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CAR CULTURE ♦♦ JUNE 18, 2018

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LETTER FROM THE PUBLISHER



IT'S RACE SEASON AT COMPETITION PRESS!



WE'RE SENDING THIS magazine to print after spending the whole weekend on Detroit's beautiful Belle Isle. Watching IndyCar, IMSA, Trans-Am and Stadium Super Trucks, I was again reminded that we're living through another golden age in motorsports—and that golden ages are fragile things that we have a responsibility to care for. That means supporting people who make the case for motorsports and car culture. Often, they take big professional risks to keep their companies involved in racing. Saying thanks is nice, but we know almost all Autoweek readers claim that a company's involvement in motorsports heavily influences whether they'll buy or recommend a product. Let's keep it that way.

It also means sharing racing with new people and countering the shrill, joyless busybodies who, for whatever reason, appoint themselves as arbiters of what types of activities the public should engage in and where.

But onto our annual Competition Press edition, where we take the biggest weekend in motorsports and stuff it all into a monster issue celebrating our nearly 60 years at the track. This one's an absolute unit. From the cover, you've probably figured out that we've got a look at another brilliant Indy 500 and a less eventful Monaco that I'm sure preceded a far more eventful night out for winner Daniel Ricciardo. We have Kyle Busch making some personal history at the Coke 600, along with American Rallycross, autocross, a Le Mans preview and an awesome story on Dark Monohue. We even have space for Drives stories on the new Porsche 911 GT3, Lamborghini Urus, Nissan Leaf and our Land Rover Disco.

Hats off to the whole team for this one. Hell of an issue.

RORY CARROLL
PUBLISHER

You can reach me directly on Twitter @rory_carroll or at rcarroll@autoweek.com



ABOUT THE COVER

When it comes to Indianapolis, the ring is the thing. Team Penske driver Will Power earned his first Indy 500 winner's ring on May 27 when he piloted his Chevrolet to finish 3.15 seconds ahead of pole sitter Ed Carpenter in the 102nd Running of the Indianapolis 500. The triumph was the 17th for team boss Roger Penske. Check out Bruce Martin's story (page 34) on the driver who gave The Captain his first 500 win, along with his piece on Power (page 42). As for the ring, it's from Jostens—the Minneapolis, Minnesota-based company known for graduation rings. Jostens designs and supplies plenty of rings for the 500, including a pace car driver ring, full-field starter rings and Pit Stop Challenge Crew rings.



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VICTORY

AT MID-OHIO

On Sunday, May 6, 2018, the Acura ARX-05 dominated the Mid-Ohio Sports Car Course, taking both first and second place in the Acura Sports Car Challenge. At Acura, we race not just to win but also to learn. And on Sunday, thanks to drivers Hélio Castroneves, Ricky Taylor, Dane Cameron, and Juan Pablo Montoya, as well as everyone at Acura Team Penske, we demonstrated the true power of Precision Crafted Performance.

acura.com/motorsports

ARX-05



TRUTH & BEAUTY

VIVA BELLE ISLE

Ryan Hunter-Reay celebrated his Chevrolet Detroit Grand Prix IndyCar win on June 3 with a dip in the James Scott Memorial Fountain on Belle Isle. Hey, what happens in Detroit stays in Detroit.

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ASTON MARTIN

ELECTRIC LUXURY

Aston Martin is taking a unique weapon to the SUV wars



WITH ROLLS-ROYCE, Lamborghini, Maserati, Bentley and other luxury makes jumping on the SUV bandwagon, Aston Martin wants in on the action. The automaker plans to follow up its debut SUV offering, the 2019 Varekai (rendered, above), with a Lagonda-branded SUV. Due in 2021, this time Aston Martin's historic Lagonda brand name is coming back as an "emission-free" subbrand. Even though the reborn Lagonda's first vehicle is a battery-electric SUV, Aston deliberately uses "emission-free" rather than "EV" to describe it, leaving room to maneuver within different propulsion technologies. For example, Lagonda's offerings could one day rely on other clean, range-extender technologies.

Aston Martin president and CEO Andy Palmer said reviving the Lagonda name helps the company several ways, including bringing back a classic brand. It also "allows us to cast aside an inherited 20th century approach and instead design cars around 21st century demands and desires.

"The Lagonda SUV is the first of its kind," he said, "a spacious, high-performance 4x4 that successfully reconciles a love of technology, luxury and style."

Aston says the SUV's design follows the look the Lagonda Vision concept set at the Geneva auto show a few months ago. An innovative shape, to say the least, the concept paired a spacious interior with a futuristic exterior design. It reminds us of cars in the backgrounds of recent sci-fi films.

Aston is creating a logical split with the Varekai and the upcoming/still-unnamed Lagonda SUV: The Varekai is gas only and fairly conventionally styled (or as conventionally styled an Aston SUV can be), while the Lagonda is, well, the opposite.

"The Lagonda SUV will retain the boldness of the Vision Concept," said Aston Martin EVP and chief creative officer Marek Reichman. "Lagonda is a luxury brand, but it is also one rooted in technology. It will be like no other SUV to drive, so its looks have to reflect that new reality and to serve as pathfinder to a future in which the most desirable and prestigious automobiles still have a place."

We'll see the Varekai in the metal long before we see the Lagonda SUV: The Varekai enters production next year as a 2020 model. **JAY RAMEY**



“SPACETIME,” DRIVES, JAKE LINGEMAN, MAY 21

I enjoyed Jake Lingeman’s report on the latest unattainable object of desire from the Boys at Bowling Green in the May 21 issue. I particularly liked his astrophysical theming of the story, with references to the absence of absolutes of space and time, the (lamentably) late Stephen Hawking and black holes—not least because of the fact that my deep space-black C6 Z06 sported a license plate boasting “EVNT HZN.” But what impressed me most was his statement to the effect that the way the brakes haul the beast down from warp speed “is like hitting the event horizon at the edge of a black hole—time appears to stand still.” Everybody knows stuff about black holes, but this particular attribute is not something that I would expect an automotive writer to be aware of. Well done!

—HOWARD L RITTER JR., VIA EMAIL

“TRACK TRUCK,” DRIVES, ROBIN WARNER, MAY 7

After reading your review on the Alfa Romeo Stelvio Quadrifoglio, I couldn’t help but wonder: Why is there no racing series for SUVs? NASCAR has the Camping World Truck Series and trucks have raced off-road and in the desert for decades. SUVs are the most popular vehicles in the U.S., but there is no series where they race. Their performance improves each year and many outperform cars. Race organizers are missing an opportunity. I would love to see my Jeep Grand Cherokee up against a Porsche Cayenne or an Alfa Romeo Stelvio. I can just imagine them banging fenders, fighting for position as they go flat out into a corner.

—BOB TUMACDER, SOMEWHERE IN INDIANA

“PIECE BY PIECE,” CAR LIFE, BRETT BERK, MAY 21

So I’m sitting at a stoplight in Lombard, Illinois, in my 1997 Camaro convertible when who pulls next to me but Joe Bortz in what looked to be a bubble-top Bonneville! “Sounds good,” I say. He turns left and I proceed to work. Here’s the thing: I didn’t know it was Joe until I opened up my Autoweek magazine the next morning, and there he is!

—HAL SMIGLA, WHEATON, ILLINOIS

SOCIAL CALL



@AutoweekUSA via Twitter

We hope the rumors out there are true because America—nay, the world—needs another Dodge Viper bit.ly/2H54P4L



@GerjurdKing I know looks are subjective, but the Gen 5 Dodge Viper is one of the best looking cars on the road.



@tyler_allen I want to see this and I want to see the Corvette remain front engine because, dammit, it’s the Corvette.



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SPEED FREAK

MIKE PRYSON



HALL VOTERS: MAKE ROOM FOR DANICA

Danica Patrick never won a Monster Energy NASCAR Cup Series race—she never even finished in the top five in 191 career Cup starts.

And she only won one Verizon IndyCar Series race in 116 starts—a 2008 race in Japan that ended well past midnight here in the States—and most U.S. racing fans were not even awake when

she made her lone trip to victory lane. Her racing career ended unceremoniously with a spinout and crash on lap 68 and a 30th-place finish at the 102nd Running of the Indianapolis 500. The crash came on a track where she finished in the top 10 in six of seven Indy 500s prior to her career-ending race on May 27.

Some fans may remember her final Indy 500 where she crashed out. Or maybe her final Daytona 500 where she also crashed out. Maybe they'll remember all the hype ... and results that rarely matched that hype.

Bah humbug. I say it's not too early to start carving out a place for Danica in the NASCAR Hall of Fame—and make room in the Motorsports Hall of Fame of America, while you're at it.

“Definitely not a great ending,” Danica said during her final postrace press conference. “I came (to Indy this year) feeling like if it’s a complete disaster—complete like as in not in the ballpark at all—and look silly, then people might remember that. If I win, people will remember that. But probably anything in between might be just a little part of a big story.”

Danica was a big story.

There wasn’t a driver in NASCAR the last seven years who brought more new eyeballs to the sport. And NASCAR and IndyCar made a point to include Danica in nearly all of their promotional campaigns when she was playing in their sandbox.

If fame is your No. 1 criteria, she’s a cinch, lead-pipe lock Hall of Famer.

“I think so,” said Ed Carpenter, the 2018 Indy 500 pole sitter and Patrick’s racing boss this past May. “She broke down barriers. She’s done a ton of good for the sport of racing, both in IndyCar and in NASCAR. There wasn’t a driver who didn’t benefit from having her in their series. She’s earned her place. She’s had her success and taken her lumps just like the rest of us. She’s definitely left a very good legacy and done far more good for racing than a lot of drivers have.”

Danica didn’t exactly kick down the door for women in major-league motorsports, but she had the guts to walk through it and never back down.

Here’s betting that it will be awhile before we see anyone, man or woman, have a racing career that includes six years in the Verizon IndyCar Series and another seven years in the NASCAR Cup Series.

Danica earned her mic-drop moment in the Indianapolis Motor Speedway Media Center.

“Thank you, guys,” she said. “Appreciate everything. I’ll miss you, most of the time.

“Maybe you’ll miss me just a little.” ♦



Motorsports Editor **MIKE PRYSON** is making yet another dad joke as we speak.

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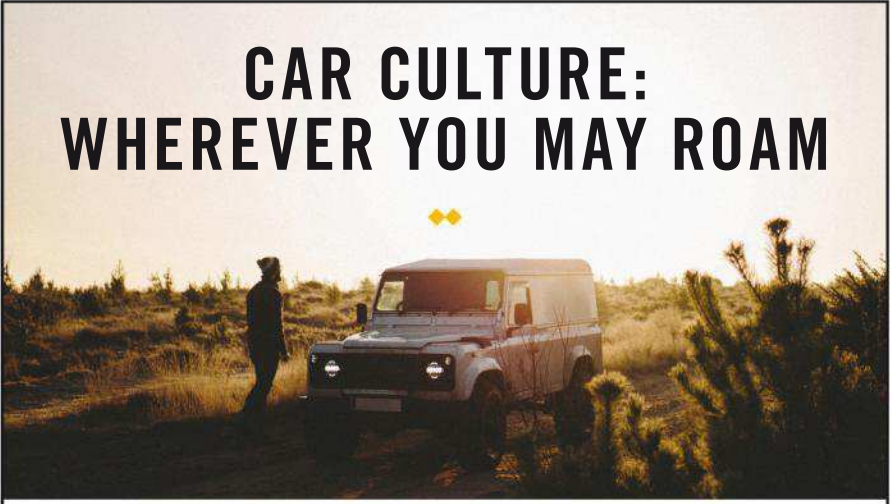
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PASSING IT ON



How one Mini—
and some spirited
driving—links
three generations



BY JOHN L. STEIN

UN**TIL DAD TOOK** me to Riverside International Raceway for the 1962 LA Times Grand Prix, cars were just big, lumbering sleds grownups used to go places.

But that October Sunday changed everything for a then-kid, as Graham Hill and Jack Brabham, Ken Miles and Masten Gregory—among other racing luminaries of the day—engaged in a howling spectacle of speed, bravery and finesse, instantly and forever imprinting me with the bug. Hardly a unique scenario for young 'uns and sports, to be sure—and how I wished Dad would race his Austin-Healey!

That never happened, but decades later he did buy a Mini Cooper S. Perhaps he, like me, recalled the early Minis audaciously two-wheeling around turn 6 as they harried bigger, more powerful cars.

It's funny how life repeats.

Because now, more years on and with that supercharged Mini now in my garage and my own kid, I couldn't help but wonder: What kind of imprint should I create?

There were two obvious choices: Hop in the Mini and treat the lad to a car race—or hop in the Mini and teach him to race.

In a running relay, passing the baton lets the next runner continue the race. Since raising kids is to some degree like a relay, we go racing.



A SAFE PLACE TO LEARN

Riverside was lost to development nearly 30 years ago, but nearby Auto Club Speedway in Fontana, California, is alive and well. Most importantly, it hosts a robust SCCA Autocross program incorporating a school. This combination—passing along racing’s thrill and satisfaction in the safe and controlled autocross environment—piques my interest. My teenage son Derek and I buy SCCA memberships (\$50 for him, \$85 for me) and then enter a two-day autocross school and practice for \$120 more apiece. Add in two nights in a nearby hotel, some fuel and food, and the whole weekend tallies about \$950.

Way more than tickets to a car race, but also way more of a payoff, I figure.

Apart from a long dirt bike apprenticeship, driving a manual-shift car is new for Derek. And his baptism is intense: a 140-mile freeway trip to Fontana the evening before the school, with plenty of lousy LA traffic and multilevel freeway interchanges to navigate.

Arriving at the speedway early on Saturday, we find an interesting mix of participants. Cars range from a restored



Stein and Son go to school: Bonding on the track with a very special Mini.

Sunbeam Tiger to BMW M2s, from an early Tesla roadster to a Lexus sedan, and from built-to-the-hilt SCCA Solo rides to modded older Japanese coupes. A casual count suggests Mazda Miatas are most plentiful. Our stock Cooper S fits right in.

Happily for me, among the participants are several father-child teams, each with its own special reason for being there but generally paralleling our mission: for dads to share the driving

passion with their kids; to nurture critical thinking and car-control skills among young drivers; to learn and grow together; and to enjoy auto racing’s excitement and competition.

We’d found a good home.



NO WORK, NO PLAY

SCCA is a club, and so, after a morning chalk talk, entrants divide into run groups and work groups. The run group has an SCCA instructor assigned to each student, making the teacher-student ratio an ideal 1:1. The work group is strategically stationed around a vast asphalt parking lot, ready to shag punted marker cones like darting rodeo clowns. Sharing the Mini as we are, Derek and I necessarily part, with him driving during my cone-shagging periods, and vice versa.

The instructors are top-notch, asking such unexpected questions as “Why are you here?” and “What do you want to get out of today?” This top-down approach shows the coaches understand they’ll better help you if they know you.



GETTING DIALED IN

At 50 minutes, each session allows six to 10 timed laps, twice per day—in short, adequate drive time and work time. In fact, I find that cone duty allows observing what the fast guys do right (they are smooth, neat, decisive and on the gas) and what the newbies do wrong (jerky inputs, offline, too early- or late-braking, lacking momentum).

