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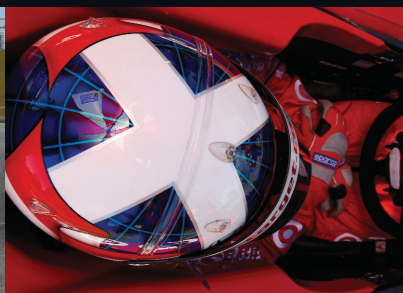
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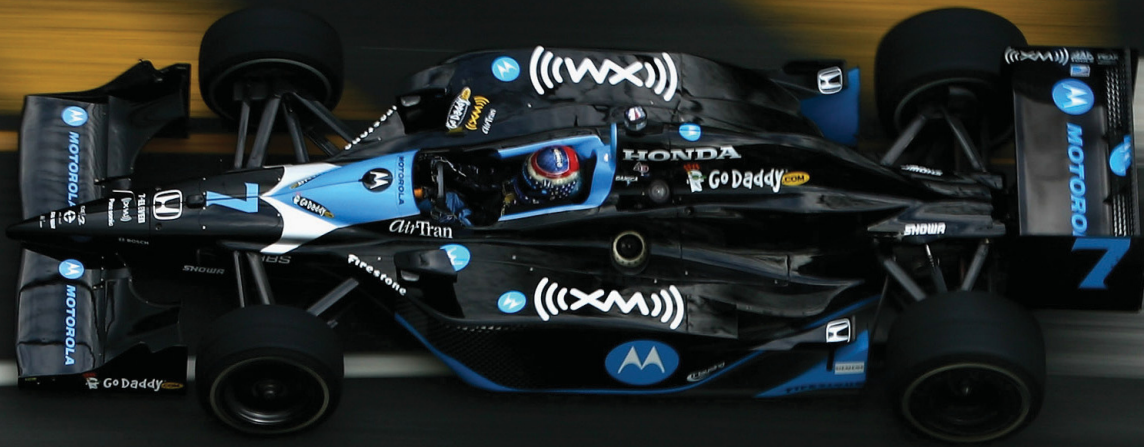
SCOTT DIXON

RYAN BRISCOE

DARIO FRANCHITTI

DAN WHELDON





10

ROAD WARRIORS

Danica Patrick and Co. headed to Australia for an end-of-season street spectacular



Start your engines! Take a look back at some great action from the 2008 IndyCar Series. And roll on 2009!

(Above) One of the great things about Surfers Paradise? All those tall buildings to shoot from. (Right) Comeback kid Dario Franchitti got an early outing in the Oz race

For everything IndyCar
indycar.com

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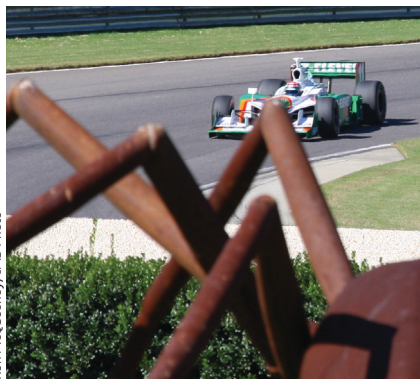
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Ron McQuereeny/TMS Photo

IT'S SWEET HOME ALABAMA FOR TEST



Dan Strech/LAT

OLD FACES IN THEIR NEW RACE PLACES



INDY AND ETHANOL ON WORLD STAGE



Pete Klingner/LAT

VIDEO

They're among the best drivers in the world, but even the stars of the IndyCar Series make the odd mistake. Enjoy!



Arachnophobes will have to suck it up if they want to see their IndyCar Series heroes in action at spring testing next March

A VISIT TO THE

Spring testing heads to high-tech Alabama track

Barber Motorsports Park will join Homestead-Miami Speedway in a 2009 spring testing doubleheader for the IndyCar Series and Firestone Indy Lights.

In the final major shakedown before the season roars into life on the streets of St. Petersburg on Sunday, April 5, IndyCar Series teams will test on Homestead's 1.5-mile oval Feb. 24-25, then reconvene in Alabama at Barber's state-of-the-art road course for two days of testing March 21-22. The Firestone Indy Lights field will get its own track time on Feb. 23-24 in

Homestead and March 2

With winter testing re Racing League rules, the major significance, especially with new drivers and engines used for IndyCar Series in 2007, when several driver shift gearboxes introduced and its sweeping layout proved a hit with the tea

"We had a very successful IndyCar Series spokesma

MAGNIFICENT SEVEN GET ALL-AMERICA

Six IndyCar Series drivers and the Firestone Indy Lights champ earned spots on the 2008 All-America Auto Racing Team.

Scott Dixon, Helio Castroneves and Raphael Matos have been voted to the All-America Auto Racing First Team by the American Auto Racing Writers and Broadcasters Association. They are among 17 drivers eligible for the Jerry Titus Award for the Driver of the Year on Jan. 10 in Ontario, Calif.

Dixon, the 2008 Indy 500 and IndyCar Series champ, and runner-up Castroneves

swept first-team hono category as the top two are now four-time All-

Matos earned first-t Large category, the fifth champion since 2002 compete in the IndyCar Dragon Racing (see pag

Ryan Briscoe and Tor to the Second Team. Fo fourth time on the rostr Dan Wheldon earned H

The world is watching... IndyCar Series drivers Scott Dixon, Justin Wilson (right) and E.J. Viso were all nominated for honors at the prestigious Autosport magazine awards banquet in London

Darrell Ingham/Getty Images

NEWS NEWS NEWS NEWS NEWS NEWS

indycar.com



FAST FACT

Barber's Motorsports Museum houses the largest collection of historic motorcycles in the USA - over 1000 of them!

