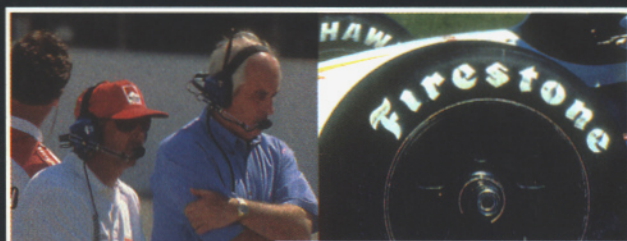
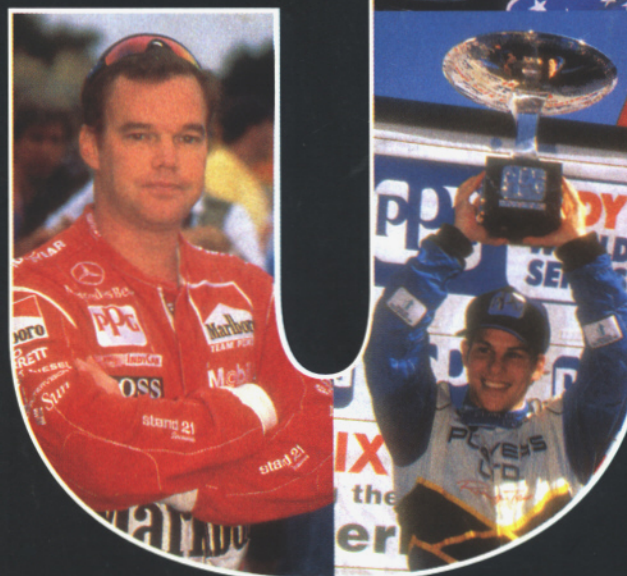


# INDY CAR

RACING MAGAZINE™



SEASON  
REVIEW



VOL. 12, NO. 12  
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12>





# *Merry Christmas*

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# *Mas* *from Marlboro Country*

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# INDY CAR

RACING MAGAZINE™

Celebrating More Than A Decade Of Exclusive Coverage

December 1995 • Volume 12 • Number 12

## 1995 Season Review

### 22 The Top Ten Stories Of 1995

ICR examines the stories which have the greatest immediate or potential impact on racing fans.

### 28 1995 Season Review

The cars and stars of the PPG Indy Car World Series put on a stellar show from Miami to Laguna Seca, with Jacques Villeneuve taking the top prize.

### 36 The Top 10 Drivers

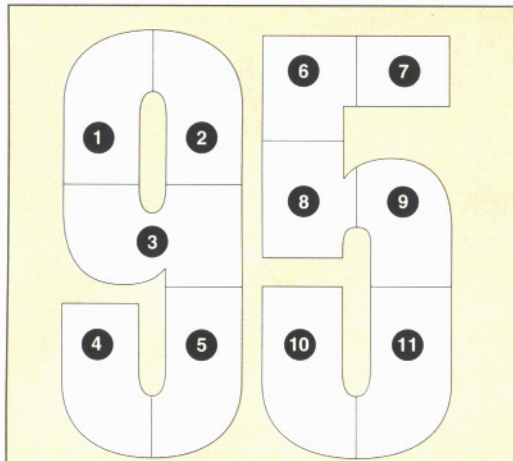
Jacques Villeneuve led a highly competitive field in 1995, as ICR takes a close look at each driver's season.

### 46 The Top 11-20 Drivers

Positions 11-20 are no longer the back of the pack, but represent the heart of one of the most competitive fields in Indy Car history.

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4. SCOTT GOODYEAR – DAN BOYD
5. TONY GEORGE – RON MCQUEENEY
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CHERYL DAY ANDERSON



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April 22 or 23	Nazareth Speedway Nazareth, Pennsylvania
June 3 or 4	Milwaukee Mile Milwaukee, Wisconsin
June 10	Grand Prix Molson Du Canada Montreal, Quebec
July 8 or 9	"Road America" Elkhart Lake, Wisconsin
July 15	Molson Indy Toronto Toronto, Ontario
August 6	G.P. Player's Lise De Trois-Rivieres Trois-Rivieres, Quebec
August 12 or 13	Mid-Ohio Sports Car Course Lexington, Ohio
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September 9 or 10	Toyota Grand Prix of Monterey Monterey, California

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THE OFFICIAL FILM OF ICR



FROM THE PUBLISHER

By Debbie Wicker

Happy Holidays! We'd like to wish everyone a joyous holiday season and extend a special thank you for a good 1995. For those of you who are last-minute shoppers for Christmas, allow me to direct you to our Marketplace section, which features a wide assortment of great gift ideas. From original paintings to race frequency scanners, there's something in there for everybody.

...

Our tribute to PPG Indy Car World Series champion Jacques Villeneuve is included in this issue, as ICR continues its new tradition of honoring the PPG Cup winner in December. The shot was taken by ICR Senior Photographer Cheryl Day Anderson, who has been an invaluable member of our staff. Cheryl had a pile of great shots from all of the races, but we settled on this one taken at Toronto, because it was from a Canadian race.

...

Next month ICR will devote a special section to Bobby and Al Unser, who combined for seven Indianapolis 500 victories and several national championships. The Unseers mean a lot to Indy Car racing, so we hope you'll enjoy our coverage.

...

Don't forget, if you give a two-year gift subscription, you'll receive a beautiful lithograph from celebrated racing artist Dave Cook. If you give a one-year gift, you'll receive the Mike Saridis trilogy, featuring Michael Andretti and Nigel Mansell, A.J. Foyt and Rick Mears, and Johnny Rutherford and Al Unser.

...

In February we plan to run a list of Indy Car fan clubs. If you have information on any club, please share it with us, so this listing can be as complete as possible. You can e-mail us at icr@icr.com, fax it to us at (414) 896-9203, or mail it to P.O. Box 408, Waukesha, WI 53187-0408. Please take a look at last month's fan photo contest and send us your votes for the winner in each category. We'll run the winning shots in the February issue. You can send in your vote by mail, or via e-mail or fax.

...

At the beginning of this year when we first started ICR Online, we asked all of the "onliners" to pick the top ten drivers as they'd finish out the year. There was no prize involved, only the knowledge that you may be smarter than the editor or publisher who also made their own picks. We sifted through pounds of entries and only 19 of you had one driver correctly picked in the standings. Five of you, including yours truly had picked two correctly while three were able to correctly predict three drivers and their correct standings in the year end championship. Those three were: Doug Zellers (Al Unser, Robby Gordon, Paul Tracy), Bob Osbourne (Al Unser, Bobby Rahal, Michael Andretti) and a mystery e-mail voter from America On Line (Bobby Rahal, Robby Gordon, Paul Tracy). Go ahead and gloat, you three!

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## PPG Cup Awards Banquet A Fine, But Sometimes Long Affair

By Ned Wicker  
*Editor-In-Chief*

**T**here are a couple of hard and fast rules about racing awards banquets. While the CART awards banquet is a very fine affair, the same rules of the game that apply to any formal, professional function apply to honoring the finest of the PPG Indy Car World Series.

Indy Car people gathered in Detroit to celebrate the 1995 campaign and to take a first peek into the crystal ball for 1996. After a day of meetings and presentations, the black tie party began. Over 1000 racers, sponsors, media and fans filled the room. There is always some kind of entertainment, which for some reason or another never seems to receive an enthusiastic response from the audience. I think it's because people would rather watch racing videos. The PPG Cup Series may be the ultimate in open wheel racing, but any racing people, Indy Car people like to watch racing. Anyway, the main attraction of the evening is the champion, in this case Jacques Villeneuve, but the Top 10 are honored, as well as the many other awards of the year. That's where the rules kick in.

First, it is mandatory that at least one person get up there to accept his award and absolutely refuse to get off the stage. That is why they invented hooks and trap doors, but seldom are those two highly effective means, used to curb the vocal meanderings of some executive, put into action. No matter how painful it is to sit through all of that stuff, you can't say anything about it, and no doubt you notice that I don't identify this year's runaway winner. That would be, well, rude.

Secondly, rather than have a member of the family and someone who truly loves the series handle the emcee chores, it is required that an outsider, who knows nothing of what is going on, be brought in because he's a celebrity and it's cool to have a "star" there. In this case, we had Martin Mull, who is a funny guy, but not at home with racers. Why not have a little less schmaltz and more of a racing flavor? I'd prefer to see Paul Page, who will give us racing instead of stupid "play on words" jokes about "Jacques and jocks". But a lot of time and money went into the program and CART is to be given an "A" for effort.

And, I don't want to complain because it is a good time and people have fun.

The highlight of the night for me was when CART honored long-time car owner Ralph Wilke for his team's years of participation in the sport. Wilke is the newest member of IndyCar's Champions Club. Wilke's Leader Card Racers began in the late 1950's with his father, Bob. They made their mark at the Indianapolis 500, winning twice with Rodger Ward, who also claimed three national championships for the team. Bobby Unser won his first Indy 500 driving a Leader Cards entry. Wilke's team won six national titles, second only to Penske Racing. It's only appropriate that CART make a fuss over Wilke, who is a super person, so a tip of my hat to CART president Andrew Craig for making that happen. ICR also gives all credit to Wilke and Leader Cards for all those wonderful years, the records and the glory.

Jimmy Vasser had the classic remark of the evening when he came forward to accept his PPG Point Fund check for his eighth place finish in the series. After a planned comedy interruption, which was less than enthusiastically received, Vasser stepped to the microphone and began, "I'd like to thank the Hulman family, the Indianapolis Motor Speedway...oops, wrong speech!" Great joke.

Shirley McElreath, wife of longtime Indy Car driver Jim McElreath and the mother of Shirley Bettenhausen, is in the Heartland Healthcare Center in Bedford, Texas, recovering from a stroke. ICR originally had reported that it was a heart attack and we apologize for the error. The family would like to extend its appreciation for all of the flowers, cards, prayers and words of concern during her illness.

ICR would like to welcome David Phillips, who joins the staff as our Senior Editor. David will be responsible for the news content of ICR, will contribute feature material and a monthly column. He will also be responsible for the news content on Indy Car Racing Magazine's site on the world wide web (<http://www.icr.com>) as well as the successful ICR Online service.

Before coming on board with ICR, Phillips covered the PPG Indy Car World Series for "AutoWeek" magazine. Prior to that, he was a correspondent for "On Track" magazine from 1985-1990, and during that same time, an editor at large for "Sports Car" magazine. He has been a correspondent for "Motoring News" since 1986.

Any time a publication can add someone the caliber of David Phillips, it's a major cause for celebration. I have always respected his work and his opinions. He brings a wealth of insight and knowledge to Indy Car Racing Magazine, and that will mean an even better product for our monthly magazine readers and our growing number of customers on the Internet. David will help us get to the next level and provide a better magazine for the fans and participants. I value his input and look forward to working with him.

Who's the most popular driver in the PPG Indy Car World Series for 1995? ICR decided to run its own, informal poll on the Internet and the results were interesting. By far the most popular driver was PPG Cup champion Jacques Villeneuve. The fans in Chile really got on the throttle and voted for their national driving hero, Eliseo Salazar, who finished second in the year-long balloting, which just goes to show how popular Salazar and Indy Car racing are in Chile.

Here are the remainder of the Top 20 finishers: 3. Michael Andretti; 4. Al Unser Jr.; 5. Paul Tracy; 6. Bobby Rahal; 7. Robby Gordon; 8. Scott Goodyear; 9. Scott Pruett; 10. Adrian Fernandez; 11. Emerson Fittipaldi; 12. Andre Ribeiro; 13. Danny Sullivan; 14. Jimmy Vasser; 15. Stefan Johansson; 16. Eddie Cheever; 17. Parker Johnstone; 18. Christian Fittipaldi; 19. Arie Luyendyk and 20. Gil de Ferran. We'll run the poll on the Internet again next year.

We had a couple of small glitches in our "Under Attack" story last month about tobacco sponsorships in motorsports. Henry Waxman is not a Senator, but a member of the House of Representatives. Walter P. Czarnecki is the president of the American Coalition for Entertainment and Sports Sponsorship. ■





many (also 100,000). In  
of NASCAR racing is  
such that last August it finally invaded  
the cathedral of Indy car racing, the Inow  
anapolis Motor Speedway, for  
time in history. Called  
400," that  
year. Budweiser has  
major change in its NASCAR team spon-  
sponsorship, joining one of Rick Hendrick's  
three teams based in suburban Charlotte.  
At the age of 45, Hendrick has forget  
tion) cars  
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## I Column As I See 'Em

David Phillips  
Senior Editor

**L**ike most readers of Indy Car Racing Magazine, I rank auto racing as my favorite sport. Like most of you, I also follow the traditional stick 'n ball sports and root for the local teams (in my case the Steelers, Pirates and Penguins).

And like most people, I root a little more enthusiastically when my team's winning regularly. Sometimes I go too far.

I recall the Steelers' dynasty in the 1970s, which coincided with the glory days of the U.S. Grand Prix at Watkins Glen; when going to the Glen that first weekend in October was a Rite of Fall for thousands of racing fans throughout the East and Midwest.

One October a season ticket holder invited me to a Steeler game on the same weekend as the U.S. Grand Prix. I actually considered taking him up on the offer before coming to my senses.

I never faced that conundrum after 1980. Unhappy with the habitually inclement weather, modest accommodations and rowdy fans at the Glen, the Formula One establishment turned its back on a hundred thousand of its most ardent fans to race in a parking lot in Las Vegas. Formula One has never recovered - at least in the United States.

Of course, the nabobs of Formula One were not the first - or the last - sportsmen to give the equivalent of the single digit salute to their fans. Look at the owners of the Brooklyn Dodgers or, more recently, the Cleveland Browns.

Apart from camping out at the Glen, there are few sterner tests of a sports fan than watching a football game in Cleveland Municipal Stadium in the face of a biting December wind off Lake Erie. And for 50 years Cleveland's football fans did just that, with attendance averaging in excess of 70,000 of late.

Yet the Browns appear headed for Baltimore, not because they were losing money in Cleveland but because they weren't making enough.

Some may look for parallels between what's happening in the stick 'n ball sports and the conflict between the Indy Racing League and IndyCar.

And it's true, when you cut away all the rhetoric about oval tracks, foreign drivers,

costs, lockouts, and boycotts the IRL/IndyCar feud boils down to two old standards: power and money.

But there are also some crucial differences between stick 'n ball sports and Indy Car racing, not the least of which is the psyche of the fans.

Although racing fans have their favorite drivers and teams, they don't follow a "home town" team in the way I follow the Steelers. So when Walker Racing moved from eastern Pennsylvania to Indianapolis in 1994, it hardly triggered a wholesale change in fan loyalty.

What's more, race fans in general and Indy Car fans in particular are a mobile bunch. Studies show the average Indy Car fan travels 142 miles to attend an event and that one in five race goers travels over 200 miles.

For all the hoopla about the plans to drop Cleveland from the PPG Indy Car World Series schedule a few years back, the fact is Cleveland-area fans had another race at Mid-Ohio in their backyard, as well as Detroit and Michigan within an easy drive.

Football is different. Pittsburgh race fans think nothing of driving to Cleveland or Mid-Ohio for the Indy Car races. But Browns fans are not likely to switch their loyalties to the Steelers - or the Bengals and Lions - any time soon despite the fact that Pittsburgh, Cincinnati and Detroit are just a hop, skip and a jump from Cleveland.

Nor do Indy Car racing fans face problems like those created when Formula One abandoned Watkins Glen and, later, Long Beach.

Instead of one or two races on each side of the country, the Indy Car fan has a dozen PPG Indy Car World Series races to choose from in the United States, plus a couple more in Canada, while the Indy Racing League will offer five more events from Florida to Nevada.

Certainly loyal fans of Al Unser, Jr. and Michael Andretti in Phoenix will be affected by the fact that their favorite drivers will not be competing in the IRL race at PIR next April.

As will their counterparts in New England when the IRL comes to New Hampshire International Speedway on the same

weekend as the IndyCar race at Road America.

But unlike stick 'n ball sports fans, they have a choice. Indy Car fans in the Southwest can choose to go to the IRL race in Phoenix, the IndyCar race in Long Beach...or both. Similarly, fans in New England can go to New Hampshire, Nazareth...or both. Likewise, Floridians can choose between Orlando and Homestead...or both.

The key word is choice. Unlike other sports fans, Indy Car fans will have a great deal to say about the ultimate outcome of the schism.

By attending the IRL race or IndyCar race in their neighborhood fans will be making their own statement about their preference between the IRL and the PPG Indy Car World Series.

A better barometer still will be the showdown between the Indianapolis 500 and the proposed IndyCar 500 at Michigan International Speedway on Memorial Day weekend.

It's long been said that the Hulman-George family would fill the grandstands if they raced tricycles at the Brickyard and called it the Indy 500. Perhaps, but how long will the seats be filled if the Unser, Andretti, Fittipaldis and Rahals are racing elsewhere?

And if Michigan draws a big crowd next Memorial Day it will send an undeniable message to the sports world, namely, that Indy Car racing no longer revolves around the Indianapolis 500 the way it once did.

It's an oversimplification to say the fans will decide the outcome of the IRL/IndyCar conflict. As in all things, television will play a key role in the future of Indy Car racing, depending on which entity - IRL or IndyCar - is able to cut the best deal.

So too will the sponsors, for without their financial support no branch of professional racing can long survive. But television deals are driven by ratings; likewise, sponsors will throw their support behind the series that attracts the people, be it in person or via television.

Make no mistake about it, Indy Car fans can help determine the destiny of our sport in the coming months. Which is a lot more than football fans in Cleveland can say. ■

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**Snap-on®****Fastener Facts**

By Linda Pehr

**M**ike Lang of Coast Fabrication, Inc. in Huntington Beach, CA talked with ICR about the fasteners used to hold together an Indy Car. Lang's company is a major provider of hardware used by Formula One and Indy Car chassis constructors and teams.

In the expensive world of Indy Car racing, everything seems to come with a huge price tag – everything that is except the various fasteners which hold the entire package together.

Thanks to cross-over usage of technology developed for the aircraft and aerospace industries, the various bolts and nuts used to secure the parts and pieces of a race car come with a cost of less than \$1,000 per chassis.

Mike Lang explained, "The aerospace industry pays for the research and development and Indy Car reaps the benefits."