I also learn something else: Age and treachery don't automatically top youth and vigor. I approach the course methodically, gradually lowering—or attempting to lower!—lap times. Derek, on the other hand, is more the wild child, powering on vigorously, missing the occasional shift or trying other acts of intemperance while still managing to keep the Mini on-track. For example, he'd get well into the supercharger boost before unwinding the wheel exiting a turn, causing the tires to spin and the front to push.

Despite this, though, on Saturday, and again on Sunday, the kid is faster than me. This really grinds my gears.



DONNING THE GORILLA SUIT

Late Saturday afternoon, thanks to questioning from my instructor, I figure

it out: I'm not fast because I don't want to torture Dad's pampered Mini—burning the clutch, chunking the tires and hammering the brakes. The dear thing had served three generations already, why ruin it? The kid has no such worries. Not his car, not his credit card bill. And so at day's end, I decide to put on the gorilla suit and attack. It is only then that the old man is able to wrest parental dominance on the track—but not by much, just 0.3 second, and only because Derek misses a shift. Other than that, he would have solidly beaten me.

Regardless, our two days in the SCCA are memorable for the learning, the competition, the rivalry—and watching the kid climb numerous rungs on the ladder of confidence and control behind the wheel. And so: Join up and take an autocross course with your kid, or your dad or mom—or any other family member—in whatever suitable vehicle you might have, be it a Borgward or a BMW, a Mistral or a Mustang. You will treasure sharing the learning experience together.

Unless, of course, you lose. ♦

To find an SCCA Starting Line school or autocross event near you, visit SCCA.COM/SOLO



DIY

TIRE PRESSURE & TRACK DAY

THE BEST and easiest way to make tires operate well at a track day is to check pressures. Woody Rogers, director of tire information at Tire Rack, has a few tips. One quick note: This is for stock or lightly modified street cars. Do not try this on your Formula Ford, then blame us for not winning pole.

Tires work best when they stay on the tread blocks, not rolling onto the shoulder or sidewall. This requires higher pressures than usually recommended. Typically, a rear-wheel-drive car will need pressures in the high 30s, front- or all-wheel-drive in the low 40s.

The goal is to find the pressures that keep your car on the tread blocks. Pay close attention to them and check pressures immediately after every session while tires are still hot. Start playing around in 2-psi increments to improve balance.

Proper tire pressures increase the fun and lower the long-term cost of a day at the track. It's well worth the effort and easy to do yourself.

ROBIN WARNER



SETH DEODES; PAUL ELLEDEGE (2)





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SPACES

A Place of Its Own

Lamborghini's museum remains a sanctum amid radical change



BY BRETT BERK

MUSEO LAMBORGHINI
SANT'AGATA BOLOGNESE, ITALY
[BIT.LY/AW-LAMBOMUSEUM](http://bit.ly/aw-lambomuseum)

THE MUSEO LAMBORGHINI opened on the site of the brand's factory and headquarters in Sant'Agata Bolognese in 2000, just two years after Audi acquired the Italian supercar manufacturer. This was not a coincidence. One of the benefits of having a deep-pocketed German benefactor was the ability to bring the marque's record of innovation further into the public consciousness—especially vis-à-vis its best-known rival.

“For many of us today it's not so obvious, but the 350 and the 400 were some of the first cars with four-wheel independent suspensions and four-wheel disc brakes,” says Enrico Maffeo, who heads up Lamborghini's in-house historical efforts. “A transverse midengine, like in a Miura, as a street-legal car, was an innovation. The Urraco was one of the first cars to have four-wheel MacPherson suspension. So, in some cases, Ferrari is very much known in terms of heritage. But I think we still have a lot to say because Lamborghini had an important role in terms of innovation. This is where our DNA starts, and today it's a continuation of our past.”

To deepen this conversation, in 2015, Lamborghini renovated and expanded its museum—an enhancement timed to coincide with the launch of PoloStorico (translation: Classics Hub), an in-house shop, like Ferrari's Classiche, dedicated to the brand's heritage.

PoloStorico's commitment to this past narrative is delivered via four core areas: organizing the archives, reproducing spare parts,



MARKET



1985 LAMBORGHINI JALPA P350

RM Sotheby's
Fort Lauderdale, Florida
April 6-7, 2018



Red with tan leather interior, 3.5-liter V8, five-speed manual transmission. One of a reported 410 (some say a few more) examples built from 1981 until 1988. Nice throughout, but some points are easy to pick. This Jalpa, described by the auction company as a beautifully restored example, might better be described as a mellowed and enjoyed—as in driven—older restoration.

The Lamborghini Urraco begat the Silhouette, which became the Jalpa, and that's pretty much the abridged history of the early Lamborghini V8 cars.

SOLD AT \$82,500

Many of us know how to start a car discussion that, when left uncontrolled, can become a full-blown car argument. That argument usually starts with something like, "Yeah, but remember when they built the (insert car model name here)?"

When Lamborghini first started building cars, it was the 12-cylinder ones that got all the attention. And why not? The styling of a Miura or a Countach can best be described as unforgettable, even among 12-cylinder models from another unnamed Italian manufacturer.

But you ignore or forget cars like the Jalpa (or, indeed, the Ferrari Dino 308 GT4) at your own peril. Today it might be the mighty SUVs produced by automakers like Porsche and Lamborghini (see page 24) that pay the bills, but back in the 1980s, it was the affordable V8 cars that kept the factory doors from shutting. Lamborghini had a tough go in the 1970s and 1980s, with multiple owners and even a bankruptcy to keep things interesting in Sant'Agata Bolognese.

Let's call this a right-on-the-money buy on this Jalpa, with some upside for the buyer.

DAVE KINNEY

conducting restorations on customer and corporate cars and officially certifying vehicles and restorations.

The museum also attempts to enunciate Lamborghini's connection to the larger world. A recent show focused on the collaboration between the brand and famed Formula 1 driver Ayrton Senna, but there are plans to further expand these interrelations. "We're trying, in a way, to link exhibits to some specific theme of our history and, when possible, also to the culture," says Maffeo.

He cites a vintage Lamborghini concours PoloStorico and the museo sponsored in Neuchâtel, Switzerland. "This was in homage of Le Corbusier," Maffeo says, referring to the pioneering Swiss modernist architect, who was born in the town and built his first solo project there. He "was one of the most innovative architects of the 20th century and, we feel, an innovator in terms of technology."

The museum's expanded cultural mission also connects directly, and perhaps most interestingly, to the recent expansion of the Lamborghini factory. This near doubling of production capacity occurred to accommodate the expansion of the automaker's lineup, which will soon include the \$200,000 Urus super-SUV.

Unlike other high-end automakers introducing SUVs—including Bentley, Aston Martin and Rolls-Royce—Lamborghini actually has heritage in the segment, having produced the LM002 (a Countach V12-powered, all-wheel-drive, four-door truck) in the 1980s and '90s. The museum has one on display, along with the Cheetah military/oil-field exploration concept from which it was derived. They have been used frequently at events for press and prospective customers to demonstrate brand continuity. "The link between the launch of the Urus and the LM is very obvious," says Maffeo.

Less obvious is the internal relevance of these symbols of the brand's history. For the great majority of Lamborghini's 54 years, the company and workforce was small. Employees often had a personal relationship with the product—so much so that if an owner contacted headquarters with a question about a vintage car, the people who had originally built it were frequently on-site to answer queries.

But with the broad increase in production since Audi's takeover, and especially with the addition of a second assembly line for the Urus—which promises to become the brand's best-seller—this has changed in significant ways. Younger workers have been added as the company grows; as veteran employees retire, institutional knowledge has been diminished and diluted. It needs shoring up.

"Lamborghini 20 years ago was 200 employees. Today it's 1,500," says Maffeo. "So, not all of these people have been growing with the company and have a good awareness of our history. And this is where I would say it's very important that the heritage lives—not just for the outside world, but for the inside world also." ♦



DRIVES

AND THE CHOIR SANG

2019 PORSCHE 911 GT3 RS

Brilliantly integrated tech makes Porsche's 911 GT3 RS a near-religious experience



DRIVEN BY

ROBIN WARNER





LET'S TALK SOUND. Perhaps it's not the first quality you think of when considering a car, but it's definitely one of its most important. Porsche's seventh-generation 911 GT3 RS emits audio that some may consider shrill, like a banshee wail. But to me, it's music. A mechanical symphony accompanied by an exquisite soprano choir that triggers the deepest, most visceral emotions of pleasure, energy and strength. It's euphoric, a crescendo that heightens your focus to the task at hand. Pure and meditative, you are in the moment. Zen. Yes, it's that good.

Much more than the tone broadcasting through the titanium exhaust of this 4.0-liter, naturally aspirated flat-six, or even the 9,000-rpm redline pitch it can reach, it's the speed at which the revs climb. It's a rate that's apparently immune to which gear you're in; just ask the seven-speed PDK (dual-clutch) transmission for another and hear the revs quickly climb again. Feel it once and Porsche's claims of three seconds to 60 mph and 6.9 seconds to reach a century seem like underestimates.

Perhaps the choir should sing hallelujah to the powertrain engineers. They're the ones who raised the horsepower figure to 520 at 8,250 rpm, 20 more than the 2016, sixth-generation GT3 RS. To do it, they upgraded the pistons and rings, stiffened the crankshaft and used larger main and rod bearings. That permitted them to nudge up the compression ratio to 13.3:1. To allow the

valvetrain to reliably manage that 9,000-rpm redline, they nixed the hydraulic valve clearance compensation and replaced it with valves that are shimmed in place for the life of the engine. Peak torque comes at a seemingly high 6,000 rpm, providing 347 lb-ft. Despite the peaky numbers, the curve is fat enough to keep you feeling nothing other than strong pull throughout the rev range.

Those power and torque figures also beat the standard GT3 by 20 and 8, respectively. But the differences between the two models go way beyond motor. The GT3 is built from the Carrera 4 body, whereas the RS starts with the Turbo shell, which has a 1.5 inches wider front track and a slightly wider rear. Moreover, even more parts come from exotic and lightweight materials such as carbon fiber, magnesium, titanium and aluminum. Parts like the front splitter and front and rear lid are carbon, the roof is magnesium and several other parts are combinations of materials or other composites. Even the side and rear windows are made from "lightweight glass," similar to polycarbonate in weight, but more scratch- and break-resistant. Altogether, total weight comes to a lithe 3,191 pounds.

Struts up front and a multilink setup in back is a typical starting point for a suspension on most any car these days. What makes the GT3 RS stand out is its liberal use of metal and plas-

CONTINUED ON PAGE 22

LEXUS IN RACING: PAST AND PRESENT

“It was a fantastic beginning of the race,” says 3GT Racing driver Jack Hawksworth. “I took the lead immediately, then had a little contact with another car. We got back into the lead in the afternoon and I think our Lexus cars were one-two at that point with myself and Philipp Frommenwiler, so that was cool.”

Both Lexus RC F GT3s began the IMSA WeatherTech SportsCar Championship season crossing the finish line in two of the world’s toughest endurance events: the season-opening Rolex 24 at Daytona, followed by the Twelve Hours of Sebring. Such incredible success speaks to the RC F GT3’s speed and the commitment of 3GT Racing, owned by former racer Paul Gentilozzi.

In its second year, the Lansing, Michigan-based team continues developing the machines with Toyota Racing Development and Lexus of North America. The 500-plus-hp race cars use 5.4-liter V8s, similar to the V8-powered 2018 RC F coupe in Lexus showrooms all over America. Transferring ideas and performance philosophies from the racetrack to the F and F Sport production vehicles keeps Lexus pursuing checkered flags around the world.

Lexus started racing in 1999 to improve its street cars with the technology and performance only motorsports can provide, winning its first of many titles with Chip Ganassi Racing in the 2004 Rolex Grand-Am Sports Car Series with drivers Scott Pruett and Max Papis.

Pruett played a guiding role for Lexus in its return to sports car racing before retiring from competitive driving earlier this year. But he is still involved with the brand. Jeff Bracken, Lexus Division group vice president and general manager, says the automaker will miss seeing Pruett race but is thrilled he will continue his partnership as a Lexus Brand Ambassador. Pruett also had a big part in launching the F Performance brand with Lexus

in 2008. The Hall of Fame racer assisted in developing the IS F performance sedan and the 2012 LFA supercar.

Today’s high-performance line includes the V8 rear-wheel-drive GS F sedan and the RC F and LC 500 coupes. Lexus uses motorsports to showcase its performance brand to racing enthusiasts at eight IMSA events throughout the year with the Lexus Racing Experience activation display. At the display, fans get the chance to check out the automaker’s latest high-performance vehicles, learn about the brand and get an up-close look at the Lexus RC F GT3 race car. And at most IMSA events, Lexus hosts select dealers, owners and guests at a hospitality area to create an amazing experience that includes driver appearances, tech talks, hot laps and pit tours throughout the race weekend.





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RACING





CONTINUED FROM PAGE 19

tic “uniball” bearings between the chassis and the links, which replace rubber bushings. They reduce the slack in the suspension and play a big role in speeding up response time between driver inputs and vehicle reaction. That setup is much closer to the GT3 Cup race car than other road-going Porsches. In that same vein, spring rates shot way up, more than twice as stiff in front and 33 percent stiffer in back when compared to the last-gen GT3 RS.

Porsche provides two options for brakes and, according to Andreas Preuninger, director of GT model lines, true track rats will choose the base system with aluminum six-piston calipers in front, four-piston in back and steel 15-inch rotors at all four corners because of “cost of ownership. The pads and rotors are wear items, and if you go to the track on a regular basis, the cost of PCCB parts is much more expensive.” The \$9,210 optional PCCBs, or Porsche Ceramic Composite Brakes, are better, however, because they weigh less. The hottest of hot shoes will be able to brake later and trail deeper into a corner. Pretty extreme stuff.

In many ways, the GT3 RS is even more extreme than its turbocharged big brother, the GT2 RS. The GT3 RS, for example, carries 8 fewer pounds of sound-deadening material behind the front seats—it’s just carpet and metal. And, more significantly, its various wings and flaps and diffusers generate a total of 320 pounds of downforce at 124 mph, which increases to 920 pounds at 186 mph. Those figures have the GT2 RS beat by about 10 percent. Hell, even front brake cool-



DRIVER NOTES

9,000-rpm redline,
singing falsetto

You know this is a serious car when Michelin Pilot Sport Cup 2 tires are the less grippy option

In America, the Weissach Package costs \$18,000 and saves 13 pounds. That’s \$1,385 for every pound saved

ing is handled by NACA ducts built into the hood.

All those body, suspension and aero aids make up the foundation of the 911 GT3 RS, but Porsche throws a petabyte worth of tech into the track car mix, as well. The shocks are adjustable, of course, but so are the engine mounts and the differential. Each of those components typically requires a compromise between street and track, but all of these are adjusted behind the scenes so that on a smooth track in high lateral loads, the diff is effectively locked, the shocks are race car firm and the engine is as good as welded to

the chassis. That’s in addition to active rear-axle steering and manually adjustable camber, ride height, antiroll bars and rear wing.

It sounds complicated. And it is, but, again, a tip of the hat to all the systems engineers and test drivers who integrated the technology with wizard-like precision. What the driver feels is an incredibly well-balanced, muscle-bound machine that’s light on its Michelin Pilot Sport Cup 2 feet. There is another reason for that, however, and it comes down to what is changed and adjusted. The GT3 RS doesn’t steer for you or use the brakes to “mitigate understeer” or any of that overstepping nanny stuff. The true brilliance is Porsche found gadgets to take away compromise, not manipulate chassis balance. In the end, all sensations are natural and organic, which we confirmed at the Grand Prix course on the famed Nürburgring.

