

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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APRIL INDYCAR HIGHLIGHTS

AT PHOENIX INTERNATIONAL RACEWAY • PHOTOS BY RANDALL BOHL

High speeds, strategic pit stop gambles, unexpected mechanical problems and amazing car control came into play as IndyCar returned to the Valley in the Desert Diamond West Valley Phoenix Grand Prix on April 2. Reigning Verizon IndyCar Series champion Scott Dixon, driver of the No. 9 Chevrolet for Chip Ganassi Racing, scored his first victory at Phoenix International Raceway. It was the first Indy car race at PIR since 2005 and the first run under the lights. Though the 250-lap race was slowed by six caution flags, including a final one with two laps to go when Alexander Rossi grazed the wall, Dixon still recorded the fastest-ever winning speed—139.822 mph—in the 53-year history of PIR's one-mile oval, scoring the 39th win of his storied career, tying Al Unser for fourth on the all-time Indy car winners list.

"It was definitely one of the toughest races on these short ovals. It's our first time back here, and definitely I think we can make some adjustments for next year to get some more side-by-side stuff going on. I'm just so happy for the team," said Dixon, a 35-year-old New Zealander.

Dixon, who qualified sixth-fastest, benefitted from nearly identical problems experienced by two Team Penske members. Pole sitter Helio Castroneves—who became the first driver in history to top 190 mph for a lap at a one-mile oval during time trials—led the first 39 laps before a flat right front tire sent him high in Turn 1. The three-time Indy 500 winner used every bit of his skill to keep his Penske Dallara-Chevrolet off the wall. Castroneves' teammate, Juan Pablo Montoya, took over the top spot and led for 56 laps before he also got a flat right front tire, displaying masterful car con-

trol to avoid the outside barrier. Slow trips to the pits and time for service left both stars two laps behind. They fought hard to get back onto the lead lap, but never again got close to the leaders.

Dixon moved up as the field started to encounter lapped traffic. When Montoya slowed, it was Dixon who inherited the lead on Lap 95. The four-time series champion withstood attacks from two other Penske drivers, Will Power and Simon Pagenaud, as well as his own teammate, Tony Kanaan, over the final 155 laps, to take the checkered flag, beating Pagenaud by .06825 of a second, with Power third, followed by Kanaan, as Chevrolet engines swept the top four positions. Graham Rahal was the highest-placed Honda pilot in fifth.

Earlier in the day, Kyle Kaiser had a dominant performance to win his first Indy Lights race, leading all 90 laps after qualifying on the pole. Ed Jones finished second, and RC Enerson, Santiago Urrutia, and Dean Stoneman rounded out the top five. There was one caution for a spin by Heamin Choi, who was uninjured. ■



INDIANAPOLIS MOTOR SPEEDWAY MUSEUM

LEGENDS • DARING • SPEED

Indianapolis Motor Speedway Museum's new name honors the glory of motor racing: focus on legends, daring and speed drive Museum makeover

INDIANAPOLIS, IN. - The Hall of Fame Museum has revealed a new brand and name: the Indianapolis Motor Speedway® Museum (IMSM). The name aligns with an unrivaled collection of automobiles and racing artifacts that follow the history of motor racing, Indy racers and the story of the extraordinary people who helped create the American automotive industry.

Incorporating an image of the Borg-Warner Trophy into a bold new logo represents the first step toward enriching the visitor experience to the world-renowned raceway museum in this, the 100th year of running at the Indianapolis Motor Speedway and 60th year of the Museum.

Five miles northwest of downtown Indianapolis on the grounds of the famous Speedway, the Museum is home to the most recognized winners in racing, where the stories, heroics, cars and historical memorabilia come to life. The Museum commemorates more than a century of racing at the Speedway and fosters public understanding of the innovation, thrill and adventure of motor sport racing.

The Museum's new website has improved navigation and functionality, with detailed information about automobiles and drivers, including interviews with Indy500 winners. The new site is compatible with browsers and mobile devices.

Following a master planning initiative by Indianapolis architects, Schmidt Associates, a schedule will be announced for updating and redesigning the museum and exhibiting its large array of valuable artifacts and racing memorabilia. ■