E BARBER

Ron McQueerney/IMS Photo

Will an IndyCar Series race follow it in 2010?

20 in 'Bama. Restricted under Indy the spring tests have specially for teams running engineers. Barber was first running in the fall of drivers tested the paddled for the '08 season, and modern facilities teams. Successful debut there," said an John Griffin. "The

drivers loved it and gained a lot of knowledge from the facility. Another key to using a facility for preseason tests is finding good weather, and we feel we'll have good weather at Barber."

Barber already hosts several major U.S.-based championships, so could it be a contender for a 2010 IndyCar Series race date?

"I don't want to put a percentage on that happening, but I can say this test is a step in the right direction," said Griffin. "We want to gauge the reaction from the drivers and the response from the local fans."

SLOTS

rs in the open-wheel to vote-getters. Both Americans. team honors in the At h Firestone Indy Lights to do so. Matos will r Series with Luczo ge 20) in 2009. ny Kanaan were voted or Kanaan, it was his er. Danica Patrick and Honorable Mentions.



Like in the IndyCar Series, Dixon and Castroneves were one-two in All-American open-wheel voting

Paul Webb/LAT



Inside Line

Jeff Olson, Senior Writer

10 OF THE BEST

Winter's chill sees Olson looking back

WS**BREAKING NEWS**BREA

Click on all the latest stories from indycar.com





No trip Down Under to Surfers is complete without a few fun diversions. Graham Rahal got to fly in an Aussie Army Blackhawk 'copter, while E.J. Viso and Mario Moraes played beach volleyball with some locals. Which was the most fun? Hey, you decide...



GO DANICA

New "slightly inappropriate" Super Bowl ad is in the can!

Danica Patrick was the most-searched athlete on AOL in 2008. She'll likely get a boost early in 2009 by appearing in a Go Daddy commercial during the first half of Super Bowl XLIII on Feb. 1.

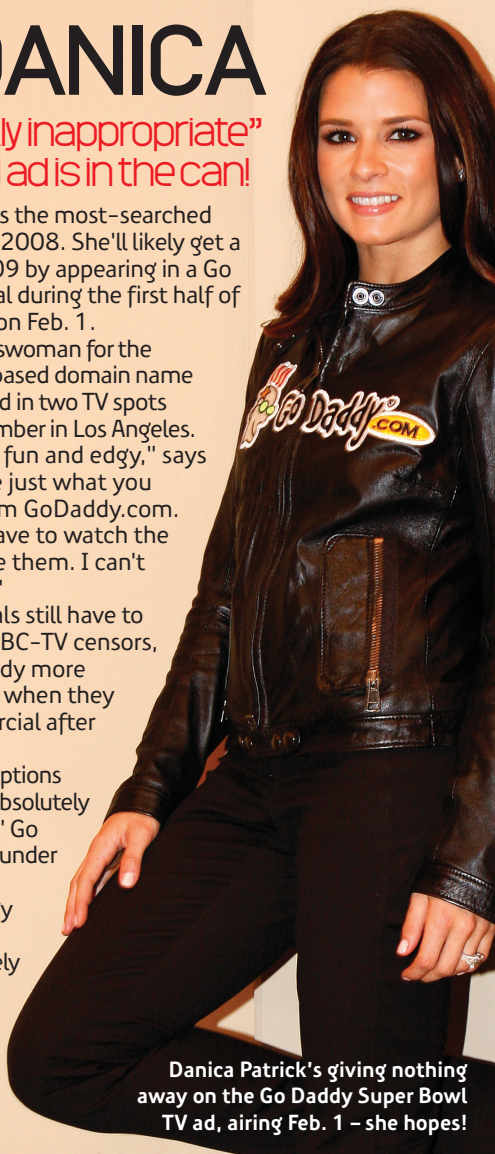
Patrick, a spokeswoman for the Scottsdale, Ariz.-based domain name registrar, is featured in two TV spots filmed early December in Los Angeles.

"They are both fun and edgy," says Patrick. "They are just what you would expect from GoDaddy.com. You're going to have to watch the Super Bowl to see them. I can't ruin the surprise."

The commercials still have to be approved by NBC-TV censors, who gave Go Daddy more publicity in 2005 when they pulled its commercial after one airing.

"We have two options and they're both absolutely Go Daddy-esque," Go Daddy CEO and founder Bob Parsons says.

"They are fun, edgy and slightly inappropriate; surely network censors will have a sense of humor, people could use a good laugh these days."



Danica Patrick's giving nothing away on the Go Daddy Super Bowl TV ad, airing Feb. 1 - she hopes!

Lesley Ann Miller/LAT



Jonathan Ferrey/Getty Images

Same action, less noise

A more fan-friendly IndyCar Series car will be racing in 2009, thanks to an exhaust system that reduces noise by about 9 decibels.

The system costs about the same as the '08 exhaust and is set to be standard kit on all cars, following successful tests.

"Honda has been the prime mover in trying to get a more acceptable level of exhaust noise, and embarked on a fairly extensive R&D program in 2008," says Les Mactaggart, senior technical director for the IndyCar Series. "It sounded favorable and like a big improvement over what we currently have, and hopefully it will give us the opportunity to make the cars more fan-friendly at the areas where the spectators are in fairly close proximity to the track (such as St. Petersburg, Edmonton and Toronto).