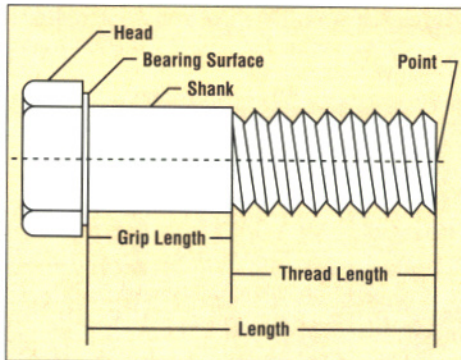
Lang noted that as cars evolved through the early eighties, the need for strong but lightweight fasteners became evident.

The Lola, the March, and other chassis of the era were shipped from the U. K. using made in England socket head cap screws which mechanics immediately removed upon arrival in the United States and replaced with aircraft fasteners. Gradually the manufacturers got the message and began using these in the original assembly, avoiding the time-consuming take-apart and rebuild.

The fasteners used in today's cars are produced for the aircraft and aerospace industries by companies whose quality assurance is guaranteed by an extensive U.S. Government inspection and certification program.

"Each one of these is a qualified part," said Lang. "The two important things about an aircraft bolt are: one, it is an extremely high quality fastener and two, you can tailor it in the smallest possible increments. This means that modifications and changes are easy. This has given designers and teams a lot more flexibility."

Their reliability is never in doubt because of



their intended use in aircraft manufacturing. Safety standards are as high as they can be.

Lang explained, "The consequences of a bad part in an aircraft carrying hundreds of people are far greater than that for one live person in a race car. Because of this, the government came up with a system that for the most part does what it is supposed to do."

Because there are millions of such possible parts available, teams and chassis builders need a service to provide fasteners tailored to their specific requirements. This is where Coast Fabrication comes into the equation.

"We subscribe to a world-wide, on-line data base for parts," Lang said. This gives Coast the ability to respond quickly when a need arises. It also saves time and money for the teams and constructors as they have an instant supply source, and do not have to deal with individual manufacturers themselves.

"We can offer them an off-the-shelf solution," Lang explained, as Coast often finds itself in a consulting role. "We bring experience to the table. We bring technical analysis and engineering expertise. Somebody comes to you with a problem you've seen before, you can use past experience."

Because there are so many types of fasteners in an Indy car each usage must be addressed on an individual basis. "They are application specific," explained Lang, "but the most common type is made of alloy steel."

Other materials used for the fasteners include high-temperature stainless, titanium,

and a limited application for aluminum. There are specialized bolts that are used with composite materials like the carbon fiber pieces which make up the skin of the car.

"Wastegate bolts, exhaust system bolts, those that are subjected to temperatures in the 1200 to 1500 degree range, you've got to use high temperature stainless," Lang stated.

As each bolt is chosen for its particular use, care is taken to ensure that the shank portion of the fastener, not the threaded area bears the load. Improper selection of bolt length and diameter can result in fastener failure, which carries with it dangerous consequences.

Fasteners are routinely replaced because they are so critical to the safety and reliability of an Indy Car.

"The best teams do it on a scientific basis dictated by a schedule figured out by engineers," noted Lang.

The worst enemy of the fastener is fatigue, brought about by stresses placed on them as the car travels through the corners of the various tracks. Since the parts are so inexpensive relative to the cost of the entire package, teams do not hesitate to replace them on a regular basis.

"You don't want a \$2.00 part to put you out of a race," said Lang.

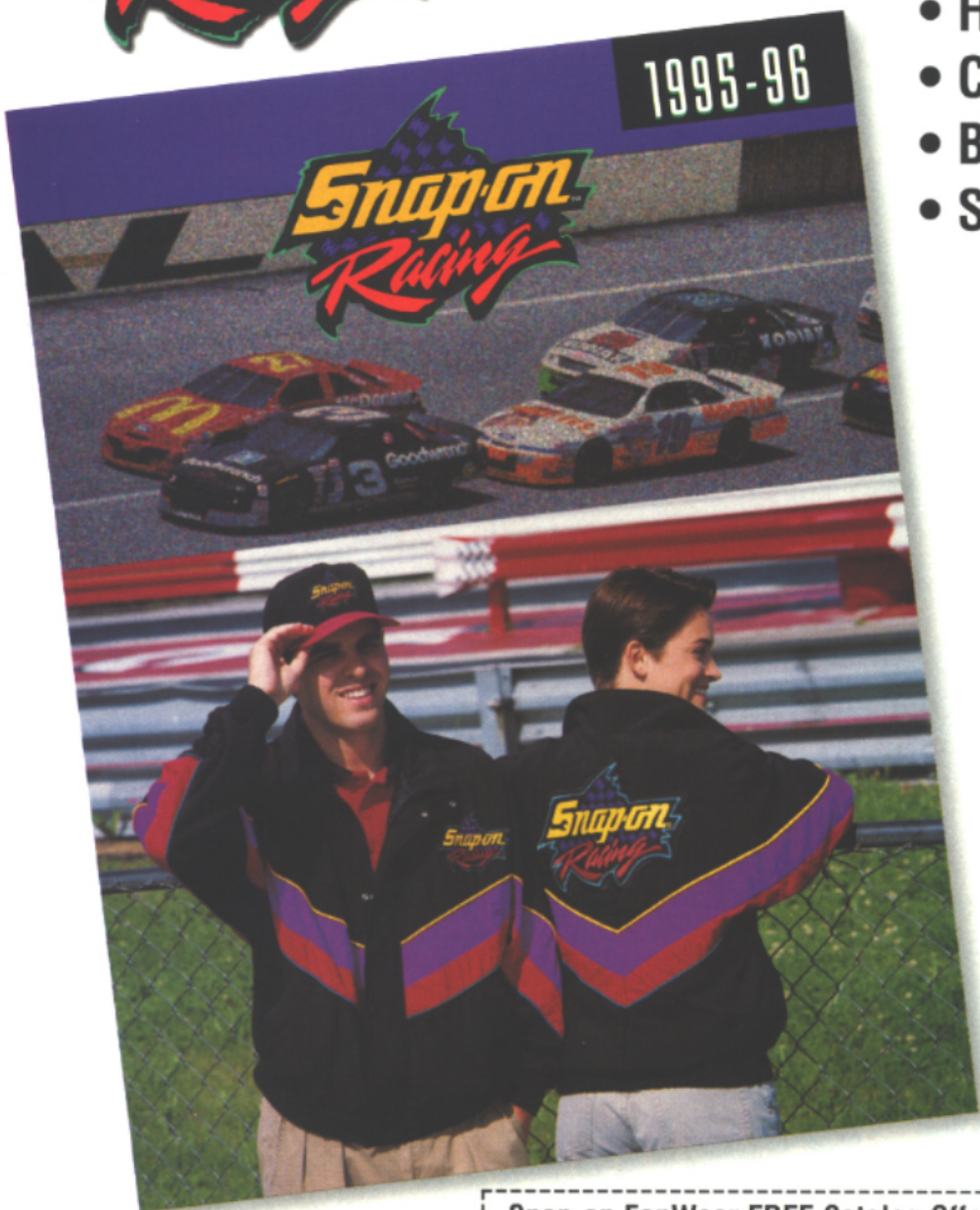
Because Coast works closely with constructors and teams, they are aware of the fasteners being used during any given season. "In their transporters teams have a good working stock of fasteners that are specific to their chassis and the modifications they have done to it," Lang said.

When the need to replenish these items arises, Coast has a distributor in Indianapolis where many teams are headquartered. They also carry a stock to each of the venues to take care of needs throughout the year. "We try to make it so that it is one less headache for a team to have access to these."

Every effort is made to ensure that fasteners are never a problem for the teams as a season progresses. Lang concluded, "I don't think anyone has ever painted us into a corner where we say, 'There's nothing we can do for you'."



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To be considered for publication, letters must be signed, clearly-written and to the point. ICR reserves the right to edit letters for length. Opinions expressed in letters are those of the writer and do not necessarily express the opinions of the publisher.

**Dear ICR,**

In recent issues of ICR I have taken notice of the overwhelming majority of letters against the Indy Racing League. I am glad to see that most fans are as outraged about the subject as I am. It is good to see the fans making a stand in order to preserve our sport.

I am not opposed to starting a new series, but I am opposed to destroying the greatest spectacle in racing. When spending my hard-earned money I want to see the stars of the PPG IndyCar World Series. I will not attend Indy this year, nor will I watch it on ABC. I plead with Tony George to wake up before it is too late!!!

*Daniel Yelles  
via the web*

**Dear ICR,**

After reading all the best wishes to Jacques Villeneuve, I'd like to add one for Eddie Cheever. I have grown to respect Eddie and believe he would win in a competitive car.

Give the guy some credit...he did survive more time with A.J. Foyt than others have. He showed an incredible amount of class at the Indy 500 banquet, and does anyone remember the support he showed Michael Andretti during Michael's foray in F1?

Cheever is a personable, articulate, and charismatic driver who has been easily accessible and sincerely pleased with attention from his fans. He deserves thanks and good luck in his future endeavors, wherever he may be.

*Didi Kelly  
Dunbar, WV*

**Dear ICR,**

There are no words to express my extreme dismay at all the letters opposing the Indy Racing League (IRL) which were published in the October 1995 issue of ICR. I could not disagree more with all the views expressed.

A number of people criticize Mr. George and the IRL concept because they contend that under Championship Auto Racing Teams (CART), Indy Car racing has never been stronger. I totally disagree. Even if I acknowledged their contention, I would respond that if it had not been for CART, Indy Car racing would quite possibly be just as strong, if not stronger, than NASCAR stock car racing.

The formation of CART in 1979 was WRONG from the beginning. It was an organization of self-serving owners who did what was good for themselves and not for Indy Car racing or true race fans. As the years have passed, this circumstance has become even worse. It is my firm belief that Roger Penske, Carl Haas, and others actually want to keep the cost of Indy Car racing escalating so that only the rich can afford to participate in this form of racing.

This is further substantiated by the fact CART operates by a ridiculous franchise system. There is absolutely no need for a franchise system in a sport like auto racing. The CART franchise system is monopolistic and stifles the growth of the sport by limiting the entry of new competitors (drivers as well as teams) in meaningful numbers.

Granted, I am not happy about the changes in qualification rules for the Indianapolis 500. But if that is what it takes to get the IRL in place, I am willing to live with those rules until the IRL is solidly established and the traditional format can be reinstated.

I believe if the people in CART were truly interested in what is best for Indy Car racing, they would disband their organization and join the IRL. If they do not, I would strongly encourage all TRUE Indy Car racing fans to boycott CART.

*Michael Thrall  
Indianapolis, IN*

**Dear ICR,**

"The Greatest Spectacle in Racing." "The Brickyard." "The Motorsports Capital of the World." "The most important race in the world." "The Famed Oval." "The World Series and Super Bowl of racing all rolled into one."

These are the famous words I'll use to describe to my young son what the Indianapolis 500 used to be back before the turn of the century. I'll take him to the race one day, just so he can say he's been there. I don't know how he'll like the stock cars though...

*Jeffrey Hammerstein  
Garner, NC*

**Dear ICR,**

As an Indy Car fan I would like to make a few comments about the current state of

Indy Car racing. Indy Car racing has never been stronger or more competitive. Nine different winners, including four first time winners in 1995, attest to the competitive field. I believe the strength of the current series is variety. Variety in cars (Lola, Reynard, Penske), engines (Ford/Cosworth, Mercedes-Benz/Ilmor, Honda, and Toyota in 1996), tracks (oval, road, street) and tires (Goodyear, Firestone). Drivers from around the world add international appeal. Adding another series (IRL) would only distract from both series. Based on the strength, vitality and popularity of IndyCar, IRL makes absolutely no sense. There can be only one major league Indy Car series. I urge car owners, drivers, sponsors, manufacturers and fans to unite in support of the current series. If on May 26, it comes down to IRL at Indy or IndyCar at Brooklyn, Michigan, I'll be at the Michigan Speedway.

*Truman Anderson  
Richfield, MN*

**Dear ICR,**

I am a Hoosier the month of May. I get goose bumps on the goose bumps when I hear "Back Home Again In Indiana". I've been at the first day of time trials since May of 1962. I've listened on the radio and kept charts. I've watched on TV, on tape delay and live. I've been at the race the past eighteen years, with the same seats for the past ten years.

I felt really bad last year when my favorite family, the Unsers, missed the show; but they missed it because of no speed, not because the rules kept them out.

I will continue to be there on the first day of qualifying and for the race because I love Indy, but will Indy be there for me? I'm just a fan, like I was a baseball fan, and like I was a football fan. It really gives me a kick to see baseball and football frantically try to get me back, but I know I won't because I don't care for those sports anymore. I hope racing doesn't go the same way.

I really should have addressed this to the corporate sponsors with this question: "Are you really going to invest millions of dollars in a race team without the chance of getting into the greatest spectacle in racing?"



Let's face it – without the Indy 500, CART is nothing. And without the teams and drivers of CART, the Indy 500 could be what it was before Tony Hulman bought that patch of weeds.

*Sam J. Brock  
Greenville, OH*

**Dear ICR,**

I have been an Indy Car fan for 31 years. Why then, after what I considered to be perhaps the best and most competitive year in the history of the sport, does this fan have such ominous feelings about next year?

Because both the leadership of the IRL and CART seem more determined to "win" than to arrive at a compromise which could ultimately have them join forces to make the sport even better. There is no question in my mind that Tony George has some legitimate grievances about the sport as it is today.

I, too, would like to see more ovals, more Americans, and the cost of racing go down. On the other hand, there is also no question that CART has taken Indy Car racing to new heights in popularity. They can talk about the good old days all they want, but I was there 20 years ago when you could shoot a cannon into the grandstands at some championship races.

When I first heard of the creation of the IRL, I assumed quite optimistically that both sides would work together for the betterment of the sport and would eventually unify. I remained optimistic

through the early summer until both sides committed what I consider auto racing blasphemy. Tony George changes the time honored tradition of the fastest 33 cars starting the Indianapolis 500, and in retaliation, CART threatens to stage their own 500 on the same day at MIS.

Tony George, you may own the keys to the place, but every fan I have talked to is disgusted by this break in not only tradition, but in what is right. We believe the fastest 33 should start the race.

Members of CART, I can assure you that myself and my racing friends will attend the Michigan 500 only if it is held on its usual late July or August date, not being run in conflict to what always has been and I hope will remain the "Greatest Spectacle in Racing".

I still believe the potential is there for this conflict to be a boon to the sport. If the two sides could unify, we could have more races and a better balance of ovals and road courses.

To both sides I would warn that even avid fans such as myself have limited patience when it comes to what we perceive to be damage being done to our sport by both sides.

*Mark Short  
Wapakoneta, OH*

**Dear ICR,**

It's unfortunate that Andrew Craig and Tony George are unable to recognize that their power plays and egos could ruin the sport. It's even more unfortunate that

IndyCar franchise owners and sponsors are allowing this to go on.

Fortunately, being one of millions of fans who seem to have more rational viewpoints than Mr. Craig and Mr. George I can see the logic behind each individual's argument.

Mr. Craig it appears wants to form another Formula One series. Why else would the series be racing in Australia and Brazil? To the fans, I suggest that the IndyCar race close to your home may be the next race scrapped so that Mr. Craig can stroke his ego overseas.

This is the reason that Mr. George wishes to form an alternative. Mr. George wishes to stroke his ego by trying to eliminate the influx of foreign drivers and foreign money into the sport. He wants American drivers with races on ovals.

Our problem is that these two men wish to go in different directions and possibly ruin the sport. You both are ruining the sport. You know it and you appear not to care.

Sit down and do what's right. The Indy 500 should be an open race. The IRL can run their four other events and do their thing. Fear not Mr. George, as IndyCar expands overseas, quality racing venues will become available in the United States.

Don't put the fans in the middle of your squabble. Baseball has learned a hard lesson in 1995. Stop it before you turn IndyCar fans into NASCAR fans.

*John Fleury  
West Milwaukee, WI*

**Dear ICR,**

Most people don't believe that there are ever any real winners of contests. Before April of this year, I was part of that population.

My husband Michael is a huge Indy Car racing fan. When we were planning a trip to Phoenix in April of this year, he suggested that we take our trip during the week of the race in Phoenix, and try to get tickets to the race. I really did not want to go. I honestly thought that it was a boring sport, and did not understand what all the hype was about. Little did I know that Sunday morning in Phoenix would change my decision about Indy Car racing drastically, and forever change my opinion about entering contests and winning.

While at the race, I visited the Indy Car Racing Magazine booth and entered a contest to win a trip to the Toyota Grand Prix of Monterey.

Many months later, I received a message on my answering machine from Indy Car Racing Magazine. The first thing that popped into my mind was that we did not pay our bill. Boy am I glad I called back. I was quizzed as to if I remembered filling out a contest form in Phoenix for the trip to Monterey. I was stunned to hear just exactly what I had won.

Two round trip tickets to California, two nights hotel accommodations, VIP tickets to the Toyota Grand Prix of Monterey and \$500.00 in spending money. The excitement of winning did not sink in until we were actually on our way to California. The accommodations were great, and the VIP tickets were first class all the way. We received grandstand seats, flag room passes, and a parking pass.

The race was great and even more exciting than I had remembered it to be in Phoenix. I have to admit that the best part of the trip was just knowing that I had won it. Out of 25,000 names my name was picked. It is sometimes hard for me to believe it happened.

I have great memories and photos of Monterey and of the beautiful Laguna Seca Raceway. Thanks, Indy Car Magazine for a great trip. For those skeptics who think that nobody ever wins contests, I say enter the next contest that you see, because "people actually do win these things".

*Laura and Michael Miller  
Vernon Hills, IL*



ROB NAWROCKI



## A Review Of The Latest In Racing News

For up-to-date information on the PPG Indy Car World Series, visit ICR Interactive on the Internet.  
The address is <http://www.icr.com>

### Boesel To Team Green

Raul Boesel has signed a multi-year agreement to drive for Team Green in the PPG Indy Car World Series, with sponsorship coming from Brahma Beer of Brazil. Boesel, who drove for Rahal/Hogan Racing in 1995, had been expected to stay with Team Rahal following the breakup of Bobby Rahal's partnership with Carl Hogan.

