAR NAME	C/E/T	Time	Speed
1	33	1 Bruno Junqueira	Target Chip Ganassi Racing G Force	G/C/F	2:35.6136	231.342
2	21	1 Felipe Giaffone	Hollywood Mo Nunn Racing	G/C/F	2:36.3004	230.326
3	17	R Tony Kanaan	Hollywood Mo Nunn Racing	G/C/F	2:36.3499	230.253
4	2	12 Raul Boesel	Menards/Johns Manville	D/C/F	2:36.1057	230.613
5	31	7 Robby Gordon	Menards/Childress/Cingular	D/C/F	2:37.1179	229.127
6	51	12W Eddie Cheever Jr.	Red Bull Cheever Racing Infiniti	D/I/F	2:36.6673	229.786
7	4	2 Sam Hornish Jr.	Pennzoil Panther Dallara	D/C/F	2:36.8046	229.585
8	39	12 Michael Andretti	Motorola/Archipelago	D/C/F	2:37.4026	228.713
9	24	6 Robbie Buhl	Team Purex/Aventis/Dreyer & Reinbold Racing	G/I/F	2:35.8217	231.033
----- Gasoline Alley -----						
10	23	2 Sarah Fisher	Team Allegra/Dreyer & Reinbold Racing	G/I/F	2:36.9046	229.439
11	3	1W Helio Castroneves	Marlboro Team Penske	D/C/F	2:37.1695	229.052
12	6	2 Gil de Ferran	Marlboro Team Penske	D/C/F	2:37.4316	228.671
12A	44	R Alex Barron	Rayovac Blair Racing	D/C/F	2:37.4940	228.580
14	12	R Shigeaki Hattori	EPSON	D/I/F	2:37.7618	228.192
15	7	14W Al Unser Jr.	Corteco/Bryant	D/C/F	2:37.1654	229.058
16	8	7 Scott Sharp	Delphi	D/C/F	2:36.8722	229.486
----- Start/Finish -----						
----- ABC Sports -----						
18	55	16W Arie Luyendyk	Meijer	G/C/F	2:37.3099	228.848
19	52	R Tomas Scheckter	Red Bull Cheever Racing Infiniti	D/I/F	2:37.0613	229.210
20	53	R Max Papis	Red Bull Cheever Racing Infiniti	D/I/F	2:37.9355	227.941
21	27	R Dario Franchitti	Team Green 7-Eleven	D/C/F	2:37.7723	228.177
22	26	4 Paul Tracy	Team Green 7-Eleven	D/C/F	2:37.8905	228.006
23	9	5 Jeff Ward	Target Chip Ganassi Racing G Force	G/C/F	2:37.5098	228.557
24	22	3W Kenny Brack	Target Chip Ganassi Racing G Force	G/C/F	2:38.4228	227.240
25	34	R Laurent Redon	Mi-Jack	D/I/F	2:37.8211	228.106
----- Pit Opening -----						
26	5	R Rick Treadway	Sprint/Kyocera Wireless/Airlink Enterprises	G/C/F	2:37.8675	228.039
27	19	6 Jimmy Vasser	Miller Lite/Rahal Letterman Racing	D/C/F	2:38.0729	227.743
28	91	9W Buddy Lazier	Coors Light/Life Fitness/Tae-Bo/Delta Faucet	D/C/F	2:38.2450	227.495
29	11	5 Greg Ray	A.J. Foyt Racing/Harrah's	D/C/F	2:38.4819	227.155
30	14	2 Airlon Daré	Harrah's/A.J. Foyt Racing	D/C/F	2:38.0613	227.760
31	30	R George Mack	310 Racing	G/C/F	2:38.4853	227.150
32	98	5 Billy Boat	CURB Records	D/C/F	2:38.8782	226.589
33	99	6 Mark Dismore	Grill 2 Go Sam Schmidt Motorsports Indy Car	D/C/F	2:38.5234	227.096
34	20	6 Richie Hearn	Grill 2 Go Sam Schmidt Motorsports Indy Car	D/C/F	2:38.4280	227.233

2002 33-Car Field Average: 228.648 2001 33-Car Field: 223.303 Difference: +5.345

Legend: R-Rookie (9); W-Former Winner (6)
Chassis Legend: D-Dallara (23); G-G Force (10)
Engine Legend: C-Chevrolet (26); Infiniti (7)
Tire Legend: F-Firestone (33)

2002 RACE DAY PIT CREWS

CAR	DRIVER	GAR	PIT	TEAM MANAGER	CHIEF MECHANIC	RIGHT FRONT
2	R. Boesel	A23	10	Butch Meyer Indianapolis	David Milby Houston	John Crow Long Beach, Calif.
3	H. Castroneves	A19	2	Tom Wurtz Chicago	Rick Rinaman Mars, Pa.	Rick Rinaman Mars, Pa.
4	S. Hornish Jr.	C30	9	Kevin Blanch Yorktown, Ind.	Simon Morley Shutford, England	Kevin Blanch Yorktown, Ind.
5	R. Treadway	B7	29	Skip Faul Orange, Calif.	Brian Heriza Denver	Brian Heriza Denver
6	G. de Ferran	A17	3	Tom Wurtz Chicago	Matt Jonsson Jonkoping, Sweden	Matt Jonsson Jonkoping, Sweden
7	A. Unser Jr.	B12	7	Jim Wilson Queens, N.Y.	John Worth Mooresville, Ind.	John Worth Mooresville, Ind.
8	S. Sharp	B15	8	Jim Wilson Queens, N.Y.	Robert Perez Denver	Chris Welch Indianapolis
9	J. Ward	A32	15	Rob Hill Sydney, Australia	Barry Wanser Otisville, N.Y.	Barry Wanser Otisville, N.Y.
11	G. Ray	A2	5	Craig Baranouski Coldwater, Mich.	Bill Spencer Brenham, Texas	Bill Spencer Brenham, Texas
12	S. Hattori	B31	31	David Cripps Key West, Fla.	Tim Whiting Indianapolis	Tim Whiting Indianapolis
14	A. Daré	A1	6	Craig Baranouski Coldwater, Mich.	Craig Baranouski Coldwater, Mich.	A.J. Foyt IV Hockley, Texas
17	T. Kanaan	C8	26	Brad Filbey Long Beach, Calif.	Don Lambert Indianapolis	Don Lambert Indianapolis
19	J. Vasser	C9	32	Mark Johnson Laguna Niguel, Calif.	Bobby Golasinski Los Angeles	Bharat Naran Pukekohe, New Zealand
20	R. Hearn	B19	18	Skip Faul Orange, Calif.	Phil McRobert Christchurch, New Zealand	Phil McRobert Christchurch, New Zealand
21	F. Giaffone	C5	25	Peter Parrott London	Tom Vasi Waldwick, N.J.	Tom Vasi Waldwick, N.J.
22	K. Brack	A27	16	Rob Hill Sydney, Australia	Dave Higuera Costa Mesa, Calif.	Dave Higuera Costa Mesa, Calif.

2002 RACE DAY PIT CREWS

RIGHT REAR	LEFT FRONT	LEFT REAR	FUELER	VENT/AIR JACK
Don Skinner Brighton, Mich.	Steven Bynum Channelview, Texas	Jeremy Milless Lathopolis, Ohio	Alan Rush Auckland, New Zealand	Larry Rutkauskas Pasco, Wash.
Eric Prentice Halboro, Pa.	John Piccinotti Yardley, Pa.	Tim White Rural Valley, Pa.	Troy Anderson Exeter, Pa.	Pat Hozza Reading, Pa.
Keith Jones Gnawbone, Ind.	Simon Morley Shutford, England	Doug Barnes Indianapolis	Shane Davie Auckland, New Zealand	Steve Namisnak Somerville, N.J.
Eric Noel Highgate, Vt.	Grant Haughawout Indianapolis	Butch Winkle Winchester, Ind.	Bob Meyer San Clemente, Calif.	Rick Clements Chicago
Lee Ryan Sun Prairie, Wis.	Scott Shimp Westlawn, Pa.	Jerry Bouschard Chicago	Chris Seaman Hamburg, Pa.	Harry Reynolds Pottstown, Pa.
Scott Davin Virginia Beach, Va.	Doug Kindig Indianapolis	A.J. Smith Indianapolis	Pat Jordan Vancouver, Wash.	Mark Sampson New Lebanon, Ohio
Scott Marks Dayton, Ohio	Andy Freeman Doncaster, England	Joe Baird Shelbyville, Ind.	Brian Hornick Danville, Ind.	Trevor Montgomery Plainfield, Ind.
Sean Hanrahan Costa Mesa, Calif.	Jackie Cobb Bedford, Ind.	Norm Lessard Providence, R.I.	Robert Sollenskog Stockholm, Sweden	Barry Wanser Otisville, N.Y.
Bill Davis Monterey, Calif.	Dan Brown Tinley Park, Ill.	Todd Krueger McAllen, Texas	Rodney Klausmeyer Hempstead, Texas	Randy Ruyll Colorado Springs, Col.
Steve Ritengiuz Indianapolis	Ed Dadoo Columbus, Ohio	Bill Dillerle Folsom, Calif.	Bill Hezgoth Nebraska	Dale Fife Columbus, Ohio
Cody Zobac Cedar Rapids, Iowa	John Schaer III Brenham, Texas	Daniel Hines Arlington, Texas	Kevin Murray Simi Valley, Calif.	Brett Barnhart Indianapolis
Doug Keller Centralia, Wash.	Kevin Kaye Chicago	Gilbert Swafford Phoenix	John Wayne Gape Waller, Texas	Kenny Ferris Stuaron, Scotland
Greg Cates Galloway, Ohio	Bobby Golasinski Los Angeles	Kevin Hanrahan Cleveland	Jeremy Johnson Arcadia, Calif.	Chris Danison Columbus, Ohio
Brian Barker Taos, N.M.	Pat Nelson Valparaiso, Ind.	Clark Drake Torrance, Calif.	Glen Wheeler Long Beach, Calif.	Luke Wethington Indianapolis
Duncan Charnell Dumfries, Scotland	Sam Goldsmith Barstow, Calif.	Art Kilgore Livittown, Pa.	Paul Hartman Toledo, Ohio	Mike Griffin Avon Park, Fla.
Greg Strydsky San Diego	Wayne Westplate Maui, Hawaii	Rick Duman Speedway, Ind.	Tim Keene Indianapolis	Andy Natalie Clinton, Ind.

2002 RACE DAY PIT CREWS

CAR	DRIVER	GAR	PIT	TEAM MANAGER	CHIEF MECHANIC	RIGHT FRONT
23	S. Fisher	C24	12A	John O'Gara Indianapolis	Dane Harte Whakatane, New Zealand	Brian Franzosi Brownsburg, Ind.
24	R. Buhl	C26	14	John O'Gara Indianapolis	Brad Brewer Lafayette, Ind.	John O'Gara Indianapolis
26	P. Tracy	C13	36	John Anderson Sydney, Australia	Eric Haverson Laguna Beach, Calif.	Eric Haverson Laguna Beach, Calif.
27	D. Franchitti	C12	36	Kyle Moyer Indianapolis	George Klotz Indianapolis	George Klotz Indianapolis
30	G. Mack	A26	19	Ted Bitting Sr. Des Moines, Iowa	Jamie Nanny Indianapolis	Jamie Nanny Indianapolis
31	R. Gordon	A9	11	Arlen Fadely Flat Rock, Mich.	Dave Forbes Norco, Calif.	Dave Forbes Norco, Calif.
33	B. Junqueira	A30	16	Rob Hill Sydney, Australia	Ricky Davis Washington	Ricky Davis Washington
34	L. Redon	A9	4	Eric Bachelart Brussels, Belgium	Rich Simon Salt Lake City	Rich Simon Salt Lake City
39	M. Andretti	C14	35	Tony Cotman Auckland, New Zealand	John Cummiskey Sandwich, Ill.	John Cummiskey Sandwich, Ill.
44	A. Barron	A8	12	Tom Gloy Lake Tahoe, Nev.	Gary Neal Surrey, England	Gary Neal Surrey, England
51	E. Cheever Jr.	A11	21	Richard Caron Saratoga Springs, N.Y.	David Meehan New Zealand	Todd Tapply Denver
52	T. Scheckter	A14	22	Richard Caron Saratoga Springs, N.Y.	Owen Snyder III Janesville, Wis.	Owen Snyder III Janesville, Wis.
53	M. Papis	A16	22	Richard Caron Saratoga Springs, N.Y.	Josh Junge Keystone, Iowa	Josh Junge Keystone, Iowa
55	A. Luyendyk	B5	28	Skip Faul Orange, Calif.	Rick Hurford El Toro, Calif.	Skip Faul Orange, Calif.
91	B. Lazier	C17	20	Lee Kunzman Volga, Iowa	Dennis LaCava Danbury, Conn.	Dennis LaCava Danbury, Conn.
98	B. Boat	C3	1	Darrell Soppe San Diego	Terry Wilbert Louisville, Ky.	Terry Wilbert Louisville, Ky.

2002 RACE DAY PIT CREWS

RIGHT REAR	LEFT FRONT	LEFT REAR	FUELER	VENT/AIR JACK
Russ Marr Waterloo, Iowa	Andy O'Gara Indianapolis	Kelly Harte Whakatane, New Zealand	Brook Hall Indianapolis	Chris West Indianapolis
Gary Frost Detroit	Brad Brewer Lafayette, Ind.	Phil Davis Huntingdon, Pa.	Wayne Selman Albuquerque, N.M.	Ray McAdams Albuquerque, N.M.
Steve Price Van Nuys, Calif.	Ron Weaver Roswell, Ga.	Curt Northam Indianapolis	Keith Badger Indianapolis	Jeff Grahn Indianapolis
Mike Horvath Seattle	Chuck Miller Indianapolis	Kris Badger Indianapolis	Corey McClish Reading, Pa.	David Popielarz Indianapolis
John Niebolt Danville, Ind.	Russ Galshan Las Vegas	Brad Gradient Hawarben, Iowa	Ted Bitting Sr. Des Moines, Iowa	Steve Turner Indianapolis
Kevin Miller Indianapolis	Dan Miller Lebanon, Ind.	Johnny Kaiser Orange, Calif.	Tracy Deluca Columbus, Ohio	Ronnie Dehays Dayton, Ohio
Gavin Hamilton Chicago	Keith Vennall Liverpool, England	Shawn Faust Sebring, Fla.	Kevin O'Donnell Cincinnati	Jeff Campbell Indianapolis
Scott Simpson Battle Creek, Mich.	Mike Soboleski Beaver Dam, Wis.	Marc Walpot Wareme, Belgium	Ralph Wetzel Chicago	Terry Brown Chicago
Jeff Simon Baltimore	Keith Burton Durango, Colo.	Leonard Gauci Toronto	Jim Stepan Milwaukee	Jim Moore Indianapolis
Corey Odenbrett Humboldt, Iowa	Brett Knostman Garden Grove, Calif.	Erik Gibson Tucson, Ariz.	Mike Guger Cleveland	Robbie Fast Dallas, Ore.
Robin Boling Avon, Ind.	Chris Hogue Greenfield, Ind.	Kevin Simpson Dallas	Dave Bishop Eau Claire, Mich.	Rob Channell Altoona, Iowa
Craig McCain Arvada, Colo.	Dave Sharpley Jr. Reading, Pa.	Scott Merryman Hendersonville, Tenn.	Keith Davis Huntington, Pa.	Jason Nanny Indianapolis
Gary Penission Jr. Speedway, Ind.	Jeff West Oswego, N.Y.	Joe Hedges Hagerstown, Ind.	Gary Penission Sr. Haslett, Mich.	Kevin Fox Thorton, Colo.
Sean Birmingham Torrance, Calif.	Rick Hurford El Toro, Calif.	Adam Erwin Doylestown, Pa.	Dave Morgan Indianapolis	Mike Battersby Adrian, Mich.
Lindsay Hollard New Plymouth, New Zealand	Brandon Andrus Salt Lake City	Gary Miller Morton, Ill.	Greg Garnett Indianapolis	Jeff Roylance New Plymouth, New Zealand
Kevin Conley Richmond, Ind.	Billy Smith Schenectady, N.Y.	Eric Johnson Phoenix	Bryan Fisher Chandler, Ariz.	John Jones Wellingford, Conn.

2002 RACE DAY PIT CREWS

CAR DRIVER	GAR	PIT	TEAM MANAGER	CHIEF MECHANIC	RIGHT FRONT
99 M. Dismore	B20	33	Paul Diatlovich Indianapolis	Paul Murphy Indianapolis	Paul Murphy Indianapolis



Buddy Lazier's Pit Crew

2002 RACE DAY PIT CREWS

RIGHT REAR	LEFT FRONT	LEFT REAR	FUELER	VENT/AIR JACK
Buddy Urbanski Chicago	Jim Pinkly Indianapolis	Tom Johannson Indianapolis	Stuart Mann Indianapolis	Mike Smith Indianapolis



Airton Dare's Pit Crew

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY

Good morning.