Upon corner entry, turn-in is sharp and, if you’re aggressive enough, will break loose the rear axle (oversteer), not



the front (understeer). Simply slow your hands down at the limit if you find that unsettling. But what a rare treat to be able to break the rear loose at corner entry with just the steering wheel. Track out is a similar story: Slowly feed power and you're balanced to the exit, but the faster your right foot approaches the firewall, the easier it is to break the rear loose again. This tells you two things. First: The GT3 RS has tons of front grip. And second: Chassis balance gives the driver lots of options to balance the car through a corner.

Once you reach a straight patch of track, it's like your favorite song is playing on the radio again. You have to crank it up. I don't mind that a PDK transmission takes care of the shifts for me because, well, as Preuninger said, "it's an RS, the brother of a (GT3) Cup car, because it's faster." There are shift paddles if I want to command gear choice. And manual diehards need look no further than the 2018 911 GT3. Approaching the next corner is effortless, as the brakes do not disappoint. The pedal feel is perfect—solid initial bite, linear force buildup and devotedly religious consistency. No fade.

If you've read this far and think the GT3 RS sounds far too heavy and cheap, look no further than the Weissach Package. Basically, it's what Porsche offers in the GT2 RS, except split in two. Let me explain: \$13,000 buys you a set of magnesium wheels, which weigh 25 fewer pounds than the standard set. Another \$18,000 saves an additional 13 pounds (over a grand a pound!) by swapping the rear wing and part of the side-view mirrors with carbon-fiber reinforced plastic, or CFRP. Underneath, front and rear antiroll bars and coupling rods also become CFRP, inside the shift paddles and steering wheel cover. If you don't live in the U.S., you'd also get a titanium roll cage, but I do, and I don't want to talk about it. Visually, Weissach Package cars have PORSCHE lettering on the rear wing and the Weissach logo on the headrests.

Altogether, that package drops vehicle weight to 3,153 pounds, and weight-to-power sinks to less than 6.1. The GT3 RS was so equipped when it lapped the Nürburgring in under seven minutes. The test drivers also used a prototype version of a new, optional "road-approved track tire" named Michelin Pilot Sport Cup 2 R N-spec. That tire, I presume, played a large role in dropping the GT3 RS lap time 16 seconds compared to the last-gen model and put the 2019 GT3 RS desperately close to being a race car.

The first 911 GT3 RS will arrive on our shores this summer, but you can order one now for as little as \$188,550. Big number, I know, but let's get one thing straight: Even though manufacturers of six-figure machines use facts and figures to justify the price, these things are toys. And toys are fun because of the emotions you feel using them, not their specs. So, please don't give in to the temptation to shout that car A or car B is objectively better because of this horsepower and that suspension and blah blah blah. That's not what matters.

The 2019 Porsche 911 GT3 RS looks great, feels amazing, sounds incredible and manifests the pure joy of driving quickly without having to sift through several safety and regulation filters. It's worth whatever those feelings are worth to you.

For me, this thing is a bargain. ♦

LOADED



FOR BEAR

2019 LAMBORGHINI URUS

A very cool Lamborghini gets a very unfortunate name



DRIVEN BY

MARK VAUGHN

WHAT THE HECK is a Urus? Sounds like a bear constellation in the Big Dipper. Technically, Urus refers to an extinct species of wild cattle that once inhabited Europe. (The irony is that Urus is just another name for aurochs, which sounds better and at least capable of four-wheel drive.) We should be thankful Lamborghini isn't a North American company or we'd have

Angus and Hereford for names. But Lamborghinis apparently have to be named after European bulls, so there you go.

It's too bad because the Urus is an extraordinary vehicle, by the standards of SUVs or even by the standards of generic supercars. On the track, it feels as fast as anything with four wheels and two seats, even though the Urus can seat as many as five. On the road, I could easily see living

with this every day and hauling carpools or groceries with equal aplomb. Hey, there's even room in the back seats for tall-torsoed adults. And it goes off-road—a little bit. The only drawback (apart from that name) is the starting sticker price: \$200,000 here in the U.S. Not even \$199,995!

It would be easy to say that this is just Lamborghini's variant of the Volkswagen

MLB EVO platform. That'd be correct, but only up to a certain point. It does share some componentry with the Audi Q7, the Porsche Cayenne and even the margins-stomping Bentley Bentayga. But each of those has managed to carve out an identity all its own, as will the Urus.

The one chassis section they all share is the body structure from the windshield to the front wheels. That's so they can all use some version of the 4.0-liter Audi twin-turbo V8, or in the case of the Bentley, a W12. The rest of the big brute ute is more unique than shared. The Urus' chassis is a combination of steel and aluminum, with the floorpan being all high-strength steel. Lamborghini said the Urus' front axle with aluminum subframe and suspension-strut support includes specially designed pivot bearings and wishbone structure. The rear subframe uses a combination of aluminum and steel construction. The engine and transmission mounts are all Lamborghini's design, said chief engineer Maurizio Reggiani, made to reduce the amount of vibration the engine transfers to the body. This ain't no shaker hood.

This is not to say it won't make power. Lots of power. Lambo's version of the V8 makes 641 hp and 627 lb-ft of torque. It shares the block, the oil pan and a few other parts with its stablemates, but it has its own twin-scroll turbos, cylinder heads, runners and powertrain calibration.

"The calibration is what took the most time," Reggiani said.

The engine is mated to an eight-speed torque converter ZF automatic transmission "completely specific for Lamborghini." The four-wheel-drive system consists of an integrated front differential, Torsen center differential and an active torque-vectoring rear.

All of the above will launch you to 62 mph in just 3.6 seconds, which is something else for a 4,844-pound SUV. Top speed is listed at 190 mph. Stopping all that mass is up to the remarkable (though sometimes squeaky) carbon-ceramic brakes with six-piston calipers rear and 10-piston calipers front. Yes, this thing has 10-piston brake calipers. That setup brings it from 62 to 0 mph in 111 feet.

The first time I got to try any of this out was not in some safe and sanguine stop-and-go traffic in some bland, anonymous suburban nowhere. No, it was on no less a surface than the Autodromo Vallelunga



THE URUS FEELS LIKE A SPORTS CAR, ALBEIT ONE WITH HIGHER SEATING.






Piero Taruffi, a transformed horse racing course and former home of the Rome Grand Prix, which ran there from 1963 to 1991. The track has hosted Grands Prix, Formula Two and Formula Three, as well as World Superbikes. It's like driving in the automotive equivalent of the Vatican.

Right out of the pits, it's obvious this is no floppy/ordinary Tahoe/Suburban/Explorer kind of SUV. The Urus feels like a sports car, albeit one with higher seating. The drivetrain is amazing: powerful and taut, no slip anywhere, even though for my first laps I set the Tamburo selector to Strada, or street mode. Just step on the gas and go. Shifts come smooth and fast, and the relatively large ute doesn't flop around in turns—in fact, it doesn't feel like it's rolling at all. The stability assist from the rear-wheel steering is tangible, not unlike the four-wheel steer stability I'd felt only a short while ago driving a Ferrari GTC4Lusso T, which is not listed as an SUV.

After a few of those laps, I switch to sport mode and the Urus is even better, with quicker shifts, louder exhaust and stiffer dampers. The surface of Vallelunga is as smooth as one of those big wooden pizza spatulas, so that helps, but there's no suggestion of looseness from any part of the Urus.

For the last session, I put it in Corsa, or track mode, and it cranks the perfor-



DRIVER NOTES

Remarkably good on a racetrack, try it!
The front carbon-ceramic discs have 10-piston calipers
Don't take it off-road except in the dirt parking lot of your polo club
Dumbest name since Isuzu Light Dump

mance up to maximum, with power that smooches you back in the seat and shifts that firmly bang up and down the gears. I shift myself with the paddles at first, but after a while I just let the transmission algorithm do the work. It anticipates what you need, then does it.

On-track, the Urus doesn't feel like an SUV, except, of course, for that higher seating. Just the week before, I had spent a day driving through the Santa Monica Mountains in the new Aventador S Roadster (yes, it is a tough life), and I can honestly say I am more comfortable and just about as quick in the Urus. The Urus has a weight-to-power ratio of 7.4 pounds per hp, which is, indeed, supercar territory.

Off-road, the Urus is less impressive. The Urus' airbag suspension can change ride height from 6.2 to 9.8 inches. There is a drive mode called Terra, which is supposed to stand for gravel, but while trying

to powerslide the raging bull along a graded course outside the Vallelunga pavement, Terra shuts everything down almost immediately and all I can do is sort of limp through the corners. The Italian instructor in the passenger seat said to add the power at the end of the turn and then you can get some wheelspin. So I try that and you could, too, but not enough to have actual "fun." Later, he does a lap with me in the passenger seat and is better at getting the thing around the course by, yep, hitting the gas at the exit of the turn. Bottom line: The Urus is generally no fun as a rally car, unless you can maybe switch everything off and just wail. But in my brief interlude on the dirt, I am not sure you could do even that. Maybe it would be more fun in snow, but alas, it's 74 degrees out.

What about the rest of its VW Group stablemates? Having driven all of them at one time or another, I'd say the Urus gets the prize as the "best." But Bentley just came out with a V8 version of its Bentayga SUV that's thoroughly impressive. And you can't discount the Cayenne, either. Audi's Q7/Q8 has verve. And I liked the Touareg last time I drove one, too, but that's gone from the U.S. market. All that said, for a balance of on-track performance combined with daily driving drudgery, the Urus wins. *Evviva!* ♦



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High density, zigzag sipes create multiple biting edges and help provide the traction needed to receive the Three-Peak Mountain Snowflake Symbol (3PMSF).



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2017 LAND ROVER DISCOVERY

TRACK TREK

We take our long-term Land Rover Discovery out on a grand adventure



DRIVEN BY

ROBIN WARNER

A DVENTURE. The Land Rover Discovery practically defines that word in our car-loving world. When our long-term 2017 HSE Luxury Td6 model pulled up ready to complete a winter-long test, we envisioned adventure—but perhaps not what you’d imagine in a Land Rover. Many of us at Autoweek love two-track trails through bush and rock crawling around the foothills of a mountain as much as anyone. But adventure comes in many a form—not least of which, our Michigan winters.

Throwing winter tires on the Discovery makes it effectively unstoppable in our snowy mini-adventures. And come mid-March, we set out on a grand adventure. A road trip. We’re talking a multifaceted journey to pick up ace motorsports photographer Jamey Price in Charlotte, North Carolina, and then on to visit two racetracks: one for horses, one for cars, and a chance for the Land Rover to conquer both.

The first leg, Detroit to Charlotte, counts for the first 600 of a nearly 3,000-mile journey. The 3.0-liter turbo V6 diesel is certainly suited for it. Its 254 hp is nice, 443 lb-ft of torque plentiful and the ZF eight-speed automatic shifts smoothly. But it’s the 26-mpg EPA highway fuel economy that really gets our attention, and that’s despite it weighing 2.5 tons.

I pick up Price in Charlotte, and we immediately set off to a gorgeous horse racetrack that runs an event called the Queen’s Cup Steeplechase. Set on a field of green and forest, the track itself is grass and just over a mile long. The beautiful wooden four-story start/finish tower is set against rolling Carolina hills.

While there, Price and I take the Discovery both on and around the track and make use of its off-roading credentials.

The all-wheel drive with a two-speed transfer case and locking differential is just the beginning. It's also equipped with air suspension that can lift the three-row, two-box body as high as 11.1 inches off the ground and a system called Terrain Response 2, which is accessed via a dial on the center console with six modes: general driving, grass, gravel and snow, mud and ruts, sand, even rock crawl. The modes translate to different suspension, steering, throttle and traction control settings. This is in addition to stellar departure and break-over angles. With all that, the Discovery makes easy work of the bucolic setting.

We don't test its water-wading capability of just under 3 feet, though. We have another racetrack to see after all.

Sebring International Raceway is home to the most grueling endurance event in the U.S., the Twelve Hours of Sebring. It's nearly 700 miles from Charlotte—plenty of time to test the durability of the Discovery's soft leather, as well as the heated seats and steering wheel. We don't have passengers to test the second-row screens, but we do try the trick fold-down, third-row seats; copious cubby bins; and nine USB charge ports throughout the cabin.

Leaving Charlotte at 6 the next morning, we pack our luggage, including several camera lenses, tripods and a camera drone. To my surprise, there's plenty of room. By my estimation, there is still space for four bags of golf clubs, a 160-quart cooler, 16 more carry-on bags and a Toyota Yaris.

At that moment, I learn two things: Photographers pack lighter than I thought, and the Discovery's 45 cubic feet of space available behind the second row is plentiful.



WRAP-UP

MILES DRIVEN:
8,938

**OBSERVED MILES
PER GALLON:**
24.7

DAY IN:
11/28/2017

DAY OUT:
4/23/2018

The aforementioned powertrain makes cruising effortless. The ride, too, is pleasant as the air suspension is happy to absorb most bumps and lumps in the road—just as it did for Wes Raynal on his wintry trip to the Chicago Auto Show, though Jake Lingeman thought the Discovery should handle metro Detroit's abrupt bumps and heaves in pavement better, considering its price. At \$79,950, as tested, Lingeman does have a point. Base price, however, is \$66,945, and a decent chunk of the 13 grand in extras added off-roading prowess, which doesn't tend to benefit ride comfort.

The life of a motorsports photographer is hectic. We need to make a 5:30 p.m. photographers meeting at Sebring, which results in rocketing straight to the Florida track, aside from a mandatory stop at Chick-fil-A.

We arrive on schedule. Once we roll up, the \$1,495 optional Namib orange premium metallic paint impresses drivers, teams and officials so much that the gates to the track itself are swung open for the Discovery to take a lap. We don't time it, but—trust us—records are broken.

I leave Price at the track to do his thing and take off before the race begins to make it back to my 20-month-old son for the weekend, nearly 1,500 miles away. The Discovery is not the cheapest way to get around but is one of the most comfortable. After adding 2,890 miles to the odometer, I end the trip with no pain, soreness or stress. Despite its heft, the Discovery treks well down the interstate with pretty darn reasonable fuel economy at 24 mpg, and that includes city, highway, off-road driving and prolonged periods of idle, all on less fuel-efficient winter rubber. No matter how you define adventure, the Land Rover Discovery proves a great tool for the job. ♦



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DRIVEN BY
MARK VAUGHN

THE NEW-FOR-2018 Nissan Leaf is the best-selling electric car in history. Since its launch in 2010, consumers have purchased over 325,000 of them worldwide. Then, a couple months ago, Nissan announced an ambitious plan to sell 1 million “electrified vehicles” by fiscal year 2022. It ain't messin' around.

So why not take a look at the state of the state of the modern electric car and try out the new Leaf for an entire year? Thus, we introduce to you Autoweek's latest long-term test car, a 2018 Nissan Leaf SL!