"It contains a much larger canister that absorbs the noise energy and converts it to heat. To make an exhaust more efficient, you increase the size of the silencer, and that was quite a challenge because you have to get it within the existing bodywork. We've used up all the available space to get this canister in."

The Firestone Indy Lights series will also be turning down the noise levels in 2009. A change to a 180-degree crankshaft in the 420hp engines has already been vetted on ovals and road courses and offers a significant reduction.

The friendly Dragon

Luczo Dragon Racing generated more than \$500k for charities during IndyCar Series' '08 season.

Through its program, Luczo Dragon Racing joins forces with 12 athletes and donates money raised to the charities supported by the athletes. In '08, the athletes included two-time NBA MVP Steve Nash, four-time Indy 500 winner Rick Mears, five-time Pro Bowl quarterback

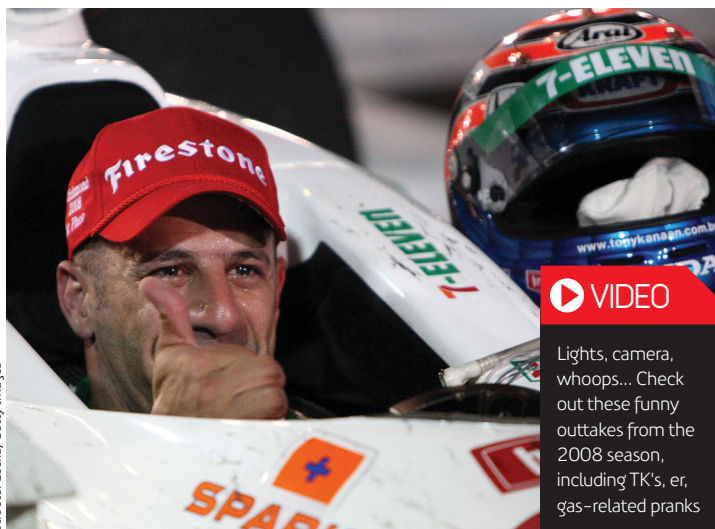
Donovan McNabb and tennis greats Serena and Venus Williams.

The program, initiated by team owners Steve Luczo and Jay Penske, is aimed at increasing auto racing's exposure and encouraging a philanthropic spirit that would inspire others to make an impact in their own communities.

Luczo Dragon Racing will race the full IndyCar Series season in 2009.



Darrell Ingham/Getty Images



VIDEO

Lights, camera, whoops... Check out these funny outtakes from the 2008 season, including TK's, er, gas-related pranks

Streeter Lecka/Getty Images

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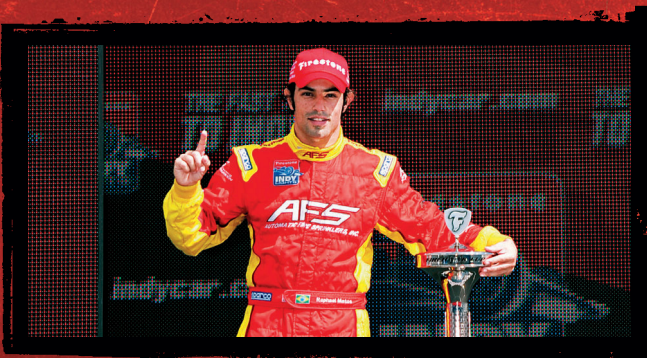
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There's no doubting this is Team USA... Marco Andretti is the guy at the wheel, and the results are already starting to come for him and the AGR squad in their new venture



MARCO SCORES IN WORLD CUP

Andretti gets results out of the box with AGR's A1GP program

Marco Andretti proved a fast learner when he delivered Andretti Green Racing an A1GP World Cup of Motorsport race podium in only his second outing in the series.

Andretti took a fighting third in the second of the weekend's two races in Sepang, Malaysia, after scoring points for eighth on his debut in Chengdu, China, two weeks earlier. AGR is the new American franchise holder in the international open-wheel series, which

uses powerful Ferrari-engined spec racers in a season that runs from October to May.

The third-generation Andretti is hoping that a season of racing in A1 GP will further sharpen his chops for the increase in road course races on the 2009 IndyCar Series, his third full season in the category.

"Doing this is great for me," he says. "The physical side of it is awesome; learning in a car that isn't working so well is awesome,

because it all helps you to learn, and the competition here is unbelievable.

"It's kind of crunch time for me back in the States. I've had a lot of bad luck in the last couple of years, but when that comes back around to my side, and we get some consistency, we're going to be there."

Andersen moves in at RLR

Andersen Racing has moved its Firestone Indy Lights operation from Palmetto, Fla., to the Rahal Letterman Racing shop in Hilliard, Ohio.

Andersen Racing is the official development team of Rahal Letterman Racing.

"Following two very successful seasons in Firestone Indy Lights, we have decided to significantly advance our program in that series by permanently relocating it to RLR's headquarters," team owner Dan Andersen said. "We will have access to all areas. Our cars will be worked on in bays adjacent to RLR's IndyCar Series operation, and our engineers will be located within RLR's engineering department.



Dan Streck/LAT

"We expect that this immersion of our operation into RLR's will provide us with the boost to our program that is required to move us from race winners to championship winners," he added.

KEEPING YOU IN THE LOOP

Off-season? Not at indycar.com, where you'll find something new – from news and event information leading up to spring training, to the latest deals at the online store.

