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INDIANAPOLIS 500  
SPECIAL



# Hamilton County Reporter



Photo by Brian Reddick/RDK PhotoGraphic

Ryan Hunter-Reay celebrates moments after holding off Helio Castroneves at the finish to win the Indianapolis 500 Sunday. The win was the first ever at the Indianapolis Motor Speedway for Hunter-Reay, the 2012 IndyCar champion.

*“Proud American boy” wins the race...*

# It’s Hunter-Reay’s day

By RICHIE HALL  
Reporter Sports Editor

Drivers at the Indianapolis 500 always want to go. The fans love to see them go.

But a decision to stop brought big cheers with eight laps to go in the race Sunday at the Indianapolis Motor Speedway. That decision resulted in one of the most exciting finishes ever in the history of the race.

American Ryan Hunter-Reay held off Helio Castroneves to win his first-ever Indy 500. Hunter-Reay and the three-time champion engaged in an incredible duel during the last six laps of the race, with Hunter-Reay's No. 28 DHL Honda car holding off Castroneves by 0.06 seconds - the second-closest ever finish in race history.

"My dream has come true and I'm a proud American boy, that's for sure," said Hunter-Reay immediately after holding the Borg-Warner trophy and taking the traditional drink of milk. Hunter-Reay's victory was the first by an American since Sam Hornish Jr. took the checkered flag in 2006.

The race was halted after 192 laps due to massive amounts of debris on Turn 2. That debris had already forced a yellow flag, but seconds later, Townsend Bell crashed in the turn, making hard contact with the SAFER Barrier.

The race stoppage was unusual - maybe even unprecedented. But it ensured that the fans would get to see green-flag racing for the final few laps of the race. Michael Andretti, whose Andretti Autosport owns the No. 28 car of Hunter-Reay, approved of the decision.

"There was enough time for racing still," said Andretti.

At the time of the stoppage, the race was being hotly contested between Hunter-Reay, Castroneves and Michael's son Marco Andretti. So, which storyline would win - would it be Hunter-Reay, the 2012 IndyCar champion finally winning the Big One? Would Castroneves join the likes of A.J. Foyt, Al Unser and Rick Mears in the Four-Time Champions Club? Or would Marco end decades of frustration for his family and reverse the so-called "Andretti Curse?"

After running Laps 193 and 194 under caution, the track went green again on Lap



Photo by Brian Reddick/RDK PhotoGraphic

Ryan Hunter-Reay gets a victory kiss from wife Beccy Gordon after his victory at the Speedway.

195 with Hunter-Reay the leader, as he was at the red flag. Castroneves got the lead back in Turn 1 at Lap 196. Andretti then tried to overtake Hunter-Reay for second, but was unable to. Andretti remained within striking distance, but couldn't catch the other two after that point.

"The fact that I was racing Helio and Marco, I knew there was going to be no funny business," said Hunter-Reay. "Racing those guys was great."

Hunter-Reay darted around back of Castroneves to grab the lead on Turn 3 of Lap 197, with Helio getting it back a couple turns later. But Hunter-Reay's move on the outside right before the white flag got him

the lead again, and he was able to hold on for the photo finish.

"It was a battle, man, it was really tough," said Castroneves. "It's great. I think the fans enjoyed it. I enjoyed the race. I was having a good time."

The fantastic finish saved a race that seemed to be in danger of imploding after an entertaining first 149 laps. They were an IndyCar promoter and a racing fan's dream, running under green the whole time. They featured 23 lead changes, great competition, and many fan favorites out front, such as pole-sitter Ed Carpenter, James Hinchcliffe and last year's winner Tony Kanaan.

But it turned out to be a frustrating day for all three men. Kanaan ran out of gas

about a third of the way through the race, then got his gear stripped while trying to re-start his car. That put him down 19 laps and well out of contention - he would go on to finish 26th, only finishing 177 laps.

The first caution of the day came on Lap 150 when Charlie Kimball spun out on Turn 2 and made light contact. The race was back to green eight laps later, but another yellow came out on Lap 168 after Scott Dixon made hard contact with the SAFER Barrier.