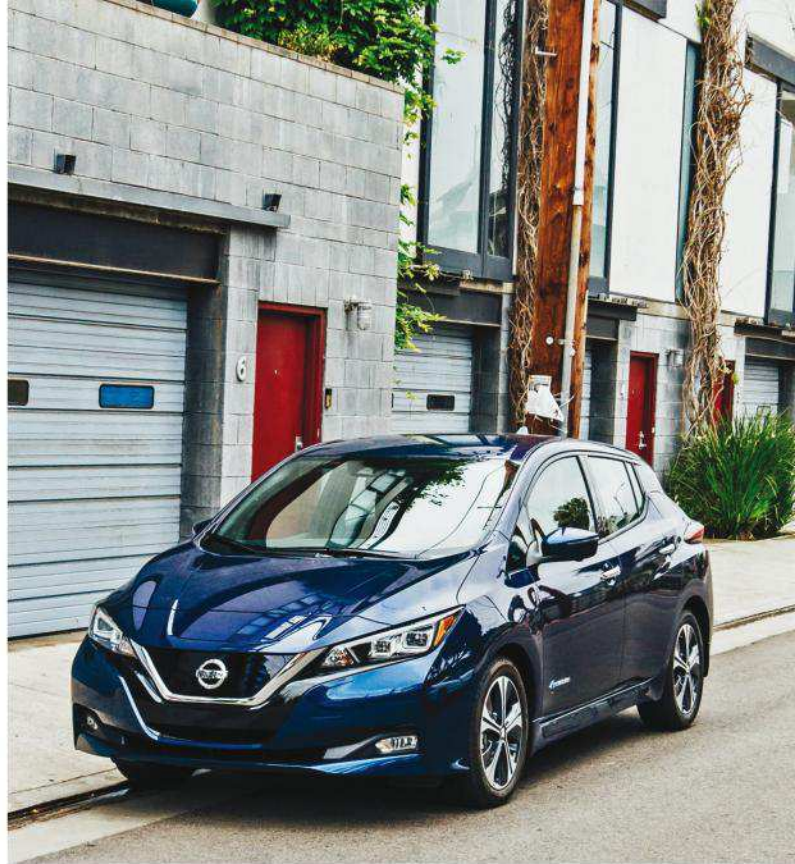
The biggest and best thing about the second-generation Leaf versus the first is the 150-mile range of the new model. Nissan upped battery efficiency—but not the size of the battery box—to 40 kWh of capacity from the previous 30 kWh. For EV drivers, that's huge. While the Chevrolet Bolt's ginormous 60-kWh battery delivers 238 miles of range and the Tesla Model 3 offers between 220 and 310 miles, they are both more expensive vehicles than the Leaf.

Unlike my personal and somewhat sickly Mitsubishi i-MiEV, which after five years now wheezes out about 42 miles of range, I only plug in the Leaf once a week. Ha! Drive it all you want, don't skimp on acceleration, run the air conditioner, run the heater, drag-race Teslas, do whatever your heart desires—it has the range for everything.

The second-best thing I like on the Leaf so far is the e-Pedal drive mode, which stops the car by cranking up the regenerative braking to slow it down—very efficient. It holds the car in position at a stop so you don't have to step on the brake even then. This is cool.

Other things to try out are the ProPilot Assist, which sort of drives the car for you; hooking up the Leaf to my smartphone via the car's own app; connecting it to Amazon's Alexa voice service and seeing what that'll do; firing up the EZ-Charge card for access to multiple charging networks; and whatever else I can find to do with it.

But right now, I'm going to go out and silently cruise the neighborhood, using electricity generated from solar panels on the roof of my house. Clean and efficient, baby! ♦



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Roger Penske's first Indy 500 winner was
'a gunslinger who just happened to design the gun'



Finding Mark



MOTORSPORT IMAGES-LAT

WHEN DAVID DONOHUE was young, he never really got to know his father, Mark Donohue.

David's dad was often racing sports cars in the U.S. or Canada for a fledgling operation called Penske Racing. Worse, when Donohue wasn't racing, he was working 18- to 20-hour days at the team's small race shop, located in a garage in Newtown Square, Pennsylvania, a Philadelphia suburb and, later, a more modern facility in nearby Reading.

The Newtown Square facility was a small 4,000-square-foot garage out back with a small bungalow in front. The bungalow is where team manager Chuck Cantwell and the team's public relations director, Dan Luginbuhl, both worked with secretary Maryann O'Donnell. Upstairs was a small room with a bed and an outside private entrance, where Donohue often slept when working to near exhaustion.

Donohue's wife, Sue, raised young David and his older brother, Michael. His father's absence from the family took its toll, and eventually the marriage dissolved into divorce.

Donohue won the 1972 Indianapolis 500 when David was just 5. Three years later, Mark was gone, dead from a cerebral hemorrhage suffered in a crash during practice for the Formula 1 Austrian Grand Prix at Österreichring. An investigation determined tire failure caused Donohue's crash, and the family won a \$12 million settlement from Goodyear. David followed his father into sports car racing, driving for Porsche. Today, he works for Porsche Cars North America as client relationship manager. More than four decades after his father's tragic death, David Donohue believes he has found Mark Donohue—through racing.

"My involvement in racing has been like a jigsaw puzzle," David Donohue, 51, told Autoweek. "No

one piece tells you what the puzzle is. I get all of these little tiny stories from everybody, where my dad grabbed this guy as a kid and sat him in the car and that motivated him enough to go to engineering school. Or signing some autographs—all of these tiny little stories, you get to put all of these puzzle pieces together and get a much better picture of my father. That is something I would have never had if I didn't go to races. Racing is a very weird circus that way. You can go away and the void that you leave gets filled quickly, but when you come back, you are greeted with open arms. It is strangely rewarding in a way I never thought racing would be for me, personally."

Among the most impressive cars in the Indianapolis Motor Speedway Museum is the beautiful blue and yellow No. 66 McLaren/Offenhauser Mark Donohue drove to win that '72 Indy 500.

Every time David sees that car, he sees his father.

"It's something I've looked at since I was really young as a kid," David said.

"It was an iconic car, iconic colors for the day, and it really brings back memories. Seeing it in real life when you come into the museum, I know one thing—I fit in it really well. When you see the car in real life, it becomes so much more real."

That sense of realism often hits David. It's as if his father is in his presence. "I didn't expect that at all," he said. "I got into racing because it seemed like an easy thing to do. And my wife gave me permission, so when something like that happens, you have to go.

"Since I didn't get to know my father very well, racing has given him back to me. It's made me realize it's an honor to be his son. It's always great that history is reviewed and remembered and adds more to the prominence and significance of the event to bring it all together."



Above: The Newtown facility. Left: Roger Penske and Mark Donohue at the 1969 Indianapolis 500.

Donohue

BY BRUCE MARTIN

The 1972 Indy win (pictured, below) put Donohue on a list for the ages. He paced himself that day and took the lead for the first time with 12 laps to go.

"I was at Lime Rock, Connecticut," David said. "I was in a motor home, and my mom came out and woke my brother and I up so we could watch the end of the race. Back then, it was tape-delayed, and she was watching the race on TV. When she brought us in, I don't think she knew he had won. I know their first conversation after the race, he didn't say (he had won). He wanted to know how we were doing. He was just that way."

There were many faces of Mark Donohue. He greeted those who didn't know him with a smile, but he was so focused and obsessed with making the car go fast, he was distant. To those who knew him best, he had a tremendous sense of humor and enjoyed pulling pranks.

"I used to hate riding with him to the airport," said Don Cox, a former Penske Racing chief engineer. "The trip to the airport was like the Mille Miglia. Sometimes I would leave early and take my own car to the airport because I didn't want to put up with him."

Donohue was fiercely motivated. He was among the first drivers to bring mechanical engineering to his craft—and racing was clearly his obsession.

Walt Czarnecki, Team Penske vice chairman and among the operation's early members, has a deep admiration and respect for what Donohue meant to the Penske organization. Czarnecki saw Donohue's brilliance, humor and darkness.

"The thing that impressed me most about Mark is how serious he was about racing, vehicle preparation and all of the

things that we know that contribute to success," Czarnecki said. "Conversely, Mark had one of the greatest senses of humor of anybody I ever met."

"One night I was in Philadelphia and was following Mark to the old shop in Newtown Square. He said, 'Just follow me.' Following Mark Donohue on a two-lane road with no streetlights was an exercise. I did everything I could to keep up. He did everything he could to lose me. He busted a gut when we got back to the shop."

Then there was Mark's other side.

"Prior to a race, he would sit in the back of the transporter by himself in the dark and think about the race," Czarnecki said. "When he came out, he was a different person. That was the most striking thing I ever saw him do."

"As a person, he was always fun to be around, but I always admired that work ethic he displayed when it was time to race."

Donohue was known as "Captain Nice." To some, however, Donohue was so distant he was later nicknamed "Dark Monohue."

"Donohue was a good guy," said longtime racing journalist Robin Miller, who was just a young reporter for The Indianapolis Star when Donohue ran the Indy 500. "Strange and smart, but very driven."

That drive set Donohue apart and made him the winningest driver in Team Penske history with 59 victories (Brad Keselowski is second with 55 wins in the NASCAR Xfinity and Mon-

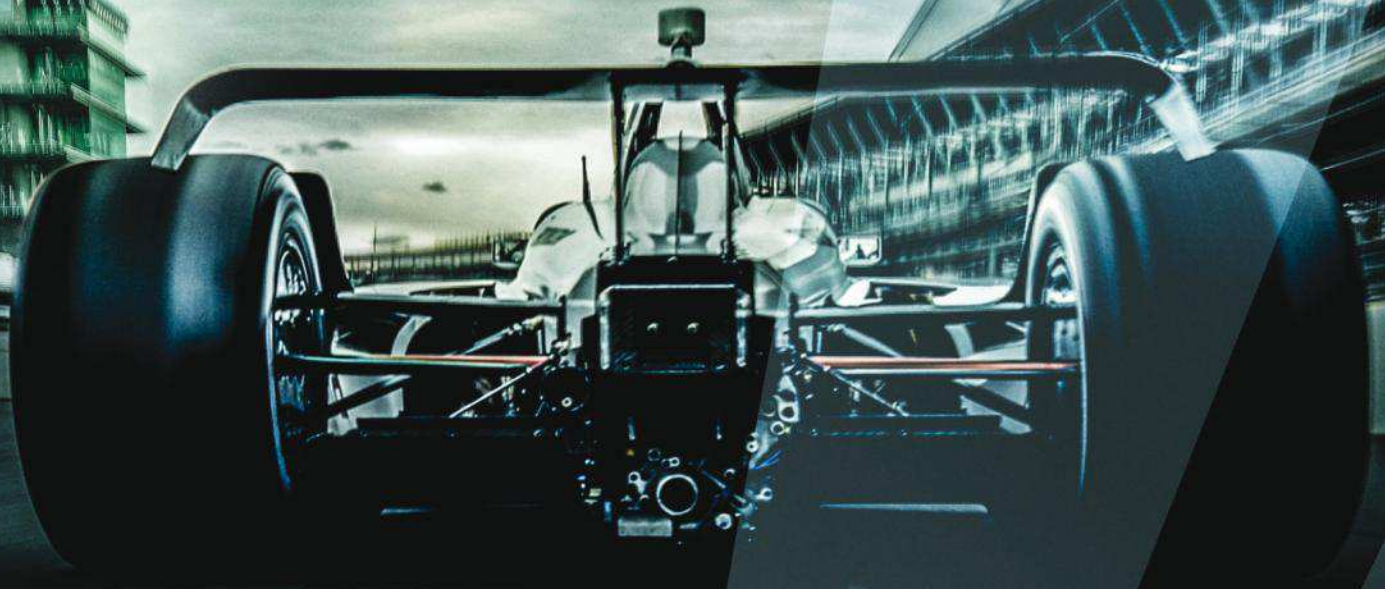
"IT WAS AN ICONIC CAR, ICONIC COLORS FOR THE DAY, AND IT REALLY BRINGS BACK MEMORIES."

-DAVID DONOHUE

CONTINUED ON PAGE 38



2018 VERIZON INDYCAR SERIES



UPCOMING RACES:

JUN	9	Texas Motor Speedway	8:00p	
	24	Road America	12:30p	
JUL	8	Iowa Speedway	2:00p	
	15	Streets of Toronto	3:00p	
	29	Mid-Ohio Sports Car Course	3:00p	
AUG	19	Pocono Raceway	1:30p	
	25	Gateway Motorsports Park	8:00p	
SEP	2	Portland International Raceway	2:30p	
	16	Sonoma Raceway	6:30p	

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Above: Donohue, left, races during his Can-Am title season of 1973; Penske & Donohue, 1974 IROC champs.



MOTORSPORT IMAGES-LAT (2)

CONTINUED FROM PAGE 36

ster Energy Cup Series). As Roger Penske says, “Mark wasn’t flashy, but he put the numbers on the board.”

Most of those wins came in Trans-Am (28), the United States Road Racing Club (12) and Can-Am (10). His Porsche 917-30 was so dominant it was called the “Can-Am Killer,” as he won seven of eight races and the 1973 Can-Am Championship. He won three IndyCar races and won the 1973 NASCAR Cup Series race at Riverside Raceway in Riverside, California, driving an AMC Matador.

He won in every type of race car he climbed into except one: the Formula 1 March 751 that ultimately cost him his life.

Even though it’s been 43 years since Donohue’s death, he remains Penske Racing’s cornerstone. He was young Roger Penske’s equal. The two had a tremendous respect for each other and put their own personal egos aside to win races.

“He was my original partner in racing,” Penske told Autoweek. “Think about the championships we won together, the first Indy 500 victory for the team, three Trans-Am championships. He won many races for us and the first IROC championship with the Porsche. He gave us a lot of credibility and was the key-stone of our racing. He also gave us our first NASCAR win. He could drive a car in the 24-hour race at Daytona, a Trans-Am Car, an Indy car and a NASCAR car. Today, we have specialists, but Mark was such a versatile guy, he drove everything for us.

“Mark was an engineer from Brown University. He was passionate about racing. I saw him race at Lime Rock in an Elva, and (longtime Penske friend and later IROC series president) Jay Signore said I should watch this guy. I got to know Mark and hired him to run our Can-Am car. He turned out to be a real partner of mine.

“He was really the first person that I knew in racing that not only had the driving skills, but also the technical knowledge,” Penske said. “A lot of the things we saw on today’s cars are things Mark thought about and brought to the surface.”

The original Penske Racing team included Penske, Donohue and chief mechanic/crew chief Karl Kainhofer. There was also Earl McMullen and Bill Cox, who worked for the team’s sponsor, Sun Oil. Don Cox later joined the team in 1969 after working as a General Motors engineer.

Donohue’s engineering degree got him a job designing filters for air conditioners—not quite what he had in mind. His father was a patent attorney. Mark contracted polio when he was 6, but he fully recovered. In 1961, Donohue bought the Elva and battled with another young racing star, Peter Revson, for the SCCA divisional championship. Donohue won.

Walt Hansgen, a former SCCA champion and road racing veteran who made two F1 starts, helped Donohue get a ride in John Mecom’s Ferrari 250LM at the 1965 Sebring 12 Hour. The team was third at Daytona and second at Sebring. Hansgen was killed testing a car for the 1966 24 Hours of Le Mans.

At Hansgen’s funeral, Penske approached Donohue to drive. With Donohue’s methodical approach and his commitment to work for Penske full time, “that counted for a lot,” Penske said.

Donohue was obsessed with finding any possible advantage through engineering—and loopholes in the rules.

