

**GIFT
IDEAS INSIDE**

INDY CAR

RACING MAGAZINE™

**CANADIAN ROOKIE JACQUES
VILLENEUVE
SCORES FIRST INDY CAR WIN**

UNSER JR. WINS PPG CUP
With eight victories and five poles Al Jr. cruises to the 1994 PPG Cup championship

SILLY SEASON ALIVE & WELL
Raul Boesel jumps to Rahal-Hogan while Paul Tracy waits to hear from Penske

A NEW TRADITION BEGINS
Winston Cup stars invade the Brickyard to begin an Indy tradition of their own

TRIBUTE TO LEE WALLARD
The 1951 Indy 500 winner was the first driver to finish the race under four hours

NEW CHAMPIONS CROWNED
Steve Robertson and David Empringham win Indy Lights and Atlantics championships



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INDY CAR

RACING MAGAZINE™

Celebrating More Than A Decade Of Exclusive Coverage

November 1994 • Volume 11 • Number 11

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GENE SWEENEY, JR.



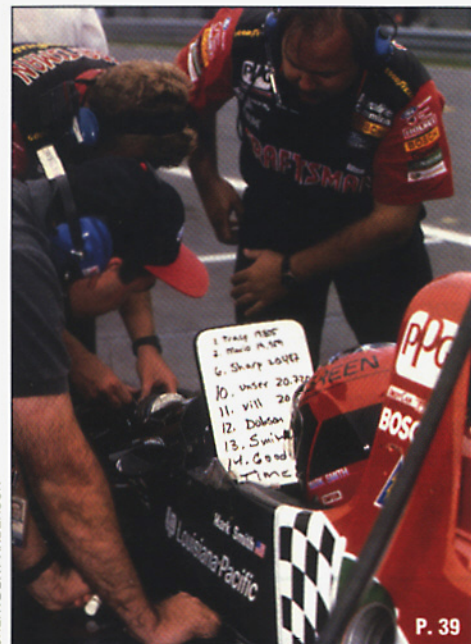
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THE OFFICIAL FILM OF ICR



By Debbie Wicker

Next month you'll receive the 1994 championship poster, featuring PPG Cup champion Al Unser Jr. and the remarkable Marlboro Team Penske.

You may have seen some advertisements stating that new subscribers get this poster. Well, everybody will receive it, because whenever we do a survey, a poster is at the top of the list of what people want to see. This will be an annual poster and it will be stitched into the December issue. We hope you'll enjoy it.

ICR received a copy of "Andretti" by Collins Publishers of San Francisco. It's Mario's autobiography and it's exceptionally well done and you'll want to have a copy. All of the "Arrivederci Mario" events have been fun to witness, but it's hard to realize Mario has run his final race at Laguna Seca. Somehow that hasn't registered with any of us.

The "Arrivederci Mario" tour has been exceptionally well done and ICR salutes all of the people who made that possible. The final tour for Richard Petty got to be more of a circus than a tribute to a great driver. Mario's has been tasteful, enjoyable and like Mario himself, classy.

ICR Online will be a quarterly column, beginning next month. The response to the new service has been terrific and ICR Online subscribers are right up-to-date on what that service is doing, but we felt it would be helpful to discuss topics and introduce new subscribers to the service. With a monthly publishing schedule, ICR cannot deliver timely news, but ICR Online can deliver the news on the very day it happens. We're excited about the service and we want you to enjoy it. Direct any inquiries to Karen Chuck at (414) 774-6291, or e-mail icr@icr.com for information.

The Championship Auto Racing Auxiliary (CARA) is offering two outstanding collector's items for the serious racing fan. For starters, the custom-designed Christmas ornament, created by Mario Andretti, is not only a one-of-a-kind piece, it is stunning as well. Also, CARA's latest collector lithograph, entitled "Double Take," features 1994 Indianapolis 500 winner Al Unser Jr., and was created by motorsports artist Anne Peyton. It is the fifth in a series and measures 21" x 31" and is printed on high quality acid-free stock. It's beautiful and ready for framing. All 350 limited edition prints are personally signed by Al and Anne.

The cost of the Mario Andretti ornament is \$12, plus \$30 shipping and the Al Unser Jr. litho is \$125. Send your order to CARA, 2915 N. High School Rd., Indianapolis, IN 46224-2915.

Once again this year we are offering a special print for those of you who wish to give ICR as a gift. The drawing, titled "A Tribute To Champions", was created by ICR art director Michael Saridis and is the third and final one of the series we started two years ago. It features Al Unser Sr. and Johnny Rutherford, both of whom retired this year. It is our honor to salute them.

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Newman/Haas Racing Says Good-Bye To Mario And Nigel

By Ned Wicker

The Bank of America 300 at Laguna Seca Raceway was the last event for both Newman/Haas drivers, the great Mario Andretti, and his teammate, Nigel Mansell. In his two seasons with the team, we are told Nigel was beloved by his crew, but for the rest of the Indy Car community his departure is not a major event. Mario's retirement from active Indy Car duty is.

During the last two seasons, we've seen Mario at the end of his stellar career, but still blessed with a competitive spark found only in young drivers. He set the world speed record at Michigan during qualifying for the 1993 Marlboro 500. But we also saw this great man being pushed into the background while the racing world worshipped his teammate.

I felt very uncomfortable with that last year, watching hordes of media push their way past Andretti to get to Mansell; photographers flocking around Mansell as if he were king. Officials appeared to give Nigel preferential treatment, as if they were afraid of offending him. Mario sat back and watched all of this, all the while remaining gracious and professional. It showed a depth of character, which is one of many reasons why I find Andretti to be an interesting man. Besides, he's won the Indianapolis 500 and the Daytona 500, and he's won championships on the dirt. For me, that carries true meaning.

Mario, Newman/Haas' charter pilot, will not be behind the wheel in 1995. The thought of not seeing Mario in an Indy Car strikes an emotional chord with me. He is a great man and that's one of the many reasons why he's a great race car driver. An auto racing icon, Andretti is in his own special class. He says he'll run some long-distance, endurance races, like the 24 Hours of Daytona. We'll look forward to that.

Mansell has already rejoined the Williams Renault team in Formula One. The PPG Indy Car World Series will miss his talent, but more importantly, it will miss a man who brought so much attention to the series, resulting in an increase in European television viewership. Likewise, media which services Europe was also there in force, covering Nigel's progress.

I have enjoyed watching Nigel these last two years. It's not every day that the reigning Formula One champion walks away from his team and signs up with what many F1 snobs call an inferior racing organization. Nigel proved that he was a world class driver, but also learned how glory and accolades can turn into frustration and disappointment in a few, short months. It's ironic that Laguna Seca was the site of his first PPG Cup visit, in 1992, when his plans for Indy Car racing were shared with the American media. CART carried Nigel about as though they were afraid of breaking him. This time around at Laguna, Nigel wasn't being given any attention at his final Indy Car race. All of the attention from the fans, the promoter and the media was on Mario.

Nigel came and claimed the PPG Cup in 1993, the first "pure rookie" to do so, and he amazed everyone with his ability to adapt to the ovals. Adapt? The man was thrilling and I will long remember how he won at New Hampshire and Nazareth, displaying the kind of talent only the best circle track racer would comprehend. It was fun watching Nigel Mansell, and Mansell was having fun, too.

But unlike Mario, who won the World Driving Championship in 1978, Mansell never earned the affection of the press. I'm not suggesting the press hated him, like some of the butchers in Europe, who are waiting for him to return to F1, hoping he'll fail. Certainly he had the respect of everyone in racing, but he didn't have that same kind of respect that Andretti has; the kind of respect reserved for only those who have been the very best in the sport over a long period of time.

Mario is also special because of his willingness to share of himself. I have always felt I've made a connection, that I wasn't just talking to a personality who merely turns on the charm for public consumption.

I don't dislike Nigel Mansell, but at the same time he's probably the only driver in the series I didn't feel like I could just talk to, just for the sake of saying hello and passing some time. There are figures in our sport whom one could call intimidating because of their enormous

accomplishment, wealth or fame. Guys like A.J. Foyt and Mario come to mind quickly, but I am greeted warmly by Andretti and A.J. has always been great. Roger Penske is a larger-than-life figure, but he's not too busy to stop and share a couple of moments. Nigel is polite and accommodating, but there is a distance there that I never sense with other drivers. Well, he won the Formula One title, but so did Mario and Emerson Fittipaldi, twice.

Well, he's the reigning PPG Cup champion, but what about Bobby Rahal, who won it three times, or Mario, or Michael, or Al Unser Jr., who has two, or Emmo, or Rick Mears, who won three CART-sanctioned championships, or Danny Sullivan?

In Nigel I see a decent man who loves his wife and family, and a guy who also loves to race cars and win. We share the love of racing. I can't criticize or find fault with Nigel because I haven't walked a mile in his shoes. But it has seemed to me that Nigel has never been comfortable here. I sincerely hope he enjoys himself, is happy and ends his career in a positive and winning fashion.

I guess if there's any frustration it's knowing that maybe we just didn't get to know Nigel Mansell very well. Perhaps it's better that way.

The bottom line is while most people will wish Nigel the very best, they will feel a void when Mario Andretti doesn't line up at the Miami Grand Prix next March 5. Nigel will return to his adoring fans and Mario will forever have his right here at home.

Certainly the outpouring of affection for Mario at Laguna Seca is strong evidence of just how important Mario is to the Indy Car community. The fans gave him a standing ovation when he came into his pit at the end of his race.

It's going to be a little strange watching Newman/Haas Racing next year, but Michael's return will make it more familiar. The guard is changing, but the sport goes on with an abundance of new stars.

Nigel, thank you for the two seasons and we wish you all the best.

Mario, thank you for a lifetime of achievement, dignity and class. ■

Write to ICR

ICR Letters, P.O. Box 14395, Milwaukee, WI 53214 or FAX to 414-774-6740

Letters may be E-mailed to EDITOR@ICR.COM

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,

I just heard the bad news that a fine "up and coming" driver has been left out in the cold. That driver is Mike Groff. After two years, experimentation years I might add, with the Rahal/Hogan Racing Team they have decided to let him go. The question I have about the decision is, what chance was he given? Was Mike ever given a car that was competitive? I know that all of us would agree that both the "Rahal/Hogan" chassis and the Honda engine left something to be desired and that's putting it mildly. Please don't get me wrong, I think it was a great opportunity for Mike to drive for a team like Rahal/Hogan. I just wish that when they decided to go back to "proven" equipment they would have figured Mike into their plans. Mike has worked very hard for that team and I think that he should have been given that compensation. Mike is a very skilled driver and I hope that the other teams will see that when they consider their options for the '95 season.

*Ken Holzer
Northridge, Calif.*

Dear ICR,

I would like to bring long overdue attention to someone who I feel has added greatly to the television coverage of Indy Car racing. Derek Daly has been doing an excellent job the past few years, and I look forward to each race he works. His experience in Indy Cars, F1 and IMSA helps him to relay insightful comparisons between competitors and different formulas that adds an extra dimension to the fan who always wants to learn more.

ESPN broadcasts are far superior to the two-hour chop-jobs we get on ABC and with Daly, it makes you almost forget that you can't see all of them live. I'm always striving to take in additional knowledge and his ability to add something new to each telecast is well appreciated.

Once again, my hat's off to Derek Daly for a job well done. If only some of his fellow colleagues could spend more time discussing the race instead of arguing about it, I might not be so disappointed each time ABC covers a race.

*Scott Gullickson
Beaverton, OR*



Fan Photo Request

You've been carrying your camera to the races all season. Now is your chance to have your favorite photo taken during the 1994 PPG Cup season published in *Indy Car Racing Magazine*.

Just send your favorite photo...maybe it's of a driver signing an autograph...maybe it's of a car...maybe it's of your family enjoying the races. The only rule is that it must have been taken this season at one of the 15 Indy Car tracks.

Send your photos to ICR Letters, Fan Photo Contest, 617 South 94th Street, Milwaukee, WI 53214. Hurry, the deadline is November 7. Make sure to include an address for the eventual return of all photos.

Dear ICR,

I grew up going to midget, sprint car and Indy Car races with my parents and then my husband. We watched an unknown by the name of Mario Andretti race midgets in the Teaneck, NJ, Armory and have followed his career ever since. We were there at Indy to see him win in 1969 and now, after such a great career, we must say Arrivederci, Mario. He has had a super career in open cockpit racing and he will be greatly missed. We hope he remains connected with Indy Car racing in some way.

After watching the Indy Cars at New Hampshire and most recently at Nazareth, we are becoming more and more upset with CART and more specifically the Penske Parade. When Penske cars run 1, 2 and 3 and run two laps ahead of the entire field, we cannot help but ask ourselves what the Penske cars have that no one else does. Nobody can be that good all the time and nobody should be able to fly by cars as his cars did. It's really sad because fans will become discontent and turn their support to another form of racing. I would hate to see that happen, but I feel it will happen if something isn't done.

We gave Roger the benefit of the doubt for some time, even when others were accusing him of having traction control, but it is obvious Roger and his engineers have found a quirk in the rules somewhere. I would hate to think it is something illegal, but it is obvious his cars have something we doubt even his drivers are aware of. What we can't understand is why CART officials have apparently done nothing. We really enjoy Indy Car racing and would love to see it become as competitive as it once was and not a runaway for three cars.

In closing, we hope something can be worked out between Tony George's IRL and CART. We don't want to see any favoritism at Indy 500 races. We want it to continue to be the greatest spectacle in racing.

*Fran Lawrence
Sidney Center, NY*

Dear ICR,

For four of the last five years, I have attended the Indianapolis 500 and experienced all that a fan can experience during the Memorial Day weekend. Being a true Indy Car racing fan, however, I've become continually frustrated with Tony George's selfish efforts to ruin the greatest racing circuit in the world.

So, in 1994, on Labor Day weekend, I visited beautiful Vancouver and attended the Molson Indy Vancouver. In this racing fan's opinion, the Vancouver event is the superior event when compared to Indianapolis. A few of the reasons are Vancouver's natural, majestic beauty, the accessibility of the circuit and its facilities, the knowledge and quality of the Vancouver fans and Indy Lights and Toyota Atlantic also run in Vancouver.

Finally, a note that many Indy Car fans may not realize. The Molson Indy Vancouver is the fourth most successful event on the Indy Car schedule in terms of attendance, drawing over 160,000 people in its three days. In fact, the Vancouver event is the second largest single day spectator event in Canada, next to the Molson Indy Toronto.

One thing I've determined is that Tony George will no longer be getting my vacation dollars. I'm going to Vancouver!

*Joel Thomas
Lufkin, Texas*



Winners Circle Club For The Serious Fan

It seems like yesterday that we were sitting in the IndyCar office discussing the framework of our partnership in the PPG Winners Circle Club. A lot has happened since then.

It has been a learning experience for us, and as we move forward into 1995, our intention is to make the club a must for the serious follower of the PPG Cup.

IndyCar is inviting WCC members to attend the annual IndyCar Awards banquet, which will take place at the Westin Hotel in Detroit, Thursday, Nov. 17. Cocktails will be at 6 p.m. and dinner at 7 p.m. Tickets are \$200 each. We appreciate this offer.

It's hard to realize that the season is over. The Winners Circle Club held its final meeting of the season at Laguna Seca. Scott Goodyear, Teo Fabi and Tony Bettenhausen entertained an overflow crowd.

Goodyear, always articulate and entertaining, said that he thought he would be heading back to familiar territory next season. Emcee Bob Andrew interpreted that for the crowd by saying that Goodyear would return to Derrick Walker racing in 1995. Goodyear would only smile. Winners Circle Members got it first.

Fabi warmed up the audience by handing a piece of paper and pen to Goodyear as if he wanted an autograph. He went on to say, when asked if he still had ambitions of building his own Indy Car someday, that, "There is a saying in racing that if you want to make a small fortune, you must start with a large one. Building my own car is something I would like to do but I don't want to make a small fortune that way."

The crowd pressed Fabi to reveal his plans for next season but he would only say that he would be driving in an Indy Car next season for a very strong team. When that statement was interpreted as meaning that he would drive for Gerald Forsythe, Fabi would only smile.

Team owner Tony Bettenhausen brought the house down and nearly got a standing ovation when he responded to a question about the IRL (Indy Racing League) by saying, "You mean the Indy Revenge League?"

Bettenhausen said he thinks his team will be in a position to win a race next season with driver Stefan Johansson and that he would like to run a second car, possibly for Robbie Groff, but will only do so if it can be a potential winner.

There have been a few remarkable moments during the 1994 meetings, like Michael Andretti suggesting that if he were to return to Newman/Haas Racing, he would not be a teammate to Nigel Mansell. Adrian Fernandez captivated the Toronto audience with his personal insights and experiences. In Michigan, Mario Andretti delighted an overflow meeting with stories of his career and his personal feelings about the issues of the day. IndyCar President Andrew Craig met the fans and spoke straight from the shoulder about the concerns of his organization and the plans for the future.

At Mid-Ohio, WCC members knew, by reading between the lines, that Bobby Rahal was going to make an engine change.

Nazareth was special because while waiting for PPG Cup champion Al Unser Jr., meeting host Bob Andrew called up Al's mother, Wanda, to tell some stories. Three-time Indy 500 winner Johnny Rutherford shared his opinions and vast knowledge, giving all of us more basis by which to formulate our own views of the sport. Jimmy Vasser demonstrated why he's one of the most popular drivers in the series, and one of the funniest, as he looked to Rutherford, then to Unser, and said, "Gee, between the three of us, we have five Indy 500 wins."

Now, what's new for the 1995 PPG Indy Car World Series season? More meetings are possible for next year. We've been invited by Miami promoter Ralph Sanchez and his people to kick off the new season with a meeting at the season opener. The people at the Indianapolis Motor Speedway have been great and invited us to meet there. While we haven't settled on a location in Indy.

With each membership in 1995, we will include ICR Online, which will keep you up-

to-date on everything that is happening at the race tracks all through the season. ICR's staff of writers will take you through each race, and with help from EDS Timing and Scoring, you'll get a statistical look at the racing action.

We will simplify the membership levels for 1995, because we learned that only the very serious race fan is going to be a club member. We will replace the membership pin with a PPG Indy Car World Series sticker, so everybody can have one. We'll offer guest passes for the meetings next year, so if you have a friend you want to take you may do so. We'll send four extra guest passes in your membership package.

Of course, each full membership will include 12 issues of *Indy Car Racing Magazine*.

We are the only fan club that offers on-site meetings with the stars of the series to their members. We're also the least expensive fan club in racing, thanks to the cooperation from IndyCar.

The mailing for renewals is going out soon. If you renew by January 15, 1995, you will receive the 1995 IndyCar Media Guide as soon as it becomes available.

The PPG Cup promoters have been more than generous in their discount offers over the years. Even if you only attend one or two races a year, by taking advantage of the discounts offered, it is possible to recover more than the full price of your membership. You'll get the IndyCar Media Guide, *Indy Car Racing Magazine*, ICR Online, an invitation for you and your guests to attend the track meetings with the Indy Car drivers, and eligibility for great prize drawings.

We have streamlined the membership package for 1995. Members will get all of the discounts, PPG Indy Car World Series decals, the Media Guide, ICR, ICR Online, as well as meeting privileges for just \$59.95. Of course, there will be the drawings for great prizes next year, such as the PPG Pace Car rides and other impossible-to-get items.

We're excited about 1995 and hope you'll take advantage of the club benefits. See you next March in Miami!

Presented By



Crew Members Cited For Their Outstanding Work

By Jim King

While Al Unser Jr. garnered the limelight for winning the PPG Indy Car World Series, and Mario Andretti bid farewell to the sport at his final race, the Indy Car and Indy Lights crew members met to honor their peers at the Laguna Seca.

Numerous crew members were cited for outstanding individual and team achievement and shared in more than \$75,000 in cash and prizes from CAM sponsors. Award winners were selected by a combination of voting by chief mechanics, special committees, the CAM board of directors and their peers.

The Snap-on/CAM "Top Wrench" award was presented to Penske Racing's Richard Buck, chief mechanic for Al Unser Jr.'s championship-winning car. Along with the honor he took home \$5,000 in Snap-on Tools and a custom commemorative toolbox. He also received \$1,000 from STP for winning the STP/CAM "Good Moves" award for the most improved positions during the final round of the season.