Anton H. (Tony) George, president and CEO of the Indianapolis Motor Speedway, members of the Hulman-George family and the entire Speedway staff welcome you to the World's Greatest Race Course and the 86th Indianapolis 500-Mile Race.

TODAY'S SCHEDULE

5 a.m.	Military bomb to signify opening of track; public gates open
6 a.m.	WorldComplex Media Center opens
8 a.m.	Spectacle of Bands
8:30 a.m.	Indy Racing cars to pits
9:30 a.m.	STP Turbine wedge lap (Graham Hill, 1968)
9:40 a.m.	"On the Banks of the Wabash," Purdue University "All-American" Marching Band
9:40 a.m.	Grid Indy Racing cars
9:48 a.m.	Navy SEALs Leap Frog performance
9:51 a.m.	500 Festival Princess lap
9:51 a.m.	Marion County (Ind.) Motorcycle Drill Team
10 a.m.	Engine warm-up
10:15 a.m.	Chevy Recognition/Troops lap
10:31 a.m.	"America the Beautiful," Florence Henderson
10:33 a.m.	Driver Introductions
10:36 a.m.	Driver photo on Yard of Bricks
10:40 a.m.	National Anthem, Cadet Josephine Holmon
10:42 a.m.	Invocation, Archbishop Daniel Buechlein
10:45 a.m.	Memorial Day Recognition
10:47 a.m.	"Taps," Purdue University All-American Marching Band
10:48 a.m.	Flyover
10:49 a.m.	"Back Home Again in Indiana," Jim Nabors; Balloon Spectacle
10:52 a.m.	"Lady and Gentlemen, start your engines," Mari Hulman George
10:53 a.m.	Parade Laps
10:58 a.m.	Pace Laps
11 a.m.	Green Flag, start of the 86 th Indianapolis 500

The Speedway's Trackside Report Information system will provide you with information throughout and after the race, including race running, statistical and scoring information, records and the unofficial and final box scores. Prize money will be announced at the Victory Celebration tomorrow night.

The 87th running of the Indianapolis 500 is scheduled for Sunday May 25, 2003. Ticket information is on pages 15-17 of the 2002 Indianapolis 500 Official Program.

The 33-car field, aligned in 11 rows of three, will get the green flag on the third time past the flag stand. The chief starter is Bryan Howard.

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

Jim Caviezel will drive the 2003 50th Anniversary Chevrolet Corvette Pace Car at the start of the 86th Indianapolis 500. On yellow-light situations, Joie Chitwood III, vice president and general manager of Chicagoland Speedway and a former Indianapolis Motor Speedway employee, will be the driver. Jim Haynes will serve as Pace Car observer. Under the caution, cars will close up behind the Pace Car.

The 86th Indianapolis 500-Mile Race is being televised live by ABC. Coupled with ESPN International's distribution efforts, the estimated total distribution for the 86th Indianapolis 500 will reach more than 200 countries and 325 million households worldwide – the most ever in the history of the race.

ABC Sports announced May 25 that it has officially sold out all commercial spots for Sunday's Indianapolis 500 telecast.

Pennzoil Panther Racing announced on Saturday that Pennzoil will continue to serve as primary sponsor for Sam Hornish Jr.'s No. 4 Pennzoil Panther Racing Dallara/Chevrolet/Firestone through 2005. Pennzoil has sponsored the team since Panther Racing was formed in 1998. In addition to the extension with Pennzoil, the team also announced that it would continue a technical relationship with GM Racing and Chevrolet at least through the 2005 IRL season.

JIM POSTL (President, Pennzoil Quaker State): "Racing at the Indianapolis Motor Speedway and in open-wheel competition is an integral part of Pennzoil's heritage and we are excited to continue our association with Panther Racing. As we complete 2002, our fifth year as the primary sponsor of Panther Racing, we are excited to announce that we will continue the association through 2005."

JOHN BARNES (Co-owner, Pennzoil Panther Racing): "I have been involved with teams at the Indianapolis Motor Speedway since 1968, and I can say without a doubt that Pennzoil is by far the best company that I have had the opportunity to represent. Pennzoil has made a significant commitment to the Indy Racing League through its partnership with Panther Racing and bringing them a series championship was the highlight of my racing career. Now, we need to bring them another Indianapolis win."

GARY PEDIGO (Co-owner, Pennzoil Panther Racing): "General Motors has supplied Panther Racing and Speedway Engines with tremendous support since 1998 and we are looking forward to continuing our winning relationship with Chevrolet. It is special for me to have the products I sell every day – Pennzoil and Chevrolet automobiles – represented on the track by Panther Racing."

Rookie George Mack and 310 Racing have obtained an associate sponsorship from Adam's Mark Hotels for this year's Indianapolis 500.

PRE-RACE HISTORICAL 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.

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

A.J. Foyt gave his grandson and namesake a special birthday surprise May 25. The first four-time winner of the Indianapolis 500 announced he would field a car in the Indy Racing Infiniti Pro Series this season for A.J. Foyt IV, who turned 18 on May 25. Young Foyt will drive a No. 14 Infiniti-powered Dallara in the series' inaugural season, which starts July 7 at Kansas Speedway. Foyt will race the full schedule.

A.J. FOYT IV: "I'm really happy to be running a whole series where I run for the points. I like the idea of running the bigger cars, and I'm glad we tested the Indy car at Phoenix because that got my confidence up. I was able to run that car consistently, so I know I'll be able to handle the Infiniti Pro Series car."

A.J. FOYT: "A.J. IV has run in karts, F2000 cars and even a couple Silver Crown races, and I just felt like this was a good opportunity for him. The Infiniti Pro Series runs on the same tracks as the Indy Racing League so I can be there while he's learning. Also, he'll be running cars made by Dallara, which also builds the Indy cars I run. I was very impressed with the way he ran my Indy car at a test earlier this year. I think it will be good preparation for the Indy Racing League, which is where he wants to run."

Three Indianapolis 500 winners are in Monte Carlo this weekend for the Monaco Grand Prix Formula One race. Two-time winner Emerson Fittipaldi, 1985 winner Danny Sullivan and 2000 champion Juan Pablo Montoya. Montoya won the pole for the Monaco Grand Prix.

JUAN PABLO MONTOYA: "I hope Bruno (Junqueira) could do a good job. He has been working really hard through last year and this year, so it would be nice if he could do a good job. I think he has got the team, and he has got the car to do it, so hopefully he can win."

DANNY SULLIVAN: "You can never count out Team Penske. But there are about 18 different drivers who can win, whether it's Robbie Buhl, Robby Gordon, Scott Sharp ... there's a lot of guys who can win. I tell you who is a sleeper - Al Unser Jr. He never qualifies well but he races well, and they have a pretty strong team. But the race is wide open. It's one of the best fields I've seen in a long time."

EMERSON FITTIPALDI: "Who is going to win Indianapolis? Max Papis is going to win. He always starts from the back and wins!"

Jody Scheckter, 1979 Formula One World Champion and father of Indy Racing League rookie Tomas Scheckter, is at the track this weekend for his first Indianapolis 500.

JODY SCHECKTER: "This is my first time here. I think when then the people are here, that's when the atmosphere will be around. I know how big an event Indy is. I suppose in my time to race here, Formula One is what I was doing." (On his son Tomas' aggressive style in the IRL): "I find it quite interesting. In his junior formulas, he was very good under race conditions and hardly ever crashed in race conditions. Now he does a lot. He's got to start understanding that it's different here. I think the last crash and going to hospital brought it home to him. I think he's got a bit of a bad rep, but when you crash that's what you ask for."

Duesenberg Brothers Racing has partnered with Sam Schmidt Motorsports, enabling Western Union to serve as primary sponsor on the No. 99 Grill 2 Go Sam Schmidt Motorsports Indy Car Dallara/Chevrolet/Firestone driven by Mark Dismore.

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

Eddie Cheever Jr. has become the sole owner of Red Bull Cheever Racing. Cheever and Clyde Perlee have agreed to end their 4 ½-year partnership in the team. Cheever will acquire Perlee's interest in the team, giving him sole ownership. Cheever and Perlee joined forces at the end of the 1997 Indy Racing League season and enjoyed substantial success in subsequent years, including winning the 1998 Indianapolis 500.

Perlee, formerly publisher and editor in chief of West Educational Publishing, primarily was involved in the business side of the partnership, contributing strategic planning, legal, financial and marketing expertise. He will remain as a consultant for the balance of the 2002 Indy Racing League championship.

EDDIE CHEEVER JR.: "I first met Clyde through a letter he wrote to me. That letter turned out to be a great gift, as Clyde has become a dear friend. He has been instrumental in the growth of Red Bull Cheever Racing these past four years. I will always be grateful for Clyde's financial backing, but above all else, he instilled solid business principles and procedures in our team that are now a part of our culture. His influence will remain with this company far into the future."

CLYDE PERLEE: "Being part of a winning race team, competing in the increasingly popular and successful IRL has been a great experience. We learned so much and have made many lifelong friends. Of course, winning Indy in 1998 was a dream come true, especially for someone like me, who was born in Indianapolis and attended his first 500 as a small child. Eddie is a great driver and competitor who brings the same passion and determination he shows on the track to business and all aspects of his life. He has been a good partner and friend. I will miss working with him, Dick Caron and the entire team. But now I feel it's time for me to pursue other dreams."

Jason Leffler, who finished 17th in the 2000 Indianapolis 500, won the Hoosier Hundred USAC Weld Racing Silver Crown Series race Friday night at the Indiana State Fairgrounds and went on to capture the "Night Before the 500" WorldCom USAC National Midget Car Race last night at Indianapolis Raceway Park.

Eric Gordon won the 54th "Payless/Delco Remy Little 500" USAC Sprint Car race last night at Anderson Speedway. Gordon led laps 166-500 to win his second consecutive "Little 500."

The Spirit of Washington, a B-2 bomber based at the 509th Bomber Wing, Whiteman Air Force Base, Missouri (50 miles east of Kansas City), will fly over the Indianapolis Motor Speedway at 10:48 a.m. It will be piloted by a two-man crew and will fly at 200 knots, the slowest speed possible, so that fans can get the best view of it. It will approach from the north and sweep to the east, allowing fans a good view. The two pilots (names not released for security purposes) both have had multiple 43-hour missions over Afghanistan and the Balkans, taking off from the United States and refueled in air. The stick names of the pilots are "Gin" from Jasper, Ind., and "VB" from Grand View, Mich.

Control of the flyover will be handled by Col. Stewart Goodwin, chief of staff, of the Indiana Air National Guard at Stout Field. The plane will take off at 9:20 a.m. and fly to Lafayette, Ind., to stage for the flyover.

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

Services for Brian Hall, the inspiration for the “Brian’s Wish” program who passed away May 23 after a long battle with amyotrophic lateral sclerosis (ALS), will be conducted on June 1. Visitation will take place from 10-11 a.m. with the memorial service starting at 11 a.m. at the Aaron-Ruben-Nelson Mortuary at 86th Street and Ditch Road in Indianapolis. Following the service, there will be a procession to the Crown Hill Cemetery. For more information, log onto www.brianswish.com.

Andrew Marris, 10, of Indianapolis was hospitalized in Riley Hospital in 2001. Marris, who is a fan of the Indianapolis 500 and Indy Racing driver Jeff Ward, had numerous operations and spent nearly a year at Riley receiving treatment. He was eventually diagnosed with vasculitis, a life-threatening disease where the body attacks its blood vessels.

His body has since responded to treatment earlier in May, and Andrew has returned to school and is attending today’s race. He arrived at the track today wearing a ball cap, which he decorated with the name of his favorite driver, Ward, the Target logo and with the team name of Target Chip Ganassi Racing.

Donald Trump is at the Speedway today as a guest of the Hulman-George family. Actor Jim Caviezel will drive the Chevrolet Corvette Pace Car on the pace laps before the race. Other film and television stars attending include David Letterman, Ashley Judd, Anthony Edwards, Noah Wyle, Jason Priestley, Chris McDonald, Chris Noth, John Corbett and Nia Vardalos.

Actor Jim Nabors will sing the traditional “Back Home Again in Indiana,” while actress Florence Henderson will sing the traditional “America the Beautiful.” Musicians attending include John Mellencamp, four members of the band Incubus, the band Better Than Ezra and Smas hmouth lead singer Steve Harwell.

Model Elaine Irwin Mellencamp, official spokeswoman of the Indy Racing League, is also attending the race today.

Race specifics, from drivers’ meeting Saturday:

- The race becomes official after 101 laps
- The pit-lane speed limit is 60 mph.

PRE-RACE:

10:52 a.m.: Speedway Chairman Mari Hulman George gives “Lady and gentlemen, start your engines” command. All 33 cars on grid fired and running immediately after command.

10:53 a.m.: Cars rolling from grid to start parade lap, with Jim Caviezel driving the 2003 50th Anniversary Chevrolet Corvette Pace Car. All 33 starters are rolling.

RACE RUNNING:

At 10:55 a.m., the air temperature was 60 degrees with a relative humidity of 60 percent and east-northeast winds at 6 mph. Skies were sunny and clear. The track temperature was 103 degrees according to Firestone engineers.

Lap 1: **GREEN.** #33 Junqueira takes lead going into Turn 1. #24 Buhl and #33 Junqueira side by side on backstretch. Junqueira leads by .5475 of a second.

•#33 Bruno Junqueira of Brazil led the opening lap of the race. The last Brazilian to lead the first lap was Raul Boesel in 1993. Fellow countryman Emerson Fittipaldi won the race that year.

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

•Junqueira is the 174th driver to lead at least one lap in Indianapolis 500 history.

Lap 4: #33 Junqueira leads by .8512 of a second. 2.2 seconds over #2 Boesel.

Lap 5: #39 Andretti started 25th, up to 18th.

Lap 6: Top five: #33 Junqueira, #24 Buhl, #2 Boesel, #17 Kanaan, #21 Giaffone.

Lap 7: #12 Hattori is 33rd. Engine sounds sour.

Lap 9: #33 Junqueira leads #24 Buhl by 1.5021 seconds. #17 Kanaan up to third.

Lap 10: #91 Lazier running 13th after starting 20th.

Lap 12: #33 Junqueira leads by 2.4018 seconds over #24 Buhl.

Lap 14: #33 Junqueira leads by 2.2208 seconds over #24 Buhl.

Lap 15: Top 10: #33 Junqueira, #24 Buhl, #17 Kanaan, #21 Giaffone, #2 Boesel, #51 Cheever, #52 Scheckter, #4 Hornish, #8 Sharp, #31 Gordon.

Lap 17: #52 Scheckter passes #2 Boesel for fifth. #23 Fisher started ninth, now running 27th. Team reports no mechanical problems.

Lap 20: #33 Junqueira leads by .8070 of a second over #24 Buhl.

Lap 21: #2 Boesel started third, now running ninth. Crew reports no problems. Average speed of the race is 220.409 mph.

Lap 22: Leaders encountering lapped traffic. #33 Junqueira laps #12 Hattori on backstretch.

Lap 23: #52 Scheckter passes #21 Giaffone for fourth.

Lap 25: #17 Kanaan passes #24 Buhl for second. #33 Junqueira still leads.

Lap 26: Top six cars are within one second of each other. #99 Dismore to pits, four tires and fuel, 11 seconds.

Lap 27: Pit report -- Four tires and fuel: #12 Hattori (14 seconds).

Lap 28: Pit report -- Four tires and fuel: #53 Papis (15 seconds), #14 Dare (14 seconds).

Lap 29: Pit report -- Four tires and fuel: #34 Redon (11 seconds). Four tires, fuel, rear-wing adjustment: #98 Boat (32 seconds). Four tires, fuel, front-wing adjustment: #4 Hornish (22 seconds).

Lap 30: Pit report -- Four tires and fuel: #52 Scheckter (14 seconds), #26 Tracy (15 seconds).

Lap 30: **YELLOW.** #11 Ray did half-spin in Turn 1 and hit SAFER Barrier with rear of car. Car slid on to warm-up lane. Heavy damage to rear of car. Front wing and nose missing.

Medical update from Dr. Henry Bock, medical services director for the Indianapolis Motor Speedway and the Indy Racing League: Greg Ray has been checked and released without injury from the Clarian Emergency Medical Center. He is cleared to drive.