Also, the official Web site of the IndyCar Series and Firestone Indy Lights will be sporting a new look this spring, with enhanced visuals and graphics, even easier navigation, expanded video and audio packages and enough content to fill an encyclopedia. Of course, all the regular features that cover all aspects of both series will return.

Indycar.com – it's a one-stop shopping experience for all things IndyCar.

indycar.com



Paul Newman never shied away from a challenge. Who else but Newman and partner Carl Haas could have taken reigning F1 champ Nigel Mansell and brought him a CART title in his debut season in '93?

indycar.com

Carl Haas accepts the John Bolster Award at *Autosport* magazine's big night in London. With the passing of Paul Newman, it was a bittersweet moment



Gary Gold/LAT

Haas and Newman recognized for excellence

Partnership honored at *Autosport Awards*

Carl Haas smiled and raised a glass after watching Mario Andretti's heartfelt video tribute during the annual *Autosport Awards* gala Dec. 7 in London. Then it was Haas' turn to say thanks.

Haas accepted the *Autosport* John Bolster Award on behalf of his partnership with the late Paul Newman for their services to racing. The pair joined forces for the 1983 CART season and hired Andretti, the former Formula 1 champ and Indy 500 winner, to drive. Andretti took the first of the team's eight titles in '84.

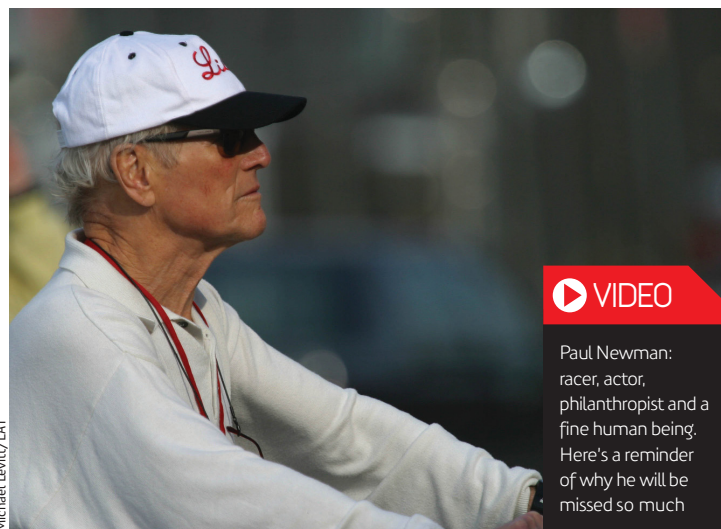
"As I look back with fondness on the 12 years I drove for you, I know this honor is truly deserved," Andretti said. "Your victories and

championships are a testament to your passion and love for the sport."

The John Bolster Award is given to reflect a lifetime of technical excellence in racing by an individual or group. Past winners include McLaren, Roger Penske and Honda.

In its first year in the IndyCar Series, Newman/Haas/Lanigan Racing won two races (one each for Justin Wilson and Graham Rahal). It was dealt a huge blow in September with the death of Newman.

"It was a great program we had together and we really miss him," Haas said. "In 24 years, we won a lot of races and worked with some great people."



VIDEO

Paul Newman: racer, actor, philanthropist and a fine human being. Here's a reminder of why he will be missed so much

Michael Levitz/LAT

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NIKON INDY 300 (non-points)

Streets of Surfers Paradise, Australia, Oct. 26



VIDEO

Watch local hero Ryan Briscoe take a Surfers victory. There were no points, but a lot of pride and bragging rights for the Aussie



Thunder Down Under! Polesitter Will Power leads fellow Aussie Ryan Briscoe (right) and Kiwi Scott Dixon on the first lap at Surfers. Power would dominate the early going, but crashed out

RESULTS

Pos.	Driver	Team	Laps
1	Ryan Briscoe	Team Penske	60
2	Scott Dixon	Target Chip Ganassi Racing	60
3	Ryan Hunter-Reay	Rahal Letterman Racing	60
4	Alex Tagliani	Conquest Racing	60
5	Oriol Servia	KV Racing Technology	60
6	E.J. Viso	HVM Racing	60
7	Helio Castroneves	Team Penske	60
8	Hideki Mutoh	Andretti Green Racing	60
9	Graham Rahal	Newman/Haas/Lanigan Racing	60
10	Buddy Rice	Dreyer & Reinbold Racing	60

Race Time 1h45m50s Avg speed 95.068mph

Winning margin 0.5019sec Starters 24

Lead changes 7 among 6 drivers

Caution laps 6 Pole Will Power 105.743mph

All cars are Dallara-Honda-Firestone

Robert Cianflone/Getty Images

Mike Levitz/LAT

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Las Vegas. It's where the high rollers, fast rollers and (yep, sometimes) barrel rollers of the 2008 IndyCar Series came to celebrate

Words Bugsy Luciano
Photos Shawn Payne/TMS Photo

High

VIDEO

Watch highlights from a glittering night at the 2008 IndyCar Series Championship Celebration in Las Vegas

VIDEO

When you're heading to Las Vegas, everybody gets the fever. Take a look at how the drivers get in the spirit



(Clockwise from above) Bombardier Rookie of the Year Hideki Mutoh receives just one of many awards; Scott Dixon makes sure nobody's left off his "thank you" list; Danica Patrick was among those presenting the silverware; E.J. Viso ponders whether his Lincoln Welders Hard Charger Award check will fold and fit in his pocket...