As Michael Andretti said later, once a yellow comes out, it breeds more yellows. That became the case. The track was green again on Lap 175, but quickly went to yel-

See Hunter-Reay...Page 2



# Fantastic finish

By **RICHIE HALL**  
**Reporter Sports Editor**

It was definitely an eyebrow-raising decision - halt the Indianapolis 500 with eight laps to go to clean up debris?

Doing so was a little bit of an interesting step for a race that every so often finishes under caution. Some of the most memorable and popular wins have happened with a combined yellow and checkered flag . Twenty-five years ago, Emerson Fittipaldi and Al Unser Jr. touched wheels with a lap-and-a-half left. Little Al went into the wall, Fittipaldi went into Victory Lane - slower than he would've like, but he still made it.

Last year, Tony Kanaan finally got his long-sought 500 win, but he had to crawl to the finish, too. Dario Franchitti's crash with three laps left meant another finish under yellow.

It could've happened this year. Debris forced a caution with eight laps to go, and that situation was only exacerbated when Townsend Bell hit the SAFER Barrier on Turn 2. In what had been a remarkably caution-free race, suddenly there had been a stretch of 19 out of 31 laps under yellow

between Laps 149 to 180. The first one of those cautions was eight laps.

Dave Furst of Channel 6 reported that the decision to halt the race was actually made in a morning meeting, as part of a "what if" scenario. In racing, one has to be prepared for anything.

Certainly, no one was prepared for how exciting the final six laps would be. After Laps 193 and 194 were under yellow, the green flag came back out for Lap 195, and it allowed for a fantastic finish between Ryan Hunter-Reay and Helio Castroneves.

Hunter-Reay led going into Turn 1, and maintained the lead going into Lap 196, until Castroneves got him in Turn 1. Castroneves' lead at that point was .1544 seconds - which seemed like an eternity at that point.

Castroneves held the lead until Turn 3 of Lap 197, when Hunter-Reay got it back on the inside of Turn 3, darting around Castroneves and nearly clipping in the infield grass to re-gain the lead. (Castroneves said of Hunter-Reay's move later in his post-race press conference: "There's a fine line between stupid and brave.")

Castroneves got the lead a half-lap later in a more traditional way, making the outside pass on Turn 1 with two laps to go. As they came into Turn 3, Castroneves moved toward the inside, not allowing Hunter-Reay to repeat his inside move from the lap before. With a sudden burst of speed, Castroneves extended his advantage into Turn 4, cutting off Hunter-Reay as they moved into the straightaway.

With Marco Andretti close behind in third, Hunter-Reay had to wait a couple seconds before sliding into position. He found it just before the start/finish line, getting ahead of Castroneves and grabbing the Lap 199 lead by 0.235 seconds.

Ryan held the lead for the last lap by a comfortable distance - comfortable, in this case, meaning about a third of a second. Castroneves came barreling down on him in the straightaway as the checkered flag was flying, but it was apparent that Hunter-Reay would have enough to hold him off.

Maybe if the race had been 501 miles, Castroneves could have gotten him - but Sunday was Hunter-Reay's day.

## Official Indianapolis 500 results

Results Sunday of the 98th Running of the Indianapolis 500 Mile Race Verizon IndyCar Series event on the 2.5-mile Indianapolis Motor Speedway, with order of finish, starting position in parentheses, driver, chassis-engine, laps completed and reason out (if any):