"It was a hard decision," said Boesel. "I have a good feeling about Bobby, he and I became close friends last year. The team treated me fairly, and what troubles we had were not a result of the team. I wasn't considering leaving, but with this sponsorship and support from Brahma and the opportunity to drive for Team Green I took the decision to do it. For sure it is a big responsibility in going to the team that won the Indy 500 and the PPG Cup, but it is also a great opportunity and you have to take the chance."

The contracts call for Team Green to run one car in 1996 but the door is open for a two car operation the following season. Boesel's deal also ensures that Team Green will join Newman/Haas, Patrick and Walker Racing as the Ford/Cosworth development teams which will utilize the new Ford/Cosworth XD engines in 1996.

### Fernandez Released, Lawson Signs

Galles Racing released Adrian Fernandez from the final year of his contract with the team in October and immediately signed four time 500 cc motorcycle World Champion Eddie Lawson for the 1996 season. Lawson, who raced in Indy Lights in 1993 and '94 and won the 1994 Cleveland race, later completed three days of testing with Galles at Big Springs Raceway.

"Eddie's terrific," said Rick Galles. "I thought going with him this year was going to be a bit of a gamble but I don't think so

any more. He reminds me a lot of Little Al in that he's very methodical. He doesn't just go out and thrash the car around every time."

### Rahal Takes Herta

It didn't take Bobby Rahal long to fill the seat in Team Rahal's second car for the 1996 PPG Indy Car World Series. Days after word of Boesel's association with Team Green leaked out, Rahal named Bryan Herta as his new teammate. The 1993 Indy Lights champion, Herta drove for Chip Ganassi in 1995 and signed a contract for 1996 only to have Ganassi decide that he didn't want Herta to drive for him after all.

Although there's no word on sponsorship of Herta's car, expect Shell to step up its involvement in Team Rahal in 1996.

### Player's Announces 1996 Plans

To the surprise of absolutely nobody, Player's Ltd. has selected Greg Moore to drive Forsythe Racing's Player's-Reynard in the 1996 PPG Indy Car World Series. Moore, who won the 1995 Firestone Indy Lights Championship in a walk, tested with Forsythe in Florida at Sebring and Homestead as well as Nazareth in October. At Nazareth he turned a lap of 19.29, a time that would have put him on the outside of the front row for the 1995 Indy Car race there.

"We're very pleased with Greg," said Neil Mickelwright, vice president of operations for Forsythe-Player's. "He has a great attitude and a solid approach to the job. Our main objective is just to get him seat time and get him acclimated to Indy Cars."

In addition to their IndyCar plans, Player's and Forsythe announced that Claude Bourbonnais and David Empringham will race in the 1996 Firestone Indy Lights Championship, with a third car

fielded for young Bertrand Godin at selected events.

### Krosnoff To Arciero-Wells

Cal Wells and Frank Arciero named Jeff Krosnoff to drive Arciero/Wells Racing's Toyota-powered Reynard 961 in the 1996 PPG Indy Car World Series. The coming season will mark the 31 year old Krosnoff's return to North America after racing primarily in Japan for the past six seasons.

"We went through an exhaustive process and interviewed around 30 drivers over the past six months," said Wells. "It was a very difficult decision, because there are a lot of extremely talented drivers out there. We felt Jeff had the best mix of talent, experience and personality that would meld well with the team we have assembled."

After racing in sport trucks, showroom stock, the Mazda Pro Series and Formula Atlantic in the United States, Krosnoff moved to Japan in 1989 where he raced in the F3000 championship for the 5 Zigen and Speed Star teams. He also drove in the Japanese GT championship for the SARD team in a Toyota Supra. The past two seasons have also seen Krosnoff race Toyotas at the 24 Hours of Le Mans, highlighted by a near win and ultimate second place overall in 1994.

"One of Jeff's positives is the fact that he already has a relationship with Toyota," said Wells. "He actually has driven for Toyota at a number of different levels. He's highly regarded by the Toyota Motor Corporation's motorsports division and has a great deal of cross cultural experience, and that makes him a natural for us."

"This is the chance of a lifetime for me," said Krosnoff. "I've been working hard in Japan over the past several years to kind of hone my craft and become a better driver, so to be able to return to America and in Indy Cars is fantastic."

## Zanardi To Ganassi?

With Herta bound for Team Rahal, Target/Chip Ganassi Racing has a vacancy alongside Jimmy Vasser. The leading candidate for the ride is Alessandro Zanardi, who battled Christian Fittipaldi for the 1991 European F3000 title and later drove for the Lotus F1 team. Reynard has been championing Zanardi's cause, in much the same way they backed Gil de Ferran last year, and Ganassi tested Zanardi at Homestead in October. Honda is also believed to be lobbying Scott Goodyear's case with Ganassi.

## Ganassi, Forsythe Looking At Firestone

No matter who drives for Ganassi in 1996, indications are the Target Reynards will be equipped with Firestone tires. The team tested on Firestones at Homestead and, at the PPG Indy Car World Series banquet, one of Ganassi's '95 Reynards was prominently displayed on Firestone tires just inside the doorway at the IndyCar Expo. Forsythe Racing's similarly equipped '95 Reynard was positioned just outside the banquet hall.

## Tasman, PacWest, Walker Seats Open

With the moves by Forsythe, Galles, Arciero/Wells, Target/Ganassi, Team Green and Team Rahal, Indy Car racing's post-1995 silly season is drawing to a close. The remaining question marks center around possible second seats at Tasman and Walker as well as Mauricio Gugelmin's partner at PacWest. Adrian Fernandez now shapes up as the most likely candidate for the Tasman ride while Scott Goodyear may yet figure in the reckoning at Walker, where it will be remembered, he drove with distinction in 1992-93. Meanwhile, Mike Groff, who got the "close but no cigar" award from Arciero/Wells, has been mentioned as a possibility for the second ride at PacWest.

## Homestead Up And Running

Ralph Sanchez' new showcase Homestead Motorsports Complex opened for testing in early October. After the track was christened by the Busch Grand National set, several Indy Car teams took to the track including Ganassi, Forsythe, Hall, PacWest, Penske, Patrick, Walker and Arciero/Wells. With long straightaways, four distinct corners and short chutes between Turns One and Two, and Three and Four, Homestead's 1.5 mile oval has been called a "mini-Indianapolis" and after his initial crack at the circuit, Target/Ganassi driver Jimmy Vasser concurred with that assessment.

"It's like a little Indianapolis," he said.

## Moore Tests At Homestead

Right, 1995 PPG-Firestone Indy Lights champion Greg Moore was one of the first drivers to test at the new Homestead Motorsports Complex. Below left and right, after unloading, the rookie began conservatively, working with his new Indy Car team. Center, by the end of the first testing day, Moore was gaining speed and among the fastest at the new track.

DAN BOYD



DAN BOYD



DAN BOYD



DAN BOYD

DAN BOYD



DAN BOYD

## Team Members Take A Spin

Left, PacWest Racing owner Bruce McCaw and the entire team got together for a day of joy riding in the team's two Reynards. Prior to going out on the track in Mauricio Gugelmin's Hollywood car, McCaw got a little talk from team manager and Indy Car driver Dominic Dobson. Sources told ICR that McCaw will not challenge his drivers for seat time in 1996. Above, engineer Alan Mertens was the star of the afternoon in the VISA entry, locking up the brakes and, according to some eye witnesses, missing most of his braking points, causing him to fly past turns. Mertens' talent, however, is in making the machine go fast for the driver, not himself.

"It's got the long straights and the short chutes. For now, anyway, I'm approaching it like I approached Indianapolis as a rookie. I'm getting on the brakes into Turns One and Three and letting off a bit in Two and Four.

"Although it's like a little Indianapolis, it's still pretty big. In size it reminds me more of Michigan International Speedway. It's a beautiful facility."

Mauricio Gugelmin agreed with Vasser's assessment.

"It's a work of art," he said. "Beautiful. It looks like a small Indianapolis. Already we're averaging 185 mph for a lap and there's a lot of sand and dust around. I think we'll be averaging close to 200 mph

added to its Board of Directors. In order to accommodate all three new Board members, IndyCar also increased its number of CPI (CART Properties Inc.) franchises from 24 to 25.

#### No IRL Supporters For IndyCar Board

IndyCar has informed its franchise holders that any franchisee who enters the IRL will not be permitted to participate in IndyCar Board of Directors meetings.

"We clearly have to regard the IRL as a competitor," said IndyCar president and CEO Andrew Craig. "Our directors have a fiduciary responsibility to the company to work ceaselessly and tirelessly for the benefit of Championship Auto Racing

Robby Gordon's Indy Car. Dykstra, whose experience ranges from Can-Am to Trans-Am, IMSA and Indy Cars, worked as race engineer for Forsythe Racing last year when Teo Fabi earned one pole position and three other top three starting spots.

#### Byrd/Project Indy And Arie For IRL

Jonathan Byrd has joined forces with Andreas Leberle's Project Indy team and Arie Luyendyk to compete in the inaugural season of the Indy Racing League. The team will contest the full IRL series in a Reynard 951 Ford/Cosworth, and perhaps also enter selected events in the PPG Indy Car World Series. Veteran race engineer Tim Wardrop will also join the team in 1996.

#### Eagle-Toyota Tested At Willow Springs

Dan Gurney's All American Racers took their Toyota-powered Eagle to Willow Springs for shakedown tests in early November, with Juan Manuel Fangio, II logging approximately 100 miles in two days worth of work on the tight "Streets of Willow" circuit.

"Things went reasonably well," said Jon Ward, lead designer of the Eagle. "Everyone was smiling at the end of the two days. It was just a shakedown test on the Streets of Willow, not what you'd use as a handling barometer, but when we left the engine was still running, the gearbox was still working and all the suspension was still attached to the car.

"Juan felt happy with the way the car felt. We made some adjustments and the car seemed to respond. But we were mainly there to focus on the systems, make sure they were working right, and to collect data. We're scheduled to test at Firebird, and we'll do more systems work but also begin to work on the performance end of things."



It has been a long time since the Indy Car world has seen one of Dan Gurney's Eagle chassis, but the Eagle is flying once again as Gurney's All American Racers has begun testing the new chassis and the new Toyota Indy Car engine. The car's first run was at Willow Springs (Calif.), with driver Juan Manuel Fangio II logging 100 miles during the two-day test to check out the car's systems. The team then went to Firebird (Chandler, Ariz.) for additional testing in preparation for 1996 competition.

under optimal conditions.

"Right now I'm just tapping my brakes into Turns One and Three, but Two and Four are flat. The banking is quite high and you go for the apex quickly, which tends to makes the car swap ends. I guess they had a number of spins with the Busch cars, but there's been no trouble with the Indy Cars."

Vasser posted the quickest lap on the Homestead oval at 28.4, a time that was later equaled by Mike Groff while testing Aciero/Wells' '94 Reynard/Ford.

#### Three New Board Members for IndyCar

IndyCar announced that Barry Green, Steve Horne and Pat Patrick have been

Teams.

"We have taken the position that, anybody who wants to run in the IRL, well that's fine, but they may not be a director of the company. Now that does not mean that we take away their franchise; it does not mean we restrict their ability to compete in the series. But it does mean that they cannot be sitting in the board room when we are discussing matters that may impact upon our general policy towards a competitor."

#### Dykstra To Walker

Veteran engineer Lee Dykstra has joined Walker Racing where he will be responsible for the track engineering on

#### Della Penna For IRL/IndyCar

Veteran Toyota Atlantic entrant John Della Penna has acquired a Reynard 951 from Walker Racing and plans to campaign the car with Ford/Cosworth XB power for 1995 Toyota Atlantic Champion Richie Hearn next season. Della Penna plans to run the full five race IRL slate, including the Indianapolis 500, plus selected events in the PPG Indy Car World Series. Hearn won last year's Toyota Atlantic title driving a Ralt for Della Penna.

#### No IndyCar Compromises Likely

Andrew Craig and Tony George made it clear in separate news conferences recently that there is no sign of a compromise between IndyCar and the Indy Racing League.

"There's been plenty of time for useful discussions and negotiations," said George. "At this time we're well past the window of opportunity for compromise. At this time we're just a couple of months away from Orlando and the Walt Disney 200. We've been trying to sit down and discuss things for 18 months and right now, 90 days out from our first race, I don't know what can be done. The issues are few but they're not easily resolved."

"Certainly IndyCar would like to see a compromise," said Craig. "There is no question about that, but compromise does require that both sides recognize that there has to be give and that the compromise is not where merely one side prevails over the other. Certainly a resolution would be in the best interest of the sport, in the best interest of the Speedway, and in the best interest of Championship Auto Racing Teams. Whether that happens remains to be seen. But what we are not prepared to do is just walk away and say, 'Oh well, if that is what the Speedway wants to do, OK.'"

IRL officials announced that the international television package for the Indy Racing League will be distributed worldwide by Tran World International, the primary distributor for the Indianapolis 500 since 1992. Coverage is expected to reach at least 75 countries next year.

The IRL also announced entry forms for the Indy 200 at Walt Disney World were mailed in early November and they have already received confirmation that A.J. Foyt intends to enter the inaugural IRL race. Foyt recently tested sprint car ace Tony Stewart and Fredrik Ekblom at Phoenix International Raceway.

The deadline for filing entries to the race is November 30.

"Many of those (entries) represent two and even three car teams," said Jack Long, executive director and CEO of the IRL. "The number of new teams showing interest in our series is the most gratifying aspect of the launch. That is what the IRL is all about, opening opportunities for new teams and drivers to compete at the highest level of open wheel racing."

For his part, Craig continued to hint at the possibility of IndyCar running its own 500 mile race on Memorial Day weekend if the IRL does not abandon its controversial seeded qualifying format.

"We have not announced anything specific with regard to our Memorial Day race," he said. "What I want to do is first of all, have all the details in place and not make any announced menu about television packages until we have everything under control."

Craig did allow, however, that the timing of the announcement of the IndyCar 500 would be dictated by the demands of television and will likely take place in the coming weeks.

"Do we want to look for a compromise?" he said. "Of course we do. What I am not going to do is lock us in to something where compromise then becomes an impossibility. But obviously there is going to be a point in time when we say 'OK, this is it.' We are going to get on with our lives and develop our own series. I do not know when that is going to be...realistically, I cannot imagine that date is more than five or six weeks away, maybe a little more, maybe eight weeks at the outside."



**Mauricio Gugelmin and PacWest Racing were the first to try out the new Homestead Motorsports Complex, as the off-season testing went into full swing in late October. Gugelmin is shown running down the back stretch of the track, which is higher than the front stretch, allowing better viewing. "It's a work of art," said Gugelmin. "Beautiful." Drivers have described the new 1.5-mile track like a small Indianapolis, with long straightaways and short chutes. The facility will host its first PPG Cup race March 1-3.**

#### Toyota Gets Relief

IndyCar voted to waive the series minimum engine supply rule for Toyota's new Indy Car engine. The Board approved a minimum two car entry for Toyota in 1996 in place of the two franchise, three car regulation enacted prior Honda's entry into Indy Car racing in 1994. The Board also plans to study the current engine supply rules for future entrants.

Toyota will be allowed to compete with two cars through the Detroit Grand Prix on June 9. After Detroit, Toyota will comply with IndyCar's mandated three-car entry. Toyota's 1996 Indy Car plans include supplying engines to one current IndyCar franchise holder, Arciero/Wells, as well as

Dan Gurney's All American Racers (AAR), a non-franchise team. Arciero/Wells plans to field a Toyota-powered Reynard 961 for Jeff Krosnoff, while AAR will race Eagle chassis of its own design, powered of course by Toyotas.

#### PPG Indy Car World Series Banquet

The 1995 PPG Indy Car World Series Awards Banquet attracted more than 1000 attendees - including master of ceremonies Martin Mull - to the Westin Hotel in Detroit's Renaissance Center on November 3.

1995 PPG champion Jacques Villeneuve took home a bevy of awards and a satchel full of loot from the affair, including a check for \$1 million as series winner, a new Ford

Thunderbird LX, the \$25,000 Marlboro Pole Award (for most pole positions on the year) and the AC Delco (\$15,000), Valvoline (\$25,000), STP (\$10,000) and Bosch (\$5,000) year-end awards.

Gil de Ferran was presented the Friends of Jim Trueman Rookie of the Year Award, together with a check for \$50,000. DeFerran edged Christian Fittipaldi for the honor, on the strength of a win in the season finale at Laguna Seca just a week after placing second at Vancouver in the Jim Hall/Pennzoil Reynard-Mercedes Benz.

Jimmy Vasser was named Most Improved Driver in the 1995 PPG Indy Car World Series through a vote by his fellow

drivers. Vasser, who drove the Target/STP Reynard-Ford to career-best second place finishes in Detroit and Portland for Ganassi Racing, placed eighth in the PPG Cup standings in what was only his second full season of Indy Car racing.

Other awards went to Forsythe Racing (PPG Refinish Award for best overall car appearance); Ford Motor Company (first PPG Indy Car World Series Manufacturers Championship); Reynard (first PPG Indy Car World Series Championship); Team USA (first PPG Indy Car World Series Nation's Cup) and Patrick Racing's Tony VanDongen (Sears Craftsman Chief Mechanic of the Year).

Finally, IndyCar president and CEO

IndyCar family and the door will always be open for him. Indeed, we value both his achievements and his friendship."

#### IndyCar Television Pact Expanded

IndyCar announced that its domestic television broadcast package will be expanded to include 12 races on the ABC network with three original broadcasts on the ESPN cable network. In addition, the series is slated to receive expanded qualifying and pre-race programming on ESPN's sister cable network, ESPN2.

"One in four American homes watched at least one of our races in 1995," said IndyCar's Andrew Craig. "With a stronger network schedule, our continuing excellent

years, fields were small, sometimes as little as eight cars starting a race. However, under the leadership of series president Roger Bailey, the Indy Lights have made a steady climb both in numbers and in quality.

The most significant move in series history came in 1992, when Bailey dropped the old March chassis, which was based on a 1985 Formula 3000 car, in favor of the Lola chassis. The car was far more state-of-the-art and attracted a great deal of interest from European drivers, who considered taking the Indy Lights route to Indy Cars, rather than the F3000 path to Formula One.

"For the first time I think we actually are running out of cars to sell people," Bailey said recently. "That's a good problem to have."

The Lola chassis will be updated, as Bailey believes the cars need to be current in order to effectively prepare drivers for Indy Car competition. Indy Lights graduates who have won Indy Car races include Paul Tracy and Andre Ribeiro. 1995 champ Greg Moore has moved up to the PPG Cup for 1996.