Lap 31: Pit report -- Four tires and fuel: #6 de Ferran (14 seconds), #8 Sharp (18 seconds), #31 Gordon (10 seconds), #39 Andretti (16 seconds), #17 Kanaan (12 seconds), #21 Giaffone (17 seconds) #91 Lazier (15 seconds), #5 Treadway (14 seconds). Four tires, fuel, front-wing adjustment: #44 Barron (16 seconds), #55 Luyendyk (16 seconds). Four tires, fuel, rear-wing adjustment: #7 Unser (16 seconds), #9 Ward (20 seconds), #22 Brack (17 seconds), #27 Franchitti (16 seconds), #26 Tracy (16 seconds). Fuel only: #19 Vasser (eight seconds).

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

Lap 32: Pit report -- Four tires and fuel: #33 Junqueira (28 seconds, stalled on pit exit), #2 Boesel (12 seconds), #51 Cheever (14 seconds), #24 Buhl (17 seconds), #23 Fisher (15 seconds), #3 Castroneves (15 seconds), #8 Sharp (15 seconds), #30 Mack (13 seconds),

Lap 35: Top 10 – #52 Scheckter, #4 Hornish, #17 Kanaan, #8 Sharp, #6 de Ferran, #21 Giaffone, #2 Boesel, #3 Castroneves, #19 Vasser, #22 Brack.

Lap 36: **GREEN.** Scheckter leads in Turn 1.

Lap 37: #52 Scheckter leads by .06158 of a second.

Lap 38: #19 Vasser passes #3 Castroneves for eighth.

Lap 41: #52 Scheckter leads by .1964 of a second.

Lap 43: Twenty-eight cars are on the lead lap.

Lap 45: Junqueira now running 21st.

Lap 47: Top five #52 Scheckter, #4 Hornish, #17 Kanaan, #8 Sharp, #6 de Ferran.

Lap 49: #52 Scheckter, #4 Hornish, #17 Kanaan, three-wide exiting Turn 4.

Lap 50: #17 Kanaan passes #4 Hornish in Turn 1 for second.

Lap 53: #52 Scheckter leads by 1.1462 over #17 Kanaan.

Lap 55: Race average: 178.513 mph

GREG RAY (No. 11 A.J. Foyt Racing/Harrah's

Dallara/Chevrolet/Firestone): "I knew early, the second lap, that the car was neutral. We were only five laps away from our first pit stop. We were definitely going to make some changes. The car just jumped out on me, and I couldn't save it. It was pretty loose. I'm fine. I'm just disappointed for A.J. Foyt, Harrah's, EDS and all of the sponsors of the No. 11 car and for all of the guys who worked so hard all month long."

Lap 57: #4 Hornish passes #17 Kanaan for second. #99 Dismore to pits, four tires and fuel, 18 seconds.

Lap 58: #52 Scheckter leads by 1.8263 seconds over #4 Hornish.

Lap 59: Top five: #52 Scheckter, #4 Hornish, #17 Kanaan, #8 Sharp, #6 de Ferran.

Lap 61: Pit report -- Four tires and fuel: #12 Hattori (14 seconds)

Lap 62: Pit report -- Four tires and fuel: #14 Dare (19 seconds), #4 Hornish (13 seconds).

Lap 64: Pit report -- Four tires and fuel: #52 Scheckter (14 seconds).

Lap 65: Pit report -- Four tires and fuel: #53 Papis (13 seconds).

Lap 66: Pit report -- Four tires and fuel: #31 Gordon (12 seconds), #33 Junqueira (13 seconds). Four tires, fuel, front and rear wing adjustment: #2 Boesel (12 seconds).

Lap 67: Pit report -- Four tires and fuel: #17 Kanaan (12 seconds, team entered pits three laps ahead of schedule because Kanaan thought left rear tire was soft. Tire was fine. #23 Fisher (15 seconds), #51 Cheever (16 seconds), #6 de Ferran (12 seconds), #44 Barron (18 seconds), #27 Franchitti (14 seconds). Four tires, fuel, front wing adjustment: #8 Sharp (12 seconds).

Lap 68: Pit report -- Four tires and fuel: #21 Giaffone (13 seconds, broke vent stack), #24 Buhl (16 seconds), #39 Andretti (15 seconds). Four tires, fuel, front-wing adjustment: #34 Redon (17 seconds), #19 Vasser (11 seconds), #5 Luyendyk (12 seconds), #9 Ward (15 seconds).

Lap 69: Pit report -- Four tires and fuel: #3 Castroneves (15 seconds), #55 Luyendyk (22 seconds, car stalled on exit), #7 Unser (14 seconds), #30 Mack (15 seconds), #26 Tracy (14 seconds), #22 Brack (16 seconds).

Lap 69: #99 Dismore out of race with handling problems. #7 Unser in lead.

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

Lap 73: Top five: #17 Kanaan, #52 Scheckter, #4 Hornish, #6 de Ferran, #8 Sharp.

Lap 74: #4 Hornish brushed outside retaining wall exiting Turn 4. Car slows on backstretch. Hornish to pits. Four tires and fuel.

MARK DISMORE (No 99 Grill 2 Go Sam Schmidt Motorsports Indy Car Dallara/Chevrolet/Firestone): “It breaks my heart, because I know I can run out there, but we needed track time and after my incident, I just didn’t get it.”

Lap 78: **YELLOW.** Debris. #4 Hornish drives to garage area. Crew working on right rear suspension in garage area.

Lap 80: Top five: #17 Kanaan, #52 Scheckter, #6 de Ferran, #8 Sharp, #31 Gordon; Pit report -- Four tires and fuel: #55 Luyendyk (20 seconds). Four tires, fuel, front-wing adjustment: #7 Unser (20 seconds). Four tires, fuel, tire pressure adjustment: #8 Sharp (18 seconds), #6 de Ferran (16 seconds),

Lap 81: Pit report -- Four tires and fuel: #52 Scheckter (19 seconds, removed radiator debris, causing oil temperature to climb), #26 Tracy (12 seconds), #34 Redon (11 seconds), #19 Vasser (10 seconds, ran over air hose in adjacent pit), #98 Boat (13 seconds), #30 Mack (11 seconds), #14 Dare (14 seconds), #31 Gordon (75 seconds, fire in pit; crew reports stuck vent hose caused fire), #23 Fisher (15 seconds), #51 Cheever (14 seconds), #39 Andretti (12 seconds), #3 Castroneves (16 seconds), #24 Buhl (12 seconds). Speedway’s Fire and Safety crew put fire out in #31 Gordon’s pit; Yellow flag condition continued in order to clean up water in pit box and on pit road.

Lap 87: #31 Gordon’s pit area being moved to that of #11 Ray, who is out of the race.

Lap 84: Top five: #17 Kanaan, #21 Giaffone, #52 Scheckter, #6 de Ferran, #8 Sharp; Pit report -- Four tires, fuel and front-wing adjustment: #27 Franchitti.

Lap 87: **GREEN.** Kanaan leads going into Turn 1. Followed by teammate Giaffone.

Lap 89: #19 Vasser slow in warm-up lane, crew reports gearbox problem. Smoke coming from #33 Junqueira at the end of backstretch. Car continues through Turn 3 and 4 and comes into pits. Hornish back out on course.

Lap 90: **YELLOW.** #17 Kanaan did quarter-spin exiting Turn 3 and made contact with rear of car and left side of car with outside retaining wall. Car slides to middle of track in Turn 4. #5 Treadway stopped in Turn 4. Slight damage to right side of car. Right front wing missing.

Lap 91: #91 Lazier missing rear end plate. Pit report -- Four tires and fuel: #44 Barron (13 seconds).

Lap 92: Pit report -- Four tires and fuel: #21 Giaffone (15 seconds), #2 Boesel (10 seconds), #53 Papis (10 seconds, crew reports possible brake problem), #9 Ward (12 seconds), #91 Lazier (2 minutes, 30 seconds, replacing rear wing due to missing left end plate), #8 Sharp (14 seconds). Engine cover off: #22 Brack (2 minutes, 44 seconds, crew reports gear problem)

Lap 94: Pit report -- Repair of brake problem: #53 Papis (Seven minutes, eight seconds).

Lap 95: Pit report -- Fuel only: #23 Fisher (six seconds), Four tires and fuel: #98 Boat (10 seconds).

Lap 96: Top five: #52 Scheckter, #6 de Ferran, #8 Sharp, #26 Tracy, #39 Andretti; Pit report -- Mechanical problem: #22 Brack (39 seconds).

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

Lap 97: Pit report -- Fuel only: #2 Boesel (seven seconds, slight damage apparent on right sidepod). Front wing adjustment only: #4 Hornish (five seconds); #53 Papis back on track.

Lap 98: **GREEN.** #52 Scheckter leads #6 de Ferran.

Lap 103: #52 Scheckter leads by 2.8558 seconds over #6 de Ferran.

Medical update from Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League: Pennzoil Panther crew member Jay Bryan is being treated for a laceration. There were no injuries to any Team Menard crew members during the fire in #31 Gordon's pit. Drivers Tony Kanaan and Rick Treadway have been treated and released without injury from the infield medical center. Both are cleared to drive.

Lap 113: Top 10: #52 Scheckter, #6 de Ferran, #8 Sharp, #39 Andretti, #26 Tracy, #51 Cheever, #21 Giaffone, #3 Castroneves, #44 Barron, #9 Ward.

BRUNO JUNQUEIRA (No. 33 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): "We had a problem since Lap 1 of the race. Something was wrong with the clutch or gearbox, or something. It started to be worse and worse. I think I lost the gearbox, not the engine."

Lap 119: #52 Scheckter leads by 2.0083 over #6 de Ferran.

Lap 121: Pit report -- Four tires and fuel: #52 Scheckter (13 seconds).

Lap 122: Pit report -- Four tires and fuel: #14 Dare (13 seconds), #34 Redon (18 seconds, stalled on exit), #23 Fisher (12 seconds).

Lap 123: Pit report -- Four tires and fuel: #26 Tracy (13 seconds), #24 Buhl (40 seconds, right rear wheel fell off upon exit, crew reattached), #39 Andretti (17 seconds). Four tires, fuel, front-wing adjustment: #27 Franchitti (15 seconds).

Lap 124: Pit report -- Four tires and fuel: #30 Mack (12 seconds), #55 Luyendyk (14 seconds), #6 de Ferran (13 seconds), #12 Hattori (14 seconds), #7 Unser (14 seconds), #8 Sharp (14 seconds), #2 Boesel (12 seconds), #4 Hornish (17 seconds), #51 Cheever (13 seconds).

Lap 125: Pit report -- Four tires and fuel: #3 Castroneves (14 seconds).

Lap 126: Twenty-seven cars are still running. (#11 Ray, #99 Dismore, #33 Junqueira, #19 Vasser, #5 Treadway and #17 Kanaan all out of race)

TONY KANAAN (No. 17 Hollywood Mo Nunn Racing G

Force/Chevrolet/Firestone): "I'm not exactly sure what happened, but I think I spun in somebody's oil. I guess that's the price you pay for being in first because you're the first one to get to the oil. But I had a blast. At least I can say I led the Indy 500. It's just racing. We did what we could, but unfortunately, we missed it. It's a shame. We had a great car. Next year I hope I get the chance to do it again."

Lap 127: Pit report -- Four tires, fuel, front wing adjustment: #20 Hearn (15 seconds). Four tires and fuel: #98 Boat (18 seconds).

Lap 128: Pit report -- Four tires and fuel: #53 Papis (14 seconds).

Lap 129: Pit report -- Four tires and fuel: #21 Giaffone (13 seconds), #91 Lazier (13 seconds).

Lap 130: Pit report -- Four tires and fuel: #9 Ward (15 seconds).

Lap 131: Pit report -- Four tires and fuel: #44 Barron (14 seconds). Four tires, fuel, front wing adjustment: #22 Brack (16 seconds).

Lap 133: Top 10: #52 Scheckter, #6 de Ferran, #26 Tracy, #39 Andretti, #8 Sharp, #21 Giaffone, #51 Cheever, #3 Castroneves, #31 Gordon, #20 Hearn.

Lap 135: #52 Scheckter leads by 1.5939 over #6 de Ferran.

Lap 136: Thirteen cars are on the lead lap.

Lap 138: #8 Sharp to pits, smoke coming from car. Car being pushed back to garage area. Crew reports Sharp felt the engine tighten up and brought it to pits.

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

RICK TREADWAY (No. 5 Sprint/Kyocera Wireless/Airlink Racing G Force/Chevrolet/Firestone): "There was oil spilled on the track between (Turns) 3 and 4. All of a sudden, cars started spinning, and we didn't have anywhere to go. We made light contact with the wall. It was a short day. It was a tremendous experience; I'm looking forward to next year."

Lap 145: #39 Andretti passes #26 Tracy for third. Andretti also reports vibration.

Lap 148: #52 Scheckter leads by 10.1577 seconds over #6 de Ferran.

Lap 150: Pit report -- Four tires and fuel: #52 Scheckter (12 seconds).

Lap 152: Pit report -- Four tires and fuel: #14 Dare (13 seconds).

Lap 153: Pit report -- Four tires and fuel: #12 Hattori (32 seconds, stalled on exit), #39 Andretti (14 seconds).

Lap 154: Pit report -- Four tires and fuel: #27 Franchitti (14 seconds), #30 Mack (17 seconds), #23 Fisher (13 seconds).

Lap 155: Pit report -- Four tires and fuel: #26 Tracy (14 seconds), #34 Redon (15 seconds).

Lap 156: Pit report -- Four tires and fuel: #51 Cheever (14 seconds).

Lap 157: Pit report -- Four tires and fuel: #20 Hearn (17 seconds, problem fastening left rear tire), #30 Mack (16 seconds), #24 Buhl (14 seconds).

Lap 158: #21 Giaffone passes #6 de Ferran for lead in Turn 1. Pit report -- Four tires and fuel: #55 Luyendyk (26 seconds). Four tires, fuel, front wing adjustment: #3 Castroneves (13 seconds).

Lap 159: Pit report -- Four tires and fuel: #98 Boat (23 seconds), #2 Boesel (12 seconds).

Lap 160: Pit report -- Four tires and fuel: #53 Papis (15 seconds), #6 de Ferran (14 seconds), #4 Hornish (15 seconds).

Lap 161: Pit report -- Four tires and fuel: #91 Lazier (14 seconds), #21 Giaffone (12 seconds).

Lap 162: Pit report -- Four tires and fuel: #9 Ward (15 seconds), #7 Unser (12 seconds).

Lap 165: Pit report -- Four tires and fuel: #44 Barron (14 seconds, completed 34 laps on last fuel run).

Lap 168: Top 10: #52 Scheckter, #26 Tracy, #21 Giaffone, #6 de Ferran, #39 Andretti, # Castroneves, #51 Cheever, #20 Hearn, #44 Barron, #91 Lazier.

Lap 170: #52 Scheckter leads by 9.9493 seconds, Tracy Giaffone separated by less than a second.

Lap 171: #52 Scheckter crew reports they will pit around Lap 180.

Lap 172: #21 Giaffone passes on the inside of #26 Tracy in Turn 3 to take second place.

Lap 173: **YELLOW.** #52 Scheckter hits SAFER Barrier with right side of car as car exited Turn 4. Heavy damage to right side of car. Car slides down frontstraight and stopped at beginning of Paddock Grandstand. Scheckter climbs from car without assistance. Crew indicated Scheckter reported major understeer.

Medical update from Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League: Tomas Scheckter has been checked and released without injury from the Clarian Emergency Medical Center. He is cleared to drive.

Lap 175: Pit report -- Four tires and fuel: #12 Hattori (20 seconds), #6 de Ferran (10 seconds).

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

Lap 176: Pit report -- Four tires and fuel: #26 Tracy (13 seconds), #39 Andretti (11 seconds), #21 Giaffone (nine seconds), #2 Boesel (nine seconds), #51 Cheever (10 seconds), #24 Buhl (15 seconds), #91 Lazier (11 seconds), #34 Redon (11 seconds), #20 Hearn (14 seconds), #30 Mack (12 seconds), #14 Dare (11 seconds), #4 Hornish (12 seconds). Fuel only: #9 Ward (nine seconds). #6 de Ferran drove in grass exiting pits, left rear wheel came off while car was in grass.

Lap 177: Pit report -- Four tires and fuel: #23 Fisher (11 seconds). Left rear only: #6 de Ferran (12 seconds, crew replaced lost left rear tire when it drove into the grass in the warm-up lane on pit stop on Lap 175).

Lap 178: Pit report -- Four tires and fuel: #98 Boat (11 seconds), #6 de Ferran (14 seconds).