Grant Weaver, chief mechanic of Mauricio Gugelmin's car, was chosen to receive this year's "George Bignotti Award", sponsored by Earl's Performance Products.

Galles Racing personnel fared well in the balloting this year with four team members being cited for outstanding individual accomplishment. Frank Rafferty was chosen as winner of the 1994 "A.J. Watson Award" for CAM Fabricator of the Year. The award, sponsored by Lincoln Electric, included a \$5,200 Lincoln welding package.

A tribute to the contribution of the electronics/computer specialists was also made with the second annual IBM/CAM "Data Acquisition Specialist of the Year" award. Galles' Greg Howland was selected to receive the kudos in this category and was presented with a personalized IBM/PS ValuePoint Multimedia system.

The transport drivers and chief mechanics chose Wayne Selman of the Albuquerque-based Galles team as the 1994 Featherlite Trailers/CAM "Transport Driver of the Year" for Indy Cars. Selman was presented with \$2,000 and a custom jacket from Featherlite.

1994 CAM All-Star Teams

★ Raybestos/CAM Indy Car All-Star Team

Each member received \$1,000 from Raybestos Brakes and a pair of boots from Tony Lama.

Chief Mechanic

Kyle Moyer, Forsythe-Green

Mechanics

Butch Winkle, *Budweiser King Racing*
Rick Schuppan, *Penske Racing*

Matt King, *Penske Racing*

Tim Coffeen, *Newman/Haas Racing*

Fabricator

Gary Buckner, *Penske Racing*

Tire Specialist

Nigel Bloom, *PacWest Racing*

Gear Box Specialist

Ricky Davis, *Walker Motorsports*

Team Manager

Gerald Davis, *Hall Racing*

★ 1994 CAM Indy Lights All-Star Team

Each received \$750 in Snap-on Tools.

Chief Mechanic

Steve Challis, *Greg Moore Racing*

Mechanics

Steve Brody, *Greg Moore Racing*
Sean Irvan, *Summit Motorsports*

Rookie Mechanic

Justin McLean, *Leading Edge*

Gear Box Specialist

Jay Garwood, *Dick Simon Racing*

Most Versatile

Marshall Smith, *TransAtlantic*

Transport Driver

Ken Adolf, *Brian Stewart Racing*

Data Acquisition

John Mills, *Motorsports Racing*

Fabricator

Rand Lampard, *Tasman*

Tire Specialist

Toby Sroufe, *Motorsports Racing*

The Echo/CAM "Gearing for the Future" award was presented to veteran Indy Car gearbox wizard Martin Fox.

One of the new awards for 1994 was the Penske Racing Shocks/CAM "Shock Specialist of the Year". Stuart Kenworthy of Forsythe/Green, received \$1,000 from Penske Racing Shocks for his efforts.

Newcomers were again welcomed with the Coast Fabrication/CAM Rookie of the Year award. This \$1,000 prize recognizes a first-year Indy Car mechanic for skill, dedication and promise for the future. Bill Mullen of Walker Motorsports was chosen for the honor.

The Indy Car transport drivers also recognized a support team driver with the CAM "Support Team Transport Driver of the Year" Award. Their selection for 1994 was Pete Neuman of Valvoline who was presented with \$500 in Snap-on tools.

Three IndyCar personnel received the CAM "Spark Plug" Award recognizing their special contribution to CAM during 1994. They were Nonie Beck, Linda Berry and Denise Swintal.

The Indy Lights members saluted several of their own including championship-winning chief mechanic Steve Ragan of Tasman. Earl's Performance Products, presented Ragan with \$1,000.

The CAM "Dedication Award" for perseverance through adversity went to John Martin Racing. The team was presented with \$2,000 from Snap-on Tools in the hopes it might ease the pain of their 18 crashes during the season.

Another new recognition for 1994 was the STP/CAM "Good Moves" award, presented to the chief mechanic of the team which most improved its position throughout the season. This title went to Mike Battersby, chief mechanic on Bob Reid's car.

The first annual Featherlite Trailers/CAM Indy Lights "Transport Driver of the Year" award went to Howard Senters of John Martin Racing. Senters, who is retiring this year after more than 4,000,000 accident-free miles, was presented with \$1,000 from Featherlite. ■

Deputy Dawg Sent To Guard Freddie Lorenzen's Car At Riverside

By Deke Houlgate

Deputy Dawg was the meanest looking race track security officer who ever pinned on a badge. He has long since gone off to that patrol beat in the sky, but when he was with us earthlings he was awesome.

He was called Deputy Dawg, because more than anything else he resembled a cartoon character of the same name that was popular on TV at that time. That sort of dates him, and if a reader can't recall the Deputy Dawg of black-and-white TV, he was a gun totin', jowl hangin', intellectually challenged canine who was always being outwitted by others in the animal kingdom, even though he somehow managed to keep the peace.

A perfect likeness of Deputy Dawg was at Riverside International Raceway.

It happened that the great stock car racing season opener, the Motor Trend 500, had been rained out just short of the halfway point this particular January. That meant that most of the drivers and teams were stuck in California with their race cars impounded in the garage area for a week till the race could be resumed.

As far as the PR boss of the raceway, Bob Russo, was concerned, the migraine headaches he had been suffering on the way to race day were fleabites compared to the worry that now faced him. How could he keep the public interested in the resumption of the race for seven days? He held a staff meeting that evening, and a few refreshments were consumed while great minds inquired together, pondering this important assignment.

One of his aides asked what was going to happen to the lead race car, which had been driven by Freddie Lorenzen. As Lorenzen pulled into the pits under the red flag, one of his tires went flat. NASCAR rules in those days said that nobody could touch his car until the green flag waved the following Sunday. "Horrors," the assistant said, mockingly, "Lorenzen's going to have to start on a flat tire."

The discussion then turned to the extreme measures NASCAR officials might take to see that nobody touched a race car that week. And the light dawned.

"Deputy Dawg."

"What about Deputy Dawg?" asked Russo.

"Get a picture of Deputy Dawg guarding Lorenzen's flat tire with a double barreled shotgun."

"Are you crazy?" Russo inquired. "We don't even own a shotgun."

"Well, then, rent one or borrow one. I know what to do with that picture. We'll have everybody west of the Rockies talking about Freddie Lorenzen's flat tire."

Russo agreed that it was a workable plan, but he withheld his enthusiasm because he didn't know where or when he was going to find a shotgun, and he didn't know how he would ever talk Deputy Dawg

stories of that day. AP moved the unusual photo nationally, and it ran so widely that Russo considered becoming Deputy Dawg's agent in quest of movie roles and TV commercials.

The *Los Angeles Times* sports editor of that era, a non-fan of auto racing, was incensed that his staff had not produced such an unusual news angle and dispatched a photographer to get the *Time's* own picture of Lorenzen's ugly flat tire being guarded by an even uglier Deputy Dawg. The story lived another day. Television reacted. Radio reacted.



ILLUSTRATION BY MARIAN MCANLESS

into participating in a publicity stunt.

It took a couple of days, but Russo got the picture, and a courier was dispatched with it to an assistant in the city. He took the photo not to the *Los Angeles Times*, the leading newspaper, but to the rival *Herald Examiner*. While in the Herald building he dropped by AP Wirephoto and provided the wire service with a copy, which could be sent out of the city but not to either of the two local newspapers.

The Herald, for whom Russo's helper was to serve as motor sportswriter several years later, ran the Deputy Dawg photo six columns wide across the top of the front sports page, burying all the other sports

The fans began gossiping about the tire.

When race day dawned, not only did almost all the fans who witnessed the interrupted race come back to Riverside, but 12,000 others bought fresh tickets.

Lorenzen routinely began the pace lap on his flat tire when racing resumed, and — still under the yellow caution flag — dipped into the pits and routinely had the tire changed. Ho hum. Watching frogs jump around in the infield mud puddles was more exciting.

But Deputy Dawg had his brief fling at national notoriety. If there was such a thing, he should be elected to the racing PR hall of fame. ■

Jacques Rabbit

Canadian Jacques Villeneuve was quick all season and has the Indy 500 and IndyCar Rookie of the Year honors to show for it.

It is hard to follow in the footsteps of a famous father, as there is so much expectation and anticipation of greatness. Since the day he first strapped into a Jim Russell Formula Ford, Jacques Villeneuve, the son of the late and great Gilles, has been a can't miss candidate for success.

Originally from St. Jean de D'iberville, Canada, Villeneuve grew up in Europe, but began his racing career in Canada in 1986. From the Russell cars, he moved into Formula 2000 and later into the Italian and Japanese F3 championships. He was hand-picked by Toyota to drive for the Japanese Group C team.

A year ago, Villeneuve was finishing his season in the Player's Ltd./Toyota Atlantic Championship Series, which by any standards was an impressive one. He won five races and scored seven poles. He was third in the tight points battle, finishing behind teammate Claude Bourbonnais and champion David Empringham. He ran for his present team, Forsythe-Green Racing, and tested the team's Indy Car at Mid-Ohio and Indianapolis. He later was chosen to drive for the new team in 1994.

ICR's Bruce Martin spoke with Villeneuve at Nazareth, just a week after the rookie driver impressed the Indy Car world with a solid victory at Road America.



ICR: If somebody told you at the beginning of the year that you would be rookie of the year at the Indianapolis 500, win a race and be Rookie of the Year for IndyCar, you would be quite pleased with that. How satisfied are you with your accomplishments this season?

Villeneuve: It's been a great year, definitely. Everything we were hoping for we've had at least as good or better. I would say it has been very, very positive for us and a lot of it is because of the team as well. They have a lot of experience. Even if this was my first year, they were behind me 100 percent. They gave their best and that was a big trust. That was very important for me. Usually, in your first year, it is difficult to get the trust and the focus of the guys.

ICR: How much credit do you give to Barry Green for developing that trust?

Villeneuve: I give a lot of credit to the whole team, basically. Barry Green puts all the people together and keeps them all together. Also very important in there is Tony Cicale, the engineer. We have worked the whole year together and we

and your tremendous future. Jeff Gordon, the NASCAR Winston Cup driver said, while some people talk about his age, they forget his racing background. Hasn't your racing experience surpassed your age?

Villeneuve: I started when I was seventeen, so this is really my sixth year. I went to Jim Russell Driving School and did a three-day course. Before that, I was a mechanic at another racing school for two months, so you really don't learn a lot. They didn't put much of the important stuff in my hands because the cars needed to be safe for those people taking the course. I learned a little bit, but that doesn't make any difference when you are racing. You can work on an engine, but on a race weekend or when you are racing — the fact you can work on an engine won't make a difference in your driving, or understanding how a car works or how it feels. As long as you understand how everything works and you feel what is happening on the race car, you don't need to know how to unbolt it.

ICR: What about communication with the crew?

Villeneuve: You don't say that is what needs to be corrected and all that, you have feelings and you talk it over and have ideas with the engineer. But it comes with experience. Even if you have been working on cars for ten years, if you sit in it, whether you have worked with your hands on suspensions and all that, you won't really relate it to what your body is feeling in the race car. It really doesn't make a difference.

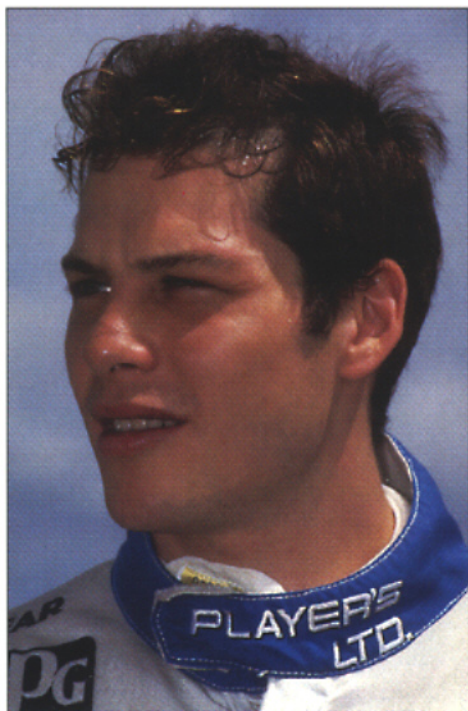
ICR: Was there a period after your father's death in 1982 where you put racing out of your mind?

Villeneuve: I've always wanted to race cars. It was out of the question that I wouldn't race. I was going to race.

ICR: How did this all come together by the time you were seventeen?

Villeneuve: It just happened. It was one of those things where there was a big door open and either you take it or you don't take it and you have to take it while it is open. That is what I did and we just started in Formula 3 right away. I did three years in Italy, went to Japan and did one year of Formula 3 in Japan again. That season in Japan was great. I finished all the races in the points, which is top six, seven podiums, three wins and runner-up in the championship. That was a perfect season except we didn't win the championship.

Villeneuve: I was in Europe, so I really don't know. I'm really not from Canada. Since I was six or seven, I moved to Europe and would come maybe a month on summer holiday. I couldn't really relate to that. I wasn't following racing, anyway. I wasn't sitting in front of my TV every day watching the races and all that. I didn't care about watching them, I wanted to drive and that was it.



STEPHEN BELLER



CHERYL DAY ANDERSON

really understand each other. That makes a race weekend that much more enjoyable and then you end up running quicker at the end of the weekend because you managed to communicate well and made the car go well. I think that is quite important.

ICR: Barry said before they came back to Indy Car, they wanted to have that season in Player's Ltd./Toyota Atlantics first, to develop the team and work with you rather than just go in with a new team, new driver. How important was that year?

Villeneuve: To me, it was really important. The team itself could have started directly in Indy Car. Personally, I think I needed that year in Formula Atlantic — my first year, first time in North America, ovals, getting used to the tracks. I had never driven anything more powerful than Formula 3 anyway. I think it was quite a good experience. At the same time, we could get into Indy Car knowing everybody, having worked with the whole team the full year, so it made it much easier.

ICR: Much has been said about your youth

ICR: It has been rumored because of your background that you are eventually going to Formula One. Could you discuss that?

Villeneuve: I never said I was definitely coming back to Indy Car. It is the plan, but nothing is signed yet and I am open to anything. There is quite a bit of interest in Formula One and there are things I find quite interesting.

I don't think this is a route to Formula One because they are both the top notch of racing. Whatever is the best conditions you get and the team, whatever the series, you get excellent drivers and very fast cars. It is a little different because Formula



CHERYL DAY ANDERSON

One is more international in different countries and IndyCar is more American and you have ovals. There are some differences. I won't say that Indy Car is a road to Formula One. I won't put Indy car under Formula One. Mansell came from Formula One to IndyCar for example and that is not a step down.

ICR: Is Formula One a motivation of yours?

Villeneuve: Racing and winning is a motivation of mine and being able to compete against the best, that is motivation.

ICR: With your dad, you were exposed to Formula One early. Discuss that.

Villeneuve: I went to a lot of the races, but I don't remember much because I was always in the motor home and I was playing with my toys. I really wasn't watching the races themselves. I was young and my father was just doing a normal job to me.

ICR: Your father was only thirty when he was killed in a crash during qualifying for a Formula One race in Zolder, Belgium, on May 8, 1982. You were only 11. Is there anything you care to share regarding that incident?

Villeneuve: My family used to go with my father to a lot of races. This one, we didn't. We stayed home.

I remember my mother getting a telephone call and that she left to go to Belgium. We knew there had been an accident. We didn't know he was dead until she came home.

But my father's death didn't change anything. I always knew one day I would race cars, and that was it. I knew it deep inside myself.

I have just a few minutes of memories. It was a long time ago, but I've never really wanted to pay too much attention to it. Once it happened, it happened and I didn't want to spend my life just thinking about that.

ICR: What are the memories you have of your father?

Villeneuve: The memories I have as a kid are the memories I have as a father and not as a race car driver, first of all. The heritage side, I don't know what I got because he died when I was 12. I didn't understand anything about racing at that point anyway. The only oval tracks he had done were on snowmobiles, so I don't know how much that would have helped.

I don't have memories as a race car driver, but on Christmas Day, things like that. Normal memories you would have of your father. To tell you the truth, I don't remember much because he was gone a lot testing, so we didn't see much of him. When we would see him, we would be having a lot of fun, doing crazy stuff. But that is quite a long time ago. I've never put myself into thinking about him every day. You get all mixed up. He is dead. Life goes

on, and you have to make the most out of it.

Definitely, I would be very happy to see his face today if he was here.

ICR: How much did the rest of your family make up for the void left by your father's death?

Villeneuve: Right after his death, we went to a boarding school so we were quite surrounded by people and we were around other kids, so that was great.

ICR: Is it true that one day you will follow in your father's footsteps to Formula One?

Villeneuve: Of course, one day I would like to race in Formula One, but not at any cost. It's so easy to go to Formula One in just a medium team, but there is so much difference between the good teams and the medium teams.

The competition is much closer and more professional in the Indy Cars. I'm very happy to be where I am right now. It's a fantastic team. I think it is the right move.

ICR: Describe your first Indianapolis 500, where you finished second and were named the Indianapolis 500 Rookie of the Year.

"It's been a great year, definitely. I would say it has been very, very positive for us and a lot of it is because of the team as well. They have a lot of experience. Even if this was my first year, they were behind me 100 percent. They gave their best and that was a big trust. That was very important for me. Usually, in your first year, it is difficult to get the trust and the focus of the guys."

— Jacques Villeneuve

Villeneuve: It felt great because this is the most important race in the world. Those were also my first points this season in an Indy Car and it is a great place to start getting points in the season. I was very happy for the whole team because they have been working so hard the whole year and at that time, we didn't have any points in a race. The sponsor put their trust in me and I'm really happy they stuck with me and it has all paid off.

I was definitely surprised with my finish. Coming to Indianapolis, I was hoping to be in the Top 10 and dreaming of being on the podium. It felt fantastic to finish second. I knew the team could make it. They are fantastic and stay focused the whole time and always give 100 percent, whatever the conditions or whatever is happening the whole month.

I knew they could make it because even if it's a new team, I'm really the only rookie here and I have a lot to prove and a lot to do to get to their level. I was hoping not to make any mistakes. I did one on the first pit stop and that got me mad a little bit. I was more careful the rest of the race.

ICR: Did your second-place finish in the Indianapolis 500 give you vindication after the criticism you received for crashing into the side of Hiro Matsushita's car at full speed during a caution period at Phoenix in April?

Villeneuve: What happened in Phoenix can happen to anybody. The yellow lights were a problem at Phoenix. I just missed the lights and something very tragic could have happened. Being a rookie, I was to be blamed, of course. You still have to be careful and look for the lights. I had to start doing that.

I'll be a rookie the whole season and if anything happens, eyes will always be on me if something happens and I'm in the middle of it. That always happens with rookies. I don't complain about that. It's true, a lot has happened this season so far in Australia and Phoenix. I'm happy this (Indy) changed their opinions a little bit. It being the longest race and the most important one is great. I didn't make any mistakes and nothing happened during the race.

ICR: Didn't you have a possibility of

beating the two Penske/Mercedes-Benz cars at the Indianapolis 500 if the race went green until conclusion, rather than the two, late-race caution periods that allowed the engines to conserve fuel?

Villeneuve: I didn't have any difficulties with the Mercedes because I didn't see much of them anyway. They were good in the corners and at the same time, very fast down the straights. You couldn't really race them. I wasn't planning my race on them. The only opportunity we would have had is if there were less yellow flags and more pit stops. Then maybe I would have had a chance. I wasn't even thinking about it, I was just happy to be behind the Penskes.

Then in the end, even if I was on the same lap as Al, I knew I couldn't really fight him. I just laid back and took it easy. I decided to get out of it and not take risks with people fighting.

I never intended to catch Al. I didn't want to lose because third position was 25 seconds behind me. I just wanted to keep a little gap until the end. I stood on the start, but when I saw people fighting, going like crazy around me, I lifted and took it

easy because it was stupid to end up in the wall at that point when all we had to do was finish.

ICR: How much did you appreciate and enjoy the Indianapolis 500?