rollers

GLITTERING PRIZES

Dixon is the king of Vegas

(Left) Double act... Runner-up Helio Castroneves had lost his voice, so Penske teammate Ryan Briscoe provided the translation; (below left) Graham Rahal and Justin Wilson gave a tribute to much missed team boss Paul Newman; (below center) Champ Dixon and wife Emma enjoy the show; (below) Dario Franchitti presents TK with the spoils for third





COME FLY WITH ME

Leaving the pressures of racing on the ground, IndyCar Series champ Scott Dixon loves to fly his Cessna 400. We came along for the ride

Words Jeff Olson *Photos* Steve Swope

Dixon's a model of concentration as he maneuvers his Cessna 400 in the skies over Indianapolis. As you'd expect from a race car driver, he seems to have a natural aptitude for flying

“In some ways, flying's almost identical to racing, except you aren't competing with anyone”

SCOTT DIXON



(Main) Dixon gets a different view of Turns 3 and 4 of the Indianapolis Motor Speedway, scene of his 2008 "500" victory. (Below) The champ poses with his pride and joy and then gets ready to head airborne

SCOTT'S BEST BIRTHDAY GIFT EVER?

Dixon's flight of fantasy was turned into reality in 2007

Scott Dixon's first flying lesson came at an ideal time.

It was August 2007, and Dixon was fresh from an infamous on-track encounter with Dario Franchitti at Detroit while battling for the IndyCar Series title. He spun while leading and, as the spin came to its conclusion, inertia carried him backward into Franchitti. The incident was so crucial to the championship battle that Franchitti's team owner, Michael Andretti, accused Dixon of intentionally letting the car spin into Franchitti's, to which Dixon asked sardonically, "Am I really that good?"

Next day, Dixon found solace in the skies over Indianapolis.

"That part of the year was quite intense, so it was a good time for me to start this," Dixon said. "I'd come out to the airport during the week and go out flying and take lessons and do some written stuff at home. It

took my mind off the racing, and it was fun. It's another avenue to get rid of energy, and I think it does help take my mind away from racing when I need to."

Dixon always had an interest in aviation, with friends in his native New Zealand who flew frequently. But it wasn't until his 27th birthday on July 22, 2007 – when his soon-to-be wife, Emma, surprised him with flying lessons – that Dixon turned flight of imagination into flight of reality.

"It's always cool to come out to the airport and tinker around with the thing," he said. "It's another avenue, just like my training for triathlons, but that's a competitive and athletic thing. This is a totally different thing. It's much more mentally demanding, but at the same time it's quite enjoyable. There was a lot going on at the start of it, but once I learned how to do it, it was like riding a bike."



I'M BACK!