As of press time, no announcement had been made concerning a new engine, to replace the Buick V6. Buick, the original engine supplier to the series, has announced it will not continue with the Indy Lights program. Rumored to be in line for the engine program is BMW. ■

### 1996 PPG Indy Car World Series Television Schedule

Date	Event	Network	Time
March 3	Homestead	ABC	1:30 p.m.
March 17	Brazil	ABC	3:00 p.m.
March 31	Australia	ABC	2:00 p.m.
April 14	Long Beach	ABC	4:00 p.m.
April 28	Nazareth	ABC	2:00 p.m.
June 2	Milwaukee	ABC	1:00 p.m.
June 9	Detroit	ABC	1:00 p.m.
June 23	Portland	ABC	4:00 p.m.
June 30	Cleveland	ABC	3:00 p.m.
July 14	Toronto	ABC	2:00 p.m.
July 28	Michigan	ABC	2:30 p.m.
August 11	Mid-Ohio	ABC	3:00 p.m.
August 18	Road America	ESPN	3:30 p.m.
September 1	Vancouver	ESPN	5:00 p.m.
September 8	Laguna Seca	ESPN	3:00 p.m.

Andrew Craig named former IndyCar team owner Ralph Wilke as a lifetime member in IndyCar's Champions Club. The Champions Club is designed to recognize former Indy Car winners and those who have made great contributions to the sport. Wilke and his father, Bob, combined to run the Leader Cards Racing team in Indy Car racing for more than 30 years, winning six national championships and three Indianapolis 500s with drivers such as Rodger Ward, Bobby Unser and Johnny Rutherford.

"As much as we continuously look toward the future," Craig said, "it's extremely important that we remember our past. Without people like Ralph and Bob Wilke, the sport could never have attained the level it has today. Ralph is a part of the

relationship with ESPN and increased support programming on ESPN2 we feel that we can continue to build on those numbers in the future."

#### FILC Pact Extended

IndyCar and the Firestone Indy Light Championship have extended their pact for an additional three years.

The agreement will result in a larger post-season prize fund for the FILC as well as an enhanced television package. Details will be revealed in the near future, according to Andrew Craig, but ICR sources report that IndyCar is much more likely to embrace and nurture its official development series in the years ahead.

The Indy Lights began in 1986 as the American Racing Series, and in its early

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Debbie Wicker  
Publisher  
Date: 10/3/95

# 314,000 miles Ron Bowen - Gatesville, TX

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INDY CAR RACING

THE

TOP

TEN

STORIES OF 1995

It was a lively and competitive season in the PPG Cup, on and off the track.

By David Phillips

The year 1995 was one of drama and tension in the sport of Indy Car racing. The competition on the race track had never been more intense, the depth of fields stronger, the quality of the equipment and talent of the drivers and teams better. Three different chassis manufacturers, three different engine suppliers and, for the first time in more than 20 years, two different tire makers, battled for Indy Car bragging rights. A total of nine drivers won races, at least half a dozen more could easily have done so; no fewer than 21 different drivers led races and 22 drivers either qualified or finished in the top three spots.

The off-track action was no less compelling. First came a couple of controversial officiating calls at the Indianapolis 500, then Al Unser, Jr.'s disqualification at Portland which, after many delays, was overturned by the IndyCar Court of Appeals. Overshadowing it all, was a widening schism between IndyCar and the Indy Racing League, and the increasingly strident rhetoric between the two organizations.

In short, there were a million stories in Indy Car racing during 1995. These are our top ten, based on those which are likely to have the most lasting impact on the sport and which are most likely to be remembered when it comes time to do the Top Ten stories of 1996.



1



DAN BOYD

### IndyCar Considers Staging Alternative 500 Mile Race At Michigan International Speedway Memorial Day, 1996

For more than 80 years the Indianapolis 500 has been the axis of automobile racing in the United States, the AAA and USAC national championships and the PPG Indy Car World Series in particular. At times, Indy car racing has had little going for it EXCEPT the Indianapolis 500 and, thanks to the Hulman family, the race has become the world's largest single day sporting event.

Thus to have the organization that's sanctioned Indy Car racing for the past 16 years planning a competing race is surely the biggest upheaval in the sport since the creation of Championship Auto Racing Teams; and quite possibly the biggest upheaval since the Indy 500 gained supremacy in domestic auto racing.

Should IndyCar follow through with its plans for a 500 mile race at Michigan International Speedway on Memorial Day, perhaps moving that event to California Speedway when that facility is up and running, the sport of Indy Car racing will never be the same. Even if there is ultimately a reconciliation between CART and the IRL, the Month of May will be forever changed. And with it, the sport of Indy Car racing.

2



RON MCQUEENEY



RON MCQUEENEY

### The Indy Racing League Announces Top 25 In IRL Points Will Be Virtually Guaranteed Starting Spots In 1996 Indy 500

Just as the Indianapolis 500 mile race on Memorial Day is an institution rivaling the Super Bowl and the World Series in significance, so practice and qualifying in the three weeks leading up to the race have developed into the second most important event in Indy Car racing. Many are the teams and drivers whose professional fate has rested entirely on the four lap qualifying run at the Speedway.

Despite protestations from Tony George, Jack Long and Cary Agajanian to the contrary, that will all be changed thanks to the IRL's new qualifying format for Indianapolis. To be sure, a driver's starting position will still be based on how fast he or she qualifies - and when. But now the question will be WHERE, not IF, most drivers qualify.

Some of the most dramatic moments in the history of the Indianapolis Motor Speedway occurred when Bobby Rahal, Al Unser, Jr. and Emerson Fittipaldi failed to qualify for the Indianapolis 500. Had the new IRL rules been in effect, Rahal, Unser and Fittipaldi would have been included among the favored 25 starters and would have "made the show" sans sweat.

Although the first week of practice will still culminate in the battle for the pole position, under the new order the makeup of the remainder of the starting field will be largely determined in Orlando and Phoenix, not Indianapolis. The merits of the new system are open to debate. Certainly they will do what they are intended to do - encourage participation in the entire IRL, not just the Indianapolis 500, albeit quite possibly at the cost of having IndyCar stage its own race at Michigan. Good or bad, the new rules will dramatically change the Month of May at the Indianapolis Motor Speedway.

# 3

## Penske Fails To Qualify For The 1995 Indianapolis 500

The failure of Penske Racing to qualify for the 1995 Indianapolis 500 was arguably the biggest upset in Indy Car racing history. Who (besides Bobby Rahal) could have imagined that the defending race winners and PPG champions wouldn't make the show? Sure Rahal failed to qualify in 1993 as defending PPG champion. But he had taken over the "Made in America" chassis project from Truesports, a move which many viewed as a gamble from the outset. Besides, his team hadn't won 12 of 16 races the previous year, nor had Rahal and his team won eight of the past seventeen Indianapolis 500s.



CHERYL DAY ANDERSON



DAN BOYD



CHERYL DAY ANDERSON



ART FLORES

# 4

## Jacques Villeneuve And Team Green Win The 1995 PPG Championship Title

Last year, Villeneuve and Forsythe-Green Racing had a wonderful rookie season, capped by a win at Road America. But few could have seriously entertained thoughts that this team would win it all in their sophomore season of Indy Car racing. After all, Villeneuve still had a lot to learn, the team was well but not lavishly funded and had no special deals with Reynard, Ford or Goodyear.

What they did have, however, were the exceptional management and organizational skills of owner Barry Green; first rate engineering and mechanical capabilities that not only made the Player's Reynard fast, but reliable; and a driver who was wise beyond his years.

5



CHERYL DAY ANDERSON

### Jacques Villeneuve Wins The 1995 Indianapolis 500 When Scott Goodyear Ignores The Black Flag After the Restart

Simply put, one of the most dramatic Indianapolis 500's in history. Take Scott Goodyear. He was having a one-off drive for Tasman Racing, with Honda power and Firestone tires; he'd finished second in the closest Indy 500 in history and he seemingly had this year's race in hand. Even though a late caution period bunched the field, he'd been running laps five mph faster than the closest competition. Then came the fateful restart when he caught and passed the pace car, was subsequently black flagged, ignored the flag and was finally classified 14th.

Take Jacques Villeneuve. His story was no less compelling than Goodyear's. Son of one of the most revered F1 drivers in history and defending Indy 500 rookie of the year, he too had run afoul of the pace car, but was fortunate to have most of the race to rebound from his penalty. He did so, through masterful strategy by his team, brilliant driving and dumb luck. And when the moment of truth was at hand, he answered the call.

6

### Firestone Returns To Indy Car Competition Victorious After Over 20 Years

For more than 20 years, Indy Car racing was a spec tire series. Not any more. Firestone returned with a vengeance, taking on all-powerful Goodyear and, ultimately, won two races despite being seriously outnumbered. Though Firestone's first win at Michigan (courtesy of Scott Pruett) naturally got the most attention, Andre Ribeiro's win at New Hampshire was a more decisive victory for the 'Stones.

The competition between Goodyear and Firestone had some subtle (and not so subtle) impact on practice, qualifying and race strategies. The manner in which IndyCar, USAC, Goodyear and Firestone handled a potentially explosive situation and avoided (at least in the short term) a tire war, was a credit to the sport. However, the sanctioning bodies and tire manufacturers must be continuously vigilant in their efforts to keep the "tire competition" from escalating into a "tire war."



RON MCQUEENEY

# 7



## IndyCar Announces Plans For The New Oval Race In Rio De Janeiro, Brazil

The past several years have seen Indy Car racing experience a tremendous growth in fan interest throughout South America, but especially in Brazil. Certainly Emerson Fittipaldi's success had much to do with that, as did the emergence of Raul Boesel as a front runner and Nelson Piquet's experiences at Indianapolis. Meanwhile, Brazil's once fanatical devotion to Formula One has waned as the result of Ayrton Senna's death, the dismal state of competition and a dearth of Brazilian drivers. The net effect is that fully 1/3 of most 1995 Indy Car fields featured Brazilian drivers - and sponsors.

Although IndyCar officials are careful to note they have no designs on supplanting Formula One as the world's premier racing series, scheduling an oval track race at the Nelson Piquet International Raceway near Rio de Janeiro is the next step in the PPG Indy Car World Series' rapid evolution into a world class sporting entity.

DAN BOYD



# 8

## Unser Jr. Disqualified at Portland, Reinstated By IndyCar Court of Appeals

This was certainly the longest-running story of the 1995 season, as it took from June until late September to determine whether or not Unser's PC24 was illegal at Portland. In fact, the question of the legality of Unser's car was secondary to the other issues raised by the affair. First of all, the protracted process by which the outcome of the race was finally settled was far too cumbersome and time-consuming. Competitors, sponsors and fans have a right to expect the outcome of a race will be decided quickly, even in those (fortunately) rare cases where that outcome depends on an interpretation of the rules.

Secondly, the outcome of the appeal - which hinged on the methods of measuring the PC24's compliance to the reference plane - highlights the need for an overhaul of IndyCar's technical and scrutinizing procedures.

9



GREGG FEISTMAN

### Honda Scores First Indy Car Victory With Andre Ribeiro At New Hampshire

Perhaps this should rate higher on the scale of top ten stories. Certainly, Honda's first win in Indy Car competition is a major milestone. It is, after all, the first victory by a Japanese engine manufacturer. Better yet, with Honda getting stronger by the race and Toyota poised to enter the PPG Series in 1996, it is more than likely the first of many such victories by Japanese engine manufacturers.

Given Honda's record in motorsports, it was ultimately just a question of WHEN, not IF, they'd win an Indy Car race. On the other hand, there were certainly plenty of times in 1994 it seemed that Honda's first win would never come. That it came in New Hampshire two months after Scott Goodyear and Honda snatched defeat from the jaws of victory at Indianapolis was a telling indication of just how far Honda's program had come in the past twelve months.

COURTESY OF ICN



10

### PPG Indy Car World Series Champion Jacques Villeneuve Goes To Formula One

Jacques Villeneuve's departure for Formula One is further evidence of Indy Car racing's growing presence in the world arena. This makes two of the last four PPG Champions who've "graduated" to Formula One on the heels of their Indy Car success. Unlike Michael Andretti, however, Villeneuve seems destined for an environment designed to make him succeed, not fail. He's already logging dozens of test days on the tracks he'll be racing on in 1996, with a team, chassis and engine not likely to be radically different from the ones he'll be racing next year.

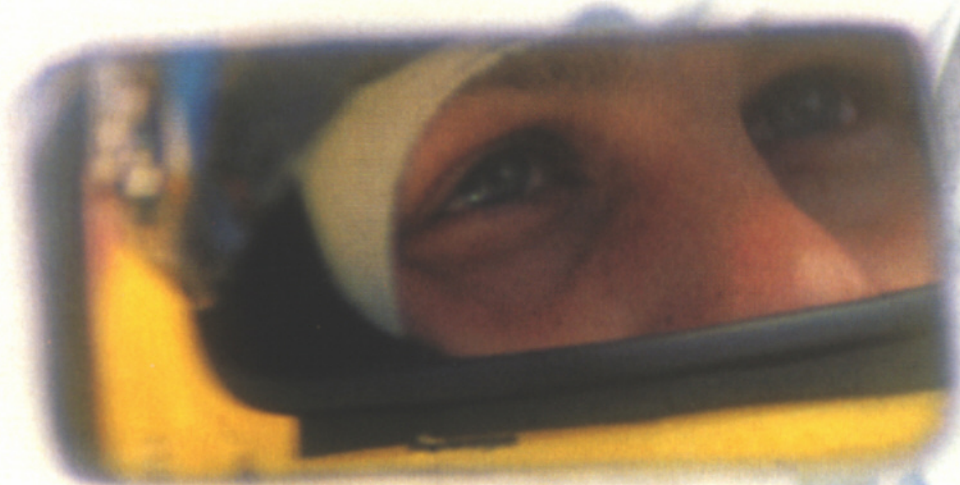
Villeneuve's move to the Williams F1 team left Team Green in the lurch, as his departure paved the way for Player's to switch its allegiance to Forsythe Racing in 1996. In the course of a couple of days, Team Green went from prospective PPG champions to a team struggling just to survive. Team Green's future now seems assured, so the Indy Car community can look forward to watching the F1 races on Sunday mornings with renewed interest.

*1995 Season Review*

# FULL MIRRORS

Close competition and multiple winners highlighted a terrific 1995 PPG Indy Car World Series campaign.

By Jeremy Shaw  
*Competition Editor*





**When Jacques Villeneuve checked his mirrors in 1995, he found them filled with serious challengers for the PPG Cup crown.**

**J**ust as we predicted, the 1995 PPG Indy Car World Series turned out to be one of the most hotly contested championships in auto racing history. I, for one, am sorry it's over. The racing was intense and exciting, fought out amongst a fascinating mix of youthful and experienced drivers. There was little to choose between the available equipment, with all of the chassis manufacturers (Reynard, Penske and Lola), the engine suppliers (Ford/Cosworth, Mercedes-Benz/Ilmor and Honda) and the tire companies (Goodyear and Firestone) enjoying at least a taste of the champagne.

This remarkable parity ensured a season full of thrilling races highlighted by a total air of unpredictability. Prior to each race, there really was no way of knowing who was likely to win. How many other series around the world can make such a boast? Certainly not Formula One, where Michael

top prize. Ultimately, though, Jacques Villeneuve emerged from the squabbling pack to become the youngest driver ever to win the Indy Car Championship.

The 24-year-old French-Canadian achieved his goal in magnificent style, proving consistently fast in Team Green's Player's Ltd. Reynard-Ford/Cosworth 951 and displaying a mixture of maturity, common sense and fortitude which belied his tender age. He stayed calm in a pressure-cooker situation toward the end of the campaign, when a late charge by Al Unser Jr., allied to uncertainty regarding the Penske driver's appeal following disqualification at Portland, ensured that the title remained undecided until the final race at Laguna Seca. Villeneuve responded by claiming the pole and overcoming several delays to put the crown beyond reach. He was a thoroughly deserving champion.

As the season wound down, Villeneuve

drive.' So I think the seed was planted at that Mid-Ohio test and it developed through the natural course of events - some physical, some mental and some just good fortune."

Christian Contzen and Bernard Dudot from Renault were present for the race at Portland, and Villeneuve rose to the occasion by topping the qualifying times on each day. He didn't win the race, stricken by a broken shock mount, but he had made his point. Less than two months later, Villeneuve had signed his name to a contract to drive in Formula One for 1996 and beyond.

Villeneuve will carry with him the best wishes of everyone involved in Indy Car racing. He knows all about the pitfalls that Michael Andretti encountered in 1993 but seems adequately equipped to ensure they will not affect him. For starters, Villeneuve already has begun an intensive testing program which will continue throughout the winter. He won't know all of the tracks, but the Williams team is adamant that no stone will be left unturned in a bid to give him the best possible preparation. Villeneuve, as we have seen the past two years, has the talent and the determination to make the most of this opportunity.

Al Unser Jr., in particular, must feel a tinge of jealousy at the way in which Villeneuve has been accepted into the Formula One fold. Unser, after all, vigorously pursued his own aspirations to make the switch a few years ago, only to be treated shabbily by a couple of the European teams. He did not take too kindly to what he considered a slap in the face and instead vowed to concentrate his efforts on the PPG Cup series. He did so brilliantly, of course, in 1994, sweeping to a dominant championship success.

This time around, though, he found the going to be tougher. The latest Penske PC24 was undoubtedly a better car than the dominant PC23 had been in 1994, but for some reason it was not well suited to the latest breed of Goodyear Eagle radial tires - especially in qualifying trim. Not even the combined talents of Unser, Marlboro Penske teammate Emerson Fittipaldi and the phalanx of engineers could coax ultimately fast lap times out of the car. More significantly, rival chassis manufacturers Lola and Reynard made great strides with their own new designs, so that the advantage enjoyed by Penske in 1994 was dramatically reduced. Nevertheless, Unser was almost always a major factor in the races. He made a rare mistake in Toronto, where frustration got the better of him and he ran into the back of Bobby Rahal, but Unser's talent and will to win remained undimmed. He won brilliantly at Long Beach and Vancouver and added two more victories, plus a couple of late-season podium finishes to keep the pressure on Villeneuve until the very last race.