Villeneuve: It was very enjoyable, a lot of fighting. I had trouble passing backmarkers. I wasn't taking risks on the outside and maybe I should have. The way it ended up, I did well not to take any risks.

I was worried at the beginning. I had a lot of understeer and after a half-tank in traffic I was getting an oversteer and getting sideways. That wasn't very nice. At the same time, there was a crash right in front of me at the beginning of the race. I stalled it in the pits and I wasn't very happy at that point.

But I kept racing, the car came back up a little bit and the numbers started to get smaller and smaller. I was starting to feel a little bit better and push a little bit harder. I could never really push hard in traffic because the front was on the limit when I was by myself and when I was behind someone, it was getting terrible. We added some downforce during the first two or

ICR: What was your plan going into the Indianapolis 500?

Villeneuve: I knew the whole time the best thing to do was to take it easy, study the situation and see what was happening and save fuel. It is such a long race, you don't win it on the first lap or win it on going crazy because you have seven pit stops and a lot can happen.

ICR: Barry Green seems to have a real sensible approach to this team. How important has that been?

Villeneuve: It is really, really important. Barry has a lot of experience with winning drivers and that is important to the team.

ICR: Gerry Forsythe plans on splitting away and starting his own team. Has that been a distraction to the team?

Villeneuve: On a race weekend, what counts is all the guys, all the sponsors that are there behind you and the engineers you work with. Barry Green makes everything cooperate. What happened with Gerry didn't really make a difference on the work itself on the race weekend. Outside of the race weekend, there are things that are different. But on a race

race course I really enjoy driving. It is the type of course you can drive with little downforce, a car that is quite light and slides a little bit. I really like that.

ICR: To get your first win, in order to beat the best at what they do the best, has to be the most satisfying.

Villeneuve: That was a big part of the satisfaction, when you have the two Penskes in your mirror with fourteen laps to go and they are faster than you. That was a big part of the satisfaction, yes.

ICR: What are some of the things you have learned this year?

Villeneuve: Everything. Driving a race car is the same, whatever the series, whatever the car. But you are always learning. Even if you have been ten years in Indy Car, you will always be learning because the cars change, the tracks change, the tires change, the engines change, the other drivers change. So you are always learning.

ICR: Would this have been considered a successful year even if you had not won a race?

Villeneuve: Yes, because we have been fast mostly everywhere and we have been competing, which I think is the important point.

ICR: Do you believe you are a self-made race driver?

Villeneuve: Racing, to make it, you can't learn from anywhere else. The experience you get in setting the car up is not something you can relate to and explain to someone or that someone can explain to you. You can explain to someone what you are doing in your race car, but it is something that happens so fast and is so much of a feel, you can't copy someone else.

ICR: Have you had much interaction with any of the other drivers?

Villeneuve: Outside of the race track, no. At a race weekend, yes. I talk to them and most of them have been cooperative. I have a good time with Mark Smith, Paul Tracy, Scott Sharp as well. It would be unfair to say who because you end up talking to a lot of them. Even the experienced guys, like Emerson Fittipaldi, have helped us.

ICR: Emerson seems to be a driver who takes a lot of interest in helping the younger drivers. Is that true?

Villeneuve: Definitely. Emmo is someone I knew when my father was racing. It is a little bit strange to race against him.

ICR: Was Emerson a hero to you when you were growing up, just like your father?

Villeneuve: I never had a hero because racing was normal life. To me, when I was a kid, everybody would race. It was like being a lawyer or having a shop. It was just a normal job, like owning a shop or working in a restaurant. I didn't know what it meant, it was just a normal job. I didn't really have a hero. My father, being

"Of course, one day I would like to race in Formula One, but not at any cost. It's so easy to go to Formula One in just a medium team, but there is so much difference between the good teams and the medium teams. The competition is much closer and more professional in the Indy Cars. I'm very happy to be where I am right now. It's a fantastic team. I think it is the right move."

— Jacques Villeneuve

three pit stops and that helped a lot. But whenever I was behind someone, I could spend fifteen laps going five miles slower and I couldn't overtake them. That was the biggest problem during the whole race.

ICR: You have this ability to go fast that can't really be taught. How long did it take you to adapt to the oval aspect of it?

Villeneuve: It's not that hard because ovals are two fast corners, or three or four depending on what oval it is. In Europe, you have a lot of tracks with high-speed corners like at Monza and a lot of other tracks. It is just high-speed corners with a wall and banking. You have to adapt to not shifting or banking and to ease off. Actually, I really enjoy ovals because the work you do on set-ups is probably more important than on the road course.

ICR: Is it pretty unnerving to someone who isn't used to going into a corner at 230 mph at Indianapolis? A lot of drivers who go to Indianapolis for the first time say it looks like you are driving into a wall.

Villeneuve: Definitely, it is quite an impression but you get used to it and you know it is normal.

weekend itself, it didn't matter.

ICR: When will you know for sure how things fall into place for next year?

Villeneuve: I don't know. That is something you never know. It is a lot of discussions and you never know when everything is going to be settled.

A big part of it is the decision that I make with my manager, who is Craig Pollack. Then we will see.

ICR: After your win at Elkhart Lake, you said Indy Cars were a more interesting series.

Villeneuve: I've had a pretty good season with great people and a great sponsor behind me. I'm in a position that is good to be in, basically, so to change that, it would have to be something that is very interesting. With everything open, you can expect anything, basically.

ICR: If you were going to pick out a race course that best suits your style for your first win, would Road America be the ideal place?

Villeneuve: That is the type of race course I like the most. I don't know if it suits my driving better or not, but it is the type of



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involved in racing, it is difficult to have a hero because you are part of it, basically.

ICR: Isn't Formula One a colder environment where the competitors aren't very friendly to each other?

Villeneuve: Probably, I've never been in that environment because when my father was racing, it was quite some time ago and it was not like it is now. From what I can gather, it is quite cold with a lot of sharks and people putting knives in the backs of others all the time. Part of it is because there is so much money involved. It is not something you can control because you always want more money.



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When you have more money, it costs more money. Then it gets cold and inhuman. It is a vicious circle because nobody will go for less money. You need more money to make everything work properly, basically.

ICR: Doesn't that concern you if you go to Formula One?

Villeneuve: It takes a lot of the fun away, definitely. This year, I really enjoyed it and I had a lot of fun. You can enjoy it if you take it well.

ICR: People say that in Indy Car a lot of the drivers get along for the most part.

Villeneuve: You get along because you don't spend that much time together. The more time you spend with someone, the more difficult it is to get along. But you are more open to that. From what I've heard, in F1, everybody is in this little box and you don't have the chance to see anyone else anyway. So it is quite different.

ICR: How do you describe the success of second generation drivers like Al Unser Jr., Michael Andretti and yourself?

Villeneuve: The only reason is it is a big wheel that is turning. The same drivers can't race on forever. There is a time where they are at their best and a time when they are in decline. There is a time when young drivers are climbing. As long as good drivers can get a good opportunity with a good team and get the time to prove they can be fast, they are on their way up, they will be their best, then they will decline and the wheel will keep on turning.

I just think the second generation is because racing is part of normal life so you take every chance you can and every opportunity you can. I think that is a big help. Being a second generation driver doesn't say you are going to be good.

ICR: What are the things about the Indy Car series you like?

Villeneuve: The fact it is less technological than Formula One, basically. The fact that you have a big variety of tracks. Even if a lot of tracks are disgusting, like some of the street courses that are very uninteresting for racing, that are brick walls put together with lots of bumps. But you have a lot of very nice tracks like Elkhart Lake, some nice ovals, you get very different types of tracks. It is also quite close racing. From the top to the fifteenth car is quite close and I think that is important to racing.

ICR: Michael Andretti said when he was struggling with the Reynard, they looked to your team for hope. Why did this team get the Reynard to work quicker than the other Reynard teams?

Villeneuve: A big part of it is we have a great chemistry and we can really relate and work well together so we keep making progress. I think the other thing as well, this being my first year, I don't have any preconceived idea of what works and what doesn't. Or what didn't work five years ago. If you have been racing for a while,

you have this idea that five years ago, it didn't work. But I'm willing to try anything. Tony is willing to try anything as well, so we can do a lot of work.

ICR: Do you like your interaction with the fans?

Villeneuve: Fans are great. It usually shows how well you are doing and all that, so it is very important. The one thing I don't like is sometimes when you are walking and you have to go somewhere and you just get surrounded and crushed. People don't understand. They will get mad. You will sign autographs for fifteen minutes, but you are running late and out of time for your warm-up and then they get mad at you. But fans are great. Indy Car fans are allowed to come into the paddock and you get to see a lot of them.

ICR: What will the Indy Car Rookie of the Year award mean to you?

Villeneuve: Not as much as the win at Elkhart. What you are working on in the season is not where the other rookies are. Last year, Nigel Mansell was a rookie. You just want to beat anybody that is quick. If it is a rookie, you want to be faster than the



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rookie. If someone has been here for fifteen years, you want to be faster than them. It doesn't matter the status of the other drivers, all you want to do is be at the top. When you are in the race, you aren't fighting against the other rookies, you are fighting against the other drivers. Whatever points you get in the rookie championship are great, but that is not what you are working on.

ICR: Do you look at the first win as once you get it, the second and third wins should come quicker?

Villeneuve: No, it won't come easier because it is a lot of work. There are a lot of fast teams and drivers here. Winning a race or being the fastest is a lot of work. Maybe the only easier thing is once you are in the lead, you can do it until the end without making a mistake. Until your first win, you always think, 'OK, I'm in the lead, but something will happen so I don't get my first race. Maybe I'll make a mistake.' There are a lot of things going around in your mind. Once that point is made, you know you can win. So you are probably more relaxed.

MISSION ACCOMPLISHED



RUSS LAKE

Al Unser Jr.'s drive to dominate the competition in 1994 culminated in the PPG Cup championship.

By Bruce Martin

Perhaps the best way to describe Al Unser Jr.'s 1994 PPG Indy Car World Series title is total domination. By joining Roger Penske's famed Marlboro Team Penske operation, Unser has set the foundation of a team that will likely dominate Indy Car racing until the next century.

The Unser/Penske combination may ultimately be as special as that enjoyed by Rick Mears when he drove for Penske from 1978-92. Unser, along with teammates Emerson Fittipaldi and Paul Tracy, completely dominated the podium finishes this year, virtually shutting out the competition.

"We've been trying to shut everybody else out from the first day," Unser said. "That is what racing is all about. It's not boring to us at all. It is not boring to me at all. We want to win every race we enter, and I think the whole team feels that way."

GENE SWEENEY, JR.



Marlboro

Marlboro

BOSS
o.s.

"Just driving for Roger and Marlboro Team Penske is a great honor. The day anybody on this race team lifts and starts coasting on their laurels, they will end up on the outside looking in. I don't want to be on the outside looking in. I'm very proud of this race team, and I want to be working for them for a long time."

Unser believes he has found a permanent home with Marlboro Team Penske and believes the team can continue its dominance in the years to come.

"I hope it's a very long-term relationship between myself and Marlboro Team Penske," said Unser, who is in his first season racing for the famed car owner. "It's been a wonderful start. I've told Roger we are still babies, we are still getting to

Indianapolis 500. But in 1993, Unser's team could barely make the top five in many races and the driver from Albuquerque, N.M., drove into victory lane just once.

When the opportunity came to join Penske Racing, Unser jumped at it and joined Fittipaldi, a two-time Formula One champion and two-time Indianapolis 500 winner, and Tracy, a young Canadian star, on the best Indy Car racing team in the business.

And after winning eight races and four poles this season, Unser feels retribution from his difficult season with Galles Racing in 1993.

"I was a little bit disappointed with the way things ended up at Galles," Unser admitted. "Roger and I were talking in our

"That confidence that Roger showed me then, everything took care of itself."

For Penske, the payoff was a 10th Indianapolis 500 victory in May and his ninth PPG Indy Car World Series title. It was the first PPG Cup for Penske since Danny Sullivan won the championship in 1988.

"Al was someone we were always looking at," Penske said. "His dad (Al Unser), his uncle (Bobby) were on our team. It was the right move. He was available last year, and I had to make that move to get him and that is what I did."

"All of my drivers are special. I don't want to single one out, I never have. They have all been great, they have all won championships for us. They've won races. They are my friends, if they come or if they go at the end of the day, they know that I support them the best I can in top-flight equipment. Of course, they have delivered for us."

It is believed that Penske paid \$5 million of his own money to increase his team to three drivers because he received no additional sponsorship from Marlboro. But even at those prices, the addition of Unser looks like a steal.

Actually, Penske and Unser had considered joining forces for quite some time.

"I wished to be with this team a lot earlier, to be real honest," Unser admitted. "It was contracts that always kept us from doing that. Every time I was up without a contract, Roger had two of his drivers signed and then whenever he had an open seat, I was obligated to a contract. Really, it came down to the same situation this year. But Roger put a third car in his team for me."

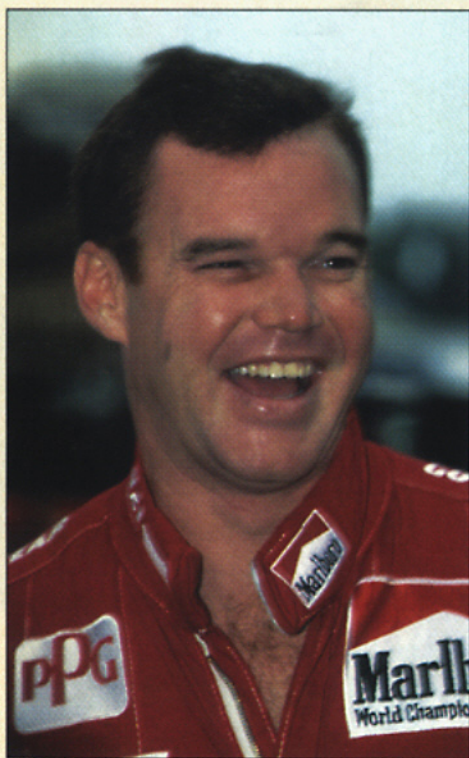
"An owner has never made his team bigger just so that I could join it, but Roger Penske did, and I can't thank him enough for doing that for me."

"I've always wanted to be with Marlboro Team Penske. My dad and uncle Bobby have said if you ever get an opportunity to go with Roger, to go under any circumstances. All Roger had to do was breathe in my direction and I said, 'Yes, I'm there.' Here we are and look at what he has done for me already."

Once the two joined forces, they were able to rally the team to focus on a goal.

"As far as focusing, you focus to win each race and at the end, if you win enough races, you win the championship," Penske said. "That is what you do at the end of the season, but my goal is to win the first race, the second, the third and the fourth. At the end, if you do that, you are going to win the championship."

If things had worked out differently in 1992, Unser may have been competing in Formula One this season, not in Indy Cars. Unser had a chance to test for Frank Williams' team, but because of politics, he



LINDA McQUEENEY

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Here we are and look at what
he has done for me already.
”

Al Unser Jr.

know one another and the engineers and as we grow up and get older, we'll get better and better down the line.

"It's definitely the best team I've ever been associated with and the results are proof of it."

Unser, who along with fellow Indy Car driver Michael Andretti and NASCAR Winston Cup stars Dale Earnhardt and Rusty Wallace are considered the best racing drivers in the United States. For the son of four-time Indianapolis 500 champion Al Unser, his second PPG Cup is the result of a complete turnaround from one year ago, when Unser was struggling with Galles Racing International.

During his days with team owner Rick Galles, Unser achieved glory by winning the 1990 Indy Car title and the 1992

negotiations and he said in the past, he always worried about me in the race car and in the race. Last year, they really didn't talk about me that much.

"I definitely wanted to go out and drive a race car very, very competitively and that is what I asked for and what I needed. It was very gratifying to go out and do what we did this year."

Unser credits an extensive testing schedule, along with an outstanding team, for his incredible success in 1994. But he vows that he never changed his driving style from last season to this year.

"My race style hasn't changed at all," Unser said. "When I first started testing in Phoenix last season, I didn't have the times I was satisfied with but Roger said, 'I don't want you to change a thing.'

was not given an opportunity to compete in Formula One.

As it turned out, Williams' loss became Indy Car racing's gain.

"I wished I would have been able to do it, I wished I had been able to drive the Williams car and go into F-1, but I made no secrets about it when I went over there and talked to those people that the Indianapolis 500 is my true love and that is where I want to be every single year," Unser recalled. "I definitely wanted to do it the way Mario Andretti did it, he never missed an Indianapolis 500 (actually, Andretti missed the 1979 Indianapolis 500 because of the Monaco Grand Prix). I wasn't planning on missing the Indianapolis 500.

"That is all behind us. They didn't want me and thank goodness Roger did and then I got the call and we were able to get together."

There is nothing bigger in racing to both Unser and Penske than winning the Indianapolis 500. That is why if the two men remain together for an extended period of time, there is no reason why Unser may not become the first five-time winner of the Indianapolis 500.

"I think with his age and experience, he is in a perfect position to be a five-time winner of the Indianapolis 500," Penske said. "I think Rick Mears said that. I think his dad feels strongly about that."

Unser's highlights this season are numerous, but his second Indianapolis 500 victory using the controversial Mercedes-Benz 209-cubic inch pushrod engine stands out.

"Every race was wonderful," Unser said. "The highlight was winning the Indianapolis 500 this year. On top of that, winning the pole at Indy was also special. I never expected to get the pole at the Speedway. Just the way it came down, Emerson was the quickest car all month long. I got to qualify on Saturday evening because we drew an early number and Emerson had to go the next day in the heat of the day with the wind blowing. We were fortunate to get the pole. And Dad retiring all the same day, it was a big, gigantic roller-coaster.

"The race, the way it went with Emerson's misfortune during the day and us being able to win the second one, was unbelievable.

"Then, going to Milwaukee, the song of the day was 'Can't get no satisfaction.' We were able to get the car working good there and win the race. It just kept going. Winning at Portland, which was the first time I had been able to win there since my first career race win in 1984. I hadn't been able to win there since. Now, ten years later, we were able to do it again.

"Just the whole season, every time I drive the car, every time we get to that first session on Friday and we go around the

race track for the first time because it's my first year with Marlboro Team Penske and driving a Penske car, I come in and the first few laps I say, 'God, this is the best car I've ever had here.' When you have that, the car is such a big part of it and the guys preparing the race car are such a big part of winning the championship.

"That is why I put so much emphasis on the team."

Unser knew Penske would give him the tools needed to win the championship, but the domination far exceeded his expectations.

"I knew that it was going to be the best opportunity I've had to win the PPG Cup, we had a big expectation, but to be real honest, winning eight races and the title was real, real hard to think about," Unser

best years of his career may still be ahead of him. But at home in New Mexico, the Unser family, including his uncle Bobby, a three-time Indianapolis 500 winner, has a different way of settling the score in racing.

"The only winner is the one who has the quickest snowmobile because that is the real serious stuff at home," Unser said. "Dad has the quickest snowmobile. Bobby has beat him the last couple of years, but Dad is the ruler of the snowmobiles.

"As far as Indy Car racing, I would never compare myself with Dad. He was a great legend. Just to be a step behind Dad would be a great achievement for myself. I'm very, very proud to be the son of a four-time Indianapolis 500 winner, Al Unser, and if I was to be that the rest of my life, that would be great.



admitted. "We kind of expected to win two or three races. We were fortunate enough to pull it out in such a big way. It's really been a dream season.

"After I won the title, Roger gave me a smile and a wink of an eye and said I'd done good. So whenever you get that out of Roger, you've done something really good. At the beginning of the season, Roger mentioned that we had two goals that he was after. The first one was the Indianapolis 500 and the second one was the PPG championship.

"We were able to give him both of those. Both of us and the whole team earned both of those goals. It was great."

Although he is still referred to as "Little Al" because he is the son of Al Unser, it's a title he doesn't mind because at 32, the

"I'm just trying to go out and do the best job I can."

To Al Unser Jr., Roger Penske is more than just the boss. His father enjoyed a long career with Penske, as did his uncle. In fact, Al Unser, Jr. virtually grew up around Penske Racing.

"Well, Roger is like an old friend," Unser said. "I've been around his meetings when he was talking to Dad and Uncle Bobby. Roger is a super human being. He is a super person, friendly, and when you are around him, you feel welcome.