CONTINUED ON PAGE 40



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CONTINUED FROM PAGE 38

In 1967, he became the USRRC champion, winning six of eight races. In 1968, he was USRRC champion again, winning five of eight, and he was also Trans-Am champion, winning 10 of 13. In 1969, Mark repeated his Trans-Am championship, winning six of 12.

“They were just forging ahead,” David Donohue recalled. “It was always on to the next project.”

And, according to Don Cox, “Roger certainly did his part in coming up with ‘next projects.’”

In 1969, Penske brought his team—and the Penske Way—to the Indianapolis 500 for the first time.

“We were the college kids with the crew cuts and the polished wheels,” Penske said. “We had a polished yellow tile floor in our garage in Gasoline Alley and took everything out at night and cleaned the floor. That got everybody’s attention—the polished wheels, the way our guys looked, the way the cars were prepared and, obviously, the performance.

“We started with a Lola four-wheel drive, and in 1971, we got a McLaren. We went to Phoenix and tested it with the wings off and then put the wings on and couldn’t believe how fast it was. We went to the Speedway in 1971 and we had this card that translated the speed on the

stopwatch to your average speed. He went over 180 mph for the first time and it wasn’t on the chart, so nobody knew how fast he went.

“We had some good times back then.”

Fellow racer and former teammate Sam Posey calls Donohue, “a gunslinger who also happened to have designed the gun.”

Because Donohue couldn’t rest no matter what he accomplished, the ’72 Indy win created more sleepless nights because it did not come on his terms: The setup he designed for his car didn’t have as much speed as teammate Gary Bettenhausen’s. Begrudgingly, Donohue used Bettenhausen’s setup for the race. Bobby Unser’s Eagle dominated before dropping out, putting Bettenhausen in the lead. A pinhole leak in the Bettenhausen car’s cooling system with 12 laps to go put Donohue in the lead and gave Penske the first of his record 17 Indy 500 wins.

“For him, it was a check in the box,” Penske recalled. “Mark wasn’t an emotional guy. It’s a goal he had and a goal he checked off. I don’t remember him changing a bit.”

Mario Andretti finished eighth in the Indy 500 won by Donohue in ’72. Andretti said that the Penske-Donohue racing marriage was a formidable one. You could never discount Donohue in a big race.

“He flew under the radar a lot, but he was always there,” Andretti said. “But he always had

♦♦
Mark Donohue could pretty much do it all—including winning the 1973 Winston Western 500 NASCAR Cup race at Riverside.



GETTY IMAGES; MOTORSPORT IMAGES-LAT (3)

TOP-10 ALL-TIME WINNINGEST TEAM PENSKE DRIVERS



1. Mark Donohue	59
2. Brad Keselowski	55
3. Rusty Wallace	37
4. Hélio Castroneves	32
5. Will Power	31
6. Rick Mears	29
7. Joey Logano	28
8. Ryan Newman	24
9. Timo Bernhard	16
10. Romain Dumas	16

50

Drivers have won at least one race for Team Penske over the course of the team's 52-year history

MARK DONOHUE WINS



1972 Indy 500

1	NASCAR Cup
3	Indy cars
10	Can-Am
28	Trans-Am
12	United States Road Racing Championship
2	FIA Endurance
1	FIA Pro Series
2	Formula 5000
59	Total Wins



1967 Le Mans 24 Hours

good equipment, too. With Roger Penske, you are always going to have good equipment. He was good in Trans-Am, Indy cars, Can-Am and Formula 1. And I know that Roger loved him. He was so gentlemanly, he was boring.”

Five weeks after winning the 500, Donohue was testing his Can-Am Porsche 917-10 at Road Atlanta when the car got airborne at 160 mph. The car did several cartwheels, and Donohue broke both legs. Painkillers affected his memory, and he began drinking heavily to deal with the pain.

Two months later, he was winning again.

With his marriage to Sue falling apart, Donohue's personal life was in turmoil. In 1974, he quit driving and became Penske Racing president. That didn't satisfy his competitive spirits, so he decided to take on Formula 1. By then, he had remarried to a model from Atlanta named Eden.

Donohue began the 1975 Formula 1 season as a 38-year-old rookie, the oldest driver on the grid.

“He just decided it was time to get out, and he wanted to do the Formula 1 program,” Penske said. “He wanted to show he could do it all again. ... We had the tragic crash in practice and he seemed like he was all right, but he ended up losing his life.

“It affected the whole team. Losing a driver is something you can't replace. He lost his life doing what he wanted to do, which is one thing, but it took us a long time to get over that. He was so key in the operation when he was there, it's something we had to rebuild. That took a couple of years.”

The search for Mark Donohue concludes in Summit, New Jersey, an upscale community outside New York City, where Donohue is buried at Saint Teresa Cemetery and Mausoleum, alongside his mother and father.

A visit to the gravesite on a gray, cold, foggy March day reveals toy race cars on the gravestone, along with a plastic checkered flag—a testament to his life. Those who work at the cemetery refer to Donohue as, simply, “The Race Car Driver.”

“The guy most like Mark I've ever met is David,” said Don Cox. “He is really, really like Mark. I've worked with David for a little bit. He thinks the same way. He finds the same things funny. He approaches things the same way.

“David Donohue is proof positive that apples don't fall far from the tree. I'm sure David really missed out on a lot. It would have been really fun to watch them because they are so much alike. Michael is another guy, but there is this thing between Mark and David, even in terms of their life experiences.

“It would have been interesting.” ♦



AUSSIE DOES IT

Will Power gives Team Penske its 17th Indianapolis 500 victory



BY BRUCE MARTIN



FOR 10 YEARS, Will Power has entered Team Penske's massive race shop in Mooresville, North Carolina, and seen the reminders of Indianapolis 500 glory.

From the 16 Baby Borg trophies in the main entrance to the 16 large banners hanging high on the wall overlooking the IndyCar shop and all the Indy 500 victory lane photos, there are more than enough reminders of what Team Penske expects.

The first banner is Mark Donohue, Penske's first great racing driver. He came to the 1969 500 as a rookie, then gave the team its first Indy win in 1972.

There are four banners for Rick Mears, who won his four 500s driving for Penske, and three banners for Hélio Castroneves, who came back to Indy for the 18th time this year attempting to win No. 4. Other past Indy-winning banners include Bobby Unser, Danny Sullivan, Al Unser, Emerson Fittipaldi, Al Unser Jr., Gil de Ferran, Sam Hornish Jr. and Juan Pablo Montoya.

Power, 37, has achieved some incredible things at Team Penske. He won the 2014 Verizon IndyCar Series championship, and he's won more IndyCar races for the team than Mears. Thing is, he had never won the Indianapolis 500.

Now it's time for Team Penske to prepare another banner to hang over the IndyCar shop—Power capturing the achievement he's wanted since he ran his first 500 for KV Racing Technology in 2008.

Power's win in the 102nd Indianapolis 500 on May 27 came in his 11th start. With 34 IndyCar wins, he and Al Unser Jr. are tied for eighth on the all-time list, one behind Bobby Unser. His 51 poles are third behind just A.J. Foyt (53) and Mario Andretti (67). And



INDYCAR MEDIA; MOTORSPORT IMAGES-LAT (3)

Will Power reveled in the traditional milk celebration after his big win.





now, he can add a coveted Indy 500 win to the list.

“Absolutely, it was the last box to tick to be considered as a very successful driver,” Power said. “I’m not done. I’m not done. I still have plenty of time left to win more 500s and championships and races.”

Power’s win came on one of the hottest days in Indianapolis 500 history. The official high, 91 degrees, tied with 2012 and was just 1 degree away from the 92-degree race-day record set in 1937. The high heat and a new aerodynamic package with about 100 pounds less downforce (but more drag) meant track position and pit stops were crucial.

Team Penske race engineer David Faustino devised a setup on the Chevrolet making it able to perform in the hot weather and on the slippery track. Race strategist Jon “Myron” Bouslog was back atop the timing stand as team owner Penske moved down to call Castroneves’ race.

Power even kept his cool late when Stefan Wilson and Jack Harvey were running 1-2 with five laps to go. He knew they were running a fuel-strategy race. As it turned out, both leading cars pulled onto



**Power crosses the finish line to win
The Greatest Spectacle in Racing for
Team Penske.**

pit road with four laps remaining, and Power was able to cruise home 3.15 seconds ahead of runner-up Ed Carpenter.

So banner No. 17 for Team Penske features Power’s milk-drenched face—his victory lane celebration was among the most raucous in recent Indy memory—and he says winning was a dream.

“Man, it’s what I needed so badly, what I wanted so badly, and it came true,” he said. “Anyone here knows how that would feel. You want something so much, it comes through to you through hard work and determination.”

Power came close in 2015, finishing second to then-teammate Montoya by 0.1046 second, and was starting to wonder if that was as close as he was going to get to the speedway’s victory lane.

“It runs through my head the last year more than ever because I’ve won so many races and poles, I’ve led more laps than

anyone,” Power recalled. “I just hadn’t done it here. I’ve been thinking, ‘Am I going to finish my career without a 500 win?’

“This month was one of the best months I’ve had, very relaxed, in tune with my engineer, just working really well. It just came together. You got to have a lot of determination.

“I thought about that a lot, what I should have done, should have changed this and that,” Power said about 2015. “It’s just not your day. It kind of worked out like that. That day, I did everything I could do. Today, I did it again, and it all worked out well. It was through speed, pit stops, in and out laps, good restarts. It was a fight to win it. It was not an easy win. That makes it much more satisfying.”

Power is the first Australian driver to win the 500. He also became the first driver to sweep both Indianapolis Motor Speedway races in one year, after winning the IndyCar Grand Prix May 12. Penske said when he got to Power in victory lane, the driver said, “I don’t know what to do. I’m so excited, I just want to cry.”

“I told him, ‘Just go ahead and cry.’” ♦



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TAKING STOCK

Examining NASCAR Hall voters' greatest hits ... and misses



BY AL PEARCE

VOTERS are flawed humans, which is why there's never been and never will be a perfect class into any hall of fame. Over the past 10 years, though, the voters for NASCAR's Hall of Fame have done pretty well. There have been missteps—we'll rattle those cages later—but most of the 50 men enshrined in Charlotte are worthy. The Class of 2019 features four-time Cup champion Jeff Gordon, championship-winning team owners Jack Roush and Roger Penske, and the late Davey Allison and Alan Kulwicki. The late Jim Hunter, whose career took him from journalist to corporate executive, earned the Landmark Award for contributions to racing. It's hard to nit-pick any of them.

Over 23 full seasons, Gordon's four titles and 93 wins qualified him as a near-unanimous pick. Since its NASCAR debut in 1988, Roush's company has won a combined 324 races and six championships. Penske's organization has 171 Cup and Xfinity wins, plus Xfinity and Cup titles since going full-time NASCAR in 1991. Allison and Kulwicki died at the height of their careers. Kulwicki was only 5-for-207 lifetime but was the 1992 champion when a sponsor's plane crashed near Bristol in April 1993. Several months later, with 19 wins in 191 career Cup starts, Allison died in a helicopter accident at Talladega.

Every class has had serious, thoughtful, well-informed detractors who know the sport's history; every class has also had detractors who don't have a clue.

Many NASCAR-watchers feel three-time champion and 105-time winner



David Pearson was snubbed in the inaugural 2010 Class. The man Richard Petty calls the sport's best-ever driver endured the humiliation of hearing five other names called that day: Petty, Dale Earnhardt, Junior Johnson, Bill France Sr. and Bill France Jr. People close to Pearson say it was among the worst moments of his life since he felt he'd go in before Johnson or France Jr.

Another misstep came last year, when voters inexplicably took radio/TV personality Ken Squier over (among others) Kulwicki, Roush, Penske, Allison, Buddy Baker, Bobby Labonte and Joe Gibbs. To his everlasting credit, Squier—a longtime friend of the Franceses—seemed uneasy sharing the spotlight with fellow inductees Ray Evernham, Ron Hornaday, Robert Yates and the late Red Byron.

Without a major change of heart in Daytona Beach and Charlotte, the late Smokey Yunick will never make the Hall. Despite Yunick's worthy credentials, the France family's undeniable animosity toward the team owner, crew chief, mechanic and engineer will keep him out.

Fans of the late Tim Richmond must accept that he, too, probably has no shot. Embraced as one of Cup's most talented and flamboyant drivers in the '80s, hard living led to health issues that shortened his career. His battles with NASCAR over medical records and privacy rights virtually ensure his exclusion, even with 14 poles and 13 wins in 185 starts.

And there are these: Pioneering track owners/builders Clay Earles, Paul Sawyer and Enoch Staley haven't even been nominated; neither has Banjo Matthews, considered the father of the modern chassis; track owner Bruton Smith is in, but not Humpy Wheeler, the ringmaster who made Charlotte Motor Speedway famous; Jim Paschal was a force in the '50s and '60s, but he has never been considered; and will Bill Rexford remain the only Cup champion (1950) never even considered?

Fear not, those among you with righteous indignation waiting to boil over: Danica Patrick becomes eligible in May 2020. Prepare yourselves. ◆



Jeff Gordon, left, headlines the 2019 Hall of Fame Class.



2019 HALL OF FAME INDUCTEES



JEFF GORDON



JACK ROUSH



ROGER PENSKE



DAVEY ALLISON



ALAN KULWICKI



JIM HUNTER

GETTY IMAGES; MOTORSPORT IMAGES-LAT (3); NASCAR MEDIA (4)

NASCAR

KICKING THE BUCKET LIST

Kyle Busch reaches NASCAR milestone at Coca-Cola 600

AND THEN THERE WERE NONE. Charlotte's "roval" aside, Kyle Busch has now won at least one Monster Energy NASCAR Cup Series race at every venue the series runs.

There are 23 tracks, sprinkled from the East Coast to the West Coast and across Middle America. When it comes to NASCAR, if they race there, Busch will come. And win. Eventually. Busch, driving the No. 18 Toyota for Joe Gibbs Racing, crossed the last track off his to-win list with a dominating performance in the Coca-Cola 600 at Charlotte Motor Speedway May 27. He led 377 of 400 laps. He beat fellow Toyota driver Martin Truex Jr. (Furniture Row Racing) by 3.823 seconds—and it wasn't that close, folks.

This September, the series uses the road course portion of the Charlotte layout for a playoff race. Does Busch now have one more track to conquer? Discussions began almost as soon as the checkered flag fell last month. Whatever, winning on all of today's tracks is a feat no other active driver can claim.

Jeff Gordon won 93 times and won everywhere except for Kentucky Speedway. (He did win at North

CONTINUED ON PAGE 50



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MOTORSPORT IMAGES-LAT

CONTINUED FROM PAGE 47

Wilkesboro and Virginia's Rockingham—two venues no longer on the schedule.) Tony Stewart, a three-time champion and also a recent retiree, won everywhere but Kentucky and Darlington.

Among those who are still actively in competition, seven-time champion Jimmie Johnson needs to cross New York's Watkins Glen, Chicago and Kentucky off the list. Additionally, Kevin Harvick is missing trophies from Pocono and Kentucky.

"This one's very special," Busch said in Charlotte's victory lane. "I don't think there's anything that can top Homestead, just with the meaning of what the championship is, but the Coca-Cola 600—I've dreamed of this race since I was a kid."

Homestead-Miami Speedway is where NASCAR champions are crowned; tracks like Charlotte are where championships are built.