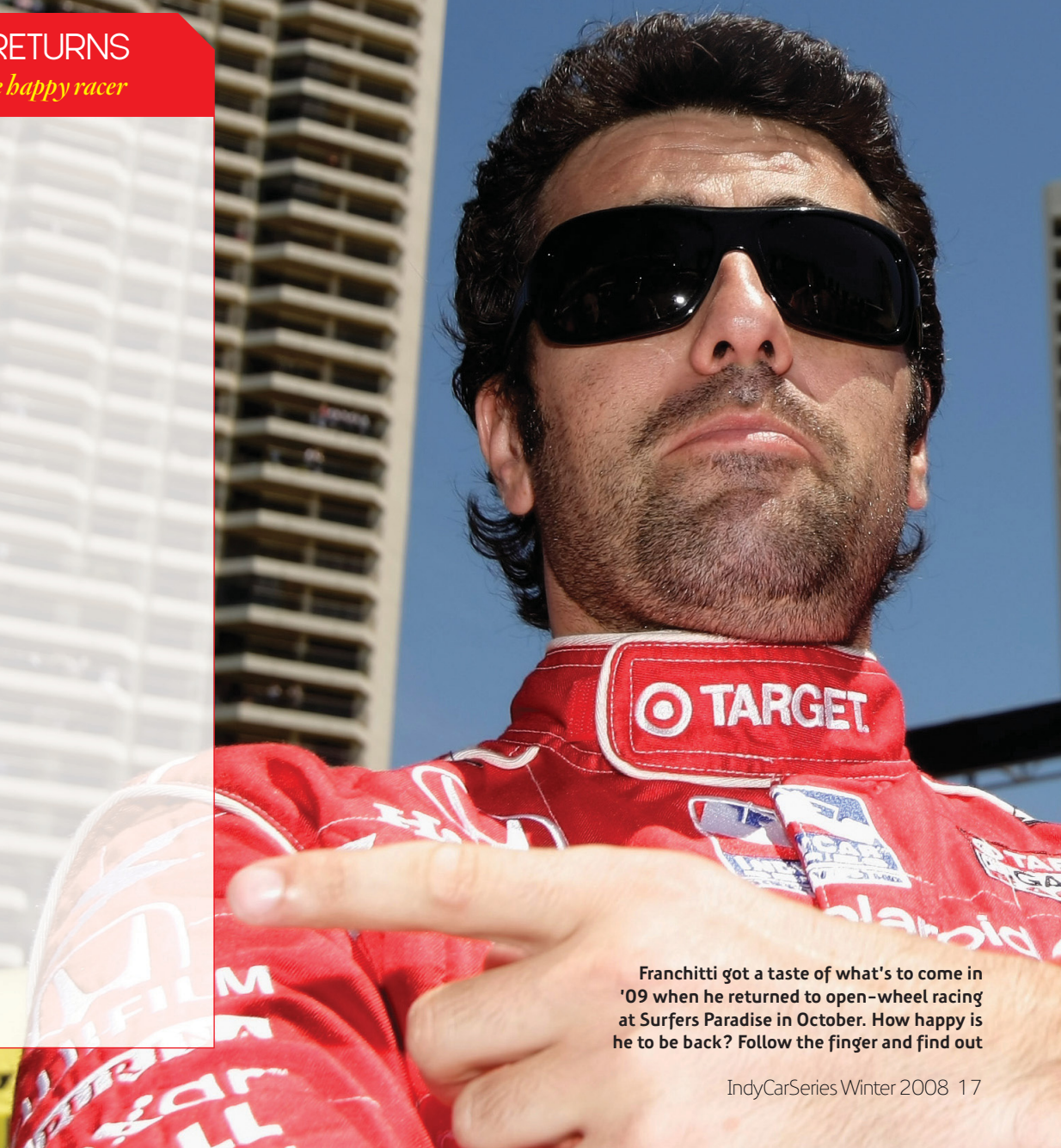
read all about it

2007 Indy 500 winner and IndyCar Series champ Dario Franchitti returns in '09 alongside '08 champ Scott Dixon at Ganassi Racing. The Scottish ace is revved up and ready

Words Dave Lewandowski *Main Image* Robert Cianflone/Getty Images

MANY HAPPY RETURNS

Why Franchitti is one happy racer



Franchitti got a taste of what's to come in '09 when he returned to open-wheel racing at Surfers Paradise in October. How happy is he to be back? Follow the finger and find out

WHERE IT ALL STARTED

CENTURY CITY

Words Tim Harms
Main Image IMS Photo Archive

The idea was to create the ultimate automobile test track. But racing took a hold and the rest is history

(Main) The start of something big... The field is set to go in the inaugural race for cars at the Indianapolis Motor Speedway in 1909. It's fair to say it wasn't the most successful of days... (Below right) Indy's storied racing history began with...gas-filled balloons

2009 IS GOING TO BE A GAS

The Speedway isn't just remembering its automobile heritage in its centenary year



While the Indianapolis Motor Speedway was built as an automobile testing facility and gained its legacy as the world's premier racetrack,

the celebration to mark its 100th anniversary will commence as it began – with a balloon festival.

The Speedway kicks off a three-year Centennial Era in 2009, commemorating the opening of the facility in 1909 and the running of the first Indianapolis 500 in 1911.

Carl Fisher, one of the four Indianapolis businessmen responsible for building the Speedway, also happened to be president of the Indianapolis Aero Club. He successfully lobbied to hold the U.S. National Championship for gas-filled balloons in Indy.

The event, held on June 5, 1909, was the first competitive event staged at the new facility, held several weeks before the completion of the original racing surface.

In 2009, the Speedway will host a balloon festival on the first weekend of May to commemorate the inaugural event on its grounds. As many as 50 balloons from around the United States will put on a colorful display in the Indianapolis skies, including two races.

"There are so many great stories, and so much history and tradition at IMS," says Joie Chitwood, president of the Indianapolis Motor Speedway. "We're going to try and tell as many as possible over the next three years to highlight how meaningful this facility has been over the past 100 years."

More events will follow, culminating with the 100th anniversary of the first 500 in May 2011.

"A special thing about the Centennial is it's not just about the Speedway, it's about the fans who have such a bond with this place," Chitwood says. "When you drive through those gates and you remember your first time here, remember special races, it creates an emotional response. So, this centennial celebration is about the fans, who have so much passion about what we continue to do."



IMS Photo

RAFA HITS THE BIG TIME

Ente

*“I truly believe
that Firestone
Indy Lights
prepares drivers
for the jump”*

RAPHAEL MATOS

 VIDEO

Here's how
Raphael Matos
got himself
noticed – winning
the 2008
Firestone Indy
Lights title

The 2008 Firestone Indy Lights champ Raphael Matos gets to test himself on his biggest stage yet – the IndyCar Series, with the young and ambitious Luczo Dragon Racing team (right)

20 IndyCarSeries Winter 2008

er the *Dragon*

Words: Jeff Olson

Main Image: Michael Levitt/LAT USA

Dreams do come true. Ask Raphael Matos. For the Firestone Indy Lights champ, the hard work, effort and sacrifice has been rewarded with a top IndyCar Series seat

When he first met with Luczo Dragon Racing co-owners Steve Luczo and Jay Penske, Raphael Matos knew he'd found a home. Fresh from the Firestone Indy Lights championship, Matos was a hot commodity who, because of a sudden economic downturn, thought he was seeing opportunity fade. Luczo Dragon had the most coveted available seat in the IndyCar Series, and Matos wasn't the only talented driver vying to fill it.

In the course of one meeting, though, all was settled. The job belonged to Rafa.

"The first time I met with Jay and Steve, everything clicked," Matos says. "Our philosophy about racing was very similar. Jay and Steve have worked hard to be where they are in the racing business. I'm the same way. I've had to work hard to be where I'm at, and they saw that. I've been successful on every level that I've raced, but it wasn't easy. I had to prove myself at each step, and they saw that. Everything worked out. I was so relieved and happy and excited and ready to go."

Rightfully so. Matos, 27, was on the final leg of a long journey that had taken him through a variety of racing disciplines and produced a full trophy case: Aside from the Firestone Indy Lights crown as a developmental driver for Andretti Green Racing this season, Matos had the Champ Car Atlantics championship (2007), Star Mazda championship ('05) and a GT class win at the Rolex 24 last winter. About the time he thought his plan to advance to the next level wouldn't happen, Matos got the call.