1. (19) Ryan Hunter-Reay, Dallara-Honda, 200, Running  
2. (4) Helio Castroneves, Dallara-Chevy, 200, Running  
3. (6) Marco Andretti, Dallara-Honda, 200, Running  
4. (7) Carlos Munoz, Dallara-Honda, 200, Running  
5. (10) Juan Pablo Montoya, Dallara-Chevy, 200, Running  
6. (12) Kurt Busch, Dallara-Honda, 200, Running  
7. (17) Sebastien Bourdais, Dallara-Chevy, 200, Running  
8. (3) Will Power, Dallara-Chevy, 200, Running  
9. (31) Sage Karam, Dallara-Chevy, 200, Running  
10. (9) JR Hildebrand, Dallara-Chevy, 200, Running  
11. (18) Oriol Servia, Dallara-Honda, 200, Running  
12. (5) Simon Pagenaud, Dallara-Honda, 200, Running  
13. (24) Alex Tagliani, Dallara-Honda, 200, Running  
14. (27) Jacques Villeneuve, Dallara-Honda, 200, Running  
15. (32) Sebastian Saavedra, Dallara-Chevy, 200, Running  
16. (28) James Davison, Dallara-Chevy, 200, Running  
17. (21) Carlos Huertas, Dallara-Honda, 200, Running  
18. (30) Ryan Briscoe, Dallara-Chevy, 200, Running  
19. (23) Takuma Sato, Dallara-Honda, 200, Running  
20. (13) Jack Hawksworth, Dallara-Honda, 200, Running  
21. (15) Mikhail Aleshin, Dallara-Honda, 198, Running  
22. (14) Justin Wilson, Dallara-Honda, 198, Running  
23. (29) Martin Plowman, Dallara-Honda, 196, Running  
24. (22) Pippa Mann, Dallara-Honda, 193, Running  
25. (25) Townsend Bell, Dallara-Chevy, 190, Contact  
26. (16) Tony Kanaan, Dallara-Chevy, 177, Running  
27. (1) Ed Carpenter, Dallara-Chevy, 175, Contact  
28. (2) James Hinchcliffe, Dallara-Honda, 175, Contact  
29. (11) Scott Dixon, Dallara-Chevy, 167, Contact  
30. (8) Josef Newgarden, Dallara-Honda, 156, Contact  
31. (26) Charlie Kimball, Dallara-Chevy, 149, Contact  
32. (33) Buddy Lazier, Dallara-Chevy, 87, Mechanical

33. (20) Graham Rahal, Dallara-Honda, 44, Electrical

Race Statistics  
Winners average speed: 186.563  
Time of Race: 02:40:48.2305  
Margin of victory: 0.0600 of a second  
Cautions: 5 for 21 laps  
Lead changes: 34 among 11 drivers

Lap Leaders:  
Hinchcliffe 1-9  
Carpenter 10-28  
Hinchcliffe 29  
Power 30  
Kanaan 31  
Aleshin 32  
Hinchcliffe 33-36

Power 37-57  
Andretti 58-61  
Castroneves 62  
Dixon 63  
Montoya 64-66  
Castroneves 67-91  
Carpenter 92-93  
Dixon 94  
Montoya 95-99  
Hunter-Reay 100-107  
Castroneves 108-117  
Hunter-Reay 118-123  
Dixon 124  
Montoya 125-132  
Hunter-Reay 133-138  
Andretti 139-153  
Carpenter 154-157  
Hunter-Reay 158-162

Carpenter 163  
Hunter-Reay 164-170  
Tagliani 171-173  
Hunter-Reay 174-181  
Andretti 182  
Hunter-Reay 183-184  
Castroneves 185  
Hunter-Reay 186-195  
Castroneves 196  
Hunter-Reay 197-200

Point Standings: Hunter-Reay 274, Power 234, Castroneves 220, Pagenaud 211, Andretti 192, Munoz 160, Montoya 152, Bourdais 143, Dixon 132, Wilson 123.



Photo by Brian Reddick/RDK PhotoGraphic

Helio Castroneves holds his daughter Mikaella after his post-race press conference.

## HUNTER-REAY

low again in the strangest crash of the day. As Lap 176 began, Hinchcliffe, Carpenter and Bell (inside to outside) went three wide into Turn 1. Bell and Carpenter made slight contact, pushing Carpenter off to the left. With nowhere to go, Hinchcliffe made contact with Carpenter, and the two slid into the SAFER Barrier. Bell managed to get out of it unscathed (that time, anyway).