"As far as in the future, I just hope that we can win as many races as he's entered into and hope that we can just keep it going."

That, incidentally, is the definition of complete domination. ■



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DUPONT

Maxwell House
GRAND SP...

EXIDE BATTERIES
THUNDERBIRD

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The Indianapolis Motor Speedway began a new tradition this summer with the running of the Brickyard 400, but all the while maintained that the sanctity and prestige of the Indianapolis 500 would not be affected.

While the 2.5-mile Indianapolis Motor Speedway broke tradition by adding the Brickyard 400, the "greatest spectacle in racing" is still the Indianapolis 500.

Indy also serves as a showcase for what will likely become NASCAR's premier event — bigger than even the season-opening Daytona 500. Indeed, any racing event that takes place at IMS is destined for success. The Indianapolis Motor Speedway, the racing capitol of the world, now hosts the three largest single day sporting events in the world—qualifying for the Indy 500, the Brickyard 400 and the biggie, the Indy 500.

Brickyard 400 Trophy, Gordon joined Ray Harroun as winners of the first events at the Speedway, although Harroun's victory in the inaugural Indianapolis 500 came all the way back in 1911.

"I don't know what it was like in 1911, when he won that. I don't know if everyone anticipated the race like they did this one. This one was built up so much and so highly anticipated. Everyone wanted to win this race," said Gordon.

Reactions from the Indy Car crowd were mixed. Bobby Rahal, a three-time PPG Indy Car World Series champion and 1986 Indianapolis 500 winner, watched the Brickyard 400 from a Hulman Terrace suite inside the main straightaway. As he entertained sponsors and friends, Rahal admitted he is an Indy Car traditionalist and would have preferred to have left the

time to create a new tradition, rather than challenging an old tradition, with the Brickyard 400. He also believes it was a smart business decision.

"We don't feel it detracts from the Indianapolis 500," George said. "If it does that, then we haven't done our job properly. We have this facility here, this physical plant, this fixed asset that can earn more. It takes a lot of money to keep this place up. We try to put a lot of money back into it. NASCAR is looking to expand and looking to get into the Midwest in nice, permanent facilities. I think it feeds off each other. It is complementary."

George believes that his grandfather, Tony Hulman, and France's father, Bill France, would have approved this motorsports marriage between the Speedway and NASCAR.

"I choose to believe that is the case," George said. "Like I said, my grandfather and Joe Cloutier (longtime IMS executive) always thought there would one day be another race here and I'd like to think all three of them are looking down smiling right now.

"My grandfather and Bill France developed a mutual respect and friendship over the years. I've developed a similar relationship with Bill France Jr. I respect him and respect what he's done to fill the shoes of his father. I think he's done a great job and I'm glad we were able to pull this race off together."

Actually, it was during John Cooper's reign as president of the Speedway from 1979-82 that serious talk of a NASCAR race at the Speedway began to be considered.

"I guess I'm gratified," said Cooper, a former president of the International Speedway Corp., which includes the NASCAR tracks at Daytona, Darlington, S.C., Talladega, Ala., and Watkins Glen, N.Y., and is a member of the board of governors for the IRL. "I've known for a long time there would be the day when the race would be here. It was fourteen years ago, but actually, back in the 1960s, Tony Hulman had given it some consideration, and in the 1970s, he gave it serious consideration. At that time, it probably would have been a USAC stock car race. They had a series that was pretty strong in those days. It was in 1980 that we made a list of what would need to be done to have a stock car race here. The Speedway needed some physical changes and that didn't start until 1988 and was completed in the last several years. I think we made it clear from 1980 on, if there was a second race, it would be a NASCAR race."

With the long-awaited race nearing reality, such NASCAR legends as six-time champion Dale Earnhardt and three-time champion Darrell Waltrip admitted a strong sense of reverence for the Speedway.

a new tradition

By Bruce Martin

Winston Cup stars invade the Brickyard to begin an Indy tradition of their own.

Although the Indy Car traditionalists cringed at the prospect of the massive, loud V-8 powered stock cars competing on the hallowed turf of the Speedway, racing fans throughout the motorsports world greeted the Brickyard 400 with anticipation. But the NASCAR drivers, crews and fans admitted a strong feeling of intimidation when they arrived at the Speedway.

That intimidation was replaced with exaltation as a crowd of over 300,000 fans (there was no infield crowd allowed for this first race) watched Pittsboro, Ind., native Jeff Gordon uphold the honor of the Hoosier state by winning the first Brickyard 400, and with it a place in auto racing history.

With the checkered flag and his name inscribed as the first winner on the PPG

Speedway as a one-race-a-year facility.

"For those of you who follow golf, there is only one Masters," Rahal said. "And The Masters wouldn't be The Masters if they let other golf tournaments take place at Augusta."

Perhaps the impetus of bringing NASCAR to the Speedway came on a plane flight back from Houston in 1991 after George's proposal to unify the Indianapolis Motor Speedway and the IndyCar series under one umbrella was shot down by CART owners.

There is one theory that the massive financial windfall George and the Speedway will reap from hosting the Brickyard 400 will help underwrite the Indy Racing League, which will challenge IndyCar beginning in 1996.

But George simply believes that it was

"It's about time," Earnhardt said. "We have been talking about it but it's still Indy, it's still the first time here and there is still the mystique of it. To have the opportunity to run our form of racing at the Brickyard is history. I'm proud to be a part of it. I'm proud to come in here as the defending champion for NASCAR. We are coming in here with a positive attitude, open-minded, to try to do things the Indy way — the Indy/NASCAR way now — and try to make it a good outing, a good race."

"Everybody has stories about changing history and all this stuff, changing the prestige of the Indianapolis 500. We aren't

come here and drive my Western Auto Chevrolet, my stock car.

"I don't care what anybody says, I don't care what anybody tells you, this is the biggest thing that we've done in the 20-odd years I've been involved in this sport as far as the impact it will have and the effect it will have on us as NASCAR competitors and NASCAR racing. Not just in one little area of the country or in this country, I think worldwide there will be more people that are watching with more interest than there ever has been in any race I've ever been in my life. I'd put this race above everything — even Daytona."

stock cars were traveling 60 mph slower a lap than the thoroughbred Indy Cars, Carnegie replaced "It's a new track record!" with "It's a new Brickyard record."

Rick Mast of Rockbridge Baths, Va., won the pole after getting some advice from A.J. Foyt, the first four-time winner of the Indianapolis 500 who came out of retirement to compete in his first NASCAR Winston Cup race since the 1992 Daytona 500.

"I went to my buddy A.J. and asked him what he thought the track would do and he told me his opinion," Mast said. "We adjusted the car from what he

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from the Indianapolis 500.**

**If it does that, then we
haven't done our job properly.**

**We have this facility here,
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asset that can earn more.**

**It takes a lot of money to keep
this place up. We try to put a
lot of money back into it.**

”

Tony George



changing anything with the Indianapolis 500, we are starting new things and making history with the Brickyard 400. If I win here, this will be bigger than the Daytona 500 for me. Of course, I haven't won the Daytona 500 yet."

As a youngster growing up in Owensboro, Ky., down the Ohio River from Evansville, Ind., Waltrip dreamed of racing at the Speedway. At 47, that dream finally came true.

"This is a dream come true to be here and to race," Waltrip said. "Then I thought about it and said, this is better than the dream I had because in the dream I had I was driving an Indy Car. This is a lot better than the dream I had because I get to

As a crowd approaching 90,000 began to find their seats for pole day on Aug. 4, Wally Dallenbach, IndyCar director of competition and chief steward who competed in 13 Indianapolis 500s, was in Gasoline Alley lending support to his son, NASCAR Winston Cup driver Wally Dallenbach Jr.

"It sounds just like it did when I started here in 1967," Dallenbach recalled. "You have to lift and brake going into the turns."

When H.B. Bailey took to the track at 3 p.m. as the first driver officially to attempt to qualify, Speedway public address announcer Tom Carnegie replaced his famous command, "And heeee's, on it!" with "Heee's got the go!" And considering the

recommended and what he thought the track would do. Sure enough, it worked."

Friday, Aug. 5 had all the makings of becoming the most hellacious bump day in Speedway history as more than 63 cars were left to make the field on the final day. By the end of the day, former NASCAR champions Terry Labonte and Waltrip made the race as second-round qualifiers and former Indianapolis 500 champions Danny Sullivan and Foyt, along with former Indy Car driver John Andretti, all made the field.

"You always want to do something if it is new," Foyt explained. "Like I say, it's great just to be here and run with the guys because they are all good friends of mine. I don't look at them as the boys down south,

the Good Old Boys. They are just a super bunch of good guys and I've always been accepted down there."

Foyt also addressed the hard feelings that some of the Indy Car drivers had who were opposed to NASCAR invading the Speedway.

"I think some of them feel like it hurts their pride, but hell, we all put our pants on one leg at a time and I think it's silly when people let something like that interfere," Foyt said. "It's not saying that any of these guys couldn't drive just as good as A.J. Foyt, Mario Andretti and Rick Mears. It's just a different style of racing.

successful car owner in the history of the Indianapolis 500 commented on the huge success after his Winston Cup driver, Rusty Wallace, finished fourth.

"At the end of the day, it was just a super race," said Roger Penske, whose teams have won 10 Indianapolis 500s. "For Jeff Gordon and car owner Rick Hendrick and crew chief Ray Everham, they are a class act. He is a new, young star, he has a lot of fans in Indianapolis, he is a clean race driver and that is positive.

"It was a super week and I take my hat off to Bill France Jr. and Tony George. They didn't have any open seats so the fans must

said. "I think my grandfather is looking down thinking we did a pretty good job today. It's been said many times today, but I don't think you could have scripted a better scenario. It was a pretty tough fought race. There was some door-to-door racing going on. It had a beginning, a middle and an end. It got down to a couple of guys working on each other, as is the case week in and week out.

"To have a hometown boy like Jeff, as he is considered by many, to be the first champion is really special."

When George was told the Brickyard 400 would be hard to top, he said, "We say that



IMS PHOTO BY LINDA McQUEENEY



IMS PHOTO BY LINDA McQUEENEY



IMS PHOTO BY LINDA McQUEENEY

At far left, the large crowd awaited the start of the Brickyard 400 at IMS.

At middle left top, Budweiser King engineer John Dick assisted Brett Bodine.

At left bottom, the legend, A.J. Foyt squeaked into the field, but ran strong.

At left, Geoff Brabham was the only non-NASCAR regular to qualify on the first day.

At left, John Andretti used an engine from Richard Childress to make the field.

Above, Danny Sullivan spent several laps in the pits to replace a side window.

"I don't see anything wrong with it, although I know a lot of guys didn't want to see it happen. But I think the Brickyard 400 is the greatest thing to happen to auto racing in the last two or three centuries."

Sullivan admitted that making the field for his NASCAR debut was an accomplishment he ranks right up with his first Indianapolis 500 in 1983.

"This is as tense as it gets," Sullivan said. "But Indianapolis has that special feeling about it, too. There is something about the mystique here, it is such a big event. It will take me quite a while to get my heart to settle down here."

As Jeff Gordon was posing for the photographers in victory lane, the most

have loved it. We set a new standard here today in racing."

Rick Mears also approved of the initial event.

"It's a huge event," Mears said. "It is just different. It is like comparing driving a stock car versus an Indy Car, they are two different animals. The whole event was different, but good.

"With the awareness it gives to motorsports, I think it was a big plus."

Tony George and Bill France Jr. lit up victory cigars in Gasoline Alley, congratulating each other on bringing NASCAR to the Speedway.

"All in all, to quote A.J., I guess I would say this is a stunning success," George

every year about the 500."

Finally, Waltrip summed up what the Brickyard 400 is going to mean to his series and how it has forever changed the face of motorsports in the world.

"This is how this race is going to affect us," Waltrip said. "I've been to banquets all over this country, dinners with executives of every major corporation in this country. Ninety times out of a hundred, somebody will say, 'Where do you race?' I tell them, Daytona, Charlotte, Talladega, etc.

"They always ask, 'Have you ever raced at Indy?' I always had to make excuses. Now, they can ask those Indy Car guys, 'Have you ever raced at Daytona?' I think we just went one up on them." ■

Britannia RULES

Steve Robertson is crowned 1994 PPG-Firestone Indy Lights champion.

By James Hyneman



When Steve Robertson took the checkered flag at Nazareth Speedway on September 18 with a fourth-place finish in Round 11 of the 12-race 1994 PPG-Firestone Indy Lights Championship, it didn't matter that he hadn't earned his customary podium finish. It didn't matter that victory had eluded him in favor of his fiercest challenger throughout 1994, Canadian teen Greg Moore. It didn't matter that immediately his next trip was the arduous, all-too-uncomfortable Transatlantic airplane voyage to his home in Chigwell, Essex, England. The only thing that gleamed in his eyes was the truth of his success that day. Steve Robertson had just won the coveted 1994 PPG-Firestone Indy Lights Championship.

"Now that it has happened, I can't quite put into words how I feel right now," said the casually shy Robertson. "I have mixed feelings from exhilaration to pride to sheer relief. It will probably take a few days for everything to take its grip on me but I can tell you this much, living a dream-come-true isn't what I thought it would be. It's better!"

Robertson came to Nazareth with an

apparent but unsecured championship. Two other drivers remained in mathematical contention for the series title including his Tasman Motorsports Group teammate, Andre Ribeiro, of Sao Paulo, Brazil. After 10 races, Robertson had forged a 30-point advantage over Ribeiro, 162-132, while Moore loomed a distant third with 123 points. Any combination of finishes for Robertson at Nazareth which maintained a 23-point advantage over Ribeiro and Moore would assure Robertson of being crowned the ninth champion since the series inception in 1986.

"I was aware that many felt I had the championship wrapped up unless I went through some kind of season-ending collapse," Robertson said. "I never felt that way. Andre (Ribeiro) and Greg (Moore) are great drivers. Literally anything can happen on a race track that can change an entire season's outlook. Racing turns on luck as much as it does on preparation and talent. It wouldn't have taken much bad luck from me for Andre and Greg to take advantage and win the title themselves in the final race at Laguna Seca. Think about it. Moore won the Nazareth race and

Ribeiro finished second. They did exactly what they had to do if they were to win the championship. Both of them drove outstanding races under tremendous pressure to do well. One mistake on my part, however minor, and the season championship would have been up for grabs."

Robertson's formula for success, however, can be traced to an exemplary overall season in which he finished in the Top Five in 10 of 11 Indy Lights races preceding Nazareth. This included seven podium visits and four victories, which came at Long Beach in April, Milwaukee and Detroit in June, and Toronto in July. He is the only driver to complete every race lap (563) and race mile through Nazareth (813.777). Robertson's consistency is also highlighted by six front row starts including pole positions at Detroit and New Hampshire in the Tasman Motorsports-prepared Guess Men's Classic Lola Buick GS. His knack for consistent Top Five starts and finishes was especially valuable at Nazareth where he started and finished in fourth-place keeping Ribeiro and Moore from closing to within 22 points or less.



To better understand how the 29-year-old Englishman has reached a noticeable peak in racing, it is important to realize that his competitive racing didn't surface until he was nearly 19 years old. Robertson's father, David, is in the automobile and home security industry. Robertson's youth was spent in an environment that did not necessarily associate itself with the focused passion of racing.

"My first involvement in anything racing-related was through a charity function with a local business interest called Lord's Taverners," Robertson said. "My father had tickets to go to the event. Derek Bell, Jackie Stewart, and other big name drivers were there. I took advantage of a ride-and-drive with Jackie Stewart and he mesmerized me with everything he knew about racing. That's when I started to get the fever."

Robertson's next move was to enroll in a local race school at Brands Hatch. He quickly outpaced his race school colleagues to advance into the ranks of the British Formula Ford Championship. Again, success found its way to Robertson who finished second-place overall in the 1986 Esso Championship on the heels of

five season victories.

His rapid climb continued into the 1988 British Formula Ford 2000 championship, a series he won with an impressive 17 pole positions and nine triumphs in 18 outings.

True to his competitive philosophy, Robertson locked horns with other European talents in the 1989 British Formula 3 Championship and maintained a front running presence for the next three seasons. Robertson's competitors included Formula One stars Michael Schumacher, Christian Fittipaldi, Miki Hakkinen and Rubens Barrichello.

"I knew near the end of my Formula 3 days that I wanted to race in America," Robertson said. "I came to America about the time that Nigel Mansell was about to start racing in Indy Car. Mansell's coming to America brought exposure of Indy Car to Europe and it seemed clear to me that Indy Car was where I wanted to race and the Indy Lights series was the best route.

"I came to America to win the PPG-Firestone Indy Lights Championship and to show that I have what it takes to be competitive in the PPG Indy Car World Series. The time to be in Indy Car is now. There appears to be a slow turnover

occurring. I hear new names being announced weekly during driver introductions. The one thing that all of those drivers have in common is that somewhere along the line they were given a chance. That's my dream. I'm hoping that my Indy Lights Championship dream-come-true will be the preface for my dreams of racing in the Indy Car and hopefully with the Tasman Motorsports team."

If history is any kind of a predictor, Robertson may be close to an Indy Car reality. Most past Indy Lights champions have encountered an opportunity to race in "The Show". Some have not fared as well as they would have hoped. Others have found enchanting, lucrative careers. Ask Paul Tracy, Adrian Fernandez, Mike Groff, Marco Greco, Mark Smith, or 1993 PPG-Firestone Indy Lights titlist Bryan Herta, a past Tasman teammate of Robertson's.

Steve Robertson's past may well be his road map to his future. With this thought in mind, Englishman Nigel Mansell's return to Europe need not leave a void in Indy Car. A talented dreamer from Chigwell, Essex, could ably fill an open seat on behalf of Ol' Britannia. ■

Even though his roots are in desert races and road rallies, Shaun Lee has always dreamed of a career in open-wheel racing. And now the 26-year-old Californian is working non-stop to make that dream a reality.

Lee burst upon the Player's Ltd./Toyota Atlantic Championship late this season with impressive performances at Vancouver and the Nazareth mile oval. But his Atlantic program actually has been years in the making, and is only the first step in what he hopes is a long career in the sport.

race. When I finally made it stick on the last (green flag) lap, I was really pleased. Our goal was to qualify in the Top Ten and finish in the Top Five, and we made it at Nazareth. The next goal is to try to finish on the podium at Laguna."

Lee has been making—and meeting—goals for most of his life. His interest in racing started early, as his father was an accomplished rallyist.

"My dad ran in rallies both here and in Europe," Lee remembers. "I was like, five or six years old at the time. He also raced Formula Fords and some of the smaller

did that for a number of years, but we also were big fans of Formula One," Lee remembers. "We went to the first Long Beach race and the first Caesar's Palace (Las Vegas) race. A friend and I became experts at sneaking into places. We walked the track at Las Vegas the night before the event. The next day, we managed to help the Rothmans' team in pushing one of their cars back from pit lane, and got all the way into the garage area that way!"

Still, a pavement racing career was always Lee's goal. "Today, everybody says Indy Cars. But to be honest, when I was

Desert DREAMS

Shaun Lee makes the move to the Player's Ltd./Toyota Atlantic series.

By Dan Layton

Driving for Dave White Motorsports, Lee put in a solid Top Ten performance at Vancouver, then went on to battle with Mid-Ohio race winner Colin Trueman throughout the Nazareth contest, finally re-passing the series veteran for fourth place in the final laps of the contest.

"I wasn't very happy with my qualifying run at Nazareth, I still have some things to learn about getting the most out of my tires in the few laps involved in single-car qualifying," Lee said. "But I got a really good start in the race, passing three cars in the first laps. Then Colin (Trueman) and I traded places back and forth throughout the

(open wheel) stuff. Later, he went back to rallying and I began to navigate for him. One rally we did ran from Riverside to Ensenada (Mexico). It started on Friday and ended Saturday night."

Rallying is the closest European equivalent to desert and off-road racing here in the U.S., where it rivals Formula One in popularity in some areas. Although not nearly as big over here, there is still a strong core of participants running events such as the "Press On Regardless" rally (held on forest and logging roads in upper Michigan).