Busch won his first Cup Series race in 2005 at Auto Club Speedway in California while driving for Hendrick Motorsports. He was 20 years old, the youngest winner in the series at the time, and most folks probably don't remember this, but Busch donated his entire winnings—nearly a quarter of a million dollars—to the Hurricane Katrina relief fund.

His Cup career was off and running. There were bumps in the road. Hendrick sent him packing to make room for Dale Earnhardt Jr.'s arrival in 2008, and Busch, then a four-time winner in the series, landed at Joe Gibbs Racing. It took him four starts to get back to victory lane with JGR, and he won seven more times by year's end. From '05 to '09, he won at 13 different venues before finally triumphing at the same track for a second time. That

came at Bristol, and to date, he's been most prolific on the high-banked half-mile, winning seven times there in the Cup Series.

Two years ago, he won at Martinsville for the first time and suddenly only three tracks remained: Kansas, Charlotte and Pocono. He conquered Kansas later in '16 and crossed Pocono off the list last year, leaving only Charlotte. Before this year's 49th running of the Coca-Cola 600, Busch had 28 starts and three runner-up finishes on the 1.5-mile CMS layout. He had won Charlotte's All-Star Race, but never a points-paying event.

"I've had some (football players) that are real easy (going) during the week, jovial, and when they put the helmet on, it's big time," said former team owner Gibbs, who was also a Super Bowl-winning coach in the NFL. "They are going for it. And those are the kind of guys you want."

"I think Kyle has that. I don't know that I've ever seen him when it's race day to back off some. He's always after it. He's always aggressive.

And he carries that emotion with him."

Crew chief Adam Stevens calls it "100 percent focus and ... commitment to winning."

"Nothing makes him happy unless he's in victory lane," Stevens said. "(He) doesn't settle for less in himself, and he doesn't settle for less in those around him. I take comfort in that, personally."

Busch races Super Late Models when the opportunity doesn't conflict with his NASCAR efforts, Busch said, "because I want to win at every single track."

"I want to show," Busch said, "that there is no weakness."

KENNY BRUCE

"I DON'T THINK THERE'S ANYTHING THAT CAN TOP HOMESTEAD, JUST WITH THE MEANING OF WHAT THE CHAMPIONSHIP IS, BUT THE COCA-COLA 600—I'VE DREAMED OF THIS RACE SINCE I WAS A KID."

-KYLE BUSCH



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NO MATCHING MONACO

Glitz and glamour make the race
in Monte Carlo *'the Grand Prix'*



BY JOE SAWARD

WHEN THE IDEA was first proposed to hold a motor race through the streets of Monaco in 1929, people laughed at the notion.

"They have the most astounding audacity in some parts of Europe," noted Britain's Autocar stuffily, pointing out that Monaco "does not possess a single open road of any length, but has only ledges on the face of a cliff."

Despite the incredulity, the Monaco Grand Prix was a huge success. Race promoters have tried to emulate Monaco ever since. Two of the more popular Indy-Car races today—St. Petersburg and Long Beach—are based on the same idea. A proposed Formula 1 race in Miami would likely follow the same recipe. None of the imitators, however, has yet to match the

glitz or the popularity of Monaco. It is *the* Grand Prix.

The chauvinists at Le Mans and the Hoosiers of Indianapolis might huff and puff, but Monaco is the definition of motor racing glamour and chic. Former F1 chief executive Bernie Ecclestone famously said that "this place gives us more than we give it."

Long before His Serene Highness Prince Rainier III married Hollywood movie star Grace Kelly in 1956, Monte Carlo was the home of the most famous gambling establishment in the world, which opened in 1863.

The race weekend is strange but evocative—a potent mélange of romance, money, dramatic scenery, beautiful people, fast cars, expensive yachts and, of course, more than a few shady charac-

ters. You can be endlessly cynical about Monaco, but when the F1 circus comes to town, there is magic in the air.

As a racing spectacle, it is impressive to watch as the F1 stars thread their cars through the streets, kissing the barriers and hopping over curbs at unthinkable speeds. Get it wrong by an inch and you snap the suspension and pile into a wall, as Max Verstappen demonstrated this year on Saturday.

The drivers have always considered Monaco to be special. Ask them which races they want to win and most will say Monaco. For them, it is the most important and prestigious race of the season. And it's a place where a great driver can make a difference. Ayrton Senna won the race six times; Graham Hill and Michael Schumacher each have five



wins, Alain Prost won four. Stirling Moss and Jackie Stewart won three each.

"You have four or five races in your career when everything is perfect," said 1986 F1 Monaco winner Prost. "You are so comfortable and so good. You are unbeatable. It was not that it was easy because you have to stay focused all the time, but I was one with the car."

Some thought this year's race was dull, but Sky TV commentator, and former F1 driver, Martin Brundle tweeted: "Being there and watching it from afar are totally different experiences. Try to go to the Monaco race... At the end of the day all that matters in F1 (or any sport) is full grandstand seats and eyeballs on the multimedia offering. If it doesn't appeal, it's dead."

And, yes, Monaco is still appealing. ♦

Below: There is not a racing venue in the world that can match Monaco for its dramatic scenery, expensive yachts, and consistently full grandstands.



MOTORSport IMAGES-LAT (2)



DANIEL RICCIARDO

RICCIARDO TAKES MONACO



THERE WAS THE USUAL postrace talk of Monaco being processional—and as usual, the grandstands were full. The truth is, Monaco has always been an inappropriate place for Grand Prix cars, which is part of the magic.

This year's race was tense throughout, as Daniel Ricciardo fought to get his car to the finish in the lead. Ricciardo's win from the pole was his second victory of the season, seventh of his career and pulled him to within 38 points of series leader Lewis Hamilton. Hamilton left Monaco with 110 points, followed by Sebastian Vettel with 96 and Ricciardo with 72.

After a race in which the first six drivers—Ricciardo, Vettel, Hamilton, Kimi Räikkönen, Valtteri Bottas and Esteban Ocon—finished exactly the way they started and with no passes between them down the stretch, Hamilton said that perhaps the track should be changed, but it was really the tires that caused problems. Pirelli had three soft compounds that drivers had to nurse (Read: drive more slowly) because they could not afford extra pit stops for fear of losing track position.

There was also a lot of media hype about Ocon allowing Hamilton to pass on lap 14. Hamilton had pitted on lap 12 on ultrasoft tires; he intended to do 66 laps on them, so he needed to use the performance he had early on. At the same time, Ocon was on hypersofts that were past their best, but he was trying to make them last for another 10 laps. He didn't want to overcook them, so he allowed Hamilton to pass.

"It was pointless to fight with him, especially as he had new tires," Ocon said.

There was no hint of a reaction from Race Control, and thus no story.

Was this a turning point in Ricciardo's season? Probably not—he's still too far behind in the championship, and Red Bull can't really compete with its rivals on tracks where horsepower is vital. **JOE SAWARD**



PETER SINGHOF

MONACO HISTORICS

VINTAGE MONACO

Monaco Historic Grand Prix is a true racing museum at speed

THE BIENNIAL MONACO Historic Grand Prix was the best yet, with more F1 races this time around rather than the usual F3/Formula junior grids. First organized in 1997, the Automobile Club de Monaco runs the vintage-car race on the Grand Prix circuit two weeks before the Formula 1 race. Biannual since 2000 and run on even years, the MHGP alternates with Formula E on the odd years.

This year, seven grids with 20 to 40 cars each were filled with about 180 competitors from around the world, racing an amazing variety of single-seaters: Prewar Bugattis, ERAs, ground-effect Williams and Marches—quite a spectacle. Indeed, in terms of both quality and quantity of cars, the MHGP (this was

the 11th edition) is now acknowledged as the best F1 vintage race worldwide. Additionally, some unqualified drivers from previous years were not invited back, so the driver level this year was also much better.

The paddock is open to the public. Fans can get up close to, say, the progress from a Talbot-Lago to a Hesketh, or a Frazer Nash to a Matra. There are usually a few one-offs as well, such as the '73 Spazzaneve (snowplough) Ferrari 312B3, the aerodynamic study Ferrari never raced that year. It wins our best engine howl of the weekend award. Conversely, a Tecno PA 123-3,

CONTINUED ON PAGE 56

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CONTINUED FROM PAGE 54

with likely the only Tecno V12 still running, was just painfully loud. The 246 Dino F1 chassis 0007, the last front-engine car to win a Grand Prix, was a crowd favorite.

Also part of the spectacle: Former Grand Prix drivers toured the track, such as 1998-99 world champion Mika Häkkinen and Eddie Irvine in McLarens, Riccardo Patrese in a Williams FW08, John Watson in an older Lotus 18 and Josh Hill, Damon Hill's son and grandson of Graham, in a Lotus 49B.

Some former drivers actually raced, including Alex Caffi in an Ensign M176, three-time Le Mans winner Marco Werner in a Ferrari 312B3 and Paolo Barilla, who raced for Minardi in the '80s, piloting a Ferrari 312B.

The racing wasn't bad, either, with more passing than today's F1 cars manage. The weekend's best match was the intense fight between sports car driver Joe Colasacco in a Ferrari 1512 and former British Touring Car Championship driver Andy Middlehurst in the Lotus Climax. Middlehurst finished just a half-second over Colasacco.

Formula 3000 champion Bjorn Wirdheim won an intense duel driving his March 711, barely beating Le Mans racer Stuart Hall in a McLaren M19A. Aerodynamic genius and Red Bull head designer Adrian Newey raced his ex-Graham Hill Lotus 49B. Newey skipped the Spanish Grand Prix held the same weekend, definitely a clue where his heart lies.

An estimated 40,000 fans attended, a far more manageable number than for the overcrowded F1 Grand Prix on the Monaco streets two weeks later.

And once again, the event showed that good racing and vintage race cars never truly get old. **MARC SONNERY**



Above: A 1976 Lotus 77. Below: A 246 Dino F1 chassis 0007 represents the last front-engine car to win a Grand Prix.



PETER SINGHOF (2)

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Rally On

Americas Rallycross moves in to fill Red Bull Global Rallycross void

BY STEVEN COLE SMITH

IF YOU missed the Americas Rallycross series debut, it's understandable—there were reportedly other races going on during Memorial Day weekend, and they didn't require you to log into the series Facebook page to watch. Also, the first Americas Rallycross event didn't occur in the Americas, but at Silverstone, England, about 80 miles northwest of London.

Americas Rallycross was hastily added to an impressive Speedmachine weekend, featuring FIA World Rallycross, the second-tier RX2 class, several wonderful vintage Group B rally cars, drifting, a massive collection of food trucks and music, with Ministry of Sound the headliner.

Americas Rallycross is also barely mentioned on the Speedmachine website because it was thrown into the mix on short notice. After all, both World RX and ARX are IMG properties, the enormous marketing conglomerate controlling events such as the Professional Bull Riders association and Miss Universe pageant. AFX and World RX were paired here just to get the American series on the map.

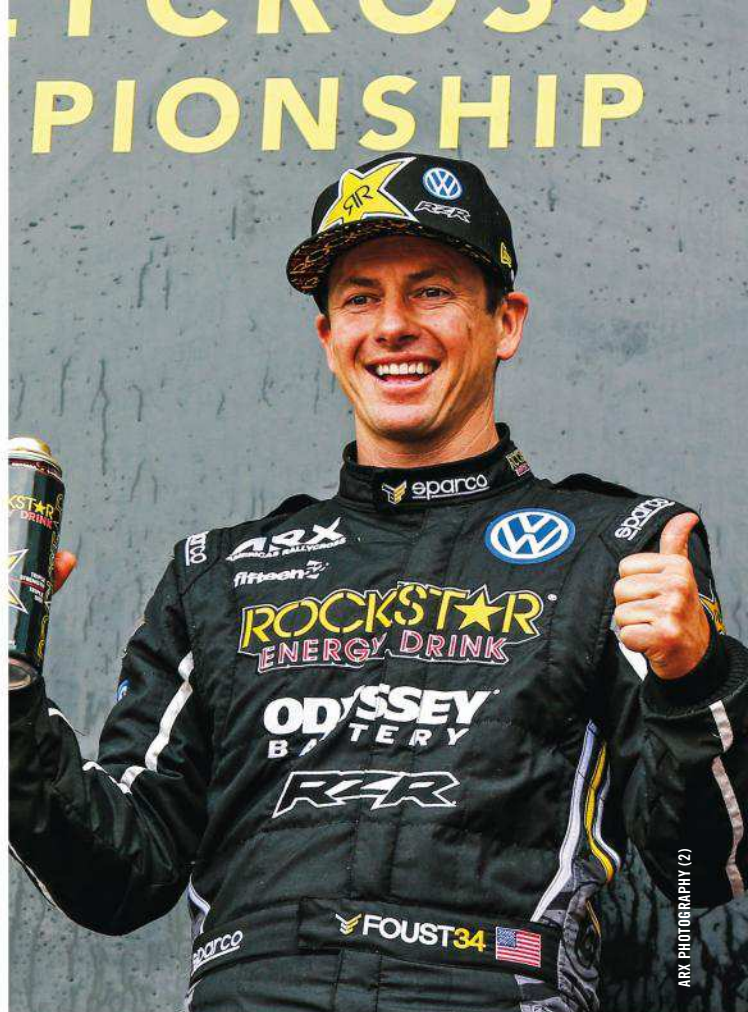
IMG and its AFX series intend to pick up where the Red Bull Global Rallycross series left off. Red Bull GRC canceled its 2018 season after re-

ports surfaced it owes multiple creditors—and is itself involved in a lawsuit against Subaru for leaving the series, a seeming long-shot effort Michael Avenatti, porn star Stormy Daniels' lawyer, apparently heads.

Red Bull GRC had announced an eight-venue, 12-round 2018 schedule. Now, the series' own website is "temporarily unavailable." It's all quite confusing—series owner Colin Dyne previously announced he was dropping the 600-hp Supercar class, making the 300-hp-spec Lites class the main event. All the while he's suing Subaru for leaving the Supercar class, though presumably Subaru and Volkswagen, the last two manufacturers left, would have nowhere to race with Supercars scrubbed.

Dyne also jacked up the entry fee dramatically, apparently to try and make up the shortfall from having multiple teams drop out the last few years. According to a VW insider, this might have been "the last straw." Dyne has also threatened VW with a lawsuit.

So somewhere between Christmas and New Year's 2017, IMG threw together Americas Rallycross, and VW and Subaru promptly signed on. Volkswagen shipped over its two GRC-dominating tur-



bocharged Beetles from Michael Andretti's shop, along with drivers Tanner Foust and Scott Speed.

Subaru brought three Vermont SportsCar-prepped WRX STI rallycross cars for drivers David Higgins, Patrik Sandell and Chris Atkinson.

Technically the U.S. presence was just the five cars. IMG padded the field with another five, including Timo Scheider in a Seat Ibiza, Liam Doran in a Citroën DS3, Andy Scott in a Peugeot 208, and Philippe Maloigne in a Renault Clio RS. Since Renault, Peugeot, Citroën and Seat have zero U.S. presence, it's unlikely any would race here.

For future events, ARX hopes to get Honda and maybe Ford to bring their factory presence back, though Mark Rushbrook, Ford's global motorsports director, told Autoweek he isn't much interested in rallycross, but said he might reconsider if the series went electric.