Schumacher and Damon Hill are the overwhelming favorites every weekend, with their respective teammates, or perhaps the two Ferrari drivers, waiting in the wings to pick up the pieces. No question, this year's PPG Cup series rivaled the traditionally wide-open NASCAR Winston Cup circuit in terms of the number of competitors capable of reaching Victory Circle.

The bare statistics tell the story. Nine different drivers emerged as winners during the 17-race season. There were 10 different pole winners. And consider this: a total of 23 combatants can lay claim to either a podium finish, a front-row start or to having led a green-flag lap. The 34 PPG Cup point scorers represented an amazing 21 teams. See what I mean? It's been a wonderful year.

The title-chase remained wide-open at the halfway stage, with at least 10 drivers holding legitimate aspirations of ending the year with the PPG Cup and the \$1 million

reflected upon a test session at Mid-Ohio in June as providing the turning point. The results seem to back up that assessment. Prior to the test, Villeneuve had never won a pole. He set that record straight the next time he sat in the car, at Portland, and repeated the feat in five out of the next eight races. So what made the difference?

"Really, it was a combination of things," says Tony Cicale, Team Green's vastly experienced race engineer. "Yes, we did have a good test. Yes, we learned a couple of things about the car that may have made it a little bit nicer, a little bit more comfortable to drive; but I think more than anything else, he just gained in confidence.

"He and I talked at Mid-Ohio about his aspirations in Formula One. That is when, really, his whole outlook changed. Even though he had not yet done the Formula One test (with Williams-Renault), I think, deep down, he was saying, 'You know, if I could be on pole, maybe I could pull this off. Maybe I can get the Formula One

DAN BOYD



Unser's reinstatement at Portland, following an unsatisfactorily long drawn out protest and appeal process, ensured that he edged to within 11 points of Villeneuve in the final PPG Cup standings. If you think about it, that's not much at all. And who knows, the outcome of the title-chase might have been quite different if Unser and the Penske team had not suffered the dire ignominy of failing to qualify at Indianapolis.

Bobby Rahal no doubt can sympathize, having endured the same ordeal in 1993; and although he finished third this year in the PPG standings, Rahal again will look back on the season with a mixture of satisfaction and frustration. The good news was that he managed to maintain a chance of winning the crown until late in the season. The bad news was that, for the third year running, he failed to win a race or even a pole.

Rahal's Miller Genuine Draft Lola-Mercedes was always particularly strong on the street and road courses. He set the fastest lap both at Toronto, where he finished second, and Vancouver. He was looking good at Long Beach until his transmission failed. He finished second, too, at Surfers Paradise and Portland. On the short ovals, though, he struggled terribly.

"With the series as competitive as it is, you need to run strong everywhere if you're going to contend for the championship," said Rahal astutely, "and we were unable to do that."

Michael Andretti ended up fourth in the points. Arguably, he deserved much better. His Kmart/Texaco-Havoline Lola-Ford was clearly the class of the field in the early races, although for a variety of reasons Andretti failed to capitalize. A few mistakes born out of impatience cost him dearly. Then, later in the year, he was afflicted by a slew of engine-related problems that cost him at least three wins.

The most interesting aspect of Andretti's season was his performance in qualifying. He was on pole for three of the first four races, which was only to be expected from an acknowledged expert qualifier, but thereafter was on the front row only once, at Michigan. Now that was a surprise.

"It was more because of a change of philosophy by the team," explains Newman-Haas race engineer Peter Gibbons. "We found it very difficult to get a good balance on the car, especially compared to the Reynards, so we purposely decided to forget about qualifying and concentrate on preparing for the race."

Teammate Paul Tracy scored 10 points less than Andretti and placed sixth in the standings with his similar Kmart/Budweiser Lola-Ford. So far as he was concerned, that was a major disappointment. The Canadian, who now resides in Scottsdale, Arizona, defied the critics by establishing a good working relationship with Andretti. He



Above left, Scott Goodyear came ever so close to winning the Indianapolis 500 again in 1995, only to experience heartbreak when he was black-flagged late in the race for passing the pace car. Still, it was a great showing for Honda, Firestone and Tasman Motorsports Group.

Above, Bryan Herta earned the pole at Phoenix, but a crash at Indy and DNFs put a damper on his season and his job with Chip Ganassi.



Center, Marlboro Penske driver Emerson Fittipaldi took one of Bobby Rahal's Lolas in an unsuccessful attempt to qualify for the Indianapolis 500.

Above, Bobby Rahal finished third in the standings, then split with partner Carl Hogan. He and Miller Genuine Draft have a new five year deal.

Right, Robby Gordon won twice, at Phoenix and Detroit, and asserted himself as one of the PPG Cup's elite drivers.





Left, Scott Pruett won for Firestone tires and Pat Patrick at the Marlboro 500 after a classic battle with Al Unser Jr.

Top, Michael Andretti (#6) had tough season, winning only once at Toronto, while teammate Paul Tracy won twice, then returned to Penske Racing.

Below, Gil de Ferran had few points to show for his talents, but finished with a flurry and won the Laguna Seca Race and "Rookie of the Year."



Above, Jimmy Vasser finished second at Portland, then was given the win when Al Unser Jr.'s car was disqualified. The win was later taken away when Penske Racing won its appeal, but undeniably Vasser emerged as a top talent in the PPG Cup and will have the number one seat with Ganassi next year.

Right, Christian Fittipaldi had a steady rookie season and caught the eye of Carl Haas, who signed the Brazilian to a 1996 contract.



also won two races and added a trio of runner-up finishes. But he, too, suffered from a rash of mechanical problems and a few mistakes, notably at Toronto where his impatience cost him a certain podium finish in front of his "home" crowd.

Sandwiched between the Newman-Haas pair in the points table was Robby Gordon, who was quite brilliant some days and mediocre on others. Gordon's biggest problem came shortly before the start of the season, when Walker Racing's long-time chief engineer, Tim Wardrop, abruptly decided to quit (although he returned to work at Indianapolis with Team Menard). The 26-year-old Californian wasn't able to strike up the same rapport with his new engineering team, led by Rob Edwards, and consequently his results lacked consistency.

Gordon was fortunate to escape with no worse than a concussion from a huge crash at Michigan, caused by a rear suspension failure, but he underlined his undoubted talent by guiding his Valvoline/Cummins Reynard-Ford to superb wins at Phoenix and Detroit. Now, if Robby was to put as much of his heart into his Indy Car program as he does his off-road truck racing, surely he would become a consistent winner - and a true championship contender.

Scott Pruett, seventh in PPG Cup points, claimed by far the season's most spectacular victory, as he zoomed past no less an adversary than Unser on the high line on the last lap to win a thrilling Marlboro 500 by a scant 0.056 seconds. It provided further proof of Pruett's determination and sheer will to win. He could have been forgiven for settling for second place when Unser drafted past at the beginning of the final lap, but, as he has shown throughout his career, Pruett is made of sterner stuff. It was an extremely popular success.

Pat Patrick's rejuvenated team was guided as expertly as ever by the tireless Jim McGee, while race engineer Steve Newey and crew chief Tony Van Dongen combined to ensure this was one of the happiest teams in the paddock. The entire group had toiled long and hard during the 1994 season, testing incessantly in anticipation of Firestone's return to the Indy Car marketplace. The work paid off handsomely as Pruett finished fourth and set fastest lap in the opening race at Miami. In fact, he was a contender at virtually every race.

Jimmy Vasser also emerged as a strong talent. Now 29 and into his fourth season on the PPG Cup circuit, Vasser at long last had an effort behind him to match his skills. Too often in the past he has been hamstrung by a meager budget; and while Chip Ganassi's team was hardly flush with cash, Vasser at least didn't have to worry whether his next race might be his last.

Both he and equally promising Target/Chip Ganassi teammate Bryan Herta suffered through an appalling start to the season, notching only two finishes between them in the first five races, but there were signs of more tangible results just around the corner. Herta, for example, claimed a brilliant pole at Phoenix, in only his eighth Indy Car start. Vasser qualified on the front row at Nazareth and led for a while at Indianapolis before finding the wall. The corner, figuratively if not literally, had been turned. Vasser recorded consecutive podium finishes at Detroit, Portland (indeed for three months he was heralded as the winner until Unser's victory was restored by a court of appeals) and Elkhart Lake. He added another third-place finish - behind Villeneuve and Herta - at Cleveland. His first legitimate win, surely must be just around the corner.

Herta, too, shone on occasion, despite the fact his confidence had been well and truly sapped by a difficult relationship with his race engineer, Morris Nunn. Herta's front row qualifying efforts at Mid-Ohio and Laguna Seca were therefore especially meritorious.

Formula One refugees Teo Fabi and Mauricio Gugelmin rounded out the top 10 in points. Both displayed race-winning potential. Fabi joined a new team established by Jerry Forsythe, his original mentor in the Indy Car ranks in 1983. He was determined to prove that Jim Hall had been wrong to write him off at the end of the 1994 season, and he achieved just that. Fabi, as ever, was especially strong in qualifying, although he was blighted by all manner of niggling problems in the races. He deserved far better than his final tally of one third-place finish and three fourths.

Gugelmin started his sophomore season strongly, finishing second in Miami and fourth in Surfers Paradise. He ran well, too, at Long Beach and led most laps at Indianapolis before his Hollywood Reynard-Ford's handling went strangely awry. The PacWest team seemed to lose its way in midseason, disappearing up a blind alley as it sought to modify rather than massage its cars, although Gugelmin did regain his status as a bona fide front-runner once the earlier mistakes had been rectified.

"We had a pretty good start to the season and a pretty good end to the season," noted Gugelmin, who finished third at Laguna Seca to cement his position as the highest ranked Brazilian. "We just need to work on the middle bit some more."

Fellow Brazilian Emerson Fittipaldi did not have a happy time in 1995. The first portion of the season wasn't at all bad, with Fittipaldi leading handsomely at Phoenix prior to a late splash-and-go pit stop. He then won at Nazareth and rebounded from the Penske team's debacle at Indianapolis by running strongly at Milwaukee until he spun into the wall as he attempted to make a pit stop. Thereafter, however, Fittipaldi was never a factor.

Adrian Fernandez took some time to adapt to the Lola chassis, having gotten used to the Galles team's Reynards in 1994, but his Tecate/Quaker State car soon became a consistent top-10 performer. Fernandez gained his first podium finish at MIS - having qualified, incidentally, fastest of the Mercedes/Ilmor contingent - and added a fourth at Mid-Ohio. He then proved one of the pace-setters at New Hampshire, only to blot his copybook by crashing both in practice and the race.

Tony Bettenhausen's Alumax-backed team began the year full of optimism, reckoning that a couple of Penske PC23 chassis, which had been so dominant in '94, would enable Stefan Johansson to finally break through into Victory Lane. Not so. The capable driver, in common with the "factory" Penske team, soon discovered that the PC23's poise was upset by the latest Goodyear tires - and that the overall competitiveness of the PPG Cup series had

De Ferran displayed his class both on and off the track. He proved a wonderful ambassador for Pennzoil and refused to be down-hearted after a series of poor results. Next year he will begin the season as one of the favorites for honors.

Christian Fittipaldi, who narrowly lost out to de Ferran in the chase for rookie of the year honors, was, for me, largely disappointing at the wheel of the Marlboro/Chapeco Reynard-Ford. He started off well, outpacing Robby Gordon all weekend long in Miami, despite the disadvantage of a minimalist test program. Fittipaldi, whose talent is undoubted, overcame some early jitters at Indianapolis to make the field on the final weekend, then drove a fine race and was rewarded with a second-place finish. It was to remain by far his best result of the year.

Fittipaldi's program, put together late in the off-season, was not as strong as it might have been, yet he, too, was strangely inconsistent.



CHERYL DAY ANDERSON

risen dramatically during the off-season. Frequent mechanical ailments also hindered Johansson's efforts, despite which he posted several fine performances and, by rights, deserved more than a solitary podium finish.

Similarly, 14th in the points table does not nearly do justice to an impressive rookie campaign by Gil de Ferran. Veteran team owner Jim Hall surprised many people - and angered a few others - by his decision to choose the 27-year-old Brazilian, rather than an established American, to drive his well-funded Pennzoil Reynard-Mercedes. But de Ferran immediately silenced the critics by claiming the provisional pole for the opening race in Miami. A variety of problems, some of de Ferran's making, most of them not, restricted him to a meager average of only one PPG Cup point per race through the first 13 events, but de Ferran burst through with a solid seventh at New Hampshire and then, deservedly, captured a second-place finish in Vancouver followed by a rousing victory at Laguna Seca.

Countryman Raul Boesel had a horrible time in a second Rahal/Hogan Lola-Mercedes. The veteran had high hopes after switching, controversially, from Dick Simon Racing with support from Duracell, and he began well by qualifying third and finishing sixth in Miami. That was to be the high point of his season. Boesel seemed to attract the lion's share of his team's misfortune, frequently struck down whenever a good result seemed in the cards.

Andre Ribeiro, by contrast, shone at the wheel of Steve Horne's LCI International Reynard-Honda. A series of incidents punctuated his progress in the early part of the season, but the rookie was outstanding at Indianapolis, where he ran solidly in the top three until hobbled by an electrical fault. That provided his breakthrough. Ribeiro finished fourth at Road America and had everyone covered at Michigan before being halted by a small fire. Then came the win at New Hampshire, where the combination of Ribeiro, Reynard, Honda, Firestone and the

Tasman team was simply uncatchable.

Tasman fielded a second car for Scott Goodyear in three races - at Indianapolis, Mid-Ohio and Vancouver. The Canadian never looked comfortable at Mid-Ohio but ran among the top three in Vancouver until spinning. Indianapolis he will remember for the rest of his life. Goodyear had the field covered. He dialed in the car quickly at the beginning of the month, qualified on the front row and - along with teammate Ribeiro and the similarly Firestone-shod Lola of Pruett - was clearly the class of the field. Tragically, it all went wrong on the final restart. Goodyear was penalized for passing the pace car, which cost him certain victory. No one, least of all the hard-working Canadian, deserved such a cruel heartbreak.

Eddie Cheever can relate to Goodyear's disappointment. The veteran drove impressively at Long Beach, headed toward third place until running out of fuel on the very last lap, but worse was to come at Nazareth, where A.J. Foyt's crew gambled on a fuel-saving strategy and seemed set for a magnificent victory. Once again, it was not to be. A minor miscalculation proved crucial as Cheever's Copenhagen Lola-Ford ground to a halt with two laps to go.

Cheever enjoyed one more solid run at Michigan, climbing to third before being sidelined by a gearbox failure, but by then his relationship with Foyt was well past salvation. Their differences centered upon testing - or rather, from Cheever's point of view, the lack of it - and it was no surprise to see the two parties split prior to the final two races.

Instead, Brian Till returned for a one-off drive at Vancouver, while deserving driver Fredrik Ekblom impressed the indomitable Foyt with his youthful enthusiasm at Laguna Seca.

Danny Sullivan made a welcome return to the PPG Cup wars in partnership with PacWest and Gugelmin, but for a variety of reasons never really looked likely to challenge the leaders. Two fifth-place finishes represented the 1988 champion's highlights. Sadly, his season was cut short by a nasty crash at Michigan. Juan Fangio II filled in impressively at Mid-Ohio, on loan from Dan Gurney's All American Racers team, and claimed seventh in his Indy Car debut. Fangio also looked good on the oval at New Hampshire but, surprisingly, never featured at Laguna Seca.

The focal point of Dick Simon Racing's season was a fine fourth-place finish at Indianapolis for Eliseo Salazar. He was also competitive on some of the other ovals, while rookie Carlos Guerrero also surprised with his speed on occasion. Dean Hall took a couple of steady 12th-place finishes before his budget ran dry and Marco Greco deserved credit for a good drive to 11th at Portland. All too often, however, Simon's crew was kept busy repairing his fleet of cars.

The new partnership between veteran team owner Dale Coyne and former NFL star Walter Payton acquitted itself well despite meager funds. The team's best result came at Long Beach, where Eric Bachelart and Alessandro Zampedri drove their respective Agfa and Mi-Jack Lola T94/00-Fords to seventh and eighth positions, which represented a superb effort in year-old equipment. Both men drove their hearts out and were rewarded by other occasional top-10 finishes. Buddy Lazier also enjoyed a couple of good runs on the ovals while sitting in for Bachelart, who spent his time criss-crossing the Atlantic Ocean as he pursued a prior commitment to the Peugeot touring car program.

Frank Arciero and newcomer Cal Wells also combined forces, although Hiro Matsushita wasn't able to take full advantage of the well-prepared Panasonic/Duskin Reynard-Ford.

Also based in California, Comptech Racing scored points in four out of its seven starts. Former sports car star Parker Johnstone quickly developed an affinity for the ovals, and it was a shame that his limited program encompassed only one start on the left-turn-only tracks. Johnstone, though, made an indelible impression as he qualified his Motorola Cellular Reynard-Honda on the pole at Michigan and led commandingly until halted by a wheel-bearing failure. He made rapid progress, too, on the road courses following the late addition of engineers John Bright and Tim Wardrop.

Andreas Leberle's talented Project Indy team never recovered from being let down by a potential sponsor early in the season. Co-owner Christian Danner scored the team's only points when he took advantage of a sensible approach and high attrition to claim seventh at Miami.

Conversely, Team Menard's big-budget assault on the Indianapolis 500 saw Scott Brayton and Arie Luyendyk take the top two grid positions after dominating the speed tables throughout practice and qualifying. Raceday, however, was a different story. Brayton never featured while Luyendyk bounced back from an early delay to finish a disappointed seventh.

The underrated Roberto Guerrero was the final point scorer, thanks to a typically gritty effort at Indianapolis in Pagan Racing's Upper Deck/General Components Reynard 94I-Mercedes.

So there you have it, this year's PPG Cup series in a (large) nutshell. It really was a marvelous season. Can you remember one better? I can't. In fact, in the years to come, I would venture to say that we might well reflect upon 1995 as one of the most exciting and close-fought Indy Car championships in memory. But then again, the prospects for 1996 look just as exciting. I can hardly wait... ■



The biggest on-track controversy of 1995 was the disqualification of Al Unser Jr.'s Marlboro Penske-Mercedes-Benz at Portland. However, an appeals court reinstated his win.