"I started in off-road and desert racing and

younger I'd have to say it was F1 or even GTP cars. IMSA competition was really incredible for a while, the cars were even faster than Indy Cars on some road courses. But that's not realistic anymore. Formula One, for all the obvious reasons these days, and GTP doesn't really exist except for LeMans."

"I stayed in desert racing for a number of years, until the recession hit (in California in the late '80s). Up until then, I was going to try to move into open wheel racing, but that really put a dent into my plans."

Instead of giving up, a determined Lee shifted plans and moved into karting.



"In 1990 I started in sprint karts at the club level, but soon became a top five runner there and won my first race at the end of my first season. Next I moved up to the IKF (International Karting Federation) series. Eventually, I moved up to Mike Manning's MMK team, took over for Richie Hearn when he went to Europe on the Elf-Winfield scholarship, and I won my first championship."

Lee stayed on with the respected MMK team even as Hearn returned from Europe, and, although the pair raced in different classes a bond was formed.

that delayed things, along with finances. So I ran a partial year in the Jim Russell school series last year instead. I was second and third there in my first two races, and ended up running about eight races with several wins and no crashes.

"Meanwhile, we were set to go testing in the Atlantic car. Then my father passed away suddenly, but we carried on and Richie again helped out, getting me a test with his Shelby team that led to some races with them earlier this year."

"Our plan was to test and run just enough this year to preserve my rookie status for

and it was a personal, touching moment for us to have [the name] on the car there. He died suddenly and I miss him a great deal. It was always our dream as fans to be 'on this side of the fence.'"

Lee also is careful to explain that he has worked hard to get into Atlantic racing.

"Even though we were close, it was never a 'my father sponsors me' kind of deal. For one thing, he lived outside of the U.S. for a lot of the time. For most of my career, I've had to find my own support, work on the car myself, drive the transporter, and all the rest."



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"Both Richie and his dad have given me a lot of support in recent years, even though I never actually raced against him until Vancouver. But we come from the same background, and know a lot of the same people. In a lot of ways, Richie has given me a leg up in following in his footsteps, and now I'm trying to help some of the others below me. It's become a close knit group, including Clint Mears and a few others."

Lee's path now includes a move up to the Player's Ltd./Toyota Atlantic Championship, and he began discussions with team owner Dave White. "Unfortunately, I broke my wrist in a 'one off' off-road race in '92 and

next season," Lee says. "We'll be going for Rookie of the Year next year, but really that is only secondary, going for the championship is the major goal."

At Vancouver and Nazareth Lee's Ralt RT-40 carried sponsorship from his father's company, Leeward Group Australia.

"Leeward Australia was my dad's company. He was the main part of the firm. My dad and a group of people would create data processing centers for companies around the world. A lot of their business, including the Australian railroad, came from that country and that's where the name originated. My grandfather was at Nazareth

He already is working hard on next year's program.

"We've got a couple of things working, sponsorship-wise and aiming to run the full year with Dave White. I'm spending all my waking hours working on this. When I'm not at work or actually racing, it seems as if I'm working out or working on the finances of the program.

"Our last race this year will be at Laguna Seca and I want to qualify in the first three rows and finish on the podium. We'd done a lot of testing there and I've run a lot of Russell (series) races there. We're ready and we should be there." ■

OH, CANADA



Tracy and Villeneuve impressive in final 1994 PPG Cup races.

By Jeremy Shaw

Two drivers dominated proceedings in the final three races of the 1994 PPG Indy Car World Series, and the biggest surprise was that only one of them was at the wheel of a Marlboro Penske-Ilmor. Nevertheless, the pair did share one common denominator in that both hailed from north of the border.

Young Canadians Paul Tracy and Jacques Villeneuve confirmed their immense promise as they shared the front row of the grid in two of the races. They also combined to lead all but eight laps out of a total of 334 as Penske driver Tracy added two more wins to his burgeoning total and Villeneuve scored his maiden Indy Car victory with Forsythe-Green Racing.

Villeneuve's breakthrough came in the Texaco/Havoline 200 at the scenic and challenging four-mile Road America course. It was earned after an interesting tussle with Penske teammates Tracy and Al Unser Jr.

CHERYL DAY ANDERSON





Paul Tracy led flag-to-flag in the final race of the season at Laguna Seca to score his third win in 1994.

First honors had been claimed by Tracy, who started on the pole for the third straight time at Road America, then sped away into the lead at the start. He was chased by countryman Villeneuve, who had taken advantage of a special low-downforce setup which ensured his Reynard was the only car to top 200 mph on the long straightaways during practice and qualifying.

Tracy extended his lead to more than eight seconds prior to the first round of pit stops, then maintained his advantage until the pace was slowed by a couple of full-course cautions. In fact, the cautions

came back and said, 'Ten-four!' We never did lose sight of what the #1 means."

Unser, of course, has been the class of the field this year. With his down-to-earth charm, he will prove a worthy successor to Nigel Mansell as the PPG Cup champion. Villeneuve, meanwhile, is clearly on the ascendency. He is young, personable, brave, extraordinarily talented, and perhaps above all, he has a famous name. The former Toyota Atlantic driver is a star of the future, no doubt about it.

Tracy, a couple of years older than his compatriot, comes from a similar mold. He, too, is blessed with an abundance of

rookie status by resisting the pressure like a seasoned veteran. Neither Penske driver could redress the balance.

"They both were quicker than me," noted Villeneuve. "All I wanted to do was not make a mistake. I'm happy that that's the way it went."

In the closing stages, Tracy's run of ill fortune this season persisted when his engine succumbed to a broken header. Unser, having taken up the chase of Villeneuve, was unable to find a chink in the youngster's armor.

"He made a perfect race," praised Unser. "He is definitely one of the best

came back and said, 'Ten-four!' We never did lose sight of what the #1 means."

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Stefan Johansson nearly hit a Galles crewman on his first stop. Both Johansson and Adrian Fernandez were penalized as a result of the incident.

served to liven up what had otherwise turned into a largely processional affair.

On the second restart, Unser drew alongside Tracy on the long drag race toward Turn One. Tracy ensured that Unser would have to take the outside line if he was to complete the pass, although in doing so he left the door open for Villeneuve to draft past both Penskes in one daring maneuver.

"I was quite confident, because compared to everyone else, I had much less downforce, so I would be good on the straights," confirmed Villeneuve.

Once in the lead, Villeneuve belied his

rookies we've ever had. He did a great job out there today."

As the 23-year-old French Canadian went on to join Nigel Mansell as only the second driver since Teo Fabi in 1983 to win a race in his rookie season, Unser also was in a mood to celebrate. His runner-up finish was enough to secure his second (and team owner Roger Penske's ninth) championship title.

"Roger and I were talking on the radio (during the full-course caution)," related Unser. "I said I definitely want to have the (series champion's) #1 on my car more than I want to win the race today. Roger

natural skill and tenacity, as was amply demonstrated during a superb performance in the Bosch Spark Plug Grand Prix at Nazareth Speedway, where he simply overwhelmed the field.

On Roger Penske's quirky, three-cornered, slightly-less-than-one-mile "oval," the Marlboro Team Penske triumvirate of Tracy, Unser and Emerson Fittipaldi were in a class by themselves. They alone completed the full 200-lap distance. The next highest finisher, Raul Boesel, was no less than four laps adrift at the checkered flag.

"It was great to get my first oval win,"

Arrivederci Mario!

said Tracy, who was also celebrating the fact that his wife, Tara, had given birth to their second child, a boy, Conrad James Anthony, the previous Tuesday.

The 25-year-old had been quick from the moment practice began. He was beaten in qualifying by an inspired effort from Fittipaldi, who claimed a new track record at 19.397 seconds (185.600 mph) — almost a half-second (and 4 mph) faster than the old mark — but in the race, Tracy drove calmly around the Brazilian at Turn Two on the first lap. Except for during his routine pit stops, he was never headed.

"I took the outside line at the start and it stuck real well," related Tracy, "so I knew I could work the outside all day. I got a little loose in high traffic but the car was really great. We compensated this morning on the setup. We set up to understeer a lot at the beginning, then go neutral and be loose at the end of a run. We had to make up time in traffic."

Fittipaldi stayed within reach for most of the race, but it was Unser who provided the strongest opposition toward the end.

"Al was quicker than me on his own," admitted Tracy after earning his second win of the season and the seventh of his career, "but I could make up the difference in traffic."

The Penskes remained in fairly close formation following their final pit stops, whereupon Tracy carved his way authoritatively through the traffic to emerge with a clear victory — the 11th out of 15 races for Team Penske. And not for the first time this season it was apparent that the Penskes had been able to utilize their Goodyear tires far more effectively than their opposition.

"They are able to conserve their tires more, which gives them an advantage in traffic," noted Boesel, who was delighted to finish as "best of the rest," albeit frustrated to be a full four laps behind. In Turn Two, for example, if you want to make a pass on the outside, you go in (to the corner), you get unbalanced in the middle (over the crest of the hill) and you don't know exactly what the car's going to do halfway through the corner. Their car seems to stay balanced around the whole corner. It seems like they need only a little piece of tarmac, whereas we need the whole track."

Tires were a major talking point at Nazareth, due primarily to the fact Goodyear supplied rubber with a larger stagger (the difference in circumference between the two rear tires, used to assist turn-in on oval tracks) than those used in testing. A larger stagger ensured almost every driver was fighting a severe "loose" (oversteer) situation all weekend.



LINDA MCQUEENEY



CHERYL DAY ANDERSON



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LINDA MCQUEENEY



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LINDA MCQUEENEY

When the drivers assembled for a group photo at Laguna Seca (top left), Mario gave a thumbs-up. After the morning warm-up he was greeted by almost every team, wearing "Arrivederci Mario" t-shirts. Former IndyCar starter Nick Fornoro was also on hand (middle left) to greet his old friend. Mario bid a farewell to the fans on the podium after the race (middle right) and took a lap with his daughter, Barbra Dee and son, Jeff (bottom right). Wife Dee Ann was in the car, driven by Michael.

"We didn't come here testing," admitted Stefan Johansson, who was among those struggling to come to grip with the tires, "but if we did, I'd have been really mad because you spend all that money and then come here with totally different tires. It's ridiculous. Everything you learned in testing you'd have to throw completely out of the window."

Surprisingly, there was more widespread dissatisfaction with the generally super-efficient Goodyear folks in the season finale at Laguna Seca. Once again, despite having conducted a couple of successful tire tests at the wonderful Monterey, Calif., venue earlier in the year, the Goodyear engineers chose to supply a different compound/construction for the race weekend. In fact, the teams were obliged to use the same type of tires that had been run at Mid-Ohio.

The decision, of course, was based upon the impending competition from Bridgestone/Firestone, which will return to the Indy Car scene at the beginning of next season. The stakes are high, with both tire companies leaving no stone unturned in their quest to emerge as the top dog in this country's premier auto racing series. Thus, in recent events and in preparation for the first challenge to its monopoly in 20 years, Goodyear has experimented with ever-softer compounds.

At Laguna Seca, every single driver complained that even with a nicely balanced car, their tires would "go away" after only a handful of laps, leaving them struggling dramatically for grip. To their credit, the Goodyear engineers admitted the error.

"We won't be bringing this (tire) back again," said Goodyear's chief compounder Steve Myers sheepishly on race morning. "It's too soft. We know from past experience here that the tires tend to pick up a lot of debris, but we never thought it would be this bad."

Given the Penske team's propensity for taking care of their tires, most pundits expected the red-and-white cars to run away with the Toyota Grand Prix of Monterey/Bank of America 300. And indeed, Tracy did have everyone well and truly covered during another superlative performance in the Marlboro car. Fresh from an impressive recent Formula One test at Estoril, Portugal, in the World Championship-leading Benetton-Ford, Tracy qualified on the pole at Laguna Seca a full one second ahead of his nearest challenger, who was once again his equally talented countryman, Villeneuve. Tracy then proceeded to display a similar advantage during the race. Behind,



CHERYL DAY ANDERSON



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At top, Raul Boesel had a great final run for Dick Simon, finishing second, thanks to great pit stops.

At left, the competitive twinkle in Arie Luyendyk's eyes returned with a stronger Indy Regency effort.

Above, Jacques Villeneuve finished strong and added another rookie title to his collection.

Below, Emerson Fittipaldi claimed second in the PPG Cup with two seconds and a fourth.

Below, Teo Fabi ran as high as second at Laguna, the highest while at Jim Hall Racing.



LINDA McQUEENEY

CHERYL DAY ANDERSON



LINDA McQUEENEY

however, raged a fascinating battle between several pretenders to his throne.

At one stage, it looked as though Unser would provide a threat to Tracy. The newly crowned PPG Cup champion had dropped to the tail end of the field following a first-lap barging match with Robby Gordon, but he didn't stay there long. Well before half-distance, Unser had elevated himself into second place. Tracy, who had just made a pit stop, under yellow, admitted to being a little concerned.

"I knew Al was out of sequence on his pit stops," said Tracy. "He stayed close when he was on light fuel and I was on full tanks, but after a few laps I was able to pull away. Once I saw we could do that, I knew we pretty much had everyone covered."

Indeed so. Unser realized that fact too, and despite the fact he had a shot at beating Michael Andretti's record of eight wins in a single season, he was prepared to settle for second place, knowing that the 16 points would at least enable to him to set a new standard for PPG Cup points in one year. Sadly, even that record (also set by Andretti in 1991) remained unbeaten

when Unser pulled off abruptly in front of the pits 10 laps short of the finish. His transmission had broken.

Villeneuve, who had run strongly from the start, and Boesel, who had moved up stealthily from eighth on the grid, had both passed Fittipaldi in spectacular fashion just a few laps earlier. Boesel then took advantage of a slip by Villeneuve while lapping a slower car to move into what became a well-earned second place upon Unser's demise.

Boesel, who is still, undeservedly, winless in Indy Car competition, had to make do with yet another second-place finish in what would be his final start for Dick Simon Racing. The popular Brazilian had announced the previous week he would be switching across to Rahal/Hogan Racing in 1995, and he admitted to having some mixed feelings. He has, after all, enjoyed a good relationship with Dick and Dianne Simon for the better part of 10 years, but he felt that if his career was to make the next step forward, he needed to move on. Hence his decision to switch to Rahal/Hogan. Nevertheless, Boesel concentrated all his efforts on producing

the best possible result for Simon. He also displayed a new-found aggression, especially in his pass of Fittipaldi, which could stand him in very good stead for the 1995 season.

Villeneuve's equally strong finish to the 1994 campaign brought another 14 points, while Fittipaldi held on for fourth ahead of Teo Fabi, who enjoyed one of his strongest races in his final drive for Jim Hall's Pennzoil-backed team. Fabi, indeed, had pressed Villeneuve hard throughout the first half of the race, prior to a couple of less than stellar pit stops.

Tracy also will be wearing new colors next year, with Penske due to trim down to a two-car operation for Unser and Fittipaldi. Coincidentally, his performance brought to mind the final race of the 1990 season, also at Laguna Seca, when Danny Sullivan signed off from Penske in identical fashion — with a clear win.

Next season, one can't help but wonder whether Penske will come to regret having allowed Tracy to leave the fold. Right now, having won two races in a row, each in dominant style, he is very much a man on the move. ■

Budweiser

Results For Race #14

Texaco/Havoline 200, Elkhart Lake, WI
Sunday, Sept. 11, 1994



Fin.	Str.	No.	Driver	Qual. Time	Qual. Speed	Laps	Status	Pts.
1	2	12	Jacques Villeneuve	105.988	135.864 mph	50	116.922 mph	20
2	4	31	Al Unser Jr.	106.196	135.598	50	116.911	16
3	9	2	Emerson Fittipaldi	107.739	133.656	50	116.873	14
4	15	11	Teo Fabi	108.595	132.603	50	116.471	12
5	6	7	Adrian Fernandez	106.965	134.623	50	116.400	10
6	10	5	Raul Boesel	107.754	133.638	50	116.317	8
7	14	40	Scott Goodyear	108.449	132.781	50	116.280	6
8	19	16	Stefan Johansson	109.065	132.031	50	116.239	5
9	16	4	Bobby Rahal	108.648	132.538	50	116.224	4
10	13	71	Scott Sharp	108.390	132.854	50	116.216	3
11	12	17	Dominic Dobson	108.372	132.876	50	115.933	2
12	21	64	Christian Danner	109.609	131.376	50	115.724	1
13	3	1	Nigel Mansell	106.016	135.829	50	115.308	0
14	27	22	Hiro Matsushita	112.392	129.123	49	Running	0
15	28	23	Giovanni Lavaggi	112.769	127.695	49	Running	0
16	7	6	Mario Andretti	107.474	133.986	47	Engine	0
17	20	8	Michael Andretti	109.068	132.028	46	Exhaust	0
18	1	3	Paul Tracy	105.416	136.602*	43	Engine	2
19	25	88	Mauricio Gugelmin	110.407	130.427	40	Engine	0
20	18	10	Mike Groff	108.969	132.148	38	Engine	0
21	29	25	Marco Greco	113.553	125.813	38	Running	0
22	17	28	Arie Luyendyk	108.758	132.404	30	Contact	0
23	26	19	Alessandro Zampedri	111.296	129.385	24	Gearbox	0
24	24	24	Willy T. Ribbs	110.361	130.481	19	Engine	0
25	5	9	Robby Gordon	106.916	134.685	16	Gearbox	0
26	8	15	Mark Smith	107.477	133.982	12	Engine	0
27	11	14	Eddie Cheever	108.019	133.310	8	Engine	0
28	22	18	Jimmy Vasser	109.274	130.584	6	Vibration	0
29	30	50	Franck Freon	117.951	122.085	2	Electrical	0
30	23	30	Claude Bourbonnais	110.296	130.558	0	Contact	0

Time of Race: 1:42:37.930

Average Speed: 116.922 mph

Caution Flags

Laps 25-37, Zampedri stalled on course
Laps 32-34, Contact Luyendyk
Laps 56-59, Mansell off course

Lap Leaders

1 lead changes, 2 drivers

Tracy, 1-35 35 Laps
Villeneuve, 36-50 15 Laps

Totals

Tracy 35 Laps
Villeneuve 15 Laps

* Denotes new track record.

Budweiser**Results For Race #15**Bosch Spark Plug Grand Prix, Nazareth, PA
Sunday, Sept. 18, 1994

Fin.	Str.	Car	Driver	Qual. Time	Qual. Speed	Laps	Status	Pts
1	2	3	Paul Tracy	19.479	184.818 mph	200	131.141 mph	21
2	18	31	Al Unser Jr.	20.546	175.220	200	130.939	16
3	1	2	Emerson Fittipaldi	19.397	185.600*	200	130.803	15
4	6	5	Raul Boesel	19.789	181.919	196	Running	12
5	10	16	Stefan Johansson	20.083	179.257	194	Running	10
6	9	11	Teo Fabi	20.060	179.679	194	Running	8
7	7	12	Jacques Villeneuve	20.027	179.758	193	Running	6
8	21	40	Scott Goodyear	20.736	173.614	191	Running	5
9	19	8	Michael Andretti	20.561	175.090	191	Running	4
10	14	88	Mauricio Gugelmin	20.250	177.870	190	Running	3
11	20	10	Mike Groff	20.574	174.981	190	Running	2
12	8	15	Mark Smith	20.048	179.568	189	Running	1
13	12	18	Jimmy Vasser	20.141	178.739	189	Running	0
14	13	4	Bobby Rahal	20.141	178.737	188	Running	0
15	17	71	Scott Sharp	20.430	176.211	187	Running	0
16	22	22	Hiro Matsushita	20.859	172.585	186	Running	0
17	24	25	Marco Greco	21.021	171.259	185	Running	0
18	25	24	Willy T. Ribbs	21.139	170.303	182	Running	0
19	16	17	Dominic Dobson	20.427	176.241	182	Running	0
20	26	19	Alessandro Zampedri	21.311	168.928	174	Running	0
21	11	7	Adrian Fernandez	20.131	178.826	134	Contact	0
22	3	1	Nigel Mansell	19.548	184.162	87	Handling	0
23	4	9	Robby Gordon	19.738	182.389	63	Wheel Bearing	0
24	23	14	Eddie Cheever	20.902	172.231	45	Contact	0
25	5	6	Mario Andretti	19.747	182.302	40	Contact	0
26	15	28	Arie Luyendyk	20.260	177.686	23	Gearbox	0

Time Of Race: 1:31:30.292
Average Speed: 131.141 mph**Caution Flags**Laps 45-55,
Contact Ma. Andretti & Cheever
Laps 138-159,
Contact Fernandez & Villeneuve**Lap Leaders**

5 lead changes, 3 drivers

Tracy, 1-47	47 Laps
Unser Jr., 48-50	3 Laps
Tracy, 51-124	74 Laps
Unser Jr., 125-126	2 Laps
Fittipaldi, 127-129	3 Laps
Tracy, 130-200	71 Laps

Totals:

Tracy	192 Laps
Unser Jr.	5 Laps
Fittipaldi	3 Laps

* Denotes new track record.