"I was in a tough situation," Matos explains. "I had just won the Firestone Indy Lights championship and I was hoping to step up to the IndyCar Series, but my chances were getting smaller and smaller, especially after Tony Kanaan signed his deal. It wasn't that

(AGR) didn't want me; they just didn't have anything to offer me. It was perfect timing and a perfect opportunity. Luczo

Dragon is running a full schedule in 2009, and having the Firestone Indy Lights championship

in my hands was a perfect fit."

Perfect ride, too. Often – and erroneously – referred to as the third Team Penske car, the Luczo Dragon No. 12 Dallara-Honda showed speed last season as a part-time entry, and carries an impressive, yet young, résumé. In 2007, while associated with Roger Penske's team, Luczo Dragon scored an extraordinary fifth-place finish at the Indianapolis 500 with Ryan Briscoe at the wheel. In 2008, the team went independent, with Tomas Scheckter getting mixed results in six races.

Matos, like Luczo and Jay Penske, sees the potential of the new partnership. The team is managed by 20-year veteran John Cummiskey, formerly with Newman/Haas, and engineered by Ray Leto, formerly with Rahal Letterman. The brains behind the brawn only add to Matos' confidence.

"It's going to be extremely strong," Matos says. "I did my first

test a couple of weeks ago in Texas and I was very impressed with the team and how professional they are. It's a young organization, but everyone on the team has lots of experience and a really good background. Every mechanic and every engineer is experienced."

As is the driver. Matos hopes his transition from Firestone Indy Lights to the IndyCar Series helps future top performers in the junior series to advance.

"I truly believe that Firestone Indy Lights prepares drivers for the jump to the IndyCar Series," Matos says. "The dynamics of the Lights car are very similar to those of an Indy car. An Indy Lights race, in my opinion, is very similar. If you watch a Lights race, you see how wild it is – three-wide, four-wide racing. It's a shame that every Firestone Indy Lights champion hasn't moved up to Indy cars, but I hope now that things will change." ■



Dan Strebeck/LAT USA

A quick vacation

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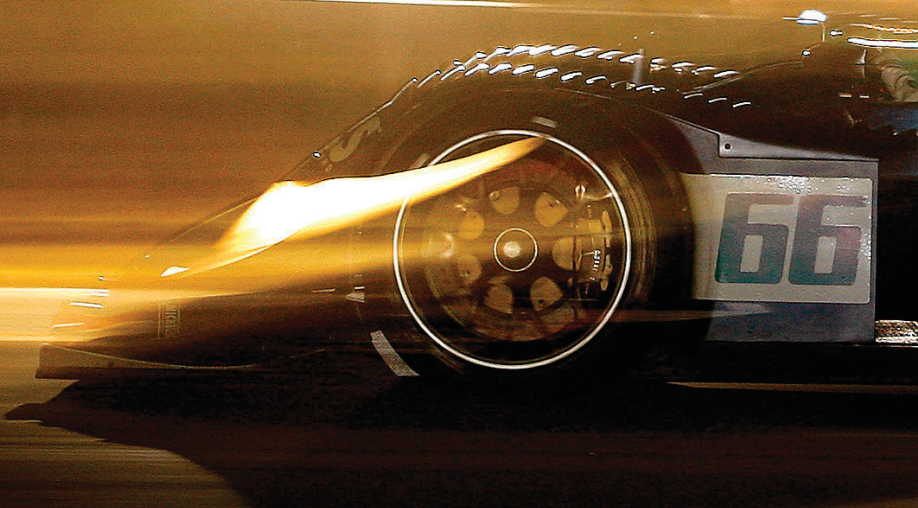
With the IndyCar Series complete, some of its biggest stars headed for a v

TUNED IN

AGR's teammates learn to share



Michael Levitz/LAT



by *Words* Dave Lewandowski
in Image Michael Levitt/LATUSA

working vacation in the ALMS



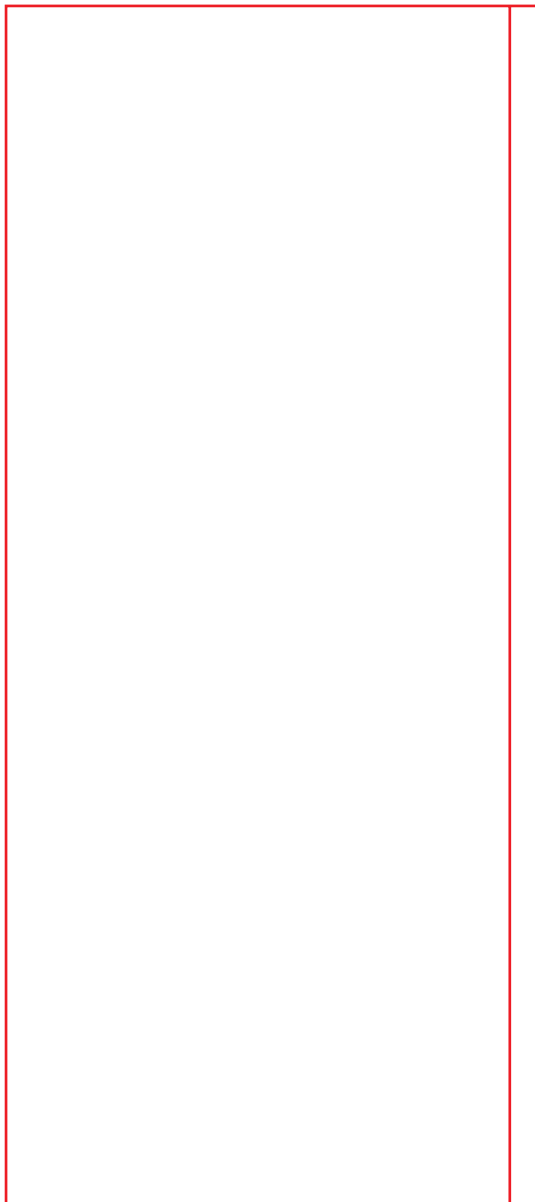
(Main) 2008 IndyCar Series champ and Indy 500 winner Scott Dixon joined forces with 2003 500 winner Gil de Ferran's Acura squad for Petit Le Mans, one of the jewels of the ALMS calendar