IMG wants to beef up its only standalone U.S. event at Circuit of the Americas. The date had not even been announced at press time, though we hear it's July 14. ARX is also excited about getting some Red Bull GRC drivers back, including Ken Block and Steve Arpin, who have joined forces on Block's Hoonigan team (they drive Fords, but it isn't a Ford factory effort). The series would love to get Travis Pastrana and Bucky Lasek back into the fold, too. Rumor is there's a chance former DTM champ Scheider and team owner René Münnich would bring their very fast Ibizas over—both cars were completed only a few days before the Silverstone event.

After COTA, ARX has two events scheduled—Trois-Rivières in Quebec, Canada, Aug. 4-5, and COTA again September 29-30. In those two events, ARX is pairing with the visiting FIA World RX. The July

COTA race has a hail Mary feel to it, scheduled to try and generate more interest in the September finale. But if the July race fails, it's likely to have the opposite effect.

One goal is shoring up the spec cars in the support class, likely called RX2. Steve Rimmer, who owns the popular DirtFish rally school in Washington, told Autoweek he plans to enter four cars, and hopefully more entries follow.

The TV package isn't as effective as the expensive one Red Bull GRC had, with most races airing on NBC. The ARX series plans live broadcasts on its Facebook page (Facebook.com/ARXRallycross) and a highlight show on CBS Sports Network.

Lest you think the U.S. drivers and cars are somehow second fiddle to those in the World RX, during one back-to-back qualifying race session when the track condition was similar, Scott Speed's VW Beetle would

have slotted in fourth in the World RX's 23-car field, even though the FIA didn't like where the Beetle's radiator was located. The sanctioning body socked the two Andretti cars with a 25-kilogram (55-pound) penalty. Foust told us it probably cost them about three-tenths of a second per lap. The main difference between the GRC and the ARX cars is the switch from radial BFGoodrich tires to bias-ply Coopers, but that should just let the cars slide around more comfortably.

Speed and Foust dominated the ARX opener, with Foust taking the main event over Speed. Doran was third.

"I'd never seen this format in action before," Speed said. "But now that I'm here, and I'm seeing how engaging it is to fans, I'm 1 million percent sure his is the correct format. I can definitely check that box that this will be better for everyone." ♦



Opposite, top: Foust celebrates his ARX win. Above: Foust and Speed, who combined to win five of seven GRC titles, lead the way at Silverstone.



AMERICAS RALLYCROSS

TEETH-SHATTERING EXPERIENCE

Motorsports ace Steven Cole Smith (not pictured) goes along for one heck of a ride at Silverstone

TRUTH BE TOLD, it was one of those cases when you walk away thinking you could have done better, but as it turns out, you apparently did just fine.

That's the only plausible explanation for the decisive victory for Swedish rallycross driver Johan Kristoffersson in the FIA World Rallycross main event Sunday, May 27 at Silverstone, the British Formula 1 track.

On Saturday, I somehow stuffed my fat ass into the passenger seat of a Volkswagen Polo R that was a near-twin, right down the 600-hp engine, to the all-wheel-drive Polo that Kristoffersson drives for the factory-backed World RX team, and he took me for a couple of laps around the rallycross track in Silverstone's infield. Presumably, VW wanted Kristoffersson, the reigning World RX champ, to benefit from my driver-coaching skills, which somehow they had learned about over in England.

Kristoffersson had done well enough in the qualifying races on Saturday, but he lagged behind his better-known teammate, Petter Solberg. So Kristoffersson must have listened carefully as I offered up some pointers, which included "Go fast here!"

However, as we traversed the very bumpy, rutted dirt portion of the track, I was afraid my instructions were coming out more like: "Brrrr wah-wah-wah duh-duh-duh HELP! buh-buh-buh!" But clearly I was mistaken, because on every lap of Sunday's finale, Kristoffersson did indeed go fast here, just as I had advised. During the postrace podium ceremonies, I thought I could see his eyes search the crowd for me, but I figured no, Johan, this is your moment.

This was not my first ride in a rallycross car, but it was certainly the fastest and most violent. The *g*-forces on braking, acceleration and cornering; the teeth-chattering ride, the need for constant spatial awareness—none of that came as a particular surprise, but just how busy Kristoffersson was did.

Shifting, turning, yanking on the big rear-brake lever to get the back of the car to swing out—the near-instantaneous acceleration and braking is not in itself more taxing than many other forms of racing, but the fact that you have zero time to rest and regroup, not even a decent short straight, is in itself an explanation for why there are no 50-lap rallycross races. This may be the most physically demanding form of auto racing I've tasted.

Adding to the impressiveness of Kristoffersson's win was a major shunt in the semifinal, where he and teammate Solberg were both diving for the first turn, and they got together. Solberg could have given Kristoffersson more room, and Kristoffersson could have backed off—but Kristoffersson bounced off Solberg's car and launched into the air, three wheels off the ground. When he came down he was out of control and pancaked the linked-together tire barrier on the inside of the turn, forcing the barrier out onto the track and blocking it.

The race was red-flagged, and surprisingly, both VW teammates restarted. But Solberg's car broke, and he didn't qualify for the six-car main event. So in the final, it was Kristoffersson, Andreas Bakkerud in an Audi S1 and, in third, the legendary Sébastien Loeb in a Peugeot 208. **STEVEN COLE SMITH**

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LE MANS

LE MANS 24: TOYOTA'S RACE TO LOSE

The Japanese team can't fail at Le Mans this time ... right?

CAN ANYONE OUTGUN Toyota at this year's 24 Hours of Le Mans?

The answer to that question is pretty simple: no.

The ranks of LMP1 privateers lined up against the only factory team remaining in the World Endurance Championship's premier division aren't going to win in a straight fight on June 16-17.

More important, can Toyota be beaten by the challenge of racing around the 8.47-mile Circuit de la Sarthe for 24 hours?

Yes, and it has happened before.

Toyota, by rights, should have won at Le Mans in 2014, '16 and '17, but each time it was derailed by a relatively minor problem that snowballed into a major one.

Think back to last season and the dramatic events during the night that put out the leading TS050 Hybrid shared by Kamui Kobayashi, Mike Conway and



Above: Alonso is ready. Below: Toyota Gazoo Racing during testing for Le Mans 2018.

Stéphane Sarrazin. It all started when someone Kobayashi believed to be a marshal—but was actually another driver clad in orange Nomex—waved him through a red light at the end of the pit lane.

He stopped, rooted the clutch trying to get going and ultimately failed to get the car back to the pits solely on its energy-retrieval systems. The year before, the Toyota seemingly on course for victory was slowed with just six minutes to go by a fractured turbocharger pipe. The electronics of the new twin-turbo V6 couldn't deal with a relatively minor problem courtesy of the hasty development of the powerplant.

"Where we failed was handling all the circumstances beyond the normal running of the cars," says Pascal Vasselon, technical director of the Toyota Motorsport GmbH operation in Germany that masterminds the Japanese manufacturer's WEC program. "We failed through unexpected problems—what I would call Le Mans-specific problems—that we obviously did not handle correctly."

CONTINUED ON PAGE 64





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CONTINUED FROM PAGE 62

That explains an unusual testing regimen over the first half of this season. Toyota hasn't just been racking up the miles, it has been trying to simulate the unexpected by throwing what Vasselon calls "fake problems" at the car, team and drivers. That's why Toyotas have been spotted running a lap with a wheel minus a tire on one corner, why the team has been randomly changing undamaged body panels during seemingly routine pit stops and why it has kept its drivers on their toes by cutting radio communication to the car.

Toyota wants to be ready for every eventuality the great race can throw at it in a year where the seas have parted for the Japanese brand. The team isn't really racing the opposition in P1 this year. It's racing Le Mans itself, and it even admits as much.

Naturally, Toyota has advantages that come with being a manufacturer-backed factory team. Among those are a bigger budget, better organization and the best drivers, which, this year, include two-time Formula 1 world champion and McLaren driver Fernando Alonso.

But it also has three key advantages over the independent teams—like Manor with the new Ginetta and class returnee Rebellion Racing—despite the promise of lap-time parity made to the privateers last autumn.

The so-called Equivalence of Technology, the means by which the rule makers are trying to create some kind of balance between hybrid and nonhybrid machinery, is stacked in Toyota's favor. The calculations have been done to give the Japanese cars an advantage of half a second a lap around the 8.47-mile Circuit de la Sarthe.

The TS050s will also have better fuel mileage than the independents. Toyota has made a big concession here, because last year the hybrid machine was capable of going 14 laps on a tank of gas. Now it will be doing 11 laps only, but that's still one more than the privateers.

And when the two Toyotas are in the pits, they will spend less time at rest. The EoT allows them to fill up in five fewer seconds than their rivals in class.

Toyota's advantages should allow it to finally claim that first Le Mans win, and with some ease. That's if everything goes according to plan.

And it rarely does at Le Mans. **GARY WATKINS**

LE MANS

GTE PRO: LE MANS DREAM CLASS

The overall win might come drama-free, but not here

ON THE PRESUMPTION that Toyota is going to run away from the pack for overall honors, the real battle at Le Mans this year is going to be in GTE Pro.

This class features what the rule makers can only dream about for LMP1—six manufacturers and no fewer than 17 factory cars.

The competition in the premier GT category has intensified for 2018. BMW has rejoined the party, seven years after its previous Le Mans campaign, with a full WEC attack using the same M8 GTE that's racing in the IMSA Sports-Car Championship. The twin-turbo V8 contender goes up against Ferrari, Ford, Porsche and a brand-new Aston Martin in the WEC, while Corvette Racing once again crosses the Atlantic for its 19th consecutive Le Mans campaign.

There are also extra cars from two manufacturers. Porsche fields four of its midengine 911 RSRs: Two cars run by the CORE Autosport IMSA squad join



MOTORSPORT IMAGES-LAT

Aston Martin's No. 97 car prevailed in GTE Pro after a tight battle with Chevy last year.

the WEC entries fielded by the Porsche-owned Manthey team. Ferrari, too, is playing the numbers game; AF Corse has entered a third factory 488 GTE "evo."

It should be a fierce contest, or at least that's the intention of the rule makers. The idea of the Balance of Performance is to equalize a bunch of disparate cars with the carbon-chassis Ford GT at one extreme and the M8 based on a mass-production sports car at the other.

There appears to be resolve to make it work after a couple of stuttering attempts. Ford dominated in 2016, and last year was Aston versus Chevrolet.

The EoT for Le Mans Test Day on June 3 was just the starting point. There could be more changes ahead of the event, and, should any of the manufacturers suddenly pick up more during the race, there's the threat of stop-go penalties.

It's up to the rule makers to get it right in time for the race. If they do, it is going to be a fantastic contest that puts the "battle" for the overall win firmly in the shade. **GARY WATKINS**



MOTORSPORT IMAGES - LAT

INDYCAR

HONDA CAME into Chevrolet's backyard and took all the toys, or at least the two IndyCar wins, on Belle Isle in Detroit as Scott Dixon and Ryan Hunter-Reay combined to sweep the Chevy Detroit Grand Prix presented by Lear on June 2-3.

For Hunter-Reay, the win in the Sunday half of the doubleheader was his first in the Verizon IndyCar Series since the 2015 season, a span of 43 starts.

Afterward, he celebrated by taking a dip in the historic James

Scott Memorial Fountain at Belle Isle Park. The margin of Hunter-Reay's victory was 11.355 seconds over new points leader and 2018 Indy 500 winner Will Power. It was Hunter-Reay's 17th IndyCar victory.

"To be that much faster than the rest of the field, yeah, it's got to be one of my top races," said Hunter-Reay, the 2012 series champion and 2014 Indianapolis 500 winner.

Dixon won on Saturday to tie Michael Andretti for third place on the all-time IndyCar wins list. Dixon's 42nd win left him in the

tie with Andretti and trailing just A.J. Foyt (67) and Mario Andretti (52). Al Unser Sr. and Sébastien Bourdais are fourth and fifth, respectively.

NASCAR CUP

REIGNING MONSTER Energy NASCAR Cup champion Martin Truex Jr. stayed out under caution on lap 140 of 160 and eventually pulled away for good on a restart with seven laps remaining to win the Pocono 400 on June 3.

Winless Kyle Larson finished second, 2.496 seconds back.

The win was Truex's second of the season and 17th of his career, as the Toyota driver became just the third this season with more than one victory in the Cup season. Kevin Harvick (Ford) has five, while Kyle Busch (Toyota) has four. The three have combined to win 11 of the first 14 races this season.

NASCAR XFINITY

SO MUCH FOR LETTING NASCAR Xfinity drivers into victory lane, as Cup regulars and former champions Brad Keselowski and Kyle Busch won at Charlotte and Pocono, respectively.

Prior to Keselowski's win on May 26 and Busch's win on June 2, the Xfinity Series contested four "Dash 4 Cash" races—events in which any driver competing for points in the Cup Series was not allowed to enter.

Keselowski's win was his second in two Xfinity starts this season and 38th career triumph in the series. Meanwhile, Busch's win was his record 92nd in the Xfinity Series. Retired Mark Martin is second in Xfinity wins with 49.

TRANS AM

FORMER INDYCAR driver Rafa Matos secured his third Trans-Am Series presented by Pirelli victory of the season on June 3 at the Chevrolet Detroit Grand Prix.

Matos, who made 36 starts in Indy cars from 2009-11, won the TA2 race by outrunning Gar Robinson and Ernie Francis Jr. in a one-lap sprint following the third and final restart of the 75-minute race, making it an all-Chevy podium. The race marked the TA2 debut for Francis, the reigning TA champion.

Matos, the current TA2 points leader and driver of the No. 88 3-Dimensional Services Chevrolet Camaro, began the race second on the grid but overtook pole sitter Robinson, in the No. 74 Palate of Milford/74 Ranch Resort Chevrolet Camaro, on the fourth lap of the race.

In the first race of the Friday-Saturday doubleheader—the 3-Dimensional Services Muscle Car Challenge—Ford Mustang driver Tony Buffomante and Chevrolet Camaro driver Gar Robinson battled during the last 15 minutes before Robinson spun on the final lap.

NHRA

CLAY MILLICAN raced to his second straight victory of the season (third of his career) with a win on June 3 at the 21st annual JEGS Route 66 NHRA Nationals at Route 66 Raceway in Joliet, Illinois.

Robert Hight (Funny Car), Jeg Coughlin Jr. (Pro Stock) and Matt Smith (Pro Stock Motorcycle) were also winners at the ninth of 24 events on the 2018 NHRA Mello Yello Drag Racing Series schedule.

Millican drove his Parts Plus/Great Clips dragster to his third career win. He defeated Leah Pritchett in the final round for his first career victory at Route 66 Raceway, the facility where Millikan made his first career NHRA Top Fuel start in 1998.

"It took me 19 years to get that first (win), then less than a year to that second one and less than two weeks to get the third," Millican said. "I like this trend."