With that, the top two qualifiers (Hinchcliffe started the race second) and two of the most popular people on the track (hometown guy Carpenter is a Butler University graduate, the quirky Hinchcliffe is a social media star) were done. Carpenter was fuming afterwards.

Moments after the crash, on ABC-TV, Carpenter had this to say: "I told him if he didn't have a concussion last week, I would have punched him in the face." Hinchcliffe suffered a concussion during practice earlier in the month.

For his part, Hinchcliffe was contrite after the crash, saying that it was partly his fault ("I was the last guy on the scene") and partly Bell's fault, but not at all Carpenter's fault.

The race went green again at Lap 180, and there was some good racing. Andretti, Hunter-Reay and Castroneves started their showdown at that point, and race officials had the good sense to let them have at it after the debris and Bell's subsequent crash threatened to rob the race of a great finish.

The yellow flags in the last quarter of the race did rob it of a chance to be the fastest one ever. The average speed was 186.563 mph, down slightly from last year record pace of 187.433. mph Before the first caution, the average was staying around 212 to 213 mph.

This edition of the 500 was also notable for the return of two former champions: Jacques Villeneuve, the 1995

winner, and Juan Pablo Montoya, who earned a victory in 2000. Villeneuve finished 14th in a non-descript day, while Montoya led two laps and had the fastest lap of the day (225.191) on Lap 182. However, he had been called for a pit speed violation earlier in the race, which knocked him out of contention, although he did work his way back up to fifth by the checkered flag.

Carlos Munoz, the runner-up last year, took fourth. Kurt Busch, the veteran NASCAR driver, took sixth in his first-ever go at Indy. Busch was attempting the race day double - running in the Indy 500 and the Coca-Cola 600 in Charlotte, N.C. later that night. Busch made it to Charlotte on time, but unfortunately suffered a crash about two-thirds through the race. He finished 40th out of 43 drivers, completing 271 of 400 laps.





Photo by Brian Reddick/RDK PhotoGraphic

Indianapolis Motor Speedway Chairman Mari Hulman George and Jim Nabors wave to the crowd after giving the famous command “Lady and Gentleman, Start Your Eninges!” This was after Nabors sang “Back Home Again in Indiana for the final time at the Speedway.

# Nabors performs “Back Home Again” for final time

Jim Nabors didn't know he was going to be singing "Back Home Again in Indiana" way back in 1972. Seriously. He thought he would be singing "The Star-Spangled Banner" before the Indianapolis 500. But he was informed by the conductor that he would be singing that old Hoosier standard that had been opening the race for so many years. "I looked at him kind of funny and I said, 'I'm from Alabama. Do you still want me to do it?'" said Nabors. "I had no idea that it'd be all these years later and I'd still be doing this."

Nabors sang the song off and on between 1972 and 1986, then continuously from 1987 until 2014 (except in 2007), when he announced this would be his last year. Nabors' performance has become as much a part of Indy 500 tradition as anything else. "There's a time in life when you have to move on," said Nabors. "I'll be 84 this year and I just figured it was time." After his performance, Indianapolis Motor Speedway chairman Mari Hulman George let Nabors have the microphone one more time - he joined her in saying the words of another 500 tradition: “Lady and Gentlemen, Start Your Engines!”

Photo by Brian Reddick/RDK PhotoGraphic

Indiana State Police Superintendent Doug Carter talks with a fellow officer before the race. Supt. Carter was the Hamilton County Sheriff for eight years.







Photos by Brian Reddick/RDK PhotoGraphic

The 2014 front row (from left): Will Power, James Hinchliffe and Ed Carpenter make their way to their cars during the driver introductions.



LEFT: Ryan Briscoe's crew works on his care during a pit stop.

BELOW: Indianapolis Colts quarterback Andrew Luck and Riley kids MaKenzi Rooksberry, 11, and Johliel Austin, 14, deliver the green flag.



Andretti Autosport owner Michael Andretti and Ryan Hunter-Reay address the media after the race.



Juan Pablo Montoya, the 2000 Indianapolis 500 champion, returns to the track after a pit stop. He finished fifth.