JIMMY VASSER (No. 19 Miller Lite/Rahal Letterman Racing

Dallara/Chevrolet/Firestone): "We lost the gearbox after our fourth stop. We had a little trouble earlier in the month with the gearbox but nothing serious. On the second stop, the throttle hung up and it started to affect the gearbox. The revs were sticky at times. It made it tough to shift. I think I might have damaged it by the third pit stop. The Miller Lite guys really gave me a good car today. I didn't have the downforce that Michael had in the first stint so we added a half turn of front wing. It was great after that and I could run strong with everyone. We got held up by (Felipe) Giaffone and then (Raul) Boesel or I could have run the speed with the leaders at 224 or 225. The car really came in well for us. We were well positioned for a strong run at the finish. The tire wear was good and we had great fuel mileage. We were part of the group that moved up to be in position at the end. I was ahead of Michael (Andretti) and Paul (Tracy) and we were closing on the leaders. We just couldn't get it to the end today."

Lap 180: **GREEN.** #3 Castroneves leads in Turn 1. #21 Giaffone passes #44 Barron for second. #26 Tracy passes #44 Barron for third.

Lap 181: Top five: #3 Castroneves, #21 Giaffone, #26 Tracy, #44 Barron, #51 Cheever.

Lap 183: #3 Castroneves leads by 2.8414 over #21 Giaffone. Two lapped cars are between first and second.

Lap 184: Eleven cars are on the lead lap.

Lap 186: Top 10: #3 Castroneves, #21 Giaffone, #26 Tracy, #51 Cheever, #44 Barron, #91 Lazier, #20 Hearn, #39 Andretti, #9 Ward, #31 Gordon.

Lap 188: #44 Barron passes #51 Cheever for fourth. #3 Castroneves leads by 1.7724 seconds over #21 Giaffone.

Lap 189: #3 Castroneves leads by 2.3507 seconds over #21 Giaffone.

Lap 190: #3 Castroneves leads by 2.6466 seconds over #21 Giaffone.

Lap 191: #3 Castroneves leads by 3.3482 seconds over #21 Giaffone.

Lap 193: #3 Castroneves leads by 2.7974 seconds over #21 Giaffone.

Lap 194: #3 Castroneves leads by 2.0269 seconds over #21 Giaffone.

Lap 195: #3 Castroneves leads by 1.2465 seconds over #21 Giaffone.

Lap 196: #3 Castroneves leads by .4336 of a second over #21 Giaffone.

Lap 197: #21 Giaffone tried to pass #3 Castroneves in Turn 3, #26 Tracy then passed #21 Giaffone for second.

Lap 198: #3 Castroneves leads by .2244 of a second over #26 Tracy.

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

Lap 198: **YELLOW.** #34 Redon and #91 Lazier involved in an accident exiting Turn 2. Cars stopped along outside retaining wall on backstretch. #3 Castroneves under intense pressure from #26 Tracy, who was attempting a pass for the lead when the caution period started. Drivers do not race to the start/finish line after a caution starts in Indy Racing League competition, therefore #3 Castroneves remains the leader.

Lap 199: **WHITE FLAG UNDER YELLOW.** #3 Castroneves first, #26 Tracy second.

Lap 200: **CHECKERED FLAG.** #3 Helio Castroneves wins the 86th Indianapolis 500 under caution. Castroneves becomes the first driver to win back-to-back Indianapolis 500's since Al Unser did it in 1970 and 1971. He is also the first driver to win the Indianapolis 500 in his first two attempts. Paul Tracy finishes second, Felipe Giaffone finishes third.

Helio Castroneves stopped his car on the frontstretch and climbed the outside fence. He traditionally does this after each win. Team Owner Roger Penske and rest of Marlboro Team Penske joined him on the fence.

QUOTES FROM WINNER AND SECOND PLACE:

HELIO CASTRONEVES (No. 3 Marlboro Team Penske

Dallara/Chevrolet/Firestone): "(About close finish): "I didn't know. I was like, 'This was not the same as last year.'" (About victory): "I did it. I did it again. It (milk) is going to taste twice better. Guys this is unbelievable. Guys, I love you. I have no words, man. I don't know what to say any more. This is just a dream come true."

PAUL TRACY (No. 26 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): "(About whether late pass of Castroneves came before caution period started): "I feel that I was ahead of him when it went yellow. I passed him, and I saw green. We're going to protest this thing because I was ahead of him when the yellow came out."

Medical update from Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League: Laurent Redon is being transported by ground to Methodist Hospital in Indianapolis. He is complaining of pain in his left knee. Buddy Lazier has been checked and released without injury from the Clarian Emergency Medical Center. He is cleared to drive.

POST-RACE NOTES:

- Helio Castroneves is the first back-to-back winner of the Indianapolis 500 since Al Unser in 1970-71.

- Helio Castroneves is the first driver in Indianapolis 500 history to win the race in his first two attempts.

- Three rookies led laps today, the most since 1993. Tomas Scheckter led 85 laps, Tony Kanaan led 23 and Alex Barron led seven.

- Rookie Tomas Scheckter led 85 laps today, the most of any driver. This is first time in history that a rookie has led the most laps in the race in three consecutive years. Juan Montoya led 167 laps in 2000, and Helio Castroneves led 52 laps in 2001.

- When Tony Kanaan took the lead from Tomas Scheckter on Lap 64, it marked the first time since 1966 that rookies exchanged the lead. In 1966, Graham Hill took the lead from Jackie Stewart and went on to win the race.

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

POST-RACE NOTES (cont.):

- Greg Ray finished 33rd today, the second time he has finished 33rd in his career. He started on the pole in 2000 when he finished last. The last time a driver finished 33rd twice in a three-year span was Roberto Guerrero, in 1992 and 1994. Ironically, Guerrero started on the pole in 1992 when he finished 33rd.

- Sam Hornish Jr. did not lead a lap today, the first time he has not led a lap in Indy Racing League competition since the SunTrust Indy Challenge in June 2001 at Richmond International Raceway. He and Tony Stewart are tied for the most consecutive Indy Racing League event led at 10.

- Marlboro Team Penske drivers Helio Castroneves and Gil de Ferran are the only drivers to have led in all five Indy Racing League events this season.

- Today's win by Helio Castroneves gives owner Roger Penske his record 12th Indianapolis 500 win.

- Helio Castroneves won his third Indy Racing League event today, doing so in his seventh start. He captured three wins faster than any driver in league history. Arie Luyendyk took nine starts to get to three wins.

- Helio Castroneves successfully defended his Indianapolis 500 win after starting in the 13th position. The only driver to start lower than Castroneves and defend his title was Bill Vukovich in 1954, who started 19th.

- There were six drivers who led the Indianapolis 500 for the first time today, bringing the total to 179 drivers who have led at Indianapolis. That is the most first-time lap leaders in history, other than the first race in 1911.

- The first four lead changes today involved four different drivers who had never led a lap in Indianapolis 500 competition before (Bruno Junqueira, Tomas Scheckter, Tony Kanaan and Scott Sharp). The only other time that has happened, other than the first race in 1911, was 1913 and 1922. The record is five in 1911, the first race.

- Helio Castroneves is the fifth driver to win in consecutive races. The others are: Wilbur Shaw (1939-40), Mauri Rose (1947-48), Bill Vukovich (1953-54) and Al Unser (1970-71).

- The 23 laps that Helio Castroneves led today was the fewest by a winner since Jacques Villeneuve led 15 in 1995. Only nine winners have led fewer laps.

- Helio Castroneves became the 16th driver to win twice or more.

- As noted earlier, Helio Castroneves took only two starts to win two races. Prior to today, Bill Vukovich held the record, by obtaining two wins in four starts.

- Helio Castroneves became the fourth driver to win from the 13th starting spot.

- The 27 positions Paul Tracy improved by starting 29th and finishing second is the most positions gained by a driver since Scott Goodyear advanced 31 positions in 1992 when he started 33rd to second.

- Eleven drivers completed the full 500 miles today, the most since 1963 when 14 drivers did so. Eleven drivers being on the lead lap ties the Indy Racing League record set April 21 at Nazareth Speedway.

- Tomas Scheckter had the fastest lap of the race today on Lap 20. He is the first rookie to turn the fastest lap of the race since Teo Fabi in 1983.

- Roger Penske won consecutive Indianapolis 500's for the first time since 1993 (Emerson Fittipaldi) and 1994 (Al Unser Jr.). He has won back-to-back Indianapolis 500's a total of four times with the other two in 1984 (Rick Mears) and 1985 (Danny Sullivan), and 1987 (Al Unser) and 1988 (Rick Mears).

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

POST-RACE NOTES (cont.):

•Car No. 3 won for a record 10th time today. The last time the No. 3 won was with Al Unser Jr. in 1992.

•Arie Luyendyk's race record average speed of 185.981 mph that he set in 1990 has now stood for 12 years without being broken. Mark Donohue's 1972 race record was broken 12 years later in 1984, so Luyendyk now has the longest span of holding the race record.

Medical update from Dr. Henry Bock, director of medical services for the Indianapolis Motor Speedway and the Indy Racing League: Charles Winkle, left rear tire changer for Rick Treadway, has been transported by ground to Methodist Hospital for further evaluation. He is complaining of pain in his right ankle.

UNOFFICIAL TOP 10 IN INDY RACING LEAGUE POINT STANDINGS:

1.	Helio Castroneves	195
2.	Gil de Ferran	169
3.	Sam Hornish Jr.	159
4.	Felipe Giaffone	140
5.	Alex Barron	109
6.	Scott Sharp	101
7.	Jeff Ward	97
8.	Al Unser Jr.	96
9.	Airton Dare	91
10.	Jaques Lazier	90
	Laurent Redon	90

The next Indy Racing League event is the Boomtown 500 on Saturday, June 8 at the Texas Motor Speedway. It will be the first of three night races in the Indy Racing League season.

Monday's Schedule:

9 a.m. Winning Team/Driver Photo Shoot; start/finish line
4 p.m. Victory Celebration; Indiana Roof Ballroom

POST-RACE QUOTES:

BOBBY RAHAL (Co-owner, No. 19 Miller Lite/Rahal Letterman Racing Dallara/ Chevrolet/Firestone): "We had a good car for Jimmy today. Everything was working in our direction. We made a couple of small adjustments on the first stop, and Jimmy was pleased with the car after that. Our strategy was where we wanted. Jimmy was sixth and in position for the end of the race. We just didn't expect a mechanical problem like that."

TOMAS SCHECKTER (No. 52 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): "I'm fine. The Infiniti was great, very powerful. I don't want to say anything broke because I'm not certain. I had no control over the car. It just went straight. It wouldn't turn. The thing is, we could have won that. The thing was on cruise control."

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

POST-RACE QUOTES (cont.):

AIRTON DARÉ (No. 14 Harrah's/A.J. Foyt Racing

Dallara/Chevrolet/Firestone): "Greg Ray's accident came right after we pitted, and that really hurt our chances of top-five finish, plus my last two sets of tires weren't as good as the previous ones. I couldn't run over 215 (mph). We brought it home in one piece. A.J. told me I did a good job, but I wish it could have turned out better."

ROBBY GORDON (No. 31 Menards/Childress/Cingular

Dallara/Chevrolet/Firestone): "It's disappointing. I honestly thought we'd be a lot stronger today. I couldn't pass hardly anybody. I pulled all the wicker out of it, and then I was too loose. We've got some work to do. I want to thank everybody at Team Menard and everybody that came in to help, Cingular Wireless, everybody involved. It's been a lot of fun. I feel great. I sweated a little bit, not too bad. I think we've got a really good car for tonight." (About pit incident): "I didn't know what the deal was going to be there. These guys, they can overcome. They've been doing this stuff long enough. They kept their heads straight. We didn't lose too much. We just climbed back up as best as we could. Track position was key. When we had that pit fire, we were up in fifth position at that point. It was really, really hard to pass all day long."

SAM HORNISH JR. (No. 4 Pennzoil Panther

Dallara/Chevrolet/Firestone): "We went into the wall. We could have won. Would have, could have, should have. The car was good. I mean, we were passing. We passed Cheever and a lot of the guys right there at the end. The car was fast. We just ruined the day early."

RAUL BOESEL (No. 2 Menards/Johns Manville

Dallara/Chevrolet/Firestone): "It was a frustrating day. I thought initially I would just keep my pace, and everything would work out great. But when the pack behind me caught up during our first run, they could just go right by, and I had a hard time getting back to them. The car was not very good in traffic. When other cars would come up from behind, there was nothing I could do. It was like a slingshot. The tires weren't much of a problem all day except for the puncture in our right rear, which happened under caution, but that was from something on the track. Thank God it happened while we were under yellow, otherwise that could have been a really bad situation. But the tire wear was fine. It wasn't as much of an issue as we thought it might be."

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

POST-RACE QUOTES (cont.):

EDDIE CHEEVER JR. (No. 51 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): “Everybody said that our engine was going to have problems, but the Nissan Infiniti engine ran impeccably. None of the seven engines in the field today had any problems. I believe that we had the best engine out there today. I am very sorry to see what happened to Tomas (Scheckter). He was very quick the whole day. I kept getting stuck in traffic. I don’t know what it is with Al (Unser Jr.), but every time I get behind him and he is a lap down, he holds me up, and I lose a few places. I lost a strong third place because of that. It’s getting to be tiring after Nazareth and then here at Indy. It’s unnecessary. Congratulations to Penske and (Helio) Castroneves. That might be the most confusing ‘500’ I have ever been in. While we are disappointed to not have the win today, I think by tomorrow morning we will be happy to have our best finish of the season so far. The Red Bull Cheever Racing team, along with our technical partners at TWR Group, has worked hard for this day, and our work will pay off for us during the rest of the IRL championship.”

JEFF WARD (No. 9 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): “We were off on the gearing. The gearing was way too short. I was just getting passed way before the halfway (point) on the straightaway. I couldn’t pass anybody. I couldn’t get a draft. The gear was shorting out even more with the draft on the straightaway, so I was just a sitting duck all day long for anybody that wanted to get by me. I was quick in the corners getting up on guys. I would come draft by them and hit the rev limiter, and they would pull away because there was a car in front of them that they would suck up to. It was a long day. I don’t think I passed anybody that didn’t let me by because of the gearing. I could’ve been right there up front all day long, but it just wasn’t to be today.”

ALEX BARRON (No. 44 Rayovac Blair Racing

Dallara/Chevrolet/Firestone): “This was just a great opportunity with the Rayovac car and Blair Racing. What can I say? Without them I wouldn’t be here. Our engineer called it just right. The track came to us on the car, and I could go flat out on the track, which was just awesome. We kept moving up, but then pit strategy played with us a little bit. On the last restart we had a sensor problem, like a crank trigger or something, and it just wouldn’t accelerate. Once the thing got wound up, it started to pick up speed more and more. Then we were able to start moving forward, but unfortunately it was a little late. I thought we were going to go for the win at the end, but then the sensor started picking up, and we started dropping off. Actually, we dropped about 5 mph, but it’s great for us in our rookie season at the Indy 500.”

PAUL TRACY (No. 26 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): “It was a great run for Team Green 7-Eleven. We didn’t have a great car today, but I caught Helio (Castroneves) on the last lap and passed him on the backstraight going into Turn 3. I passed him on the outside, and somebody said it was under yellow, but the green was still up. In my eyes, I saw the green, so we’re going to protest and see what happens. It was a hard race today, and it was tough to pass. The Team Green 7-Eleven crew did a great job and gave me a chance for the win.”

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

POST-RACE QUOTES (cont.):

DARIO FRANCHITTI (No. 27 Team Green 7-Eleven

Dallara/Chevrolet/Firestone): "It was a hard day for us. We went a lap down early when we had a flat tire after the first incident. The Team Green 7-Eleven car was really good, and I was happy, but we went a lap down, and then we had some bad luck with our strategy. I didn't want to influence the result of the race. I would love to help my teammate, but that's not the right way to play things, so I just wanted to get out of the way. I was half a straight behind Paul (Tracy) and Helio (Castroneves), and Paul had passed him on the outside before the yellow came out. I saw the yellow lights as soon as they came on, and Paul was past him, so in my view Paul was past him."

BILLY BOAT (No. 98 CURB Records Dallara/Chevrolet/Firestone): "This was a long day for the CURB Records team. Right off the bat, we had a really loose race car on the green. The rain had washed all the rubber off the racetrack, and our car was just horrible for the first 30 laps of the race. We made some changes on the first pit stop and actually got the car pretty competitive, but then we lost fifth gear. Then we lost sixth gear. It was just kind of one thing after another. We definitely didn't have the car today, but the guys did a great job, and we've got 11 more races to go this season. That's what we'll put our focus on, and we'll go and see if we can't move up in the IRL standings."