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FRIDAY, JUNE 15

- **NHRA Friday Nitro Live**, Bristol, Tenn.; 6 p.m., FS1 (L)
- **ARCA Racing Series Herr's Potato Chips 200**, Madison, Ill.; 9 p.m., MAVTV (L)

SATURDAY, JUNE 16

- **World Endurance Championship 24 Hours of Le Mans**, Le Mans, France; 8:45 a.m., Velocity (L)
- **Lucas Oil Pro Motocross High Point National Moto**; Mount Morris, Pa.; 1 p.m., NBC Sports Gold (L)
- **NASCAR Xfinity practice**, Newton, Iowa; 3 p.m., FS2 (L)
- **Lucas Oil Pro Motocross High Point National**; Mount Morris, Pa.; 3 p.m., NBC (L)
- **NASCAR Camping World Truck qualifying**, Newton, Iowa; 4:30 p.m., FS2 (L)
- **American Flat Track**, Lexington, Ky.; 5 p.m., NBCSN (L)
- **NASCAR Xfinity practice**, Newton, Iowa; 5:30 p.m., FS2 (L)
- **NASCAR Camping World Truck Series Iowa 200**, Newton, Iowa; 7 p.m., FS1 (L)
- **NHRA Mello Yello qualifying**, Bristol, Tenn.; 9 p.m., FS1 (S)

SUNDAY, JUNE 17

- **NASCAR Xfinity qualifying**, Newton, Iowa; 2:30 p.m., FS2 (L)
- **NASCAR Xfinity Series Iowa 250**, Newton, Iowa; 5 p.m., FS1 (L)
- **NHRA Mello Yello Series Thunder Valley Nationals**, Bristol, Tenn.; 7:30 p.m., FS1 (S)

MONDAY, JUNE 18

- **NASCAR America**, 5 p.m., NBCSN (L)
- **NASCAR Race Hub**, 6 p.m., FS1 (L)

TUESDAY, JUNE 19

- **NASCAR America**, 5 p.m., NBCSN (L)
- **NASCAR Race Hub**, 6 p.m., FS1 (L)
- **American Flat Track**, Oklahoma City; 5 p.m., NBCSN (S)
- **Verizon IndyCar qualifying**, Elkhart Lake, Wis.; 6:30 p.m., NBCSN (S)

WEDNESDAY, JUNE 20

- **American Flat Track**, Lexington, Ky.; 4 p.m., NBCSN (T)
- **NASCAR Race Hub**, 6 p.m., FS1 (L)

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THURSDAY, JUNE 21

- **NASCAR America**, 5 p.m., NBCSN (L)
- **NASCAR Race Hub**, 6 p.m., FS1 (L)

FRIDAY, JUNE 22

- **Formula 1 practice**, Le Castellet, France; 6 a.m. and 10 a.m., ESPN3 (L)
- **Monster Energy NASCAR Cup practice**, Sonoma, Calif.; 2:30 p.m. and 5:30 p.m., FS1 (L)
- **NASCAR Race Hub Weekend Edition**, 7 p.m., FS1 (L)
- **NASCAR Camping World Truck practice**, Madison, Ill.; 7:30 p.m., FS2 (L)
- **NHRA in 30**, 8:30 p.m., FS2 (T)
- **ARCA Racing Series PapaNicholas Coffee 150**, Madison, Ill.; 9 p.m., FS2 (L)

SATURDAY, JUNE 23

- **Formula 1 practice**, Le Castellet, France; 7 a.m., ESPNEWS (L)
- **Formula 1 qualifying**, Le Castellet, France; 10 a.m., ESPNEWS (L)
- **Lucas Oil Pro Motocross qualifying**, Blountville, Tenn.; 10:10 a.m., NBC Sports Gold (L)
- **Lucas Oil Pro Motocross**, Blountville, Tenn.; 1 p.m., NBC Sports Gold (L)
- **NHRA Mello Yello Drag Racing qualifying**, Norwalk, Ohio; 1:30 p.m., FS1 (T)
- **Monster Energy NASCAR Cup qualifying**, Sonoma, Calif.; 2:30 p.m., FS1 (L)
- **Lucas Oil Pro Motocross**, Blountville, Tenn.; 3 p.m., NBCSN (L)
- **American Flat Track**, Oklahoma City; 5 p.m., NBCSN (S)
- **Verizon IndyCar qualifying**, Elkhart Lake, Wis.; 6:30 p.m., NBCSN (S)
- **NASCAR Camping World Truck qualifying**, Madison, Ill.; 7 p.m., FS1 (S)
- **NASCAR Camping World Truck Series Gateway 200 presented by CK Power**, Madison, Ill.; 8:30 p.m., FS1 (L)

SUNDAY, JUNE 24

- **Formula 1 French Grand Prix**, Le Castellet, France; 10 a.m., ESPN2 (L)
- **NHRA Mello Yello Drag Racing qualifying**, Norwalk, Ohio; 12:30 p.m., FS1 (T)
- **Verizon IndyCar Series Kohler Grand Prix**, Elkhart Lake, Wis.; 1 p.m., NBCSN (L)
- **Monster Energy NASCAR Cup Series Toyota/Save Mart 350**, Sonoma, Calif.; 3 p.m., FS1 (L)
- **NHRA Mello Yello Drag Racing Summit Racing Equipment NHRA Nationals**, Norwalk, Ohio; 6:30 p.m., FS1 (S)
- **Indy Lights**, Elkhart Lake, Wis.; 10 p.m., NBCSN (S)

MONDAY, JUNE 25

- **Verizon IndyCar Series Kohler Grand Prix**, Elkhart Lake, Wis.; 3 p.m., NBCSN (T)
- **NASCAR America**, 5 p.m., NBCSN (L)
- **NASCAR Race Hub**, 6 p.m., FS1 (L)

TUESDAY, JUNE 26

- **NASCAR America**, 5 p.m., NBCSN (L)
- **NASCAR Race Hub**, 6 p.m., FS1 (L)

WEDNESDAY, JUNE 27

- **NASCAR America**, 5 p.m., NBCSN (L)
- **NASCAR Race Hub**, 6 p.m., FS1 (L)

THURSDAY, JUNE 28

- **NASCAR America**, 5 p.m., NBCSN (L)
- **NASCAR K&N Pro Series West**, Sonoma, Calif.; 6 p.m., NBCSN (T)
- **NASCAR Whelen Series**, Hampton, Va.; 7 p.m., NBCSN (T)

- **ARCA Racing Series Scott 150**, Joliet, Ill.; 9 p.m., FS1 (L)
- **NHRA Pro Mod Series**, Richmond, Va.; 11 p.m., FS2 (T)
- **NHRA in 30**, Norwalk, Ohio; 11:30 p.m., FS2 (T)

FRIDAY, JUNE 29

- **Formula 1 practice**, Spielberg, Austria; 5 a.m. and 9 a.m., ESPN3 (L)
- **NASCAR America**, 4 p.m. and 7 p.m., NBCSN (L)
- **NASCAR Xfinity practice**, Joliet, Ill.; 4:30 p.m. and 7:30 p.m., NBCSN (L)
- **NASCAR Camping World Truck qualifying**, Joliet, Ill.; 5:30 p.m., FS2 (L)
- **NASCAR Camping World Truck Series Overton's 225**, Joliet, Ill.; 9 p.m., FS1 (L)

SATURDAY, JUNE 30

- **Formula 1 practice**, Spielberg, Austria; 6 a.m., ESPNEWS (L)
- **Formula 1 qualifying**, Spielberg, Austria; 9 a.m., ESPNEWS (L)
- **Monster Energy NASCAR Cup practice**, Joliet, Ill.; 11:30 a.m. and 2 p.m., NBCSN (L)
- **NASCAR Xfinity qualifying**, Joliet, Ill.; 12:30 p.m., NBCSN (L)
- **NASCAR America**, 1:30 p.m., NBCSN (L)
- **NASCAR Xfinity Series Overton's 300**, Joliet, Ill.; 2:30 p.m., NBCSN (L)
- **Monster Energy NASCAR Cup qualifying**, Joliet, Ill.; 7 p.m., NBCSN (L)
- **Lucas Oil Pro Motocross**, Southwick, Mass.; 8 p.m., NBCSN (S)

SUNDAY, JULY 1

- **Formula 1 Austrian Grand Prix**, Spielberg, Austria; 9 a.m., ESPN2 (L)
- **IMSA WeatherTech SportsCar Championship Sahlen's Six Hours of the Glen**, Watkins Glen, N.Y.; 9:30 a.m., FS1 (L)
- **Lucas Oil Pro Motocross qualifying**, Southwick, Mass.; 10:10 a.m., NBC Sports Gold (L)
- **Lucas Oil Pro Motocross**, Southwick, Mass.; 1 p.m., NBC Sports Gold (L)

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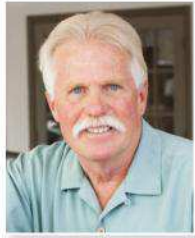
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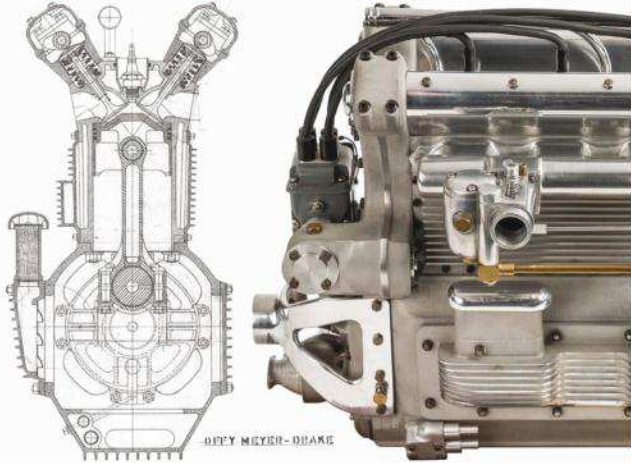
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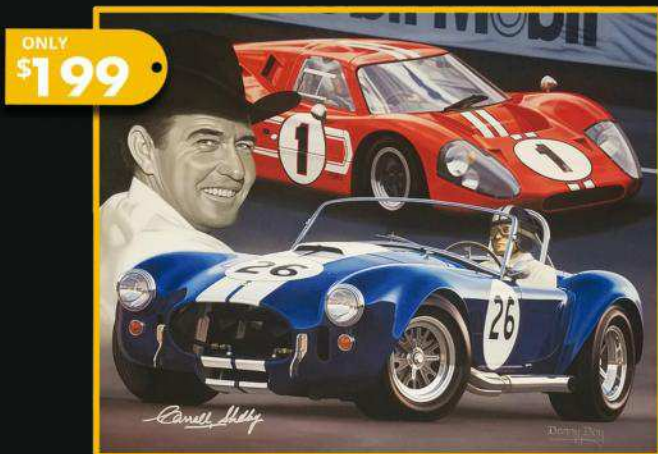
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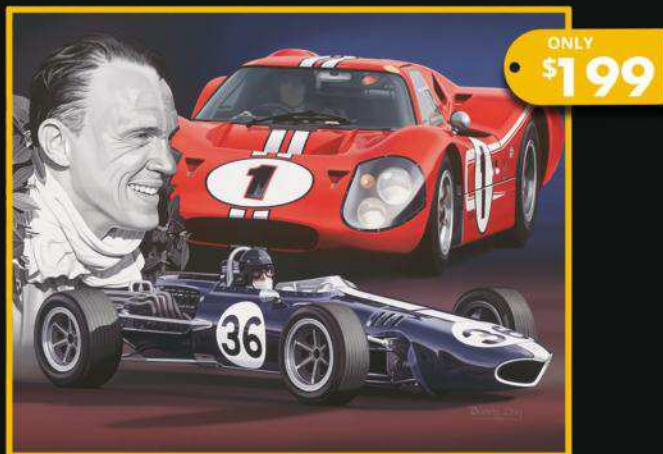
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DATES

ISSUE DATE

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6/11/2018

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Will Power's victory at the 102nd running of the Indianapolis 500 was a Memorial Day weekend gift to the world's headline writers—and proof that not even the most hard-boiled of ink-stained wretches can't resist an easy pun. A few of our on-the-nose favorites:

- ◆ **"COLUMN: Best name in racing shows willpower to win Indy 500,"** THE WASHINGTON POST
- ◆ **"Power and glory: Australian's historic Indy 500 win,"** THE SYDNEY MORNING HERALD
- ◆ **"Indy 500 winner Will Power says he actually has strong willpower,"** USA TODAY
- ◆ **"Aussie Does It,"** AUTOWEEK
- ◆ **"Will Power lives up to his name,"** THE LEWISTON TRIBUNE
- ◆ **"Power Play,"** THE INDIANAPOLIS STAR

... aaaand that should just about do it. Congrats to Mr. Power.

AND YET THE WING REMAINS



Apparently not even a Sawzall can kill the Honda Civic Type R's, erm, aggressive rear aero. This El Camino-ized hot hatch, dubbed the Project P, was built by Swindon, England's Synchro Motorsport. It's ungainly, sure, but how else are you gonna haul around that Type R lawnmower we featured awhile back?

EVERYTHING OLD IS NEW



2019 Aston Martin V8 Vantage



1949 Buick Roadmaster

They say all the good grille designs were hashed out 70 years ago ... thanks to Pete Boyd for the suggestion.

CLEVER. VERY CLEVER.



Thanks to Steve Korn for the submission.

Got a BWTM submission? Mail it to Autoweek, 1155 Gratiot Ave., Detroit, MI 48207, Attn: BWTM or email bwtm@autoweek.com

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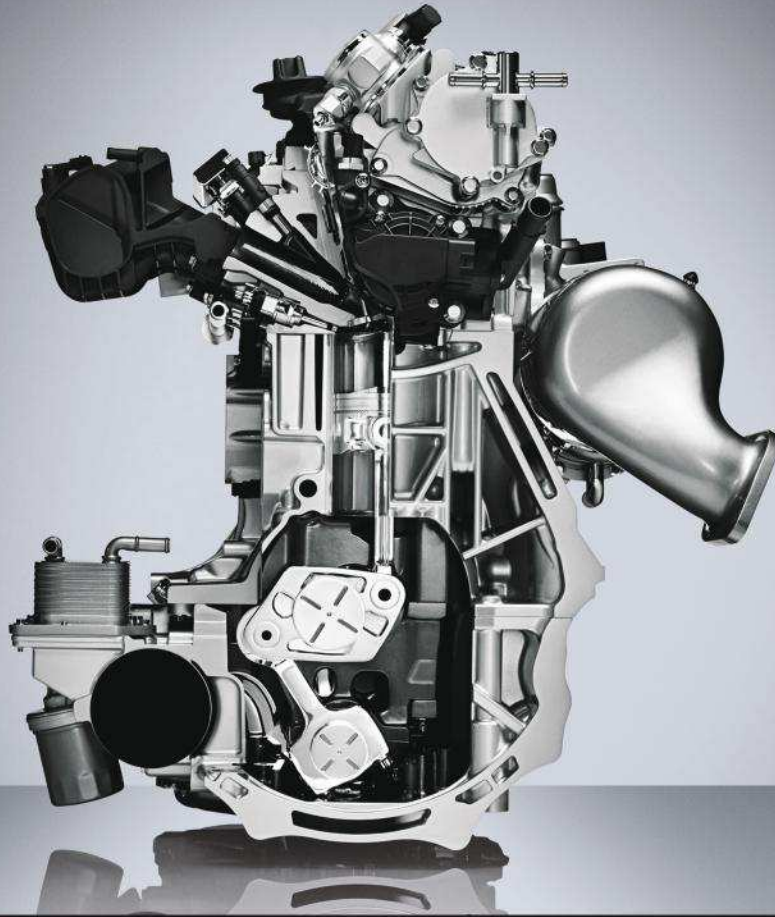
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Vehicle shown: 2019 Jaguar F-TYPE SVR Coupe with optional equipment. *Always follow local speed limits. © 2018 Jaguar Land Rover North America, LLC

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