Budweiser**Results For Race #16**Bank Of America 300, Monterey, CA
Sunday, Oct. 9, 1994

Fin	Str	No.	Driver	Qual. Time	Qual. Speed	Laps	Status	Pts.
1	1	3	Paul Tracy	70.058	113.768 mph*	84	92.978 mph	22
2	8	5	Raul Boesel	71.579	111.350	84	92.702	16
3	2	12	Jacques Villeneuve	71.010	112.244	84	92.689	14
4	9	2	Emerson Fittipaldi	71.843	110.942	84	92.649	12
5	7	11	Teo Fabi	71.575	111.357	84	92.640	10
6	10	28	Arie Luyendyk	71.959	110.764	84	92.527	8
7	16	7	Adrian Fernandez	72.185	110.416	84	92.401	6
8	3	1	Nigel Mansell	71.072	112.146	83	Running	5
9	25	64	Andrea Montermini	73.146	108.966	83	Running	4
10	14	17	Dominic Dobson	72.120	110.516	83	Running	3
11	23	24	Willy T. Ribbs	72.997	109.189	83	Running	2
12	6	16	Stefan Johansson	71.513	111.454	83	Running	1
13	5	9	Robby Gordon	71.146	112.030	82	Running	0
14	13	15	Mark Smith	72.102	110.543	82	Running	0
15	24	10	Mike Groff	73.006	109.175	82	Running	0
16	29	19	Alessandro Zampedri	73.595	108.300	82	Running	0
17	26	49	Parker Johnstone	73.162	108.942	81	Running	0
18	27	29	Franck Freon	73.239	108.828	81	Running	0
19	12	6	Mario Andretti	71.953	110.619	80	Engine	0
20	4	31	Al Unser Jr.	71.129	112.056	74	Gearbox	0
21	20	71	Scott Sharp	72.281	110.269	59	Engine	0
22	19	88	Mauricio Gugelmin	72.236	110.339	51	Exhaust	0
23	22	22	Hiro Matsushita	72.925	109.296	48	Electrical	0
24	28	25	Marco Greco	73.397	108.597	44	Gearbox	0
25	17	14	Eddie Cheever	72.205	110.386	36	Electrical	0
26	15	18	Jimmy Vasser	72.172	110.436	35	Contact	0
27	21	40	Scott Goodyear	72.332	110.191	16	Contact	0
28	11	8	Michael Andretti	72.008	110.687	0	Contact	0
29	18	4	Bobby Rahal	72.227	110.353	0	Contact	0

Time Of Race: 2:00:00.763
Average Speed: 92.978 mph**Caution Flags**Laps 1-5, Contact Rahal & Mi. Andretti
Laps 17-21, Contact Goodyear
Laps 35-39, Gordon
Laps 63-66, Sharp**Lap Leaders**

0 lead changes, 1 driver

Tracy, 1-84	84 Laps
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Totals

Tracy	84 Laps
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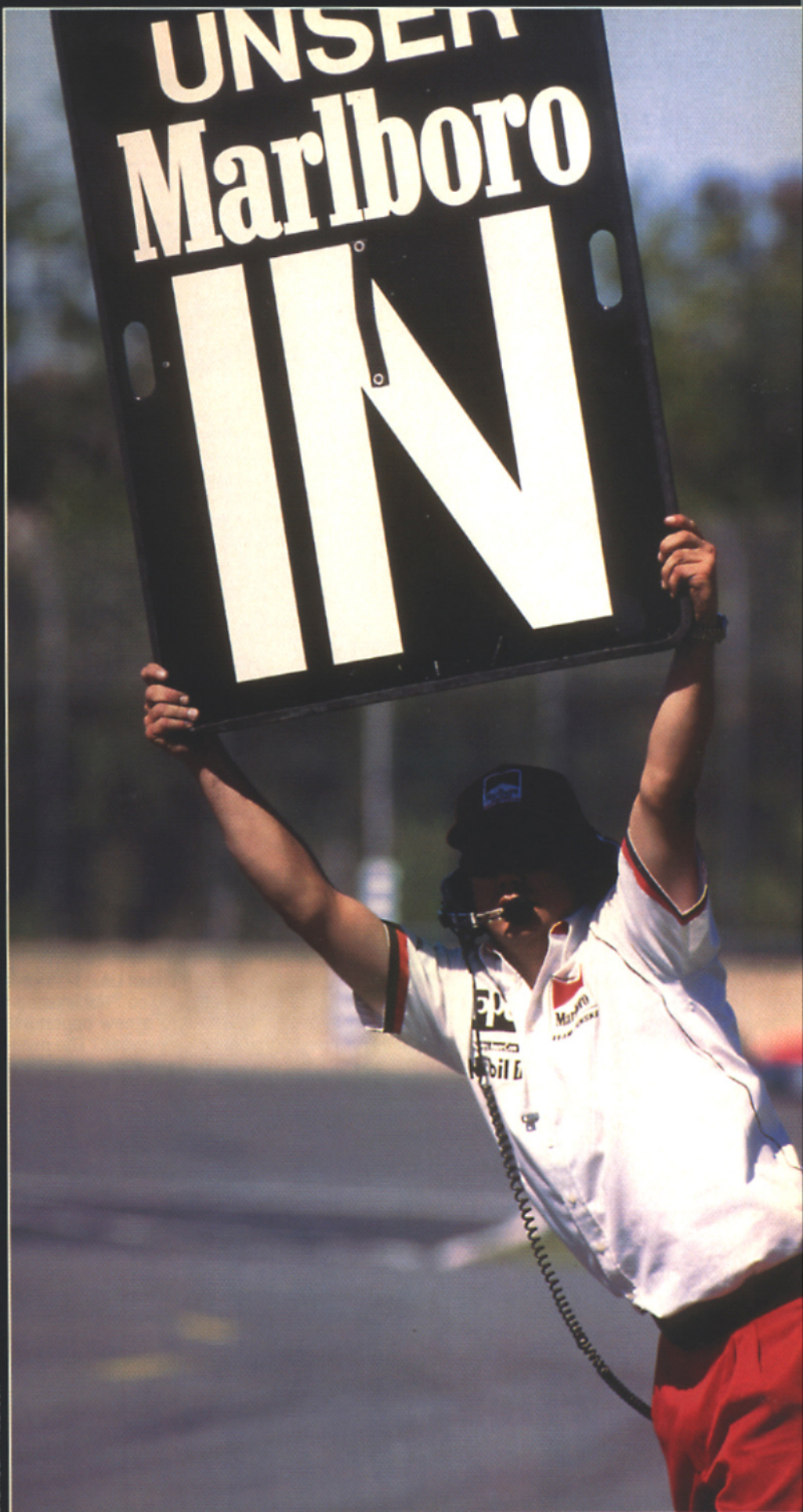
* Denotes new track qualifying record.

team by team

A close look at each driver's performance in the last three races held at Elkhart Lake, Nazareth and Laguna Seca.

By Ned Wicker

CHERYL DAY ANDERSON





Mario Andretti
Newman/Haas Racing
Kmart/Texaco Havoline #6
1994 Lola Ford Cosworth XB

Elkhart Lake: S- 7 • F- 16 • Nazareth: S- 5 • F- 25 • Laguna: S- 12 • F- 19

After the morning warm-up at Laguna Seca, Mario pulled into the pit lane only to find all of the PPG Indy Car World Series teams lined up along both sides of the road, all wearing "Arrivederci Mario" t-shirts. It was an emotional tribute, one of many that weekend, to a great star.

He ran great in the race, overcoming an early track incident, to claim seventh place, with a pass of young charger Adrian Fernandez. But the engine quit four laps from the end, coming out of the corkscrew, ending a bid for a Top 10 finish in his final Indy Car run. He coasted down the hill into his pit for the final time.

Starter Nick Fornoro, who worked the CART-sanctioned races from 1979-1992, came out to give Mario his final green flag, and his final checkered flag. That meant a lot to both men.

Here's a collection of some important career statistics for Mario Andretti, whose records may stand for a long time: Races: 407 (First all-time); Poles: 66 (First all-time); Laps Led: 7,587 (First all-time); Wins: 52 (Second all-time); Indy Car Titles: 4 (1965, 1966, 1969, 1984 Second all-time); Speed Record: 234.275 (July 31, 1993 at Michigan); Oldest Winner: 53 years, 34 days (1993 win at Phoenix)

Mario says he plans on running the 24 Hours of Daytona and will do extensive testing in preparation for that event. Although he's done with the PPG Cup, he will do long-distance, endurance racing.



Michael Andretti
Chip Ganassi Racing Teams
Target Scotch Video #8
1994 Reynard Ford Cosworth XB

Elkhart Lake: S- 20 • F- 17 • Nazareth: S- 19 • F- 9 • Laguna: S- 11 • F- 28

Michael's final race of 1994, and his last with Ganassi, never got started, as he and Bobby Rahal got together on the opening lap. Michael will now return home to Newman/Haas Racing to carry on the Andretti legacy. Mario will be on hand when the team begins testing.



Ross Bentley
Dale Coyne Racing
AGFA #39
1992 Lola Ilmor/A

Elkhart Lake: DNQ • Nazareth: DNQ • Laguna: DNQ

If the car doesn't want to go fast, even a talented driver like Ross Bentley isn't going to help the situation enough. ICR is aware that Ross is Canadian and apologizes for the graphic error depicting him as a U.S. driver in the August issue.



Raul Boesel
Dick Simon Racing
Duracell/Mobil 1 #5
1994 Lola Ford Cosworth XB

Elkhart Lake: S- 10 • F- 6 • Nazareth: S- 6 • F- 4 • Laguna: S- 8 • F- 2

Raul Boesel ended his tenure at Dick Simon Racing with three strong finishes. He will move to Rahal/Hogan and take the Duracell money with him. Knowing that, the Simon team could have let down at Laguna, but instead, they got stronger, vaulting Boesel into second place with an amazing final pit stop in the Bank of America 300.



Claude Bourbonnais
McCormack Racing
Player's Ltd. #30
1993 Lola Ilmor

Elkhart Lake: S- 23 • F- 30

Bourbonnais finished ahead of Jacques Villeneuve in the Player's Ltd./Toyota Atlantics in 1993, but in 1994, with a very small budget, he can't run with his countryman.



Eddie Cheever
A.J. Foyt Enterprises
Copenhagen Racing #14
1994 Lola Ford Cosworth XB

Elkhart Lake: S- 11 • F- 27 • Nazareth: S- 23 • F- 24 • Laguna: S- 17 • F- 25

When Bryan Herta was injured, A.J. Foyt looked to the veteran Eddie Cheever to get things done. It was supposed to be temporary and both men knew that, but when Herta moved over to Chip Ganassi's team, Cheever was signed for the entire 1995 season with Copenhagen Racing. People said the match wouldn't be a good one, but it looks to be just fine.



Christian Danner
Project Indy
No Touch/Van Dyne/Marcelo #64
1993 Lola Ford Cosworth XB

Elkhart Lake: S- 21 • F- 12

Christian returned to Indy Car racing after a successful season in the German Touring Car Series. Project Indy has a tiny budget, but look at the result. They scored.



Dominic Dobson
PacWest Racing Group
Bank of America #17
1994 Lola Ford Cosworth XB

Elkhart Lake: S- 12 • F- 11 • Nazareth: S- 16 • F- 19 • Laguna: S- 14 • F- 10

The rumor mill is filled with Dominic Dobson possibilities for 1995. He's going to drive, or he's going to be a team manager with PacWest are two of the top choices. Maybe both, you ask? The team reportedly was ready to sign Danny Sullivan, which would have moved Dobson into management, but it didn't happen. Wait and see on this one.



Teo Fabi
Hall Racing
Pennzoil Special #11
1994 Reynard Ilmor/D

Elkhart Lake: S- 15 • F- 4 • Nazareth: S- 9 • F- 6 • Laguna: S- 7 • F- 5

Teo Fabi finished his season with a flurry and now looks forward to a new opportunity and a new challenge with old friend Gerry Forsythe. The mystery now is what Jim Hall is going to do. There are a lot of top choices available to fill the seat in the Pennzoil car.

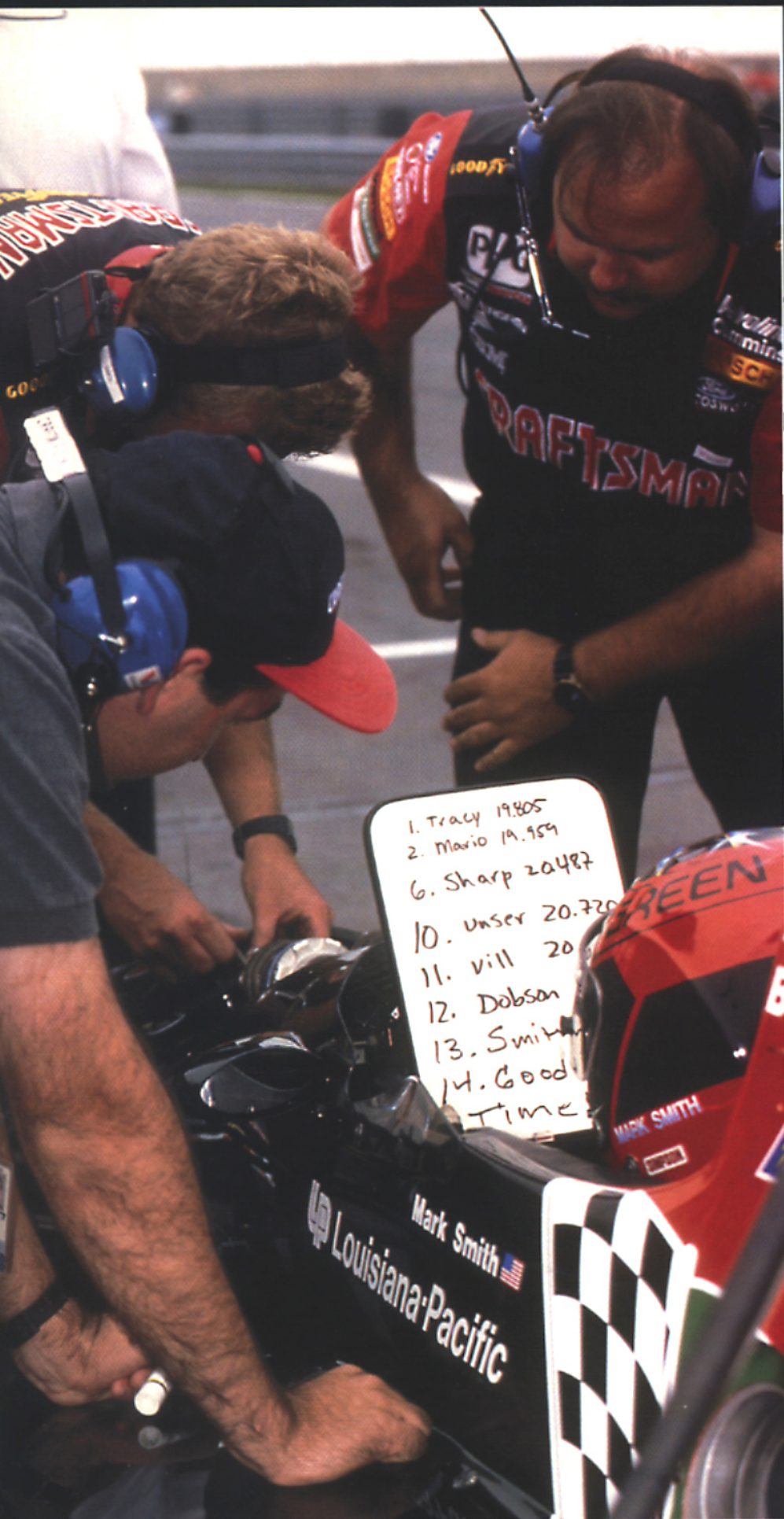


Adrian Fernandez
Galles Racing International
Tecate-Quaker State #7
1994 Reynard Ilmor/D

Elkhart Lake: S- 6 • F- 5 • Nazareth: S- 11 • F- 21 • Laguna: S- 16 • F- 7

Baseball legend Johnny Bench is the newest member of the Galles team, as car owner Rick Galles has put together a deal with Bioremediation Products, Inc., of Cincinnati, and Victory Sales Group, Inc., of Morganville, N.J. Victory Sales will represent Bioremediation's Avenger Group line of environmentally safe cleaning products for the automotive after market.

Galles reports that he has enough budget for 1995 to give Adrian Fernandez a good opportunity to run for the PPG Cup. The team will stick with the Reynard chassis and will run the Mercedes-Benz engines. Galles also said he'll stay with Goodyear tires, as next year will be the first in 20 seasons that teams will have a choice.



CHERYL DAY ANDERSON



CHERYL DAY ANDERSON

Above, Derrick Walker has decided to run Reynards next season rather than Lolas. Also, he is expected to hire Scott Goodyear as a teammate to Robby Gordon.

At left, Mark Smith checks the practice times at Road America. Smith announced his retirement from racing at Laguna Seca. He will join his father's business.

Below, Jacques Villeneuve leads Al Unser Jr. at Road America. Villeneuve went on to win his first Indy Car race while Unser Jr. capped his second PPG Cup.

At bottom, Alessandro Zampedri found the sand pit at Road America. He completed only 24 laps because of gearbox problems and finished 23rd.



CHERYL DAY ANDERSON



CHERYL DAY ANDERSON



CHERYL DAY ANDERSON



CHERYL DAY ANDERSON



GREGG FEISTMAN

At top, A.J. Foyt and Bryan Herta chat. In 1995, Herta will drive for Ganassi while Foyt has retained Eddie Cheever.

Above, Scott Sharp talks with a member of the PacWest team. Sharp is looking forward to returning to PacWest in 1995.

At left, ICR senior photographer Cheryl Day Anderson captured this unique view of Dominic Dobson's car.

Below, Frank Freon talks with Steve Erickson. Erickson hopes to field Freon in all of the races next season.

At bottom, Mario Andretti worked closely with his team and wanted desperately to finish the race at Laguna Seca.



LINDA McQUEENEY



CHERYL DAY ANDERSON



Emerson Fittipaldi
Penske Racing
Marlboro #2
1994 Penske Ilmor/D

Elkhart Lake: S- 9 • F- 3 • Nazareth: S- 1 • F- 3 • Laguna: S- 9 • F- 4

Fittipaldi, unlike his teammate Paul Tracy, has had troubles sorting out the cars on the natural terrain road courses for qualifying. The car always moved up in the race, but while Tracy was setting record speeds at Elkhart Lake and Laguna Seca, Fittipaldi was ninth on the starting grid.

Testing will begin soon for the 1995 Penske chassis, which is currently being developed at Penske Cars, Ltd. in England.

Fittipaldi does not expect any major changes from this year's outstanding chassis which powered Al Jr. to eight wins, Paul Tracy to four and Fittipaldi to one.

"I think Nigel Bennett, the last four or five years, has redeveloped the car from the previous year," Fittipaldi said. "We never have a dramatically new car. Next year's car will simply be further developed from this year. Nigel has spoke a lot about next year's car and we will hope to have some of the same qualities as we had in this year's car. We never had a good performance in short ovals the last few years. We'd start quick and then drop back. This year, we managed to do it in reverse and continue to do well on the short ovals."