MICHAEL ANDRETTI (No. 39 Motorola/Archipelago

Dallara/Chevrolet/Firestone): "We only come here to win. The car was really great until after the second-to-last set of tires. The car just changed, something went wrong with it. I think we could have won the race if it wasn't for that. We kept going backward and backward. We had all kinds of problems. Every time we'd make hay, we'd get pushed back again. It just was one of those races. The last 20 to 30 laps, that is when something went wrong, and I just went backward. I don't know what it was. It is always hard to pass, the competition is so tough, and everyone is so close. We passed a lot of cars today."

MAX PAPIS (No. 53 Red Bull Cheever Racing

Dallara/Infiniti/Firestone): "I was very pleased with the Red Bull Cheever team. We were running very strong. From the word go we had a big brake problem, and I went really backward in the first two laps because I had no brakes. It was very tough at the beginning. I had to pump my brakes four or five times every time I wanted to use them. Later on I got used to that, and we went back on the lead lap. Unfortunately, the rear brake problem became really big, and we had to come in. I did three-quarters of the race with only three brakes. It was very tough. Other than that, I was very pleased. We were running very strong. We were on the pace. It's been a great experience for me. I enjoyed Indianapolis a lot. I'm not going home with the results I wanted, but I'm going to be back."

KENNY BRACK (No. 22 Target Chip Ganassi Racing G

Force/Chevrolet/Firestone): "Right from the start of the race, I felt like we had the wrong gearing in the car. It kept hitting the rev limiter really early on the straightaways. We made a decision to come into the pits under yellow and make a gear ratio change on the car. The car was a lot better after they made the change, and I was able to get back on the lead lap at the end of the race. I wish it was the Indianapolis 600 today, and we might have had a shot at winning."

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

POST-RACE QUOTES (cont.):

BRUNO JUNQUEIRA (No. 33 Target Chip Ganassi Racing G Force/Chevrolet/Firestone): "I don't know exactly what happened. The car was fine except for the clutch during pit stops. The balance was good. We had no transmission problems, and the car seemed OK. I think I lost my gearbox, and that's what caused the car to fail. The Target car was really good at the start of the race. I was able to put some distance between me and the second-place car. I really feel that if we did not have the problem, we could have won the race today. The guys gave me a great car, but those are the breaks."

ARIE LUYENDYK (No. 55 Meijer G Force/Chevrolet/Firestone): "The start of the race cost me a lot of positions. One of the Red Bull cars was all over the track. I couldn't get by, and I lost momentum. I lost too much time because of that and could never get my lap back. The car was actually pretty good in traffic. A lot of this race had to do with being able to pull up behind someone in (Turn) 3 and make the pass coming out of (Turn) 4. Too many other cars were able to get away from me out of (Turn) 4. The finishing position is not too good, but I discovered a few things during the race that I think will be helpful to the team. The day actually was pretty good. I did some 222-224 (mph) laps on my own, and that gave me hope. I'm not too old for this. I had Bruno (Junqueira) behind me for a long time, and I could hold him off."

ROBBIE BUHL (No. 24 Team Purex/Aventis/Dreyer & Reinbold Racing G Force/Infiniti/ Firestone): "Today was not what we wanted, for sure. We just didn't have the balance in the car from the get-go. By myself, it wasn't right, and then in traffic it still wasn't any good. We just never had the race car that we wanted to have, which is frustrating, given the car we had all month. We lost a lap initially on the first yellow, when we got caught already coming into the pits when the yellow flag came out. I just fought the car all day. We made a lot of changes, but just couldn't get the balance where we wanted. Some people had questioned the Infiniti engine coming into this race, but I never once had concerns about the reliability of this engine. We've had power all month, in fact, all season, and we knew we could go the distance today."

GEORGE MACK (No. 30 310 Racing G Force/Chevrolet/Firestone): "There were a lot of things happening on the track that are obviously out of your control, but you just have to try to stay calm, which was hard. They really tell me to relax because I got frustrated a few times, and they had to try to keep me as calm as possible so we could bring it home. But it was exciting to finish my first '500.' I really can't wait to come back next year." (How important was it to you to bring the car home in one piece?): "That was my main emphasis. I really wanted to bring the car home. I started to get a little too aggressive at one point, and they had to remind me to back off. Keep your nose clean and run a smart race. I'm a driver. I'm always looking to improve my position, so if it hadn't been for that, I may not have been in one piece. The team actually did more than I did. The entire 310 Racing crew fought with me the entire race, both in the pits and over the radio. This finish is theirs as much as it is mine."

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

POST-RACE QUOTES (cont.):

RICHIE HEARN (No. 20 Grill 2 Go Sam Schmidt Motorsports Indy Car Dallara/ Chevrolet/Firestone): "It's quite a couple of weeks. I didn't expect to get much because last year I was here and just didn't end up with anything. To end up with a great ride, I'm real appreciative to Sam Schmidt, Grill 2 Go and Sam Schmidt Racing for giving me this opportunity. My car was really good. We were bad the second stint, but we fixed it, and in the end, I was picking them off. If I had another five to 10 laps, I know I could have gotten by Cheever and Barron and could have caught the next group, but I'll take it. It's more than I thought I would have at the beginning of the month. We had a couple of tire pressure changes in the beginning, and that was all we needed. We never changed the car after the second stint. After the first 10 gallons burned off, the car was very fast. I could see people getting loose and fading, and that was how I was picking them off. I think the only mistake we made was my gearing was a little too short. I was running sixth gear, and I was hitting the rev limiter when I was trying to pass people. I would run out of gear." (Do you think this will help you land a ride for the rest of the season?): "I hope. The last couple of times I've driven the cars, I haven't crashed, and I've done a decent job, and I really want to be fulltime. I'll wait until tomorrow and parlay this deal and hopefully get a ride." (What does it mean to you to give Sam Schmidt a good run): "It means a lot to Sam. It's his first top-10 finish here, but it also means a lot to me. Hopefully it will give him the momentum to really start running up front. He's got a good group of guys. Sometimes this is what it takes."

SAM SCHMIDT (Owner, No. 20 Grill 2 Go Sam Schmidt Motorsports Indy Car Dallara/ Chevrolet/Firestone): "It feels awesome for this little team and the resources we have. To put two cars back together, it was such a roller-coaster month, this is like a victory for us. There's some heavy juice out there and some heavy dollars, and to get a top-10 finish is like a victory. We could have had fifth on the last lap without that crash. I'm just ecstatic with Richie and ecstatic for the guys. They really worked their tails off this month. I couldn't feel better right now. It's a lot of momentum. We haven't had a lot of consistency the first half of the year. We crashed the first week of the season. It was worth the effort."

SARAH FISHER (No. 23 Team Allegra/Dreyer & Reinbold Racing G Force/Infiniti/ Firestone): "It was a long race, but we made it through to the end with the car in one piece. My radio went out at about lap 20. I could hear Dane (Harte, crew mechanic) and my spotter talking to me at the beginning of the race, but I couldn't answer them back and let them know what was going on with the car so we could make it better. The only way we could communicate was with hand signals during the short 12 or so seconds that we were in the pits during each stop. We chased the car around and finally got it close at the end, which was too late. This month of May has been a wonderful experience for me. To be associated with a team like Dreyer and Reinbold Racing, who put such a first-class car and crew together in such a short time, was such an awesome experience. Everyone who stepped up to sponsor our program, from Allegra, to Raybestos, ATA, Purex, Huntington Banks, Tag Heuer, Infiniti and Firestone, was instrumental in our getting to the finish line today. I hope to have the opportunity to work with this wonderful group of people again in the future, and I'm extremely grateful for the opportunity I had in May."

DAY 15 – SUNDAY, MAY 26, 2002 – RACE DAY (cont.):

POST-RACE QUOTES (cont.):

SHIGEAKI HATTORI (No. 12 EPSON Dallara/Infiniti/Firestone): “I enjoyed this race so much. It is very special to race here, and I can't wait to come back. I want to thank EPSON, Infiniti and my team. We overcame three fires this month, made the race with a strong time, and I lived a dream of mine today. The car was sliding very bad at the beginning of the race. I almost lost it 10 times. We made some tire pressure changes, and it got a lot better, but we were down two laps by then. The Infiniti engine ran perfect all day.”

BUDDY LAZIER (No. 91 Coors Light/Life Fitness/Tae-Bo/Delta Faucet Dallara/Chevrolet/ Firestone): “A real disappointing end to what was shaping up to be a pretty good day. It wasn't the day we were hoping for in that we weren't contending for the victory, but we rallied back from a lap down early in the race. We got tangled up in an accident in Turn 3 that took off part of our wing, but the guys were able to fix it during a series of pit stops. We fought our way to the front on the lead lap and were very much in contention for a top-five finish. With just a few laps to go, I ran up on a lapped car and because we had not taken on fresh rubber during our last pit stop, I was really fighting for grip on the last stint. I was able to run fast laps on my own, but with dirty air from the car in front of me, there was a great deal of difficulty.” (About the accident with Laurent Redon): “He had slipped up in Turn 1 and lost momentum, and I drove right in alongside of him in the short chute. I had the pass going into Turn 2. I looked over to my right, and he was coming down on me. I was all the way down below the white line trying to avoid him, but we just came together. We shot up into the outside retaining wall, and we hit a ton. Clearly, the SAFER energy-absorbing walls allowed me to walk away because it was a huge hit. I am very thankful for the new walls. The crash resulted in a very large gash in the top of my helmet, and my knee is bruised and swollen. I hit so hard on the left side of the car that it knocked the wind out of me. It is just really unfortunate that this happened at the end of the race.”

GIL DE FERRAN (No. 6 Marlboro Team Penske Dallara/Chevrolet/Firestone): “The Marlboro Team Penske car was good all day. Once we got through the traffic at the beginning of the race, we were able to run up front. The unfortunate thing for us was during our last pit stop there was an issue with the left rear (wheel), which put us back. I've been with the team three years, and that's the first time that's ever happened. The guys did great stops all day. It is just unfortunate for us that we had a problem at the end. But that's the way racing is. Sometimes you win, and sometimes you don't. The team should be congratulated for the job they did both with me and with Helio (Castroneves) winning again.”

SCOTT SHARP (No. 8 Delphi Dallara/Chevrolet/Firestone): “This is a tough place. There are so many different things that can happen to you. Anyway, it was great, and then all of a sudden, there was a shrill, shrieking sound coming from the back of the car. I backed off of it, and then smoke started to come out, so I pulled in. That was it.”

CASTRONEVES WINS 86TH INDIANAPOLIS 500; FIRST REPEAT SINCE 1970-71

INDIANAPOLIS, Sunday, May 26, 2002 – Helio Castroneves became the first repeat winner of the Indianapolis 500 in 31 years as he captured the 86th edition of the “Greatest Spectacle in Racing” on May 26 at the Indianapolis Motor Speedway in a suspenseful finish.

Castroneves is the first driver since Al Unser in 1970-71 to win this race in two consecutive years. Castroneves also became the first driver ever to win both of his first two career Indianapolis 500 starts.

“I did it; I did it again,” an emotional Castroneves said as he was handed the traditional winner’s bottle of milk. “It’s going to taste twice better. Guys, this is unbelievable. Guys, I love you.

“I have no words, man. I don’t know what to say anymore. This is just a dream come true.”

This was the record 12th Indianapolis 500 victory for team owner Roger Penske. Castroneves averaged 166.499 mph to earn the second consecutive Indy victory for Penske Racing.

Paul Tracy finished second with Felipe Giaffone third in a race that featured 19 lead changes among nine drivers. Alex Barron was the top-finishing rookie in fourth, with 1998 Indianapolis 500 winner Eddie Cheever Jr. fifth.

While the winner was the same, this was a very different finish from last year, when Castroneves held off teammate Gil de Ferran by 1.7373 seconds.

Castroneves won the race under caution after rookie Laurent Redon and 1996 Indianapolis 500 winner Buddy Lazier crashed exiting Turn 2 on Lap 199. At that time, Castroneves was under intense pressure from Tracy, who passed Castroneves in Turn 3 just after the caution period started. Drivers do not race back to the start-finish line after a caution starts in Indy Racing League competition.

Tracy actually took the white and yellow flags first under caution at the start of the final lap, with Castroneves trailing behind. Castroneves was shown the checkered flag at the end of Lap 200.

“The only reason he passed me, it’s because the yellow came on, and I lifted off,” Castroneves said. “No way he could pass me if it would be outside Turn 3 if we were still racing. So he might have passed me on the front straightaway because I was lifting off.”

Said Tracy: “I feel that I was ahead of him when it went yellow. I passed him, and I saw green.”

Team Green, which fields Tracy’s car, filed a protest of the official results. The protest will be heard at noon (EST) Monday, May 27 at the Indy Racing League office in Indianapolis.

The finish culminated a wild dash over the last 10 laps. Castroneves led Giaffone by 3.3482 seconds in the No. 3 Marlboro Team Penske Dallara/Chevrolet/Firestone on Lap 191, but many wondered whether Castroneves had enough fuel to finish the race. He made his last pit stop on Lap 158.

2001 Indy Racing League Rookie of the Year Giaffone pulled his No. 21 Hollywood Mo Nunn Racing G Force/Chevrolet/Firestone to within 2.0269 seconds of Castroneves on Lap 194, and the gap was sliced to 1.2465 seconds on Lap 195. On Lap 196, Giaffone pulled to within .4336 of a second.

Giaffone then tried to pass Castroneves in Turn 3 on Lap 197 but was rebuffed. During that failed pass attempt, Tracy snuck his No. 26 Team Green 7-Eleven Dallara/Chevrolet/Firestone past Giaffone for second.

CASTRONEVES WINS 86TH INDIANAPOLIS 500; FIRST REPEAT SINCE 1970-71 (cont.):

Tracy then stalked Castroneves, pulling to within .2244 of a second on Lap 198. Tracy was then setting up Castroneves for a possible winning pass in Turn 3 when the caution started due to the accident between Redon and Lazier. Redon was admitted to Methodist Hospital in Indianapolis with a concussion. He was awake, alert and in stable condition. Lazier was unhurt.

Rookie Tomas Scheckter led 85 laps, more than any other driver. Scheckter led by approximately 10 seconds when he crashed his No. 52 Red Bull Cheever Racing Dallara/Infiniti/Firestone in Turn 4 on Lap 173. He was unhurt.

"I don't want to say anything broke because I'm not certain," Scheckter said. "I had no control over the car. It just went straight. It wouldn't turn. The thing is, we could have won that. The thing was on cruise control."

Castroneves took the lead for good on Lap 177 when leader Giaffone pitted. He led the last 24 laps, the only time he led during the race.

MBNA Pole winner Bruno Junqueira finished 31st after gearbox problems ended his race after 87 laps in the No. 22 Target Chip Ganassi Racing G Force/Chevrolet/Firestone.

"I don't know exactly what happened," Junqueira said. "The car was fine except for the clutch during pit stops. The balance was good. We had no transmission problems, and the car seemed OK. I think I lost my gearbox, and that's what caused the car to fail."

Besides Redon, Lazier and Scheckter, 1999 IRL champion Greg Ray and rookies Tony Kanaan and Rick Treadway were eliminated in separate accidents. None of the drivers was hurt.

The next Indy Racing League event is the Boomtown 500 on June 8 at Texas Motor Speedway. It's the first night race of the season.

Castroneves enters the event as the series points leader, with 195. de Ferran is second at 169, with Hornish third at 159. Defending IRL champion Hornish finished 25th, 14 laps down, after experiencing suspension problems caused by brushing the Turn 4 wall on Lap 74. He needed a lengthy pit stop for repairs.