CHEVY DAY ANDERSON





CHERYL DAY ANDERSON



# Jacques Villeneuve

Player's Ltd./Klein Tools #27  
 Team Green  
 1995 Reynard Ford Cosworth XB

Jacques Villeneuve and Team Green scored aces across the board with a superior performance in 1995. Credit Barry Green for creating a winning situation and for masterfully nurturing team chemistry. They showed that non-franchise teams can come into the PPG Cup and win. Raul Boesel gets the ride for 1996, as Jacques goes to Formula One.

### Statistics

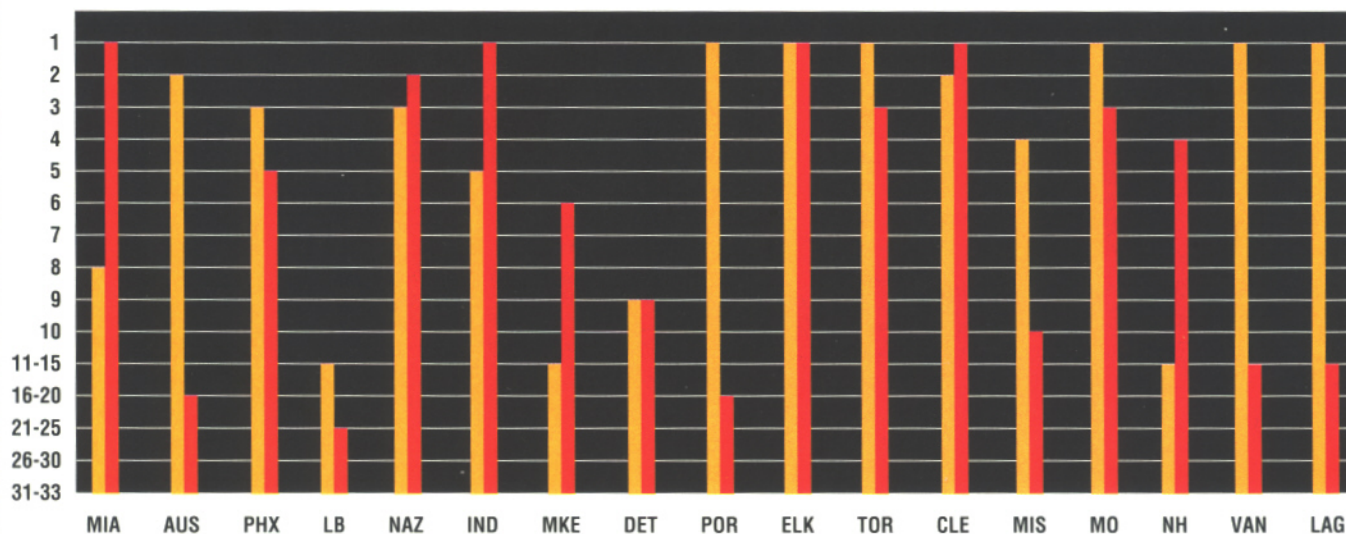
Points	172
Races Started	17
Running at Finish	14
Laps Led	280
Laps Completed	2042
Miles Completed	3525.070

### Editor's Rating: 5



Jacques Villeneuve - 1995 Season Starting and Finishing Positions

START FINISH





## Al Unser Jr.

Marlboro #1  
Marlboro Team Penske  
1995 Penske Mercedes-Benz

Long after the followers of the series gave Al Unser Jr. up for dead in the season point standings, the Marlboro Team Penske ace made a remarkable second half run at a repeat PPG Cup title. Truly one of the great Indy car drivers, Unser is never to be counted out. Remarkably, he won again at both Long Beach and Vancouver.

### Statistics

Points	161
Races Started	16
Running at Finish	13
Laps Led	419
Laps Completed	1828
Miles Completed	2906.959

### Editor's Rating: 5

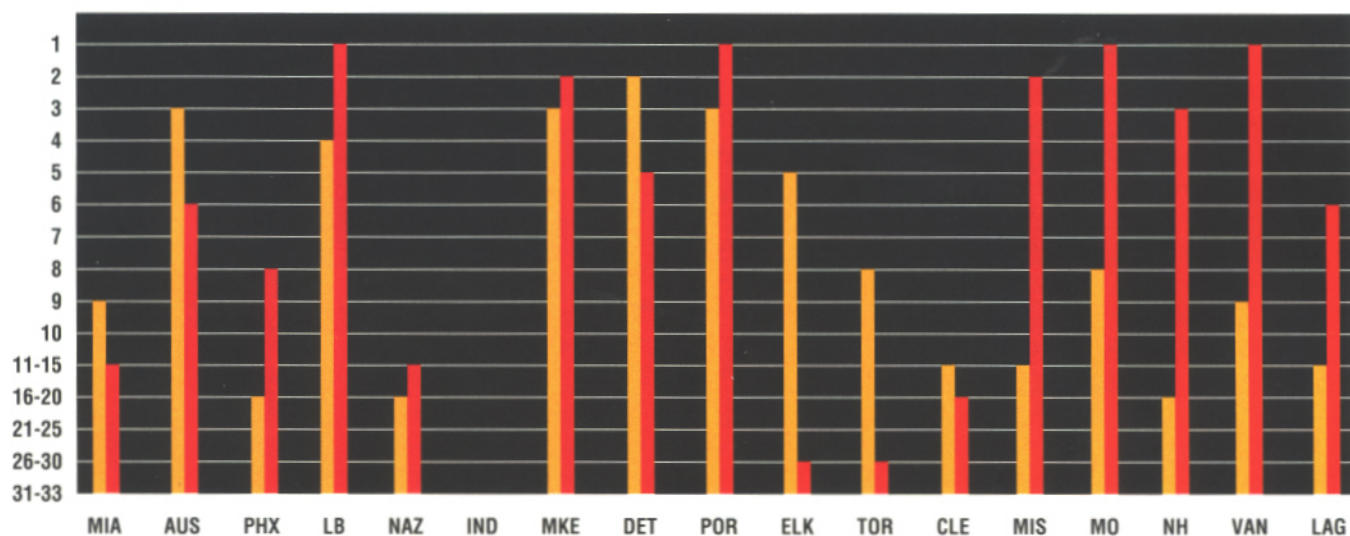


CHERYL DAY ANDERSON

Al Unser Jr. – 1995 Season Starting and Finishing Positions.

START

FINISH





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## Bobby Rahal

Miller Genuine Draft #9  
Rahal/Hogan Racing  
1995 Lola Mercedes-Benz

He's consistent, intelligent and one of the best drivers in the PPG Cup. A win didn't come his way in 1995, but he was around at the finish most of the time and in a position to win. He's on his own for 1996, as partner Carl Hogan has departed, but look for a strong run at the PPG Cup from Rahal Racing, thanks to a new deal with Miller Genuine Draft.

### Statistics

Points	128
Races Started	17
Running at Finish	13
Laps Led	2
Laps Completed	1999
Miles Completed	3470.702

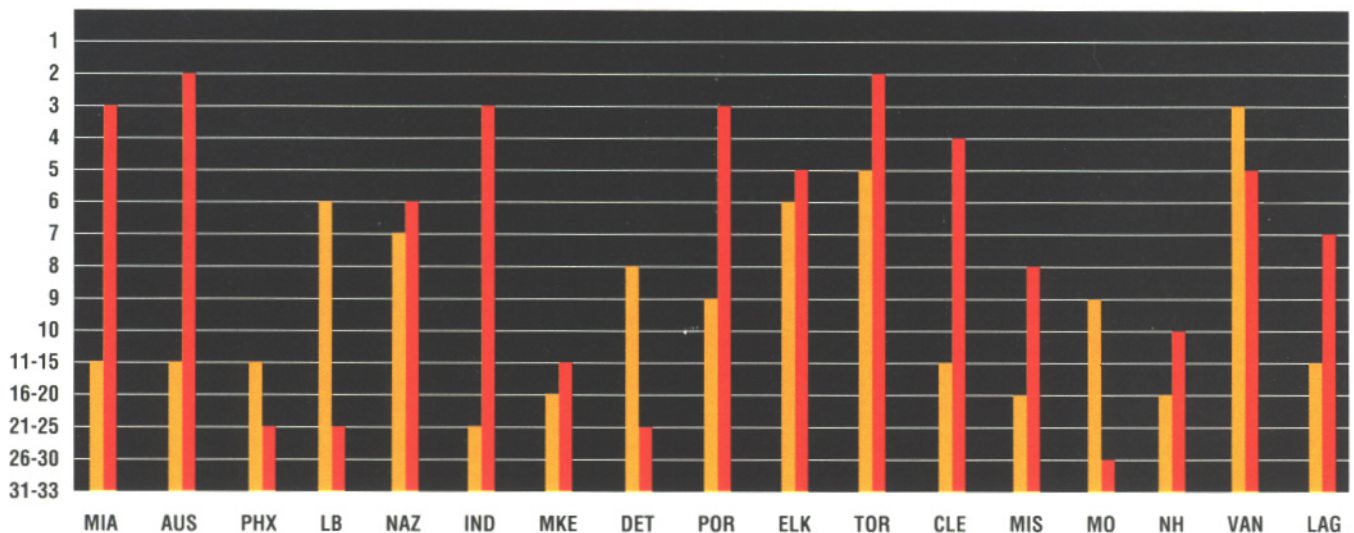
Editor's Rating: 4



Bobby Rahal – 1995 Season Starting and Finishing Positions

START

FINISH







CHERYL DAY ANDERSON



# Michael Andretti

Kmart/Texaco Havoline #6  
 Newman/Haas Racing  
 1995 Lola Ford Cosworth XB

Michael struggled this year, but he is undeniably one of the top drivers in the world and a primary reason why people buy tickets to see Indy Car racing. Look for Andretti to take his rightful place at or very near the top in 1996. If the new Ford is up to the task, Andretti will move up next year.

### Statistics

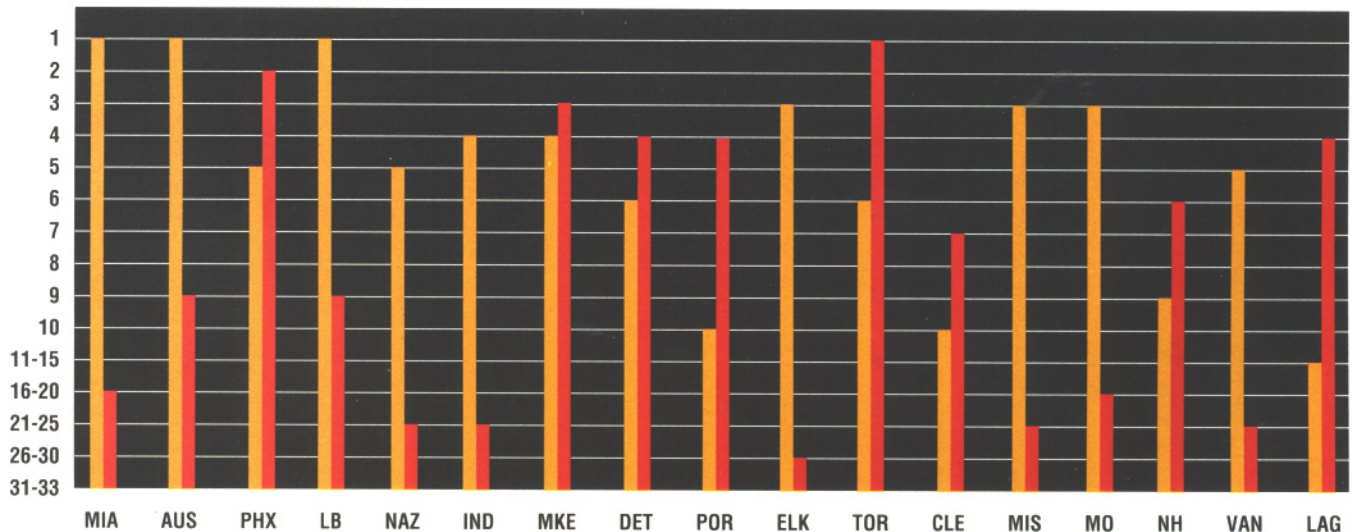
Points	123
Races Started	17
Running at Finish	9
Laps Led	478
Laps Completed	1700
Miles Completed	2715.852

### Editor's Rating: 4



Michael Andretti - 1995 Season Starting and Finishing Positions.

START FINISH





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# Robby Gordon

Valvoline/Cummins #5  
Walker Racing  
1995 Reynard Ford Cosworth XB

Robby finally got that first win, at Phoenix, then put an exclamation point on it by winning at Detroit. He challenged for the PPG Cup for most of the season, before tailing off the second half of the year. There's serious talent at work here and he's one of the most colorful drivers in the series. Walker Racing will be tough in 1996.

### Statistics

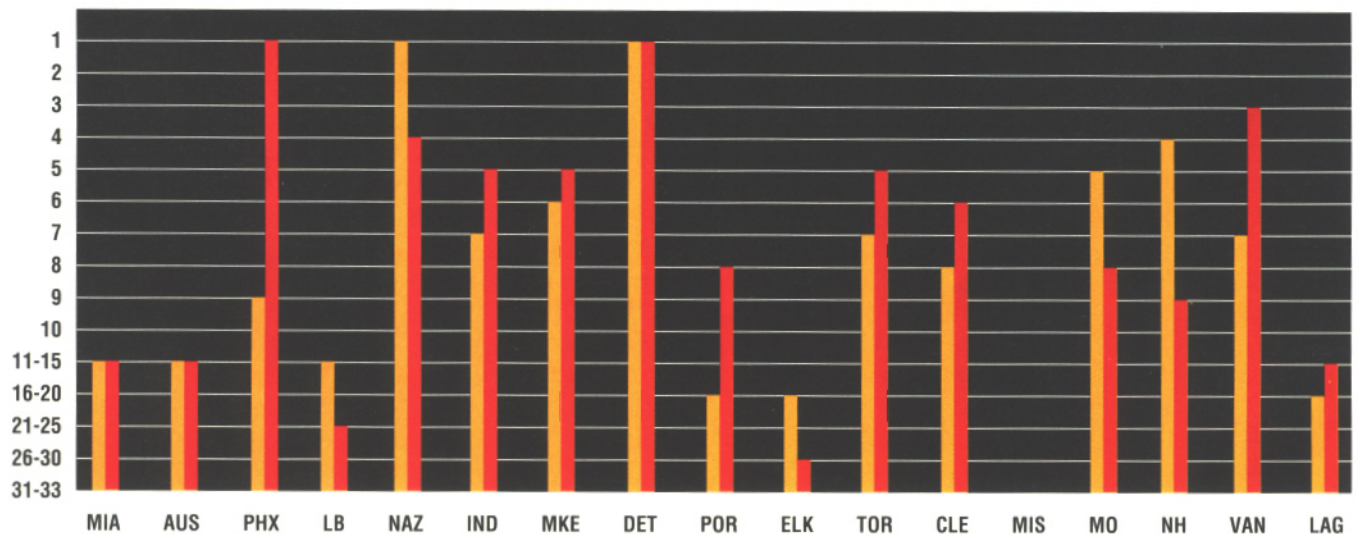
Points	121
Races Started	16
Running at Finish	12
Laps Led	69
Laps Completed	1842
Miles Completed	3067.461

### Editor's Rating: 4



Robby Gordon - 1995 Season Starting and Finishing Positions

START FINISH





DAN BOYD



# Paul Tracy

Kmart/Budweiser #3  
Newman/Haas Racing  
1995 Lola Ford Cosworth XB

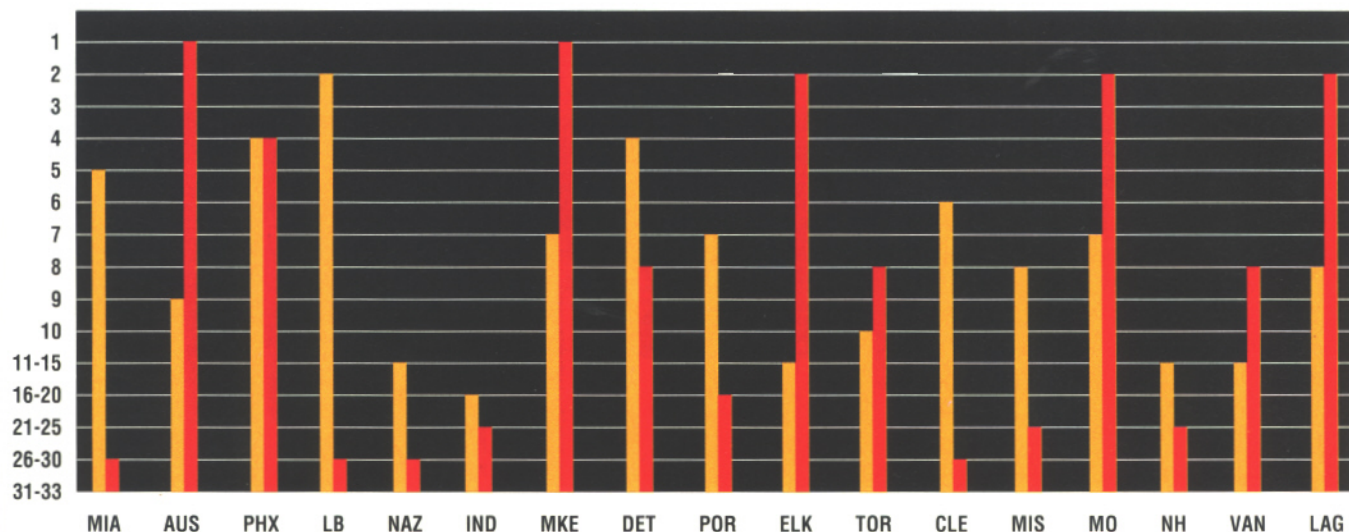
Paul Tracy was grateful for his opportunity to race for Newman/Haas for the 1995 season, but Roger Penske exercised his option on the talented Canadian, who is now back at Penske Racing. A pair of wins (Australia and Milwaukee) highlighted his year, but he still dropped three positions, which just shows how competitive the series is.

Statistics	
Points	115
Races Started	17
Running at Finish	9
Laps Led	91
Laps Completed	1443
Miles Completed	2570.423
<b>Editor's Rating: 4</b>	

Paul Tracy – 1995 Season Starting and Finishing Positions.

START

FINISH





CHERYL DAY ANDERSON



# Scott Pruett

Firestone/Pennzoil #20  
 Patrick Racing  
 1995 Lola Ford Cosworth XB

Car owner U.E. "Pat" Patrick gave Pruett the best ride of his life and Scott did the rest. The pass of the season happened on the final lap at the Marlboro 500, when Pruett got around Al Unser Jr. on the outside in turn four giving Pruett his first PPG Cup victory and Firestone its first victory in 21 years. This group should challenge for the PPG Cup next year.