Franck Freon
Indy Regency/Autosport
Autosport Specialists #29
1994 Lola Ilmor/D

Elkhart Lake: S- 30 • F- 29 • Laguna: S- 27 • F- 18

After an opportunity with Antonio Ferrari at Elkhart Lake, Franck Freon moved over to team with Arie Luyendyk at Indy Regency. The team has long wanted to run two cars, and Freon, a Frenchman, was a great choice to team with the Dutchman, Luyendyk, for Eurosport, the European cable supplier, which carries the PPG Cup races. Freon was a standout in Indy Lights and is still looking for a solid 1995 opportunity. Maybe Sal Incandela, the team owner, has him in mind.



Scott Goodyear
Budweiser King
Budweiser #40
1994 Lola Ford Cosworth XB

Elkhart Lake: S- 14 • F- 7 • Nazareth: S- 21 • F- 8 • Laguna: S- 21 • F- 27

Goodyear is returning to Walker Racing and Budweiser King team owner Kenny Bernstein has sold the equipment to Gerry Forsythe, who will dissolve his partnership with Barry Green and form a new team for 1995. The irony in this situation is that Goodyear, as always, has been solid and the team has begun to gel. The question now becomes, what happens to the crew? Forsythe appears to have a unique opportunity, that being to pick up a turn-key operation and go racing. Word has it the team members want to stay together.



Robby Gordon
Derrick Walker Motorsports
Valvoline #9
1994 Lola Ford Cosworth XB

Elkhart Lake: S- 5 • F- 25 • Nazareth: S- 4 • F- 23 • Laguna: S- 5 • F- 13

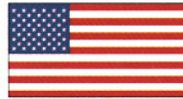
Gordon has run his last race in a Lola for Derrick Walker, at least for now, as the team will switch to Reynards for 1995. Walker had made a trip to England after the Nazareth race to visit both Lola and Reynard. He came away impressed with what Reynard had to say so he made the switch.



Marco Greco
Arciero Racing #25
1993 Lola Ford Cosworth XB

Elkhart Lake: S- 29 • F- 21 • Nazareth: S- 24 • F- 17 • Laguna: S- 28 • F- 24

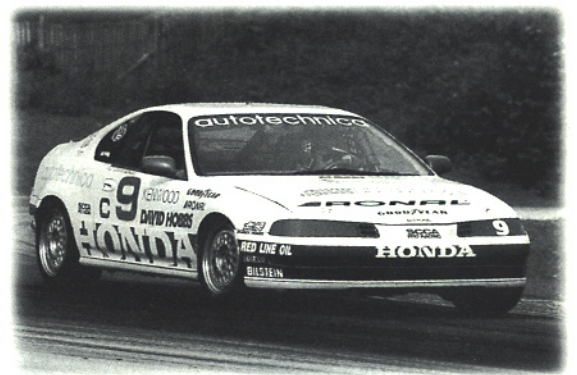
The end of the season for small teams can be difficult as the equipment gets tired. Marco Greco knows this all too well. The effort from both driver and crew was admirable, but as the old saying goes, "If you want to go fast, how much money do you have?" Greco hopes to have more budget in 1995.



Mike Groff
Rahal-Hogan Racing
Motorola #10
1994 Lola Honda

Elkhart Lake: S- 18 • F- 20 • Nazareth: S- 20 • F- 11 • Laguna: S- 24 • F- 15

The departure of Motorola led to the decision by owners Bobby Rahal and Carl Hogan to let Mike Groff go. On the surface, that might have been a bad thing for Groff, but after two years of playing second fiddle to Rahal and developing the Honda, perhaps it is the perfect situation. What should have been two great years turned out to be two frustrating years for the talented 1989 Indy Lights champion.



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Mauricio Gugelmin
Chip Ganassi Racing Teams
Hollywood Indy Car #88
1994 Reynard Ford Cosworth XB

Elkhart Lake: S- 25 • F- 19 • Nazareth: S- 14 • F- 10 • Laguna: S- 19 • F- 22

Chip Ganassi has seen the potential for top finishes and a run to glory with Mauricio Gugelmin and has taken steps to ensure a closer relationship with his other driver in 1995. With Bryan Herta running the other car, look for much closer communication and two good efforts next year. This should be a team to watch seriously.



Bryan Herta
Chip Ganassi Racing Teams

Bryan Herta, the 1993 PPG-Firestone Indy Lights champion, will drive the Target Scotch Video Reynard for Chip Ganassi next year. The announcement was made at Laguna, and Herta, who drove for Foyt before getting hurt at Toronto, was more than excited about the opportunity. Michael Andretti had already won a pair of races in that car and Herta knew what he was stepping into.



Stefan Johansson
Bettenhausen Motorsports
Alumax #16
1993 Penske Ilmor/D

Elkhart Lake: S- 19 • F- 8 • Nazareth: S- 10 • F- 5 • Laguna: S- 6 • F- 12

Johansson received a stop-and-go penalty for running into Adrian Fernandez during a pit stop sequence. When he came in for the penalty, he got another penalty for speeding and upon leaving the pits, he displayed the international sign of contempt to an IndyCar official. Reportedly car owner Tony Bettenhausen calmly told his driver to come in one more time, don't speed and don't flip off the officials.



Parker Johnstone
CompTech
Acura #49
1993 Lola Honda

Laguna: S- 26 • F- 17

Parker Johnstone knows the trials and tribulations of working with a development program. The Honda has had a brilliant history in racing, but this season in Indy Cars has been a thrash for all concerned. Rahal/Hogan didn't have any better luck.



Giovanni Lavaggi
Leader Cards Racing
Financial World Magazine #23
1993 Lola Ilmor/C

Elkhart Lake: S- 28 • F-15 • Laguna Seca: DNQ

Buddy Lazier moved aside when Giovanni Lavaggi came with a little money. It helps Lazier for the future. Lavaggi had a decent run at Road America considering the budget is miniscule.



Buddy Lazier
Leader Cards Racing
Financial World Magazine #23
1993 Lola Ilmor/C

Nazareth: DNQ

The large field of cars that come to each PPG Cup race add another dimension to the competition, as one must concentrate on getting onto the starting grid, not just getting ready for the race. Like

car owner Ralph Wilke has said, "You have to run like hell just to stay out of the way."



Arie Luyendyk
Indy Regency Racing
Eurosport-Boost Monaco #28
1994 Lola Ilmor/D

Elkhart Lake: S- 17 • F- 22 • Nazareth: S- 15 • F- 26 • Laguna: S- 10 • F- 6

Arie and company have been looking for a break in qualifying for quite a while, and it came at Laguna Seca. Looking more like himself, Luyendyk hustled the car nicely all weekend. Things are looking up for 1995.



Nigel Mansell
Newman/Haas Racing
Kmart/Texaco Havoline #1
1994 Lola Ford Cosworth XB

Elkhart Lake: S- 3 • F- 13 • Nazareth: S- 3 • F- 22 • Laguna: S- 3 • F- 8

The 1992 World Driving Champion and 1993 PPG Indy Car World Series champion has returned to the Formula One ranks and carries positive memories of two years in America. Normally the center of attention, Nigel took a back seat to his teammate at Laguna. Some media members were harsh in their questioning of Mansell, asking if he felt he was washed up, or somehow unable to compete, either in Indy Cars or F1. To his credit, he was gracious and left the PPG Cup with praise for the series and its competitors.



Hiro Matsushita
Dick Simon Racing
Panasonic Special #22
1994 Lola Ford Cosworth XB

Elkhart Lake: S- 27 • F- 14 • Nazareth: S- 22 • F- 16 • Laguna: S- 22 • F- 23

Hiro will return to the Simon team next year.



Andrea Montermini
Project Indy
No Touch/Van Dyne/Marcelo #64
1993 Lola Ford Cosworth XB

Laguna: S- 25 • F- 9

Car owner Andreas Leberle is a master of getting the most out of a very small budget. His cars are well prepared and run all day. He and Andrea Montermini are working on a package for 1995 for this small, but talented team and if Leberle ever gets the budget, look out.



Bobby Rahal
Rahal/Hogan Team Miller
Miller Genuine Draft #4
1994 Lola Honda

Elkhart Lake: S- 16 • F- 9 • Nazareth: S- 13 • F- 14 • Laguna: S- 18 • F- 29

When Michael Andretti got into trouble on the opening lap at Laguna Seca, Bobby Rahal had little choice in where he was going or what was going to happen. His race ended with the collision, as did the team's involvement with Honda. The team has added Raul Boesel and will run Lola chassis, Mercedes-Benz engines and Goodyear tires next season.



Willy T. Ribbs
Derrick Walker Racing
Service Merchandise/Cosby #24
1994 Lola Ford Cosworth XB

Elkhart Lake: S- 24 • F- 24 • Nazareth: S- 25 • F- 18 • Laguna: S- 23 • F- 11

In his final run for Walker, Willy T. Ribbs scored a couple of points and immediately began looking to 1995. It has not been a



At top, Christian Fittipaldi has been to a few Indy Car races this season. Here he peers into the cockpit to speak with his Uncle Emerson.

Above, Hiro Matsushita completed another uneventful season. For now, he is the only driver that Dick Simon has locked up for next year.

At right, Mike Groff had a difficult season at Rahal/Hogan. He has no definite plans yet for next season but rumor has him testing with Jim Hall's Pennzoil team.

Below, Ganassi team manager Tom Anderson decided not to go with Michael Andretti to Newman/Haas in a similar capacity. He will stay at Ganassi.



stellar year for this talented driver, who is looking to get into a situation where he can receive the lion's share of the focus.



Andre Ribeiro

Tasman Motorsports Group
Marlboro

Although he was concentrating on his final PPG-Firestone Indy Lights race, Andre Ribeiro, the standout rookie from Sao Paulo, Brazil, is looking forward to another rookie season with Tasman and owner Steve Horne. He's moving up to the PPG Cup. Tasman, along with Patrick Racing, becomes the second team to declare Firestone as their tire of choice for 1995.

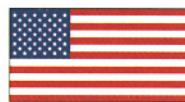


Scott Sharp

PacWest Racing Group
Bank of America #71
1994 Lola Ford Cosworth XB

Elkhart Lake: S- 13 • F- 10 • Nazareth: S- 17 • F- 15 • Laguna: S- 20 • F- 21

Scott Sharp is no longer a rookie, having learned his rookie lessons and taken his final exam. The results are good for the 1993 Trans Am champion, who made the transition into the PPG Cup will little difficulty.



Mark Smith

Derrick Walker Racing
Craftsman #15
1994 Lola Ford Cosworth XB

Elkhart Lake: S- 8 • F- 26 • Nazareth: S- 8 • F- 12 • Laguna: S- 13 • F- 14

In a letter to his sponsor, Sears Craftsman, Smith explained that he was leaving the cockpit in favor of returning to the business world, adding that he was concerned about his ability to compete successfully at the major league level. It was a class move by a young man who has struggled in 1994. Smith was a winner at every level of racing, taking the 1989 Super Vee championship. He won in the PPG-Firestone Indy Lights, as well.

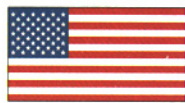


Paul Tracy

Penske Racing
Marlboro #3
1994 Penske Ilmor/D

Elkhart Lake: S- 1 • F- 18 • Nazareth: S- 2 • F- 1 • Laguna: S- 1 • F- 1

Off the track, Tracy is the center of bench racing conversations and a lot of speculation. On the track, he has been very strong the second half of the season, nailing down a third-place finish in the standings behind his two senior teammates. It's hard to believe this guy is still only 24. He captured his fourth pole at Laguna and won for the second straight year. However, he reportedly will move on, to Newman/Haas Racing, to run the Budweiser car alongside teammate Michael Andretti. He put any F1 plans on hold, stating he wanted to wait because of his newborn son and young daughter.



Al Unser Jr.

Penske Racing
Marlboro #31
1994 Penske Ilmor/D

Elkhart Lake: S- 4 • F- 2 • Nazareth: S- 18 • F- 2 • Laguna: S- 4 • F- 20

Al Unser Jr.'s second-place finish in the Texaco/Havoline 200 put the PPG Cup championship in his hip pocket. He joins Rick Mears, Al Unser and Bobby Rahal on the list of drivers who have won the PPG title more than once.

In 1992, Unser had a chance to test for Frank Williams' Formula One team. In fact, there was strong indication that Unser

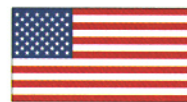
and Michael Andretti would both be competing in Formula One in 1993. But Unser's opportunity with Williams never got past the testing stage for political reasons, according to Unser.

With Unser's dominance in the PPG Indy Car World Series this season — eight victories including the Indianapolis 500 and the second PPG Cup of his career — Frank Williams' loss has been Indy car racing's gain.

"I wished I would have been able to do it, I wished I had been able to drive the Williams car and go into F-1, but I made no secrets about it when I went over there and talked to those people that the Indianapolis 500 is my true love and that is where I want to be every single year," Unser said. "I definitely wanted to do it the way Mario Andretti did it. He never missed an Indianapolis 500 (actually, Andretti did not compete in the 1979 Indianapolis 500 because of the Monaco Grand Prix). I wasn't planning on missing one Indianapolis 500."

Asking Unser, Jr. to choose one highlight out of so many in his outstanding season is difficult for the 32-year-old driver from Albuquerque, N.M. to answer. But one race stands above the rest — his second Indianapolis 500 victory.

"Every race was wonderful," Unser said. "The highlight was winning the Indianapolis 500 this year. On top of that, the pole. I never expected to get the pole at the Speedway."



Jimmy Vasser

Hayhoe Racing
STP/Conseco #18
1994 Reynard Ford Cosworth XB

Elkhart Lake: S- 22 • F- 28 • Nazareth: S- 12 • F- 13 • Laguna: S- 15 • F- 26

The results this last month are not indicative of Jimmy Vasser's abilities, or the talent and dedication of Jim Hayhoe's troops. It's been frustrating for the team, and at times infuriating, as Hayhoe was beside himself after Robby Gordon and his driver made contact at Laguna. That kind of competitive fire will carry on into 1995.

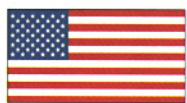


Jacques Villeneuve

Forsythe-Green Racing
Player's Ltd. #12
1994 Reynard Ford Cosworth XB

Elkhart Lake: S- 2 • F- 1 • Nazareth: S- 7 • F- 7 • Laguna: S- 2 • F- 3

The race win at Elkhart Lake put the exclamation point on a fine season for Villeneuve, and another podium finish at Laguna put a smile on the face of car owner Barry Green. 1995 could be a remarkable season for both of them.



Jeff Wood

Euromotorsport
AGIP-Hawaiian Tropic #50
1993 Lola Ilmor C

Nazareth: DNQ • Laguna: DNQ

Jeff Wood is a great guy and a solid driver. The car is not up to snuff. Don't blame Wood.



Alessandro Zampedri

Dale Coyne Racing
The Mi-Jack Car #19
1993 Lola Ford

Elkhart Lake: S- 26 • F- 23 • Nazareth: S- 26 • F- 20 • Laguna: S- 29 • F- 16

Had it not been for the injury sustained at Michigan, the momentum Alessandro Zampedri was mounting may have made the final three results much better. He came back, but was not the same. His experience serves as an example of how much athletic ability it takes to drive an Indy Car. But some say drivers aren't athletes.



PIT TALK

Firestone's Indy Car testing program with driver Scott Pruett and the Patrick Racing team has been a success in 1994, and in Laguna, Firestone manager of motorsports, Al Speyer, shared some of Firestone's testing numbers with the Indy Car community.

"If we were Indy Car racing this weekend, we would be competitive," said Speyer, who added, "We're to the point where we can't wait to go race. However, while we're elated with our progress, we aren't standing still. We'll continue to work hard to provide the best possible product to the teams next year."

So far the Patrick team and Steve Horne's Tasman Motorsports Group have signed with Firestone for the 1995 PPG Cup season. A lot will have to do with performance, as other teams look at their options for next year.

Firestone was close to the pole speed at Indy. Al Unser Jr. did a 228.011, and Pruett a 225.423 in the first high-speed tests. Pruett was running comfortably in the 220-224 range. At Nazareth the top time in the Bosch Spark Plug qualifying was 19.397, but Pruett did a 19.444 on Monday after the race.

Firestone's testing will continue through the end of the year. Firestone, Patrick and Tasman will make their Indy Car debuts at Miami, March 3-5.

Jerome "Jerry" Hauer was brought into the racing world to develop a new racing series for the Indianapolis Motor Speedway. It was a process which originally was scheduled to take a couple of years, but Hauer has impressed his bosses and now finds himself atop the organizational chart for the new league.

Hauer, 42, has moved quickly to establish the form and substance of the new league. His job was not so much to become the commissioner, but to help find one. However, according to Speedway President Tony George, Hauer was the perfect choice.

"The person to lead the new series would need superior organizational skills, strength and energy to follow through on

this task. Jerry Hauer is that man and since he came on board in July, he is clearly the one to lead this series and carry the mantle," said George. "He comes in with no preconceived notions. In large part, with Jerry's efforts to date, we are well down the road toward the 1996 racing season."

The world of Indy Car racing awaits the announcement of the new chassis rules, to follow the announcement this August concerning the 2.2-liter engine rules.

"The board of governors has been meeting quite frequently with owners, drivers and sponsors to develop a strategy for the league," said Hauer. "We have a commissioner's office in place. We've tried to outline the interaction between the various groups who will make up the league. The tracks are not going to report to the commissioner's office, but it will serve as a focal point and a catalyst for the drivers, sponsors, fans to be heard."

The idea of the IRL has not been popular with IndyCar owners, many of whom refer to the new operation as the "Indy Revenge League." They see the IRL as a hostile opponent.

"We don't look at this as a battle," Hauer said. "This type of racing that IndyCar brings is more about the cars that come to the Indianapolis 500. The bottom line is history. What we are trying to do is provide an alternative to those people who want to get back to the basics of this racing, oval tracks, level field, competitive racing. People feel they can get in there and win a race. I think the bottom line here is we are trying to provide an alternative series."

George also discounted IndyCar's record crowds at such street course venues as Toronto, Vancouver, Cleveland and Detroit, as well as this past summer's large crowd at the Marlboro 500 as corporate giveaways that generated bodies, not race fans.

"I think filling the place with bodies and filling the place with race fans are two different issues," George said. "I'm not saying the races aren't well attended, but how they are coming up with these bodies

is questionable.

"These temporary venues have a lot of corporate activity and seats being filled, but, they might be giveaways. I'm talking about race fans looking to purchase tickets for events they want to watch. I'm not talking about creating new fans, I'm speculating on what the fan's feelings are toward the current situation.

Roger Penske, owner of Marlboro Team Penske, did not agree.

"I think there is no question that in all racing today, companies are using the sport as an entertainment medium for their customers and employees," Penske said. "We've used it in our company from the very beginning. We bring customers to every race, both for our truck leasing, Detroit Diesel and our auto group. I know that many of the other sponsors involved do the same. It's very difficult today being involved as the sponsor of a car or a race and getting all the benefits you want strictly because of signs and name of title sponsor, you are going to have to spend some money with it. If you can use that as a vehicle to bring your sales people closer to the customers, I think it is a win-win situation.

"There is no question there is more corporate involvement. I would say if you looked at NASCAR and any racing around the world, the corporate community is what we are tapping to pay for the sport."

Hauer stressed the need to stop the continuing escalation of costs in order to keep the series under control and provide more competition. He said that is the basis of the IRL, which will hopefully allow more young drivers to enter the Indianapolis 500.

Although Penske believes Hauer has the proper credentials to oversee the development of the IRL, as its commissioner, he has stated firmly that he is fully supportive of CART.

"I think Jerry Hauer is a fine individual," Penske said. "He comes with a lot of recommendations. His background shows little experience in the racing business, but that doesn't discount his capability to do the job he has been chosen for. I think a

A little news, gossip and commentary.

By Ned Wicker and Bruce Martin

good individual with the right instincts, who is willing to work hard, can run any type of business."

Although Penske credits George with having a vision for his series, he is not quite sure it is a vision that he agrees with.