POSITION BY DRIVER AT 10-LAP INTERVALS

Car	Driver	SP	1	10	20	30	40	50	60	70	80	90
3	Helio Castroneves	13	13	15	15	10	9	9	8	11	8	7
26	Paul Tracy	29	29	24	24	17	14	14	14	17	11	5
21	Felipe Giaffone	4	4	5	4	3	6	6	6	8	6	1
44	Alex Barron	26	28	29	28	24	22	22	22	12	16	12
51	Eddie Cheever Jr.	6	6	6	6	4	15	13	12	15	9	8
20	Richie Hearn	22	26	23	23	18	23	23	23	24	21	15
39	Michael Andretti	25	20	18	16	9	16	16	15	16	10	6
31	Robby Gordon	11	9	10	10	15	10	10	10	7	5	9
9	Jeff Ward	15	14	16	17	11	19	18	18	20	19	14
6	Gil de Ferran	14	12	12	13	8	5	5	5	5	3	3
22	Kenny Brack	21	17	17	21	14	13	15	16	13	13	11
7	Al Unser Jr.	12	10	11	11	7	11	11	11	4	12	19
14	Airton Daré	30	23	21	20	27	25	25	26	26	23	21
55	Arie Luyendyk	24	24	27	26	19	20	20	20	9	25	23
91	Buddy Lazier	20	15	13	12	16	17	17	17	21	17	10
24	Robbie Buhl	2	2	2	2	13	12	12	13	18	14	18
30	George Mack	32	32	30	30	25	24	24	25	14	26	22
98	Billy Boat	23	27	32	32	29	29	29	29	29	28	24
27	Dario Franchitti	28	25	20	18	30	30	30	30	30	29	28
12	Shigeaki Hattori	27	31	33	33	32	31	31	31	31	30	27
2	Raul Boesel	3	3	4	9	6	7	7	7	25	22	17
34	Laurent Redon	16	16	14	14	21	18	19	19	22	20	20
53	Max Papis	18	22	25	25	28	28	26	24	23	18	13
23	Sarah Fisher	9	18	26	27	23	27	28	28	28	27	25
4	Sam Hornish Jr.	7	7	7	7	22	2	3	2	3	31	31
52	Tomas Scheckter	10	11	8	5	20	1	1	1	2	2	2
8	Scott Sharp	8	8	9	8	5	4	4	4	6	4	4
17	Tony Kanaan	5	5	3	3	2	3	2	3	1	1	16
5	Rick Treadway	17	19	22	22	26	26	27	27	27	24	26
19	Jimmy Vasser	19	21	19	19	12	8	8	9	10	7	29
33	Bruno Junqueira	1	1	1	1	1	21	21	21	19	15	30
99	Mark Dismore	33	33	31	31	33	32	32	32	32	32	32
11	Greg Ray	31	30	28	29	31	33	33	33	33	33	33
Race Average Speed:			205.827	220.585	165.798	181.359	184.529					
			220.153	217.201	174.849	183.693	164.146					

POSITION BY DRIVER AT 10-LAP INTERVALS (cont.):

100	110	120	130	140	150	160	170	180	190	200	Driver
6	8	8	11	7	6	10	6	1	1	1	Helio Castroneves
4	5	6	4	3	3	8	2	4	3	2	Paul Tracy
8	7	7	8	5	4	1	3	3	2	3	Felipe Giaffone
9	9	9	1	10	8	2	9	2	4	4	Alex Barron
7	6	5	9	6	5	11	7	5	5	5	Eddie Cheever Jr.
11	12	10	14	9	7	13	8	9	6	6	Richie Hearn
5	4	4	5	4	2	7	5	8	8	7	Michael Andretti
12	11	11	13	8	9	14	11	10	9	8	Robby Gordon
10	10	13	10	12	12	5	12	6	10	9	Jeff Ward
2	2	2	3	2	1	3	4	11	11	10	Gil de Ferran
20	20	20	12	14	14	12	14	13	12	11	Kenny Brack
15	15	15	15	13	13	9	13	12	13	12	Al Unser Jr.
17	17	17	16	15	15	15	15	14	14	13	Airton Daré
18	18	18	17	16	16	16	16	15	15	14	Arie Luyendyk
13	13	12	7	11	11	4	10	7	7	15	Buddy Lazier
14	14	14	19	17	17	17	18	18	17	16	Robbie Buhl
19	19	19	18	18	19	21	20	19	18	17	George Mack
21	21	21	21	19	18	19	21	20	19	18	Billy Boat
24	24	24	22	21	21	20	19	16	20	19	Dario Franchitti
25	25	25	25	24	22	23	22	22	21	20	Shigeaki Hattori
23	23	22	23	22	23	22	23	21	22	21	Raul Boesel
16	16	16	20	20	20	18	17	17	16	22	Laurent Redon
26	26	26	26	26	25	24	24	23	23	23	Max Papis
22	22	23	24	25	24	25	25	24	24	24	Sarah Fisher
31	27	27	27	27	27	26	26	26	25	25	Sam Hornish Jr.
1	1	1	2	1	10	6	1	25	26	26	Tomas Scheckter
3	3	3	6	23	26	27	27	27	27	27	Scott Sharp
27	28	28	28	28	28	28	28	28	28	28	Tony Kanaan
28	29	29	29	29	29	29	29	29	29	29	Rick Treadway
29	30	30	30	30	30	30	30	30	30	30	Jimmy Vasser
30	31	31	31	31	31	31	31	31	31	31	Bruno Junqueira
32	32	32	32	32	32	32	32	32	32	32	Mark Dismore
33	33	33	33	33	33	33	33	33	33	33	Greg Ray
148.903	157.570	163.233	168.359	163.837	166.499						
	153.552	160.427	165.846	170.039	165.270						

POSITION BY CAR NUMBER AT 10-LAP INTERVALS (cont.):

100	110	120	130	140	150	160	170	180	190	200	Driver
52	52	52	44	52	6	21	52	3	3	3	Helio Castroneves
6	6	6	52	6	39	44	26	44	21	26	Paul Tracy
8	8	8	6	26	26	6	21	21	26	21	Felipe Giaffone
26	39	39	26	39	21	91	6	26	44	44	Alex Barron
39	26	51	39	21	51	9	39	51	51	51	Eddie Cheever Jr.
3	51	26	8	51	3	52	3	9	20	20	Richie Hearn
51	21	21	91	3	20	39	51	91	91	39	Michael Andretti
21	3	3	21	31	44	26	20	39	39	31	Robby Gordon
44	44	44	51	20	31	7	44	20	31	9	Jeff Ward
9	9	20	9	44	52	3	91	31	9	6	Gil de Ferran
20	31	31	3	91	91	51	31	6	6	22	Kenny Brack
31	20	91	22	9	9	22	9	7	22	7	Al Unser Jr.
91	91	9	31	7	7	20	7	22	7	14	Airton Daré
24	24	24	20	22	22	31	22	14	14	55	Arie Luyendyk
7	7	7	7	14	14	14	14	55	55	91	Buddy Lazier
34	34	34	14	55	55	55	55	27	34	24	Robbie Buhl
14	14	14	55	24	24	24	34	34	24	30	George Mack
55	55	55	30	30	98	34	24	24	30	98	Billy Boat
30	30	30	24	98	30	98	27	30	98	27	Dario Franchitti
22	22	22	34	34	34	27	30	98	27	12	Shigeaki Hattori
98	98	98	98	27	27	30	98	2	12	2	Raul Boesel
23	23	2	27	2	12	2	12	12	2	34	Laurent Redon
2	2	23	2	8	2	12	2	53	53	53	Max Papis
27	27	27	23	12	23	53	53	23	23	23	Sarah Fisher
12	12	12	12	23	53	23	23	52	4	4	Sam Hornish Jr.
53	53	53	53	53	8	4	4	4	52	52	Tomas Scheckter
17	4	4	4	4	4	8	8	8	8	8	Scott Sharp
5	17	17	17	17	17	17	17	17	17	17	Tony Kanaan
19	5	5	5	5	5	5	5	5	5	5	Rick Treadway
33	19	19	19	19	19	19	19	19	19	19	Jimmy Vasser
4	33	33	33	33	33	33	33	33	33	33	Bruno Junqueira
99	99	99	99	99	99	99	99	99	99	99	Mark Dismore
11	11	11	11	11	11	11	11	11	11	11	Greg Ray
148.903	157.570	163.233	168.359	163.837	166.499						
	153.552	160.427	165.846	170.039	165.270						

**CASTRONEVES EARNS RECORD \$1.6 MILLION FOR REPEAT WIN
Record \$10-million purse awarded; Barron, Scheckter co-Rookies of the Year**

INDIANAPOLIS, Monday, May 27, 2002 – Helio Castroneves earned a record \$1,606,215 of the first \$10-million purse in Indianapolis Motor Speedway history for winning the 86th Indianapolis 500-Mile Race on May 26, according to unofficial prize figures announced May 27 at the Indianapolis 500 Victory Celebration.

Castroneves' award was larger than the \$1,568,150 that Arie Luyendyk earned for his second career Indianapolis 500 victory in 1997.

The total 2002 purse of \$10,028,580 is an event record and marks the first time the Indianapolis 500 purse has surpassed the \$10-million mark. The previous event record was \$9,615,325, set last year in the Memorial Day classic. The purse is comprised of Indianapolis Motor Speedway and Indy Racing League awards, and other designated awards.

Castroneves, a native of Sao Paulo, Brazil, became the first repeat winner of the Indianapolis 500 since Al Unser won consecutive races in 1970-71. For this feat, Castroneves, driver of the No. 3 Marlboro Team Penske Dallara/Chevrolet/Firestone, won \$290,000 from BorgWarner Inc., including \$160,000 for winning back-to-back races. It is the first time that prize has been awarded, as the award did not exist when Unser won consecutive races.

Paul Tracy won \$489,315 for his runner-up performance in the No. 26 Team Green 7-Eleven Dallara/Chevrolet/Firestone, while third-place finisher Felipe Giaffone, driver of the No. 21 Hollywood Mo Nunn Racing G Force/Chevrolet/Firestone, took home \$475,315.

MBNA Pole winner Bruno Junqueira earned \$282,715 for his 31st-place finish. Junqueira, driver of the No. 33 Target Chip Ganassi Racing G Force/Chevrolet/Firestone, exited the race on Lap 87 with gearbox problems. His total winnings included \$100,000 for winning the MBNA Pole Award.

For only the fifth time in history, two drivers earned the Bank One Rookie of the Year award. Alex Barron and Tomas Scheckter shared the honor that was first awarded to Art Cross in 1952, and became the first drivers to split the award since Bernard Jourdain and Scott Pruett in 1989. Both earned \$12,500 each of the \$25,000 check from Bank One.

Two-time Indianapolis 500 winner Arie Luyendyk was awarded the Scott Brayton Driver's Trophy, presented since 1997 to the driver who exemplifies the character and racing spirit of late Indy Racing driver Scott Brayton.

The 87th Indianapolis 500 is scheduled to start at 11 a.m. (EST) May 25, 2003.

COMPLETE PRIZE FUND FOR THE 2002 INDIANAPOLIS 500-MILE RACE

Indianapolis Motor Speedway Corporation.....	\$8,650,000.00
Citizens Speedway Committee (Lap Leaders).....	90,000.00
Citizens Speedway Committee (Parade).....	10,080.00
Designated Awards	1,278,500.00

TOTAL..... \$10,028,580.00

Action Performance Services, Inc.	\$10,000.00	Infiniti	5,000.00
Aearo Company	10,000.00	International Truck & Engine	10,000.00
Allison Transmission	20,000.00	Keco Coatings	5,000.00
American Dairy Association	5,000.00	Klotz Special Formula Products	6,000.00
American Trans Air	5,000.00	Lincoln Electric Company	5,000.00
Bank One	25,000.00	Marsh Supermarkets, Inc.	10,000.00
Bell Racing Company	7,000.00	Maurice LaCroix USA	10,000.00
BG Products, Inc.	5,000.00	MBNA Motorsports America	100,000.00
Bombardier Aerospace	35,000.00	Medical Coding Services LLC	10,000.00
Borg Warner Inc.	290,000.00	Mi-Jack Products, Inc.	5,000.00
Buckeye Machine/Race Spec	5,000.00	Miller Brewing	10,000.00
Buildings To Go	5,000.00	Miller-Eads Co. Inc.	10,000.00
C & R Racing/Visteon ClimateControl	10,000.00	Monarch Beverage Company	21,000.00
Chevrolet	60,000.00	Motorsports Spares Int'l., Inc.	5,000.00
Clarian Health Partners	18,500.00	National City Bank of Indiana	10,000.00
Clint Brawner Foundation	5,000.00	Nokia Mobile Phones, Inc.	10,000.00
Coors Brewing Company	70,000.00	Pennzoil Products	10,000.00
Creative Communications	5,000.00	Pepsi	20,000.00
Dana Brake & Chassis/Raybestos	5,000.00	Pharmacia	10,000.00
Delphi Automotive Systems	10,000.00	Robert Bosch Corporation	20,000.00
Earl's Indy	5,000.00	SBC/Ameritech	5,000.00
EDS	10,000.00	Scott Brayton Award	25,000.00
Emco Gears, Inc.	5,000.00	Simon Property Group	10,000.00
Extra Large Media	10,000.00	Snap-On Tools/C.A.M.	5,000.00
Exxon Mobil Corporation	15,000.00	Sony Disc Manufacturing	20,000.00
Ferguson Steel Co., Inc.	5,000.00	Stant Manufacturing, Inc.	5,000.00
Finance Center Federal Credit Union	10,000.00	Summit Construction Company	7,000.00
Firestone	20,000.00	SunTrust	20,000.00
Flaherty & Collins	5,000.00	SWE Racing Car Parts	5,000.00
General Piping Inc.	5,000.00	T.P. Donovan Investments, LLC	5,000.00
Grady Brothers Construction	5,000.00	Team Simpson Racing	10,000.00
Great Lakes Chemical Corporation	10,000.00	Transco Plastics	5,000.00
Herff Jones, Inc.	15,000.00	Trinity Manufacturing, Inc.	10,000.00
Hewlett-Packard	5,000.00	Union Planters Bank	10,000.00
Huntington Bank	10,000.00	WorldCom	40,000.00
Hyperco, Inc.	5,000.00		
Ideal Division/Stant Manufacturing	5,000.00		
IKON Office Solutions	10,000.00		
Indiana Lumbermens Mutual Ins.	10,000.00		
Indianapolis Motor Speedway Corp.	6,500.00	TOTAL DESIGNATED AWARDS	\$1,278,500.00

FIRST PLACE

Driver: Helio Castroneves
Car Name: Marlboro Team Penske
Entrant: Marlboro Team Penske
Crew Chief: Rick Rinaman

Indianapolis Motor Speedway Corporation1,130,000.00
Citizens Speedway Committee (Lap Prizes)..... 10,800.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards465,100.00

Total Cash Prizes..... \$ 1,606,215.00

Designated Awards:

C & R Racing/Visteon Climate Control – True Grit Award 10,000.00
Coors Brewing Company – 1st Coors Light Pit Stop Challenge 32,500.00
Indianapolis Motor Speedway Corp. – Tony Foyt Award..... 6,000.00
Indianapolis Motor Speedway Corp. – Sid Collins Award.....500.00
Monarch Beverage Company – Start Inside Row 5..... 1,000.00
American Dairy Association – Indy 500 Winning Driver..... 5,000.00
American Dairy Association – Winning Chief Mechanic500.00
Bell Racing Company – Highest Finishing Car..... 3,600.00
Borg Warner Inc. – Back to Back Indy Winner 160,000.00
Borg Warner Inc. – Indianapolis 500 Winner 130,000.00
Chevrolet – Winner..... 50,000.00
Dana Brake & Chassis/Raybestos – Winning Car Owner 5,000.00
Emco Gears, Inc. – Highest Finishing Car 5,000.00
Exxon Mobil Corporation – First Place..... 15,000.00
Herff Jones, Inc. – Indianapolis 500 Winner 15,000.00
National City Bank of Indiana – Checkered Flag Award 10,000.00
Robert Bosch Corporation – 1st Place..... 15,000.00
Summit Construction Company – Quality Finish Award 1,000.00

Total Designated Prizes..... \$ 465,100.00

SECOND PLACE

Driver: Paul Tracy
Car Name: Team Green 7-Eleven
Entrant: Team Green, Inc.
Crew Chief: Eric Haverson

Indianapolis Motor Speedway Corporation.....483,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 6,000.00

Total Cash Prizes.....\$ 489,315.00

Designated Awards:

Ferguson Steel Co., Inc. – Most Consistent Qualifier..... 5,000.00
Summit Construction Company – Quality Finish Award 1,000.00

Total Designated Prizes.....\$ 6,000.00

THIRD PLACE

Driver: Felipe Giaffone
Car Name: Hollywood Mo Nunn Racing
Entrant: Hollywood Mo Nunn Racing
Crew Chief: Tom Vasi

Indianapolis Motor Speedway Corporation.....433,000.00
Citizens Speedway Committee (Lap Prizes)..... 5,400.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 41,600.00

Total Cash Prizes.....\$ 480,315.00

Designated Awards:

Allison Transmission – Founders Award 5,000.00
Monarch Beverage Company – Start Inside Row 2..... 1,000.00
Pepsi – 500 Club Prize Money 10,000.00
Bell Racing Company – 2nd Highest Finishing Position..... 2,100.00
Earl's Indy – Highest Finisher w/decals 1,000.00
Hyperco, Inc. – Highest Finishing Position 1,000.00
Ideal Division/Stant Manufacturing – Highest Finishing Position..... 2,000.00
Klotz Special Formula Products – Highest Finisher w/decals 1,000.00
Robert Bosch Corporation – 3rd Place..... 5,000.00
Stant Manufacturing, Inc. – Highest Finisher..... 2,500.00
Summit Construction Company – Quality Finish Award 1,000.00
SWE Racing Car Parts – Highest Finisher..... 5,000.00
General Piping Inc. – Best Pass Award..... 5,000.00