### Statistics

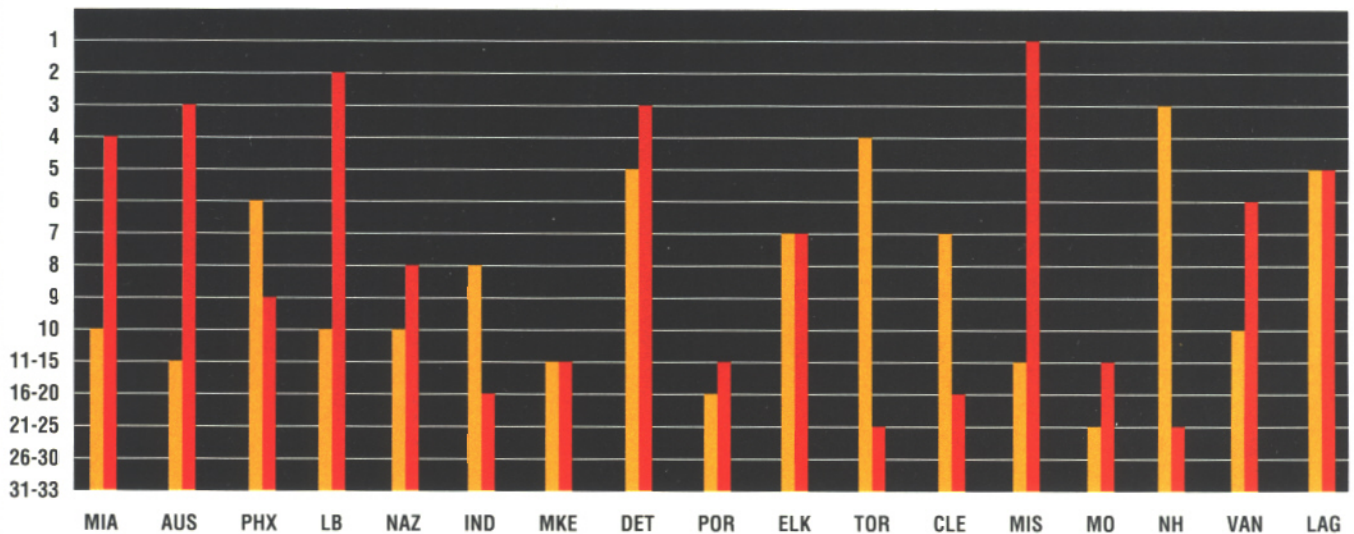
Points	112
Races Started	17
Running at Finish	13
Laps Led	66
Laps Completed	1918
Miles Completed	3431.163

Editor's Rating: 4



Scott Pruett – 1995 Season Starting and Finishing Positions

START FINISH





# Jimmy Vasser

Target/STP #12  
 Chip Ganassi Racing Teams  
 1995 Reynard Ford Cosworth XB

Although his Portland victory was overturned in an appeals court, Vasser can still take pride in giving car owner Chip Ganassi a winning performance all season. Vasser is solid and worthy of being mentioned among the top drivers in the series. Some mechanical DNFs plagued him this year. The Honda should help in 1996.

### Statistics

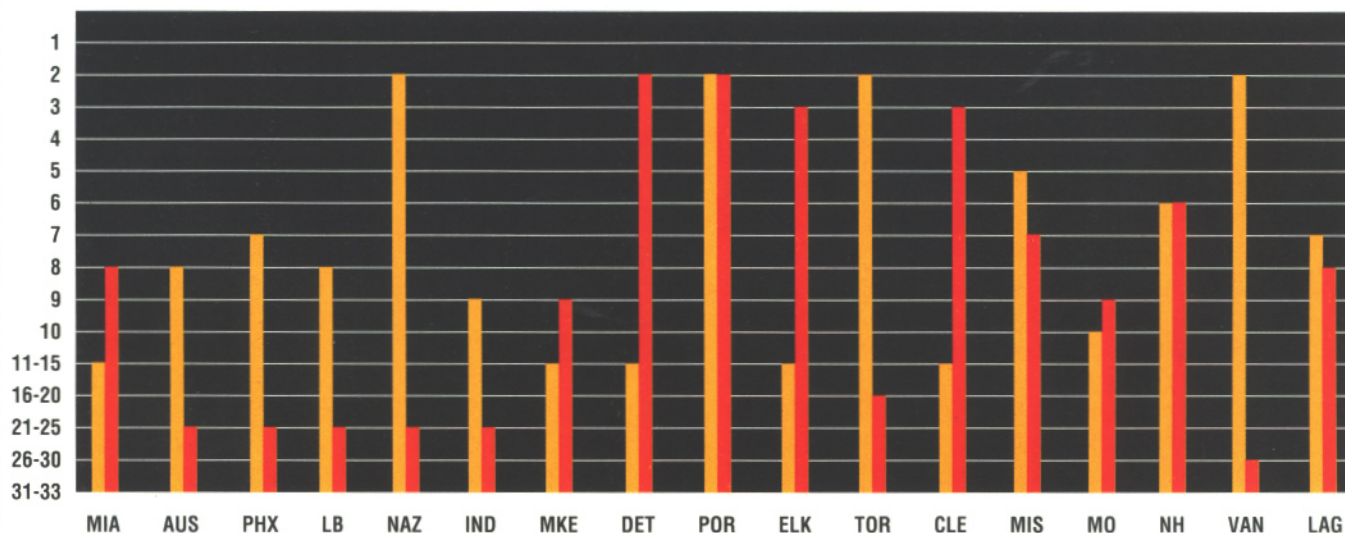
Points	92
Races Started	17
Running at Finish	10
Laps Led	20
Laps Completed	1726
Miles Completed	3101.133

### Editor's Rating: 4



Jimmy Vasser - 1995 Season Starting and Finishing Positions

— START — FINISH





GENE SWEENEY



## Teo Fabi

Combustion Engineering/Indeck #33  
 Forsythe Racing  
 1995 Reynard Ford Cosworth XB

Forsythe Racing was formed when Jerry Forsythe and Barry Green parted company after last season. Teo and Forsythe were reunited for the first time since 1984 and showed some of the old magic with a pole at Milwaukee. Fabi is competitive and takes care of the equipment.

### Statistics

Points	83
Races Started	17
Running at Finish	13
Laps Led	103
Laps Completed	2065
Miles Completed	3565.854

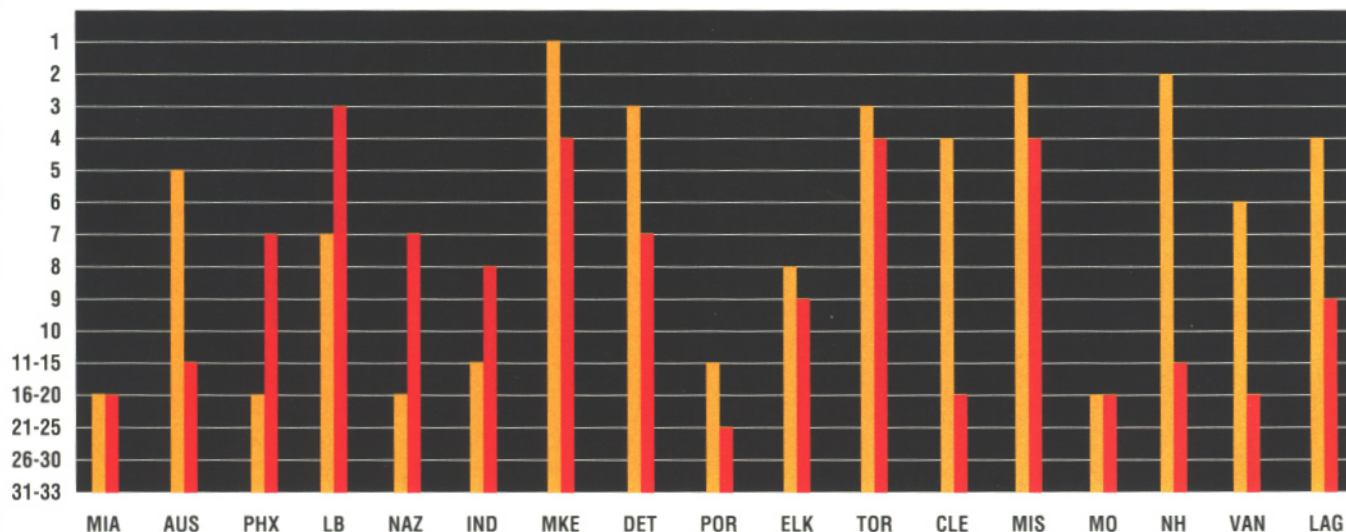
Editor's Rating: 3.5



Teo Fabi – 1995 Season Starting and Finishing Positions

START

FINISH





GREGG FEISTMAN



# Mauricio Gugelmin

Hollywood #18  
 PacWest Racing  
 1995 Reynard Ford Cosworth XB

Mauricio Gugelmin and PacWest Racing got out of the box quickly in 1995 with a second place finish at Miami. The team was a factor during the season, but never made it back to the podium. However, it's only a matter of time until "Big Mo" and PacWest get their first win.

### Statistics

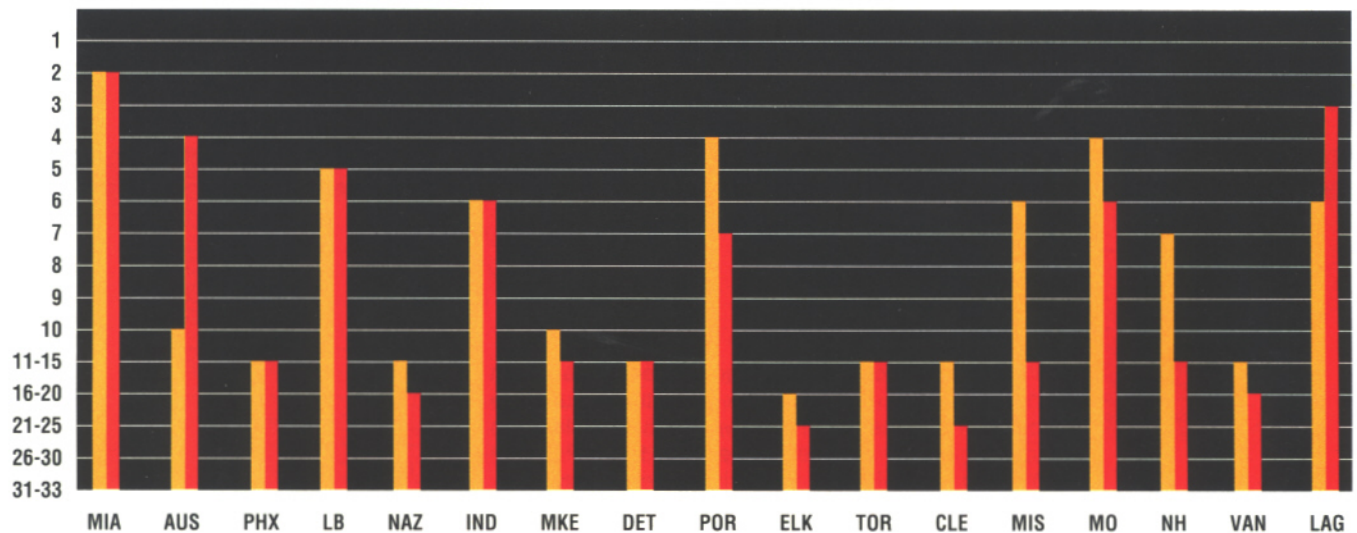
Points	80
Races Started	17
Running at Finish	14
Laps Led	70
Laps Completed	2027
Miles Completed	3461.214

Editor's Rating: 3.5



Mauricio Gugelmin - 1995 Season Starting and Finishing Positions

START FINISH





## 11 Emerson Fittipaldi

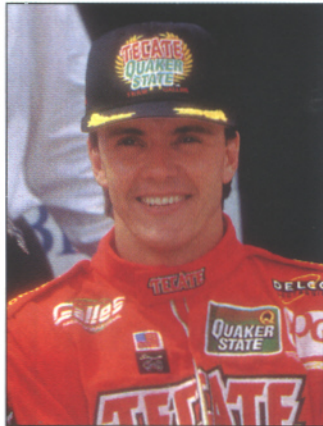
Marlboro #2  
Marlboro Team Penske  
1995 Penske Mercedes-Benz

As teammate Al Unser Jr. made his challenge for the PPG Cup it seemed Emerson Fittipaldi was going the other way. If the car is cooperating, Fittipaldi is a front runner, but Emmo struggled with it this season. Don't count on him having another off year in 1996, as the competitive fire burns brightly.

### Statistics

Points	67
Races Started	16
Running at Finish	9
Laps Led	116
Laps Completed	1690
Miles Completed	2765.566

**Editor's Rating: 3**



## 12 Adrian Fernandez

Tecate/Quaker State #7  
Galles International  
1995 Lola Ford Cosworth XB

Expectations for Adrian Fernandez were high in 1995, but this team never quite got everything together. Fernandez, looking for greener pastures, left Galles International, but the proposed ride with Team Green never happened. He's looking. Four-time world motorcycle champion Eddie Lawson will drive for Galles in 1996.

### Statistics

Points	66
Races Started	17
Running at Finish	12
Laps Led	0
Laps Completed	1843
Miles Completed	3264.968

**Editor's Rating: 3**



## 13 Stefan Johansson

Alumax #16  
Bettenhausen Motorsports  
1994 Penske Mercedes-Benz

Stefan Johansson and Bettenhausen Motorsports continue to gel and now it's time to move up and score a victory. They've had their days, but something always seems to go wrong. Persevere, boys, the sun is bound to shine on you some day.

### Statistics

Points	60
Races Started	17
Running at Finish	11
Laps Led	6
Laps Completed	1800
Miles Completed	3300.265

**Editor's Rating: 3**



## 14 Gil de Ferran

Pennzoil #8  
Hall Racing  
1995 Reynard Mercedes-Benz

Gil de Ferran scored a second at Vancouver, then won at Laguna Seca a week later to capture the Rookie of the Year title. However, until those last two races, this very talented driver had few PPG Cup points to show for his fine driving demonstrations. Personable and talented, de Ferran has all of the tools to be a major star in the PPG Cup.

### Statistics

Points	57
Races Started	17
Running at Finish	7
Laps Led	127
Laps Completed	1707
Miles Completed	2793.107

**Editor's Rating: 4**





## 15 Christian Fittipaldi

Bardahl /Copec #15  
Walker Racing  
1995 Reynard Ford Cosworth XB

Being the second car in the Walker stable meant not having the budget the primary car had, but Christian Fittipaldi won't want for anything at his new home, Newman-Haas Racing. Owner Carl Haas is very high on him and is banking on the future, so look for some good results next year. The 1995 campaign wasn't spectacular, but it was obvious Fittipaldi has potential.

### Statistics

Points	54
Races Started	17
Running at Finish	10
Laps Led	10
Laps Completed	1918
Miles Completed	3230.443

**Editor's Rating: 3**



## 16 Raul Boesel

Duracell #11  
Rahal/Hogan Racing  
1995 Lola Mercedes-Benz

What was expected to be a move up in the standings with his new team, Rahal-Hogan, turned out to be a season of frustration for Raul Boesel, who fell in the PPG Cup standings this year. He has moved to Team Green, as the only driver, which means Boesel will have the best opportunity of his career to showcase his talent.

### Statistics

Points	48
Races Started	16
Running at Finish	11
Laps Led	2
Laps Completed	1840
Miles Completed	3082.182

**Editor's Rating: 3**



## 17 Andre Ribeiro

LCI International #31  
Tasman Motorsports Group  
1995 Reynard Honda

Once he settled in to his Indy Car responsibilities, this Indy Lights graduate just kept getting better. His victory at New Hampshire was no fluke, as Tasman Motorsports Group is a very accomplished team and Ribeiro took care of business. He's one of Indy Car racing's bright young stars, but it won't be long before F1 comes knocking.

### Statistics

Points	38
Races Started	17
Running at Finish	7
Laps Led	164
Laps Completed	1411
Miles Completed	2506.611

**Editor's Rating: 4**



## 18 Eddie Cheever

Copenhagen Racing #14  
A.J. Foyt Enterprises  
1995 Lola Ford Cosworth XB

Eddie and car owner A.J. Foyt parted company after the New Hampshire race, ending a mediocre season. However, nobody is likely to forget the thrilling run he had at Nazareth, which would have been a victory if he'd had a bit more fuel. Cheever has returned to Team Menard and the IRL for 1996.

### Statistics

Points	33
Races Started	15
Running at Finish	7
Laps Led	40
Laps Completed	1378
Miles Completed	2257.319

**Editor's Rating: 2**



## 19 Danny Sullivan

VISA #17  
PacWest Racing  
1995 Reynard Ford Cosworth XB

After a year of running Winston Cup and IMSA, Danny Sullivan returned to the PPG Indy Car World Series in hopes of getting PacWest into the winner's circle. But Sullivan ran behind teammate Mauricio Gugelmin most of the year. The crash at MIS and broken pelvis ended his season.

### Statistics

Points	32
Races Started	13
Running at Finish	8
Laps Led	0
Laps Completed	1382
Miles Completed	2541.401

**Editor's Rating: 2**



## 20 Bryan Herta

Target/Scotch Video #4  
Chip Ganassi Racing Teams  
1995 Reynard Ford Cosworth XB

A pole in track record time at Phoenix and a near win at Cleveland were the highlights of the season for Bryan Herta. The lowlights were DNFs and a crash at Indy. Herta was only in his second season and the 1993 Indy Lights champ shows promise of being a top Indy Car driver.