Weighty

Words *Richard James*

Main Image *Dan Streck/LAT USA and some Ree Tucker magic*

How heavy is an IndyCar Series car? The simple answer might be, “as heavy as it needs to be.” But it’s a little more complex than that



Like baking, one of the secrets to success in “cooking up” an IndyCar Series car is accuracy with the weight of the ingredients. Get it *just* right and the frosting on the cake could be a few pounds of precious ballast

Weight matters



American Honda

HONDA ACCORD, 3230lbs

FOR COMPARISON'S SAKE

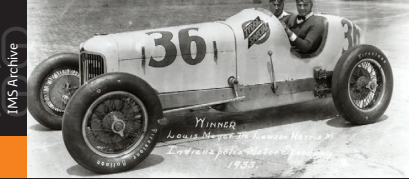
Weights of race and road cars (in lbs)

Formula Vee (with driver)	1025
Formula 1 (with driver)	1323
Firestone Indy Lights	1490-1510
IndyCar Series	1565-1640
Smart ForTwo	1808
Lotus Elise	1984
American Le Mans LMP1	2040
American Le Mans GT2	2480
Honda Fit	2489
Honda Accord	3230
NASCAR Sprint Cup	3450
Honda Ridgeline	4504
Rolls-Royce Phantom	5622
Hummer H1 Alpha	8115

NASCAR SPRINT CUP, 3450lbs



Lesley Ann Miller/LAT USA



Louis Meyer beat the biggest field in Indy 500 history – 42 cars – when he won in 1933. With the Great Depression biting hard, the total purse was down from \$93,850 in 1932 to just \$54,450. Meyer's share was \$18,000

WHAT ONE THING WOULD YOU CHANGE OR INTRODUCE TO MAKE THE INDYCAR SERIES EVEN MORE EXCITING?

ORIOLE SERVIA

"I would introduce the push-to-pass button that we had in Champ Car. It was great for the fans. It was definitely great for overtaking and it was another tool the drivers had to play with. You only had so much to use, so you had to be wise on when to use it."

GRAHAM RAHAL

"I think we need to make it more of a spec series, even more than it is now, so that everyone has to run the same parts and pieces, and teams can't modify the cars. Because then when you go out here on these ovals it's going to make the racing even closer."



DANICA PATRICK

"Having multiple manufacturers would make it a little bit more interesting. Whether it be tires, or chassis, or engines, I'd be curious as to how that would turn out. Now and again you're going to catch the bad year, but other times you catch a good year and you're not racing against 20-plus other cars, you're racing against the six that have the same package as you."

BRUNO JUNQUEIRA

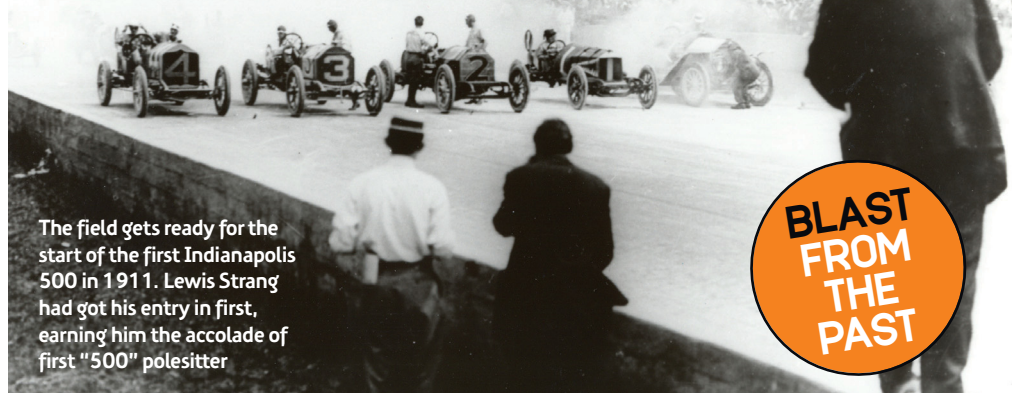
"Make the cars faster. That's the best change you could make."



WHAT WAS YOUR BEST/WORST DAY OF THE SEASON?

Mailing it in

In 1911, the fastest man...to the mailbox sat on the Indy pole



The field gets ready for the start of the first Indianapolis 500 in 1911. Lewis Strang had got his entry in first, earning him the accolade of first "500" polesitter

BLAST FROM THE PAST

IMS Archive



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(RE)INTRODUCING DAN WHELDON

Dan Strecc/LAT

Dan Wheldon is looking forward to a new challenge in 2009, when he rejoins Panther Racing, the team where he made his IndyCar Series debut. The reunited combo got a shakedown at Surfers Paradise