Total Designated Prizes.....\$ 41,600.00

FOURTH PLACE

Driver: Alex Barron (R)
Car Name: Rayovac Blair Racing
Entrant: Blair Racing LLC
Crew Chief: Gary Neal

Indianapolis Motor Speedway Corporation	338,000.00
Citizens Speedway Committee (Lap Prizes).....	3,150.00
Citizens Speedway Committee (Parade).....	315.00
Designated Awards	70,650.00
Total Cash Prizes.....	\$ 412,115.00

Designated Awards:

American Dairy Association – Indy 500 Rookie Qualifier.....	250.00
Miller Brewing – 500 Club Prize Money	10,000.00
Bank One – Rookie of the Year.....	12,500.00
Bell Racing Company – 3 rd Highest Finishing Position	600.00
Creative Communications – 1 st Highest Finisher	2,500.00
Flaherty & Collins – Runaway Bay Apartments Award	5,000.00
Hyperco, Inc. – 2 nd Highest Finishing Position.....	1,000.00
Ideal Division/Stant Manufacturing – 2 nd Highest Finishing Position	800.00
Klotz Special Formula Products – 2 nd Highest Finisher w/decals.....	500.00
Lincoln Electric Company – Hard Charger lowest qualifier to lead	5,000.00
Stant Manufacturing, Inc. – 2 nd Highest Finisher.....	1,500.00
Summit Construction Company – Quality Finish Award	1,000.00
WorldCom – Long Distance Award (improves position).....	30,000.00

Total Designated Awards**\$ 70,650.00**

FIFTH PLACE

Driver: Eddie Cheever Jr.
Car Name: Red Bull Cheever Racing Infiniti
Entrant: Red Bull Cheever Racing
Crew Chief: David Meehan

Indianapolis Motor Speedway Corporation.....320,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 28,200.00

Total Cash Prizes.....\$ 348,515.00

Designated Awards:

Coors Brewing Company – 11th Coors Light Pit Stop Challenge..... 1,000.00
Extra Large Media – 500 Club Prize Money 10,000.00
Creative Communications – 2nd Highest Finisher..... 1,000.00
Earl's Indy – 2nd Highest Finisher w/decals..... 1,000.00
Hyperco, Inc. – 3rd Highest Finishing Position 1,000.00
Ideal Division/Stant Manufacturing – 3rd Highest Finishing Position.....700.00
Klotz Special Formula Products – 3rd Highest Finisher w/decals500.00
Stant Manufacturing, Inc. – 3rd Highest Finisher 1,000.00
Summit Construction Company – Quality Finish Award 1,000.00
SunTrust – Highest Finisher 10,000.00
Team Simpson Racing – Highest Finisher..... 1,000.00

Total Designated Prizes.....\$ 28,200.00

SIXTH PLACE

Driver: Richie Hearn
Car Name: Grill 2 Go Sam Schmidt Motorsports
Entrant: Sam Schmidt Motorsports
Crew Chief: Phil McRobert

Indianapolis Motor Speedway Corporation310,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 20,500.00

Total Cash Prizes.....\$ 330,815.00

Designated Awards:

Firestone – 500 Club Prize Money 10,000.00
Monarch Beverage Company – Start Inside Row 8..... 1,000.00
BG Products, Inc. – Highest Placed Car..... 5,000.00
Creative Communications – 3rd Highest Finisher..... 1,000.00
Earl’s Indy – 3rd Highest Finisher w/decal.....500.00
Hyperco, Inc. – 4th Highest Finishing Position 1,000.00
Ideal Division/Stant Manufacturing – 4th Highest Finishing Position500.00
Klotz Special Formula Products – 4th Highest Finisher w/decal.....500.00
Summit Construction Company – Quality Finish Award 1,000.00

Total Designated Prizes.....\$ 20,500.00

SEVENTH PLACE

Driver: Michael Andretti
Car Name: Motorola/Archipelago
Entrant: Team Green
Crew Chief: John Cummiskey

Indianapolis Motor Speedway Corporation211,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 7,400.00

Total Cash Prizes.....\$ 218,715.00

Designated Awards:

Buckeye Machine/Race Spec – Final Measure Award (last to qualify) 5,000.00
Monarch Beverage Company – Start Inside Row 9..... 1,000.00
Bell Racing Company – 4th Highest Finishing Position400.00
Summit Construction Company – Quality Finish Award 1,000.00

Total Designated Prizes.....\$ 7,400.00

EIGHTH PLACE

Driver: Robby Gordon
Car Name: Menards/Childress/Cingular
Entrant: Team Menard
Crew Chief: Dave Forbes

Indianapolis Motor Speedway Corporation 192,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade)..... 0.00
Designated Awards 12,000.00

Total Cash Prizes.....\$ 204,000.00

Designated Awards:

Huntington Bank – 500 Club Prize Money..... 10,000.00
Creative Communications – 4th Highest Finisher.....500.00
Earl's Indy – 4th Highest Finisher w/decal.....500.00
Ideal Division/Stant Manufacturing – 5th Highest Finishing Position500.00
Klotz Special Formula Products – 5th Highest Finisher w/decal.....500.00

Total Designated Prizes.....\$ 12,000.00

NINTH PLACE

Driver: Jeff Ward
Car Name: Target Chip Ganassi Racing G Force
Entrant: Chip Ganassi Racing
Crew Chief: Barry Wanser

Indianapolis Motor Speedway Corporation285,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 23,500.00

Total Cash Prizes.....\$ 308,815.00

Designated Awards:

Coors Brewing Company – 2nd Coors Light Pit Stop Challenge..... 12,500.00
Monarch Beverage Company – 500 Club Prize Money 10,000.00
Team Simpson Racing – 2nd Highest Finisher..... 1,000.00

Total Designated Prizes.....\$ 23,500.00

TENTH PLACE

Driver: Gil de Ferran
Car Name: Marlboro Team Penske
Entrant: Marlboro Team Penske
Crew Chief: Matt Jonsson

Indianapolis Motor Speedway Corporation280,000.00
Citizens Speedway Committee (Lap Prizes)..... 5,850.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 7,000.00

Total Cash Prizes.....\$ 293,165.00

Designated Awards:

Coors Brewing Company – 3rd Coors Light Pit Stop Challenge..... 7,000.00

Total Designated Prizes.....\$ 7,000.00

ELEVENTH PLACE

Driver: Kenny Brack
Car Name: Target Chip Ganassi Racing G Force
Entrant: Chip Ganassi Racing
Crew Chief: Dave Higuera

Indianapolis Motor Speedway Corporation177,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 11,000.00

Total Cash Prizes.....\$ 188,315.00

Designated Awards:

Coors Brewing Company – 12th Coors Light Pit Stop Challenge..... 1,000.00
Great Lakes Chemical Corporation – 500 Club Prize Money..... 10,000.00

Total Designated Prizes.....\$ 11,000.00

TWELFTH PLACE

Driver: Al Unser Jr.
Car Name: Corteco/Bryant
Entrant: Kelley Racing
Crew Chief: John Worth

Indianapolis Motor Speedway Corporation273,000.00
Citizens Speedway Committee (Lap Prizes).....450.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 15,000.00

Total Cash Prizes.....\$ 288,765.00

Designated Awards:

Coors Brewing Company – 5th Coors Light Pit Stop Challenge..... 3,000.00
Trinity Manufacturing, Inc. – 500 Club Prize Money 10,000.00
Earl's Indy – 5th Highest Finisher w/decal.....500.00
Hyperco, Inc. – 5th Highest Finishing Position 1,000.00
Ideal Division/Stant Manufacturing – 6th Highest Finishing Position500.00

Total Designated Prizes.....\$ 15,000.00

THIRTEENTH PLACE

Driver: Ayrton Daré
Car Name: Harrah's/A.J. Foyt Racing
Entrant: A.J. Foyt Enterprises
Crew Chief: Craig Baranouski

Indianapolis Motor Speedway Corporation270,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 11,500.00

Total Cash Prizes.....\$ 281,815.00

Designated Awards:

Delphi Automotive Systems – 500 Club Prize Money 10,000.00
Earl's Indy – 6th Highest Finisher w/decal.....500.00
Team Simpson Racing – 3rd Highest Finisher 1,000.00

Total Designated Prizes.....\$ 11,500.00

FOURTEENTH PLACE

Driver: Arie Luyendyk
Car Name: Meijer
Entrant: Treadway and Associates Racing
Crew Chief: Skip Faul

Indianapolis Motor Speedway Corporation291,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 47,500.00

Total Cash Prizes.....\$ 338,815.00

Designated Awards:

American Trans Air – Fast Flyer Award..... 5,000.00
Grady Brothers Construction – Fastest Second Day Qualifier..... 5,000.00
Maurice LaCroix USA – 500 Club Prize Money..... 10,000.00
Earl's Indy – 7th Highest Finisher w/decal.....500.00
Hewlett-Packard – Midfielders Award 1,000.00
Team Simpson Racing – 4th Highest Finisher..... 1,000.00
Scott Brayton Award..... 25,000.00

Total Designated Prizes.....\$ 47,500.00

FIFTEENTH PLACE

Driver: Buddy Lazier
Car Name: Coors Light/Life Fitness/Tae-Bo/Delta Faucet
Entrant: Hemelgarn Racing, Inc.
Crew Chief: Dennis LaCava

Indianapolis Motor Speedway Corporation263,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 14,300.00

Total Cash Prizes.....\$ 277,615.00

Designated Awards:

Coors Brewing Company – 6th Coors Light Pit Stop Challenge..... 2,500.00
Nokia Mobile Phones, Inc. – 500 Club Prize Money..... 10,000.00
Bell Racing Company – 5th Highest Finishing Position300.00
Earl's Indy – 8th Highest Finisher w/decal.....500.00
Hewlett-Packard – Midfielders Award 1,000.00

Total Designated Prizes.....\$ 14,300.00

SIXTEENTH PLACE

Driver: Robbie Buhl
Car Name: Team Purex/Aventis/Dreyer & Reinbold
Entrant: Dreyer & Reinbold Racing
Crew Chief: Brad Brewer

Indianapolis Motor Speedway Corporation270,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 18,000.00

Total Cash Prizes.....\$ 288,315.00

Designated Awards:

Coors Brewing Company – 7th Coors Light Pit Stop Challenge..... 2,000.00
Allison Transmission – Founders Award 5,000.00
Indiana Lumbermens Mutual Insurance – 500 Club Prize Money..... 10,000.00
Hewlett-Packard – Midfielders Award 1,000.00

Total Designated Prizes.....\$ 18,000.00

SEVENTEENTH PLACE

Driver: George Mack (R)
Car Name: 310 Racing
Entrant: 310 Racing
Crew Chief: Jamie Nanny

Indianapolis Motor Speedway Corporation257,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 26,250.00

Total Cash Prizes.....\$ 283,565.00

Designated Awards:

Clint Brawner Foundation – Clint Brawner Mechanical Excellence Award... 5,000.00
American Dairy Association – Indy 500 Rookie Qualifier.....250.00
Buildings To Go – Most Consistent Rookie Qualifier..... 5,000.00
Pepsi – 500 Club Prize Money 10,000.00
Hewlett-Packard – Midfielders Award 1,000.00
Motorsports Spares Int'l., Inc. – Persistence Pays Award 5,000.00

Total Designated Prizes.....\$ 26,250.00

EIGHTEENTH PLACE

Driver: Billy Boat
Car Name: CURB Records
Entrant: CURB/Agajanian/Boat Indy Racing
Crew Chief: Terry Wilbert

Indianapolis Motor Speedway Corporation254,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 32,000.00

Total Cash Prizes.....\$ 286,315.00

Designated Awards:

EDS – 500 Club Prize Money 10,000.00
Sony Disc Manufacturing – Survivor Award 20,000.00
Hewlett-Packard – Midfielders Award 1,000.00
Team Simpson Racing – 5th Highest Finisher..... 1,000.00

Total Designated Prizes.....\$ 32,000.00

NINETEENTH PLACE

Driver: Dario Franchitti (R)
Car Name: Team Green 7-Eleven
Entrant: Team Green, Inc.
Crew Chief: George Klotz

Indianapolis Motor Speedway Corporation152,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 1,250.00

Total Cash Prizes.....\$ 153,565.00

Designated Awards:

American Dairy Association – Indy 500 Rookie Qualifier.....250.00
Monarch Beverage Company – Start Inside Row 10..... 1,000.00

Total Designated Prizes.....\$ 1,250.00

TWENTIETH PLACE

Driver: Shigeaki Hattori (R)
Car Name: EPSON
Entrant: Bradley Motorsports
Crew Chief: Andy Green

Indianapolis Motor Speedway Corporation 150,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 11,250.00

Total Cash Prizes.....\$ 161,565.00

Designated Awards:

American Dairy Association – Indy 500 Rookie Qualifier.....250.00
WorldCom – 500 Club Prize Money 10,000.00
Team Simpson Racing – 6th Highest Finisher..... 1,000.00

Total Designated Prizes.....\$ 11,250.00

TWENTY-FIRST PLACE

Driver: Raul Boesel
Car Name: Menards/Johns Manville
Entrant: Team Menard
Crew Chief: David Milby

Indianapolis Motor Speedway Corporation252,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 16,000.00

Total Cash Prizes.....\$ 268,315.00

Designated Awards:

Allison Transmission – Founders Award 5,000.00
IKON Office Solutions – 500 Club Prize Money 10,000.00
Team Simpson Racing – 7th Highest Finisher..... 1,000.00

Total Designated Prizes.....\$ 16,000.00

TWENTY-SECOND PLACE

Driver: Laurent Redon (R)
Car Name: Mi-Jack
Entrant: Mi-Jack Conquest Racing
Crew Chief: Rich Simon

Indianapolis Motor Speedway Corporation245,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 11,250.00

Total Cash Prizes.....\$ 256,565.00

Designated Awards:

American Dairy Association – Indy 500 Rookie Qualifier.....250.00
Marsh Supermarkets, Inc. – 500 Club Prize Money 10,000.00
Monarch Beverage Company – Start Inside Row 6..... 1,000.00

Total Designated Prizes.....\$ 11,250.00

TWENTY-THIRD PLACE

Driver: Max Papis (R)
Car Name: Red Bull Cheever Racing Infiniti
Entrant: Red Bull Cheever Racing
Crew Chief: Josh Junge

Indianapolis Motor Speedway Corporation 143,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 10,250.00

Total Cash Prizes.....\$ 153,565.00

Designated Awards:

American Dairy Association – Indy 500 Rookie Qualifier.....250.00
Medical Coding Services LLC – 500 Club Prize Money..... 10,000.00

Total Designated Prizes..... \$10,250.00

TWENTY-FOURTH PLACE

Driver: Sarah Fisher
Car Name: Team Allegra/Dreyer & Reinbold Racing
Entrant: Dreyer & Reinbold Racing
Crew Chief: Dane Harte

Indianapolis Motor Speedway Corporation 142,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 21,000.00

Total Cash Prizes.....\$ 163,315.00

Designated Awards:

Snap-On Tools/C.A.M. – Top Wrench Award 5,000.00
Pharmacia – 500 Club Prize Money 10,000.00
SBC/Ameritech – Youngest Starting Driver..... 5,000.00
Team Simpson Racing – 8th Highest Finisher..... 1,000.00

Total Designated Prizes.....\$ 21,000.00

TWENTY-FIFTH PLACE

Driver: Sam Hornish Jr.
Car Name: Pennzoil Panther Dallara
Entrant: Panther Racing, LLC
Crew Chief: Simon Morley

Indianapolis Motor Speedway Corporation240,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 13,500.00

Total Cash Prizes.....\$ 253,815.00

Designated Awards:

Coors Brewing Company – 8th Coors Light Pit Stop Challenge..... 1,500.00
Monarch Beverage Company – Start Inside Row 3..... 1,000.00
Pennzoil Products – 500 Club Prize Money 10,000.00
Team Simpson Racing – 9th Highest Finisher..... 1,000.00

Total Designated Prizes.....\$ 13,500.00

TWENTY-SIXTH PLACE

Driver: Tomas Scheckter (R)
Car Name: Red Bull Cheever Racing Infiniti
Entrant: Red Bull Cheever Racing
Crew Chief: Owen Snyder III

Indianapolis Motor Speedway Corporation 139,000.00
Citizens Speedway Committee (Lap Prizes)..... 38,250.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 117,250.00