### Statistics

Points	30
Races Started	17
Running at Finish	7
Laps Led	30
Laps Completed	1554
Miles Completed	2816.509

**Editor's Rating: 3**

### 1995 PPG Indy Car World Series Driver Performance Chart — Drivers Place 21-46

Rank	Driver	Pts	Sts	Run At Fin	Top Fin	Tms Led	Laps Led	Laps Comp (2194)	Miles Comp (3815.746)
21	Eliseo Salazar	19	16	11	4	0	0	1811	3093.299
22	Alessandro Zampedri	15	17	13	8	0	0	1891	3261.756
23	Eric Bachelart	8	11	5	7	0	0	727	1378.307
24	Juan Manuel Fangio II	6	4	3	7	0	0	368	588.438
25	Christian Danner	6	2	1	7	0	0	125	238.110
26	Arie Luyendyk	6	2	1	7	1	7	271	571.000
27	Parker Johnstone	6	7	4	11	2	52	469	1062.781
28	Hiro Matsushita	5	16	12	10	0	0	1637	3014.383
29	Marco Greco	2	11	7	10	0	0	999	1720.836
30	Carlos Guerrero	2	14	9	11	0	0	1199	1916.475
31	Dean Hall	2	5	5	12	0	0	629	868.748
32	Scott Goodyear	1	3	3	12	7	42	375	837.944
33	Roberto Guerrero	1	2	2	12	0	0	388	685.000
34	Scott Brayton	1	1	1	17	0	0	190	475.000
35	Buddy Lazier	0	7	3	14	0	0	803	1234.440
36	Hideshi Matsuda	0	1	1	15	0	0	194	485.000
37	Franck Freon	0	1	1	15	0	0	103	163.770
38	Hubert Stromberger	0	1	1	16	0	0	49	196.000
39	Lyn St. James	0	3	1	17	0	0	372	560.000
40	Mimmo Schiattarella	0	2	2	18	0	0	174	337.713
41	Dennis Vitolo	0	1	0	18	0	0	55	100.595
42	Fredrik Ekblom	0	1	1	19	0	0	82	181.548
43	Davey Jones	0	1	0	23	0	0	161	402.500
44	Scott Sharp	0	1	0	26	0	0	74	185.000
45	Brian Till	0	1	0	26	0	0	26	44.278
46	Stan Fox	0	1	0	30	0	0	0	0.000

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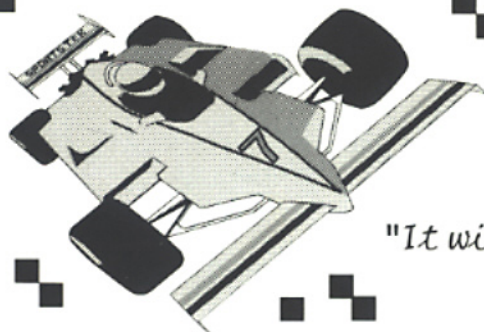
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1. Each team drafted will consist of EXACTLY SIX DRIVERS whose combined total value equals **1000 POINTS OR LESS.**

2. Initial drivers' values as provided by SportsTek America will be adjusted through the season as follows:

Race	% of Initial Value	% of 1996 Performance
1,2,3,4	100	0
5,6,7,8	75	25
9,10,11,12	50	50
13,14,15,16	25	75

Updated Driver Values after races 4, 8 and 12.

3. Owners may make up to two trades per team per race. Team drivers may be traded for other drivers provided the total team value remains the same or less. For example, two drivers with values of 100 each may be traded for a driver with value of 190 and a driver with a value of 10.

Surplus points will be lost at the end of each trading period.

4. Trading is available 24 hours a day EXCEPT that trading is blocked as of Saturday morning 10 AM of any race weekend and will resume Monday morning. To trade: Call 1 (800) 664-INDY from any touch-tone phone at no charge.

5. Drivers will score points for their team as follows:

### FINISH POSITION

1 - 50	6 - 28	11 - 23	16 - 18	21 - 13	26 - 8	31 - 3
2 - 40	7 - 27	12 - 22	17 - 17	22 - 12	27 - 7	32 - 2
3 - 36	8 - 26	13 - 21	18 - 16	23 - 11	28 - 6	33 - 1
4 - 32	9 - 25	14 - 20	19 - 15	24 - 10	29 - 5	
5 - 30	10 - 24	15 - 19	20 - 14	25 - 9	30 - 4	

### STARTING POSITION

1 - 17	3 & 4 - 11	7 & 8 - 9	11 & 12 - 7	15 & 16 - 5	19 & 20 - 3
2 - 12	5 & 6 - 10	9 & 10 - 8	13 & 14 - 6	17 & 18 - 4	21 & up - 2

### BONUS for LAPS LED

15 Points - Divided among lead drivers according to the number of Laps Led. For Example: A driver leading 60 laps of a 100 lap race gets 9 points.

### BONUS for LAPS RUN

10 Points - Drivers completing ALL Laps will get 10 points. Fewer laps run will get partial points. For Example: A driver completing 75 laps of a 100 lap race will get 7.5 points for Laps Run.

## RULES AND REGULATIONS

- Total cost for the 1996 season is only \$99.95 with no additional costs or fees. Team applications will be accepted if RECEIVED by June 1, 1996.
- You can manage up to SIX teams with a single account number. If you have multiple teams, the trading system will ask you to select the team you want to access.
- SportsTek's season title will be determined by the total of the top ten race scores earned by each team.
- The SportsTek Indy Car Challenge is solely intended as entertainment and any use for the purpose of gambling is strictly prohibited.
- SportsTek America reserves the right to use the names and locations of team owners for promotional purposes without notice or payment.
- You must be 18 years of age or older to participate in the Indy Car Racing Challenge.
- Participation in the SportsTek Indy Car Racing Challenge is void where prohibited by law.
- SportsTek America is not affiliated with or endorsed by CART, INDYCAR or IMS.
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Second Place	\$1,000
Third, Fourth & Fifth Place	\$250

## INDIVIDUAL RACE PRIZES

FIRST PLACE	\$100
Second Place	\$50
Third, Fourth & Fifth Place	\$25

## DRIVER VALUES

ID#	Name	Value	ID#	Name	Value	ID#	Name	Value
1	Jacques Villeneuve	352	21	Hiro Matsushita	178	41	Arie Luyendyk	58
2	Al Unser, Jr.	334	22	Danny Sullivan	176	42	Juan Manuel Fangio	55
3	Michael Andretti	330	23	Marc Blundell	162	43	Scott Sharp	54
4	Scott Pruett	315	24	Johnny Herbert	160	44	Christian Danner	52
5	Robby Gordon	312	25	Parker Johnstone	155	45	Lyn St. James	49
6	Bobby Rahal	306	26	Carlos Guerrero	152	46	Scott Brayton	46
7	Teo Fabi	302	27	Greg Moore	141	47	Franck Freon	41
8	Mauricio Gugelmin	290	28	Eddie Cheever	140	48	Ross Bentley	40
9	Paul Tracy	280	29	Roberto Guerrero	137	49	Hubert Stromberger	40
10	Jimmy Vasser	267	30	Marco Greco	135	50	Robbie Groff	39
11	Gil DeFerran	252	31	Alessandro Zanardi	125	51	Hideshi Matsuda	38
12	Adrian Fernandez	240	32	Eric Bachelart	118	52	Robby Buhl	38
13	Christian Fittipaldi	237	33	Eddie Lawson	112	53	Dennis Vitoko	36
14	Raul Boesel	232	34	Mike Groff	105	54	Davy Jones	36
15	Emerson Fittipaldi	225	35	Fredrick Ekblom	102	55	Brian Till	32
16	Andre Ribiero	212	36	Jeff Krosnoff	98	56	Willy T. Ribbs	30
17	Bryan Herta	204	37	Tony Stewart	96	57	Juri Nurminen	28
18	Eliseo Salazar	202	38	Scott Goodyear	89	58	Jim Crawford	28
19	Alessandro Zampedri	193	39	Buddy Lazier	75	59	Michael Greenfield	26
20	Stefan Johansson	184	40	Dean Hall	68	60	Davy Hamilton	26

\* The SportsTek Season will consist of the 16 CART sanctioned races \*

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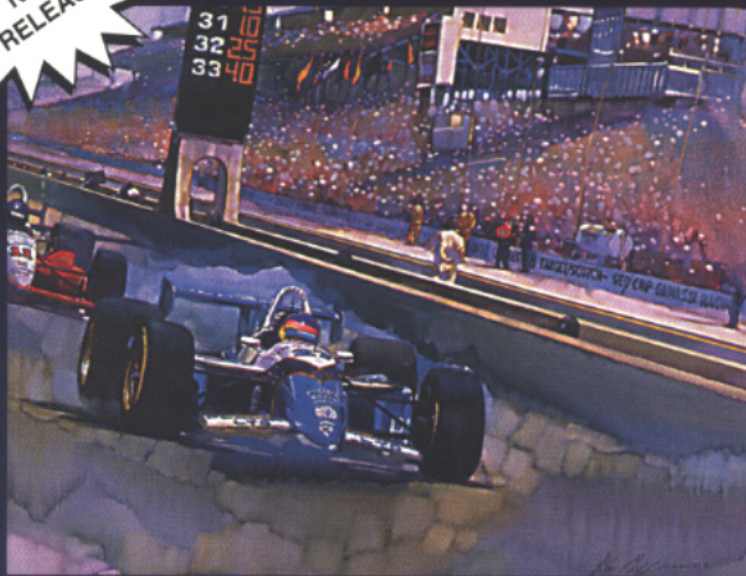
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JACQUES VILLENEUVE

CHAMPIONSHIP AUTO RACING AUXILIARY is proud to present a beautiful limited edition lithograph print by renowned motorsports artist, Anne Peyton, celebrating Jacques Villeneuve's and Team Green's 1995 Indianapolis 500 win. The work is entitled "Team Players" and captures not only the driver's joy in the winners circle but the teamwork needed to get him there. Only 300 prints will be available and all are signed and numbered by Villeneuve and the artist. Sixth in a series, this four-color print measures 21" x 31" and is ready for framing. The print can be purchased by sending a check or money order for \$125.00 plus \$8.00 S/H to CARA.

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# 1996 PPG Indy Car World Series Schedule



Date	Race/Track/Location	Track Length/Type	Tickets
March 3	<b>Homestead Motorsports Complex</b> – Homestead, Florida	1.5-Mile Oval	305-379-7223
March 17	<b>Nelson Piquet International Raceway</b> – Rio de Janeiro, Brazil	1.3-Mile Oval	01155115421761
March 31	<b>Surfers Paradise</b> – Queensland, Australia	2.793-Mile Temporary Circuit	0116175708888
April 14	<b>Long Beach, California</b> – Long Beach, California	1.590-Mile Temporary Circuit	310-436-9953
April 28	<b>Nazareth Speedway</b> – Nazareth, Pennsylvania	1-Mile Oval	610-759-8800
June 2	<b>Milwaukee Mile</b> – West Allis, Wisconsin	1-Mile Oval	414-453-8277
June 9	<b>Belle Isle Park</b> – Detroit, Michigan	2.1-Mile Temporary Circuit	313-259-7749
June 23	<b>Portland International Raceway</b> – Portland, Oregon	1.922-Mile Road Course	503-236-8006
June 30	<b>Burke Lakefront Airport</b> – Cleveland, Ohio	2.359-Mile Temporary Circuit	216-781-3500
July 14	<b>Exhibition Place</b> – Toronto, Ontario, Canada	1.78-Mile Temporary Circuit	416-872-4639
July 28	<b>Michigan International Speedway</b> – Brooklyn, Michigan	2-Mile Oval	800-354-1010
Aug. 11	<b>Mid-Ohio Sports Car Course</b> – Lexington, Ohio	2.25-Mile Road Course	419-884-4000
Aug. 18	<b>Road America</b> – Elkhart Lake, Wisconsin	4-Mile Road Course	1-800-365-RACE
Sept. 1	<b>Pacific Place</b> – Vancouver, British Columbia, Canada	1.704-Mile Temporary Circuit	604-280-INDY
Sept. 8	<b>Laguna Seca Raceway</b> – Monterey, California	2.214-Mile Road Course	408-648-5100

# 1996 Indy Racing League Schedule

Date	Race/Track/Location	Track Length/Type	Tickets
Jan. 27	<b>Indy 200 at Walt Disney World</b> – Walt Disney World, Florida	1.0-Mile Tri-Oval	1-800-822-4639
March 24	<b>Phoenix 200</b> – Phoenix International Raceway	1.0-Mile Oval	602-252-2227
May 26	<b>Indianapolis 500</b> – Indianapolis Motor Speedway	2.5-Mile Oval	317-248-6700
Aug. 18	<b>New England 200</b> – New Hampshire International Speedway	1.0-Mile Oval	603-783-4931
Sept. 15	<b>Las Vegas 200</b> – Las Vegas Motor Speedway, Nevada	1.5-Mile Tri-Oval	702-644-4444





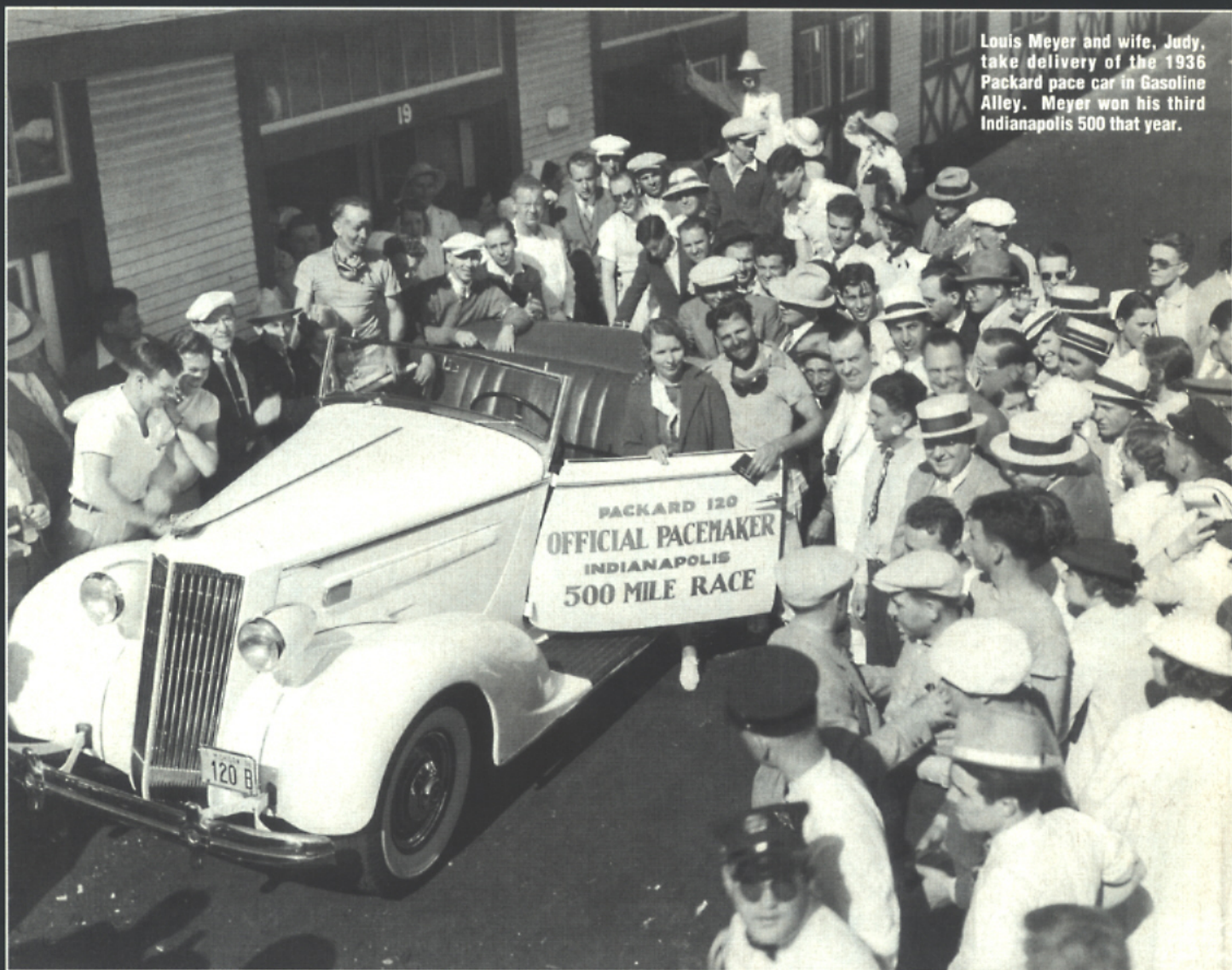
## The IndyCar Class Of 1995

### Front Row Left To Right

Andre Ribeiro, Mauricio Gugelmin, Bryan Herta, Emerson Fittipaldi, Michael Andretti, Al Unser Jr., Bobby Rahal, Scott Pruett, Adrian Fernandez, Eliseo Salazar, Carlos Guerrero, Teo Fabi.

### Back Row Left To Right

Paul Tracy, Juan Manuel Fangio II, Marco Greco, Fredrik Ekblom, Jacques Villeneuve, Parker Johnstone, Raul Boesel, Alessandro Zampedri, Robby Gordon, Hiro Matsushita, Mimmo Schiattarella, Jimmy Vasser, Gil de Ferran, Christian Fittipaldi.



Louis Meyer and wife, Judy, take delivery of the 1936 Packard pace car in Gasoline Alley. Meyer won his third Indianapolis 500 that year.

IMS PHOTO

**L**ouis Meyer had a career of “firsts” which set the standards for excellence and traditions at the Indianapolis 500.

Meyer was the first driver to win three 500-mile races at Indy, taking the top honors in 1928, 1933 and 1936. Meyer was nearly the first four-time winner in 1939, but crashed while leading the race with three laps to go. His first win came in his first start at Indy. Actually, Meyer raced in 1927, but in relief of Wilbur Shaw.

He was the first driver to take a drink of milk in victory circle after his 1933 win, and he was the first driver to be awarded the pace car, after he won in 1936. In addition to his three wins at Indy, Meyer also collected three national driving championships, 1928, 1929 and 1933.

He also had an entrepreneurial side to his racing personality, as he bought the Offenhauser engine business with Dale Drake in 1945. The partnership worked well, as Offies collected Indy 500 wins from 1947 through 1964. Meyer eventually sold the operation to Drake and became a distributor for Ford engines, which likewise was successful, as his Fords won Indy in 1965-1967. In 1970, he turned the operation over to A.J. Foyt.

He is survived by son, Louis Meyer Jr., the standout engine builder with Team Menard. Meyer’s Menard V6 engines captured the top two starting positions at Indianapolis this year with drivers Scott Brayton and Arie Luyendyk. Grandchildren Louis Meyer III and Louis Meyer IV are also involved in racing. ■

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