"He has a vision on where he wants to go with his new series," said Penske. "As I said all along, I think the sport will be much better off if there is one organization. We've been two organizations for 20 years and maybe we are no closer today than we were when CART started 20 years ago. I think consolidation is the best solution. I'm not the one to be able to generate that. I'm committed today to support our organization."

Penske said he is leaving Andrew Craig, IndyCar's chief executive officer, with the responsibility of maintaining a dialogue with IMS and the IRL so the two sides do not become embroiled in a divisive situation.

"At this point, I don't have any direction for Andrew," Penske said. "He is our CEO and any direction Andrew would take is based on consulting with the entire board of directors of Championship Auto Racing Teams."

Johnny Capels was named executive vice president of the United States Auto Club, to go along with his duties as director of competition.

Capels, 58, was named director of competition in December of 1992 and vice president in January of 1993.

Hands-on leadership takes a new meaning as IndyCar president Andrew Craig tested Derrick Walker's Valvoline/Cummins Lola at Putnam Park west of Indianapolis on Sunday, Oct. 22.

Craig has driven many different kinds of race cars, from Formula Three to Sports Cars, but not an Indy Car. He did all of that with, in his words, "an incredible lack of success."

He is in charge of set-up, but says he'll share nothing with Gordon.

"No, I won't share any information and

I've already told the team I want maximum wing and minimum boost," said Craig, laughing.

The Bosch Spark Plug Grand Prix, contested during late September or early October every year since its inception, will move to April in 1995. That will mean teams will have two opportunities to run on a one-mile oval prior to the Indianapolis 500. There are pros and cons to that, but many car owners like the idea.

"Moving the Nazareth race up from September to April gives us another event prior to the Indianapolis 500 to test our equipment on an oval," team owner Derrick Walker said. "Although Nazareth is a short oval, we'll benefit from data obtained here. We should have better weather in April rather than working around the rainy season. Hopefully, it will be better for the fans in Nazareth. It will also build excitement for the Indianapolis 500. The Nazareth fans will know which teams to watch for at the Indy 500. Overall, it was a good idea to change the date."

Veteran Indy Car team manager and chief mechanic Jim McGee will return to Patrick Racing for the 1995 PPG Indy Car World Series season as team general manager, Patrick Racing owner and founder U.E. "Pat" Patrick announced.

The move will reunite McGee with the Patrick team where he served as team manager for 11 seasons between 1981 and 1991. During that time span, Patrick Racing won the 1982 Indianapolis 500 with Gordon Johncock and both the 500 and the PPG Indy Car World Series with Emerson Fittipaldi in 1989.

McGee's return will also reunite him with current Patrick Racing team manager Steve Newey. After Bobby Rahal and Carl Hogan purchased their current PPG Indy Car World Series-competing team from Patrick in December of 1991, both McGee and Newey remained as team manager and chief engineer, respectively. Their efforts resulted in Bobby Rahal's PPG Cup championship in 1992.

McGee will be responsible for the overall operation of Patrick Racing, while Newey will continue as team manager.

Emerson Fittipaldi has driven against both Gilles Villeneuve, Jacques Villeneuve's father who was killed in Formula One qualifying in Zolder, Belgium in 1982, and Al Unser, father of 1994 PPG Indy Car World Series champion Al Unser Jr. Fittipaldi is able to compare and contrast Villeneuve and his father.

"Jacques has done a fantastic job this season," Fittipaldi said. "When Jacques won at Elkhart Lake several weeks ago, the last ten laps, all the pressure from Al Jr. and myself being there, he never made a mistake. He showed a lot of maturity like he showed at Indianapolis this year."

"I think Jacques' driving is a little different from Gilles. Jacques seems to be a little more consistent than Gilles was. Gilles was a little more up and down. Jacques is more balanced and more consistent. He did a fantastic job. All he needs to do is respect the older guys."

How does growing up in a racing family help a second generation driver develop into an outstanding driver himself?

"Growing up with racing, the family tradition, the love for the sport is more important than anything else," Fittipaldi said. "I'm sure both Jr. and Jacques since they were very little have had this love for the sport and the dedication. I think that is very important."

Nigel Mansell returned to Formula One after running the Indy Car finale at Laguna Seca. He was asked what he will miss about this series when he returns to F1.

"Some of the things I'll miss are the jokes we can exchange," Mansell said. "It will get more serious in Formula One. I will miss the banter, it's been very good. The drivers get along very well. There are a lot of funny stories that I'll miss and funny happenings in pit lane that can only happen in Indy Car racing. It's been very special."

Mansell is reunited with his former car owner Frank Williams. ■



FOR THE RECORD

Compiled by Tom Ceretto

Top 10 Average Finishing Position*

1. Al Unser Jr.	5.9
2. Emerson Fittipaldi	6.5
3. Paul Tracy	9.8
4. Robby Gordon	10.0
5. Jacques Villeneuve	10.6
6. Michael Andretti	11.3
7. Teo Fabi	11.9
8. Raul Boesel	12.0
9. Nigel Mansell	12.2
10. Adrian Fernandez	13.7

Top 10 Average Starting Position*

1. Nigel Mansell	3.2
2. Paul Tracy	4.7
3. Emerson Fittipaldi	4.9
4. Al Unser Jr.	5.9
5. Jacques Villeneuve	6.2
6. Robby Gordon	6.8
7. Mario Andretti	9.6
8. Raul Boesel	10.1
9. Michael Andretti	10.6
10. Teo Fabi	10.7

Wins

Al Unser Jr.	8
Paul Tracy	3
Michael Andretti	2
Emerson Fittipaldi	1
Scott Goodyear	1
Jacques Villeneuve	1

Poles

Al Unser Jr.	5
Paul Tracy	3
Nigel Mansell	3
Robby Gordon	2
Emerson Fittipaldi	2
Raul Boesel	1

Rookie Points

1. Jacques Villeneuve	94
2. Scott Sharp	14
3. Bryan Herta	11
4. Alessandro Zampedri	9
5. Franck Freon	1

Engine Manufacturers Points

	Ilmor/94	Ford Cos.	Honda	Ilmor/C	Mercedes	Ilmor/A
Races Entered	16	16	15	13	1	5
Races Won	11	4	0	0	1	0
Poles Won	8	7	0	0	1	0
ICR Points*	125	108	54	29	9	6

* Points are awarded in the following manner: Top finishing engine receives nine points; second highest finishing engine receives six points; third highest finishing engine receives four points; and the fourth highest finishing engine receives two points.

Chassis Manufacturers Points

	'94 Penske	'94 Lola	'94 Reynard	'93 Penske	'93 Lola	'92 Lola
Races Entered	16	16	16	16	16	6
Races Won	12	1	3	0	0	0
Poles Won	10	6	0	0	0	0
ICR Points	128	89	85	28	14	0

* Points are awarded in the following manner: Top finishing chassis receives nine points; second highest finishing chassis receives six points; third highest finishing chassis receives four points; and the fourth highest finishing chassis receives two points.

Driver Standings

PPG-Firestone Indy Lights Championship

Following the event of October 9, 1994

1. Steve Robertson	179
2. Andre Ribeiro	170
3. Greg Moore	154
4. Eddie Lawson	139
5. Pedro Chaves	132
6. Nick Firestone	72
7. Alex Padilla	63
8. Doug Boyer	47
9. David DeSilva	46
10. Buzz Calkins	41

Driver Standings

Player's Ltd./Toyota Atlantic Championship

Following the event of October 8, 1994

1. David Empringham	162
2. Richie Hearn	160
3. Greg Ray	148
4. Colin Trueman	135
5. Bobby Carville	100
6. Peter Faucetta, Jr.	83
7. David Myers	51
8. Frank Allers	47
9. Patrick Carpentier	40
James Ward	40

* To be eligible, a driver must have competed in at least half of the races.

1994 PPG Indy Car World Series Driver Performance Chart

Following The Event Of Sunday, October 9, 1994

Rank	Driver	Pts.	Sts.	Run At Fin	Top Fin.	Tms. Led	Laps Led	Laps Comp. (2083)	Miles Comp. (3600.112)
1	Al Unser Jr.	225	16	12	1	31	677	1954	3358.862
2	Emerson Fittipaldi	178	16	11	1	19	404	1966	3368.019
3	Paul Tracy	152	16	9	1	16	503	1673	2855.638
4	Michael Andretti	118	16	9	1	4	166	1746	2922.498
5	Robby Gordon	104	16	12	2	5	59	1780	3047.470
6	Jacques Villeneuve	94	15	11	1	3	22	1482	2742.430
7	Raul Boesel	90	16	11	2	3	120	1772	2905.430
8	Nigel Mansell	88	16	9	2	7	103	1522	2615.731
9	Teo Fabi	79	16	13	4	0	0	1781	3255.901
10	Bobby Rahal	59	16	10	2	1	2	1460	2334.821
11	Stefan Johansson	57	16	10	4	0	0	1688	3034.986
12	Scott Goodyear	55	16	12	1	3	26	1719	2819.400
13	Adrian Fernandez	46	16	11	5	1	1	1578	2594.620
14	Mario Andretti	45	16	8	3	0	0	1405	2428.793
15	Jimmy Vasser	42	16	8	4	0	0	1462	2299.172
16	Mauricio Gugelmin	39	16	10	5	0	0	1771	2993.375
17	Arie Luyendyk	34	15	8	2	0	0	1420	2631.761
18	Dominic Dobson	30	16	12	3	0	0	1619	2740.128
19	Mark Smith	17	14	9	5	0	0	1360	2226.274
20	Mike Groff	17	16	7	6	0	0	1216	1979.935
21	Scott Sharp	14	16	10	9	0	0	1622	2893.182
22	Willy T. Ribbs	12	15	8	7	0	0	1396	2279.822
23	Bryan Herta	11	5	4	9	0	0	605	1156.358
24	Andrea Montermini	10	3	3	7	0	0	260	545.942
25	Alessandro Zampedri	9	10	4	7	0	0	659	1206.444
26	Hiro Matsushita	8	13	10	6	0	0	1481	2678.195
27	Eddie Cheever	5	8	3	8	0	0	595	1192.555
28	John Andretti	3	1	1	10	0	0	196	490.000
29	Marco Greco	2	14	8	11	0	0	1469	2273.492
30	Christian Danner	2	2	2	12	0	0	126	359.600
31	Davy Jones	1	3	2	12	0	0	321	435.645
32	Franck Freon	1	4	3	12	0	0	283	540.974
33	Brain Till	1	2	2	12	0	0	362	653.000
34	Robbie Groff	0	2	1	13	0	0	199	352.050
35	Buddy Lazier	0	7	3	13	0	0	616	853.938
36	Parker Johnstone	0	6	5	13	0	0	465	948.407
37	Stan Fox	0	1	0	13	0	0	193	482.500
38	Giovanni Lavaggi	0	2	1	15	0	0	61	224.428
39	Johnny Unser	0	1	1	15	0	0	185	195.730
40	Fredrik Ekblom	0	1	1	15	0	0	76	159.600
41	Robbie Buhl	0	2	0	16	0	0	122	230.130
42	Mimmo Schiattarella	0	2	1	16	0	0	112	236.480
43	Jeff Wood	0	4	0	17	0	0	255	524.317
44	Jeff Andretti	0	1	1	17	0	0	179	179.000
45	John Paul Jr.	0	2	1	18	0	0	266	399.500
46	Ross Bentley	0	5	1	19	0	0	348	645.587
47	Lyn St. James	0	1	1	19	0	0	170	425.000
48	Mauro Baldi	0	1	1	19	0	0	80	179.050
49	Scott Brayton	0	1	0	20	0	0	116	290.000
50	Claude Bourbonnais	0	5	0	21	0	0	228	416.884
51	Hideshi Matsuda	0	1	0	24	0	0	90	225.000
52	Gary Brabham	0	1	0	24	0	0	10	27.950
53	Dennis Vitolo	0	1	0	26	0	0	89	222.500
54	Roberto Guerrero	0	1	0	33	0	0	20	50.000
55	David Kudrave	0	0	0	0	0	0	0	0.000

up close & personal



Fredrik Ekblom

McCormack Motorsports #30
1993 Lola Ilmor/C

Full Name: Lars Fredrik Wilhelm Ekblom

Birthdate: October 6, 1971

Birthplace: Kumla, Sweden

Fiance: Ulla

Height: 6' 1"

Weight: 163 lbs.

Residence: Indianapolis, Ind.

Business Interests: Automobile dealership with father (family business).

Hobbies: Watersports, running, staying fit.

Personal Vehicles: Does not own a car but borrows one from his father's car dealership.

Favorite Music: Pop rock

Favorite Authors: Dean Koontz, Stephen King

Favorite TV Show: Home Improvement

Favorite Food: Pasta

Racing Heroes: Emerson Fittipaldi, Ronnie Peterson

Favorite City on Indy Car Schedule: Toronto

Favorite Restaurant on Indy Car Schedule: Bistro 990, Toronto

Most Memorable Racing Achievement: Winning Brands Hatch in F3000 in 1991 and finishing second in F3000 championship that same year.

Best Advice from Parents: Always tell the truth.

What You Admire in Others: Honesty

Greatest Influence on Life: Father

What Drives You Crazy: Not telling the truth.

Advice to Young Drivers: Listen to what people say but go with your gut feeling.

Best Part of Job: Chance to test my skills and be competitive.

Worst Part of Job: Difficulty in getting chances.

Goals: Win the Indy 500 and the PPG Cup championship.

Fredrik Ekblom became the youngest driver to enter the Swedish Formula Three series in 1989 after getting his racing career started in go karts. After finishing third in 1989, Ekblom led the Formula Three point race until the last race of the season, when he dropped to second.

He moved on to the British Formula 3000 series in 1991, where he won three races and finished second in points.

Ekblom came to the United States in 1992 and made two Indy Lights starts, finishing second in his debut at Mid-Ohio. He ran the entire Indy Lights schedule in 1993, scoring one podium finish and five other top five finishes en route to placing seventh in the overall point race.

He signed with McCormack Motorsports last Fall but competed in only one race in 1994, that coming at Detroit.

He is hopeful of putting a full-time effort together for 1995.



Racing Schedules



Date	Race	Track Length/Type	Pole Winner/Race Winner
March 20	Australian FAI Indy Car Grand Prix Surfers' Paradise (Queensland, Australia)	2.793-Mile Temporary Circuit	N. Mansell/Mi. Andretti
April 10	Slick-50 200 Phoenix International Raceway (Phoenix, Ariz.)	1-Mile Oval	P. Tracy/E. Fittipaldi
April 17	Toyota Grand Prix Of Long Beach Long Beach, Calif.	1.676-Mile Temporary Circuit	P. Tracy/AI Unser Jr.
May 29	Indianapolis 500 Indianapolis Motor Speedway (Indianapolis, Ind.)	2.5-Mile Oval	AI Unser Jr./AI Unser Jr.
June 5	Miller Genuine Draft 200 Wisconsin State Fair Park (West Allis, Wis.)	1-Mile Oval	Raul Boesel/AI Unser Jr.
June 12	ITT Automotive Detroit Grand Prix Belle Isle Park (Detroit, Mich.)	2.1-Mile Temporary Circuit	N. Mansell/P. Tracy
June 26	Budweiser/G.I. Joe's 200 Portland International Raceway (Portland, Ore.)	1.922-Mile Road Course	AI Unser Jr./AI Unser Jr.
July 10	Budweiser Grand Prix Of Cleveland Burke Lakefront Airport (Cleveland, Ohio)	2.359-Mile Temporary Circuit	AI Unser Jr./AI Unser Jr.
July 17	Molson Indy Toronto Exhibition Place (Toronto, Ontario, Canada)	1.78-Mile Temporary Circuit	Robby Gordon/Mi. Andretti
July 31	Marlboro 500 Michigan International Speedway (Brooklyn, Mich.)	2-Mile Oval	N. Mansell/S. Goodyear
August 14	Miller Genuine Draft 200 Mid-Ohio Sports Car Course (Lexington, Ohio)	2.25-Mile Road Course	AI Unser Jr./AI Unser Jr.
August 21	New England 200 New Hampshire International Speedway (Loudon, N.H.)	1-Mile Oval	E. Fittipaldi/AI Unser Jr.
Sept. 4	Molson Indy Vancouver Pacific Place (Vancouver, B.C., Canada)	1.704-Mile Temporary Circuit	R. Gordon/AI Unser Jr.
Sept. 11	Texaco/Havoline 200 Road America (Elkhart Lake, Wis.)	4-Mile Road Course	P. Tracy/J. Villeneuve
Sept. 18	Bosch Spark Plug Grand Prix Pennsylvania International Raceway (Nazareth, Pa.)	1-Mile Oval	E. Fittipaldi/P. Tracy
October 9	Toyota Monterey Grand Prix Laguna Seca Raceway (Monterey, Calif.)	2.214-Mile Road Course	P. Tracy/P. Tracy

1995 PPG Indy Car World Series Schedule

Date	Location	Track Length/Type	Tickets	Coverage
March 5	Miami, Fla. † †	1.87-Mile Temporary Circuit	305-379-7223	ABC
March 19	Surfers' Paradise, Australia	2.793-Mile Temporary Circuit	0116175708888	ABC
April 2	Phoenix, Ariz. † †	1-Mile Oval	602-252-3833	ABC
April 9	Long Beach, Calif. † †	1.676-Mile Temporary Circuit	310-436-9953	ABC
April 23	Nazareth, Pa. † †	1-Mile Oval	215-759-8800	CBS
May 28	Indianapolis, Ind.	2.5-Mile Oval	317-248-6700	ABC
June 4	Milwaukee, Wis. † †	1-Mile Oval	414-453-8277	ABC
June 11	Detroit, Mich. †	2.1-Mile Temporary Circuit	313-393-7749	ABC
June 25	Portland, Ore. †	1.922-Mile Road Course	503-236-8006	ESPN
July 9	Elkhart Lake, Wis. † †	4-Mile Road Course	800-365-RACE	ESPN
July 16	Toronto, Ont., Canada † †	1.78-Mile Temporary Circuit	416-260-4639	ABC
July 23	Cleveland, Ohio †	2.359-Mile Temporary Circuit	216-781-3500	ABC
July 30	Brooklyn, Mich.	2-Mile Oval	517-592-6671	ABC
August 13	Lexington, Ohio † †	2.25-Mile Road Course	419-884-4000	ABC
August 20	Loudon, N.H. †	1-Mile Oval	603-783-4931	ESPN
Sept. 3	Vancouver, B.C., Canada † †	1.704-Mile Temporary Circuit	604-280-INDY	ESPN
Sept. 10	Monterey, Calif. † †	2.214-Mile Road Course	408-648-5100	ESPN

† PPG Firestone Indy Lights. † † Player's Ltd./Toyota Atlantics. Atlantics will also run at Montreal on June 11 and Trois Rivieres on August 6.

TRIBUTE

When Jack McGrath, a front row starter in the 1951 Indianapolis 500, pulled into the pits and retired due to a back spasm in the '51 classic, he exclaimed, "They're crazy! They're running like it was a dirt track race!" He was referring to the battle between Lee Wallard and all comers.

Meanwhile, Wallard was smiling and driving as though the grueling 500-mile race was a Saturday night feature at a short track. His crew held out the "SLO" sign, trying to get their driver to take it easy, but every time he came by, Wallard would smile and give them a wave, as if to say "Sorry boys, this is my race."

Always dressed to kill whenever out of the car, he never felt racing was a business, but an athletic endeavor, to be looked at as a sporting event. It mattered little that part of his tail pipe was missing that day, or that he had lost at least one shock absorber. With 25 laps to go in the race, he didn't even have any brakes. It didn't matter. He held off a late-race charge by Duane Carter to win the Indianapolis 500.

As he stood waving to the crowd, he yelled to his crew to meet him in Victory Circle. The car, out of fuel, needed a push and hordes of well-wishers gladly lent a hand. He accepted the trophy from actress Loretta Young.

Four days later, at Reading, Pa., Wallard was critically injured in a sprint car race. The car caught fire and Wallard leapt from the burning machine, sustaining facial, chest, arm and leg burns. He underwent 36 skin grafts then attempted a comeback at Indy in 1954. He retired before qualifying began.

He died on November 28, 1963, at age 50.