Total Cash Prizes.....\$ 294,815.00

Designated Awards:

American Dairy Association – Indy 500 Rookie Qualifier.....250.00
Clarian Health Partners – 500 Club Prize Money..... 10,000.00
Monarch Beverage Company – Start Inside Row 4..... 1,000.00
Bank One – Bank One Rookie of the Year..... 12,500.00
Bombardier Aerospace – Quick Start Award 25,000.00
Clarian Health Partners – Fastest Lap Award..... 8,500.00
Firestone – Leader at Lap 61..... 10,000.00
Infiniti – Leader at Lap 45 if Infiniti 5,000.00
Miller-Eads Co., Inc. – Fastest Lap Award..... 10,000.00
Philip Morris USA – Marlboro Lap Leader Award.....20,000.00
Transco Plastics – Leader at Halfway Award 5,000.00
Union Planters Bank – Leaders Circle – leads most laps 10,000.00

Total Designated Prizes.....\$ 117,250.00

TWENTY-SEVENTH PLACE

Driver: Scott Sharp
Car Name: Delphi
Entrant: Kelley Racing
Crew Chief: Robert Perez

Indianapolis Motor Speedway Corporation238,000.00
Citizens Speedway Committee (Lap Prizes)..... 1,350.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 16,000.00

Total Cash Prizes.....\$ 255,665.00

Designated Awards:

Coors Brewing Company – 9th Coors Light Pit Stop Challenge..... 1,000.00
Simon Property Group – 500 Club Prize Money 10,000.00
Keco Coatings – Leader at 50 Laps 5,000.00

Total Designated Prizes.....\$ 16,000.00

TWENTY-EIGHTH PLACE

Driver: Tony Kanaan (R)
Car Name: Hollywood Mo Nunn Racing
Entrant: Hollywood Mo Nunn Racing
Crew Chief: Don Lambert

Indianapolis Motor Speedway Corporation 137,000.00
Citizens Speedway Committee (Lap Prizes) 10,350.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 20,000.00

Total Cash Prizes.....\$ 167,665.00

Designated Awards:

American Dairy Association – Fastest Qualifying Rookie..... 5,000.00
SunTrust – 500 Club Prize Money 10,000.00
T.P. Donovan Investments, LLC – Top Starting Rookie 5,000.00

Total Designated Prizes.....\$ 20,000.00

TWENTY-NINTH PLACE

Driver: Rick Treadway (R)
Car Name: Sprint/Kyocera Wireless/Airlink Racing
Entrant: Treadway and Associates Racing
Crew Chief: Brian Heriza

Indianapolis Motor Speedway Corporation 136,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 11,250.00

Total Cash Prizes.....\$ 147,565.00

Designated Awards:

American Dairy Association – Indy 500 Rookie Qualifier.....250.00
International Truck & Engine – 500 Club Prize Money..... 10,000.00
Team Simpson Racing – 10th Highest Finisher 1,000.00

Total Designated Prizes.....\$ 11,250.00

THIRTIETH PLACE

Driver: Jimmy Vasser
Car Name: Miller Lite/Rahal Letterman Racing
Entrant: Team Rahal
Crew Chief: Bobby Golasinski

Indianapolis Motor Speedway Corporation 135,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 16,000.00

Total Cash Prizes.....\$ 151,315.00

Designated Awards:

Coors Brewing Company – 4th Coors Light Pit Stop Challenge..... 5,000.00
Finance Center Federal Credit Union – 500 Club Prize Money..... 10,000.00
Monarch Beverage Company – Start Inside Row 7..... 1,000.00

Total Designated Prizes.....\$ 16,000.00

THIRTY-FIRST PLACE

Driver: Bruno Junqueira
Car Name: Target Chip Ganassi Racing G Force
Entrant: Chip Ganassi Racing
Crew Chief: Rick Davis

Indianapolis Motor Speedway Corporation 135,000.00
Citizens Speedway Committee (Lap Prizes)..... 14,400.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 133,000.00

Total Cash Prizes.....\$ 282,715.00

Designated Awards:

Coors Brewing Company – 10th Coors Light Pit Stop Challenge..... 1,000.00
Aearo Company – 500 Club Prize Money 10,000.00
Allison Transmission – Founders Award 5,000.00
Chevrolet – Pole Position..... 10,000.00
Klotz Special Formula Products – Pole Position 1,000.00
MBNA Motorsports America – MBNA Pole Award.....100,000.00
Mi-Jack Products, Inc. – Top Performance Award..... 5,000.00
Monarch Beverage Company – Start Inside Row 1..... 1,000.00

Total Designated Prizes.....\$ 133,000.00

THIRTY-SECOND PLACE

Driver: Mark Dismore
Car Name: Grill 2 Go Sam Schmidt Motorsports Indy Car
Entrant: Sam Schmidt Motorsports
Crew Chief: Phil McRobert

Indianapolis Motor Speedway Corporation 135,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 10,000.00

Total Cash Prizes.....\$ 145,315.00

Designated Awards:

Action Performance Services, Inc. – 500 Club Prize Money 10,000.00

Total Designated Prizes.....\$ 10,000.00

THIRTY-THIRD PLACE

Driver: Greg Ray
Car Name: A.J. Foyt Racing/Harrah's
Entrant: A.J. Foyt Racing
Crew Chief: Bill Spencer

Indianapolis Motor Speedway Corporation234,000.00
Citizens Speedway Committee (Lap Prizes)..... 0.00
Citizens Speedway Committee (Parade).....315.00
Designated Awards 11,000.00

Total Cash Prizes.....\$ 245,315.00

Designated Awards:

Bombardier Aerospace – 500 Club Prize Money 10,000.00

Monarch Beverage Company – Start Inside Row 11..... 1,000.00

Total Designated Prizes.....\$ 11,000.00

ENGINE BUILDERS

Ilmor Engineering

Klotz Special Formula Products – Highest Finishing Engine Builder..... 1,000.00

McLaren Engines

Klotz Special Formula Products – 2nd Highest Finishing Engine Builder.....500.00

TWR Engines

Klotz Special Formula Products – 3rd Highest Finishing Engine Builder500.00

Total Designated Prizes.....\$ 2,000.00

NON-CASH AWARDS

Chevrolet 50th Anniversary Corvette to Race Winner. Approximate value \$50,000.

Helio Castroneves

Maurice LaCroix Limited Edition 18-Karat Rose-Gold Masterpiece Indy 500 Flyback
Annuaire Watch to Race Winner. Value \$10,000.

Helio Castroneves

Maurice LaCroix Limited Edition 18-Karat Rose-Gold Masterpiece Indy 500 Flyback
Annuaire Watch to Winning Chief Mechanic. Value \$10,000.

Rick Rinaman

“Champion of Champions” Ring to Race Winner from Herff Jones. Value \$5,000.

Helio Castroneves

Sony Disc Manufacturing provides a Sony 40” Television, Sony DVD Player and
Sony Surround Sound System. Awarded to driver that “survives” being on the
bubble. Value \$5,000.

Billy Boat

Borg-Warner awards the Race Winner and their Team Owner a Sterling Silver
miniature replica of the Borg-Warner Indianapolis 500-Mile Race Trophy.

Approximate value \$25,000.

Helio Castroneves

Roger Penske

A commemorative tool box and custom ring from Snap-On/C.A.M. to a mechanic that
they select as winner of the “Top Wrench” award. Approximate value \$5,000.

Dane Harte

OFFICIAL BOX SCORE
86th INDIANAPOLIS 500-MILE RACE
Indy Racing League
Sunday, May 26, 2002

FP	SP	Car	Year	Driver	Car Name	C/E/T
1	13	3	1W	Helio Castroneves	Marlboro Team Penske	D/C/F
2	29	26	4	Paul Tracy	Team Green 7-Eleven	D/C/F
3	4	21	1	Felipe Giaffone	Hollywood Mo Nunn Racing	G/C/F
4	26	44	R	Alex Barron	Rayovac Blair Racing	D/C/F
5	6	51	12W	Eddie Cheever Jr.	Red Bull Cheever Racing Infiniti	D//F
6	22	20	2	Richie Hearn	Grill 2 Go Sam Schmidt Motorsports Indy Car	D/C/F
7	25	39	12	Michael Andretti	Motorola/Archipelago	D/C/F
8	11	31	7	Robby Gordon	Menards/Childress/Cingular	D/C/F
9	15	9	5	Jeff Ward	Target Chip Ganassi Racing G Force	G/C/F
10	14	6	2	Gil de Ferran	Marlboro Team Penske	D/C/F
11	21	22	3W	Kenny Brack	Target Chip Ganassi Racing G Force	G/C/F
12	12	7	14W	Al Unser Jr.	Corteco/Bryant	D/C/F
13	30	14	2	Airton Daré	Harrah's/A.J. Foyt Racing	D/C/F
14	24	55	16W	Arie Luyendyk	Meijer	G/C/F
15	20	91	9W	Buddy Lazier	Coors Light/Life Fitness/Tae-Bo/Delta Faucet	D/C/F
16	2	24	6	Robbie Buhl	Team Purex/Aventis/Dreyer & Reinbold Racing	G//F
17	32	30	R	George Mack	310 Racing	G/C/F
18	23	98	5	Billy Boat	CURB Records	D/C/F
19	28	27	R	Dario Franchitti	Team Green 7-Eleven	D/C/F
20	27	12	R	Shigeaki Hattori	EPSON	D//F
21	3	2	12	Raul Boesel	Menards/Johns Manville	D/C/F
22	16	34	R	Laurent Redon	Mi-Jack	D//F
23	18	53	R	Max Papis	Red Bull Cheever Racing Infiniti	D//F
24	9	23	2	Sarah Fisher	Team Allegra/Dreyer & Reinbold Racing	G//F
25	7	4	2	Sam Hornish Jr.	Pennzoil Panther Dallara	D/C/F
26	10	52	R	Tomas Scheckter	Red Bull Cheever Racing Infiniti	D//F
27	8	8	7	Scott Sharp	Delphi	D/C/F
28	5	17	R	Tony Kanaan	Hollywood Mo Nunn Racing	G/C/F
29	17	5	R	Rick Treadway	Sprint/KyoceraWireless/Airlink Enterprises	G/C/F
30	19	19	6	Jimmy Vasser	Miller Lite/Rahal Letterman Racing	D/C/F
31	1	33	1	Bruno Junqueira	Target Chip Ganassi Racing G Force	G/C/F
32	33	99	6	Mark Dismore	Grill 2 Go Sam Schmidt Motorsports Indy Car	D/C/F
33	31	11	5	Greg Ray	A.J. Foyt Racing/Harrah's Ilmor Engineering McLaren Engines TWR Engines	D/C/F

Time of Race: 3:00:10.8714 **Average Speed:** 166.499 mph **Margin of Victory:** under caution
Clarian Health Partners "Fastest Lap" Award: #52 Tomas Scheckter (Race lap 20, 226.499 mph, 39.7353 sec.)

Fastest Leading Lap: #52 Tomas Scheckter (Race lap 54, 226.320 mph, 39.7667 sec.)

MBNA Pole Award: #33 Bruno Junqueira (231.342 mph, 2:35.6136)

Bank One Rookie of the Year: #44 Alex Barron, #52 Tomas Scheckter

Coors Light Pit Stop Challenge: Marlboro Team Penske (#3 Helio Castroneves)

Firestone "Leader at Lap 61" Award: #52 Tomas Scheckter

The Marlboro "Lap Leader" Award: #52 Tomas Scheckter

Chassis Legend: D=Dallara (23); G=G Force (10)

Engine Legend: C=Chevrolet (26); I=Infiniti (7)

Tire Legend: F=Firestone (33)

Legend: R=Indianapolis 500 Rookie (9); W=Indianapolis 500 Winner (6); *-Event Record

**OFFICIAL BOX SCORE (cont.):
86th INDIANAPOLIS 500-MILE RACE
Sunday, May 26, 2002**

Laps Comp.	Running/ Reason Out	Total IRL Points	Total IRL Points	IRL Standings	IRL Awards	Designated Awards	Total Awards
200	Running	50	195	1	\$1,130,000	\$476,215	\$1,606,215*
200	Running	40	40	24	483,000	6,315	489,315
200	Running	35	140	4	433,000	47,315	480,315
200	Running	32	109	5	338,000	74,115	412,115
200	Running	30	86	12	320,000	28,515	348,515
200	Running	28	60	17	310,000	20,815	330,815
200	Running	26	26	29	211,000	7,715	218,715
200	Running	24	24	30	192,000	12,000	204,000
200	Running	22	97	7	285,000	23,815	308,815
200	Running	20	169	2	280,000	13,165	293,165
200	Running	19	19	33	177,000	11,315	188,315
199	Running	18	96	8	273,000	15,765	288,765
199	Running	17	91	9	270,000	11,815	281,815
199	Running	16	16	34	291,000	47,815	338,815
198	Accident	15	82	14	263,000	14,615	277,615
198	Running	14	49	22	270,000	18,315	288,315
198	Running	13	66	16	257,000	26,565	283,565
198	Running	12	86	12	254,000	32,315	286,315
197	Running	11	11	35	152,000	1,565	153,565
197	Engine	10	39	25	150,000	11,565	161,565
197	Running	9	9	36	252,000	16,315	268,315
196	Accident	8	89	11	245,000	11,565	256,565
196	Running	7	7	39	143,000	10,565	153,565
196	Running	6	38	26	142,000	21,315	163,315
186	Running	5	159	3	240,000	13,815	253,815
172	Accident	6	55	19	139,000	155,815	294,815
137	Engine	3	101	6	238,000	17,665	255,665
89	Accident	2	2	41	137,000	30,665	167,665
88	Accident	1	51	21	136,000	11,565	147,565
87	Gearbox	1	23	31	135,000	16,315	151,315
87	Gearbox	1	1	42	135,000	147,715	282,715
58	Handling	1	1	42	135,000	10,315	145,315
28	Accident	1	1	42	234,000	11,315	245,315
						1,000	1,000
						500	500
						500	500
TOTAL					\$8,650,000	\$1,378,580	\$10,028,580 *

Lap Leaders:		Lap Leaders:		Lap Leader Summary:		Caution Flags:	
Laps	Car Driver	Laps	Car Driver	Driver	Times Total	Laps	Reason/Incident
1-32	#33 Bruno Junqueira	150-157#6	Gil de Ferran	Tomas Scheckter	4 85	30-36	#11 Ray, accident T1
33-63	#52 Tomas Scheckter	158-160#21	Felipe Giaffone	Bruno Junqueira	1 32	79-87	Debris
64-66	#17 Tony Kanaan	161-165#44	Alex Barron	Helio Castroneves	1 24	90-98	#17 Kanaan, #5 Treadway, accident T3
67	#8 Scott Sharp	166-172#52	Tomas Scheckter	Tony Kanaan	2 23	173-180	#52 Scheckter, accident T4
68	#6 Gil de Ferran	173-176#21	Felipe Giaffone	Gil de Ferran	3 13	199-200	#91 Lazier, #34 Redon, accident T2
69	#7 Al Unser Jr.	177-200#3	Helio Castroneves	Felipe Giaffone	4 12		
70-89	#17 Tony Kanaan			Alex Barron	2 7		
90-91	#21 Felipe Giaffone			Scott Sharp	2 3		
92-120	#52 Tomas Scheckter			Al Unser Jr.	1 1		
121-124	#6 Gil de Ferran						
125-126	#8 Scott Sharp						
127-129	#21 Felipe Giaffone						
130-131	#44 Alex Barron						
132-149	#52 Tomas Scheckter						
Total: 19 lead changes among 9 drivers				Total: 5 caution flags, 35 laps			



(Schedule is subject to change.)

Sun., May 4	Opening Day <ul style="list-style-type: none">• Practice
Mon., May 5 – Fri., May 9	Practice
Sat., May 10	Pole Day <ul style="list-style-type: none">• MBNA Pole Qualifying• Practice
Sun., May 11	Second-day Qualifying
Mon., May 12 – Tues., May 13	No track activity
Wed., May 14 – Sat., May 17	Practice
Sun., May 18	Bump Day <ul style="list-style-type: none">• Final day of qualifying
Mon., May 19 – Tues., May 20	No track activity
Wed., May 21	500 Festival Community Day
Thurs., May 22	Carburetion Day <ul style="list-style-type: none">• Final practice• Indy 500 Pit Stop Competition• Concert
Fri., May 23	No track activity
Sat., May 24	Public driver's meeting
Sun., May 25	87 th Indianapolis 500-Mile Race <ul style="list-style-type: none">• 11 a.m. (EST)• ABC-TV & IMS Radio Network