

INDYCAR

A QUICK
INTRODUCTION
EDITION
TWO



ATRL
Vol 2

CONTENTS

Race Calendar2

IndyCar 101.....3

Drivers and teams
bios6

Credits14



FIRESTONE GRAND PRIX OF ST. PETERSBURG
FEB 27 12:00 PM ET

XPEL 375

MARCH 20 12:30 PM ET

ACURA GRAND PRIX OF LONG BEACH
APRIL 10 3:00 PM ET

HONDA INDY GRAND PRIX OF ALABAMA
MAY 01 12:30 PM ET

GMR GRAND PRIX

MAY 14 3:00 PM ET

106TH RUNNING OF INDIANAPOLIS 500
MAY 29 11 AM ET

CHEVROLET DETROIT GRAND PRIX
JUNE 5 3:00 PM ET

SONSIO GRAND PRIX AT ROAD AMERICA
JUNE 12 12:30 PM ET

HONDA INDY 200 AT MID-OHIO
JULY 3 12:00 PM ET

HONDA INDY TORONTO
JULY 17 3:00 PM ET

HY-VEEDEALS.COM 250
JULY 23 4:00 PM ET

HY-VEE SALUTE TO FARMERS 300
JULY 24 3:00 PM ET

INDIANAPOLIS MOTOR SPEEDWAY ROAD COURSE
JULY 30 12:00 PM ET

BIG MACHINE MUSIC CITY GRAND PRIX
AUG 07 3:00 PM ET

BOMMARITO AUTOMOTIVE GROUP 500
AUG 20 6:00 PM ET

GRAND PRIX OF PORTLAND
SEP 04 3:00 PM ET

FIRESTONE GRAND PRIX OF MONTEREY
SEP 11 3:00 PM ET

INDYCAR

QUALIFYING FORMAT

ROAD/STREET COURSE:

FOR ROAD AND STREET COURSES, QUALIFYING BY DIVIDING THE SESSION INTO 3 SECTIONS.

1. THE FIELD IS BROKEN INTO 2 GROUPS, DECIDED BY THE TOP TIMES IN THE FINAL PRACTICE SESSION. EACH GROUP GETS 10 MINUTES OF ALL-INCLUSIVE TRACK TIME TO SET THEIR FASTEST LAPS. THE FASTEST SIX CARS FROM EACH GROUP ADVANCE TO THE NEXT ROUND WHILE THE REST ARE ASSIGNED GRID POSITIONS. GROUP 1 RECEIVES ODD-NUMBERED POSITIONS AND GROUP 2 RECEIVES EVEN-NUMBER POSITIONS BASED ON THEIR FASTEST LAPS.
2. THE TOP 12 CARS FROM THE FIRST QUALIFYING ROUND RECEIVE AN ALL-INCLUSIVE 10 MINUTES OF TRACK TIME TO SET THE FASTEST LAP. THE TOP 6 ADVANCES TO THE FIRESTONE FAST SIX SHOOTOUT. ALL THOSE REMAINING ARE ASSIGNED GRID POSITIONS FROM 7-12.
3. NAMED THE FIRESTONE FAST SIX, THE TOP 6 CARS RECEIVE SIX MINUTES OF GREEN-FLAG TRACK TIME TO SET THEIR FASTEST LAP. THEY ARE ASSIGNED GRID POSITIONS BASED ON THEIR FASTEST LAP.

101

Oval Course

Qualifying order for Oval courses is decided by the reverse order of current points of the entry. Any teams without points will be placed at the front and ordered by a blind draw if there are multiple. Each car is allowed two warm-up laps and will complete two consecutive timed laps. The combined time of these two timed laps is record-

Race Finish Points					
Position	Pts	Position	Pts	Position	Pts
1	50	12	18	23	7
2	40	13	17	24	6
3	35	14	16	25	5
4	32	15	15	26	5
5	30	16	14	27	5
6	28	17	13	28	5
7	26	18	12	29	5
8	24	19	11	30	5
9	22	20	10	31	5
10	20	21	9	32	5
11	19	22	8	33	5

Pole: 1 point
 Leading At Least One Lap: 1 point
 Most Laps Led: 2 points

ALONG THE RACING LINE

Race Format

Unlike other similar series, IndyCar allows for drivers who finish in lower positions the chance to earn points. This means many drivers who may need to go to the pits during the race will attempt to come back out, even if they are multiple laps down. Above you'll see high point totals for each IndyCar weekend based on the following point structure.

Chip Ganassi's Alex Palou will be defending his 2021 title this season but the Spaniard will be faced with heavy opposition from not only his rivals but his teammates as well. While veteran drivers like Scott Dixon and Josef Newgarden are making their moves for another championship, there's plenty of new blood in the competition.

Young drivers like Colton Herta and Pato O'Ward will be hungry for their first, with O'Ward having been in contention for the title until the very last race of 2021. Both drivers have the potential of promotion to Formula 1 with their teams' connections, so they will be trying to show they have what it takes.

We can't count out the newly promoted competition as well with Romain Grosjean moving over to Andretti this season. It might be too early for a championship as he has to gain experience on the ovals, but the Frenchman has the experience and now the car to bag a few excellent results. It'll be a mad dash to the final checkered flag and it's anyone's guess to who will be the first across the finish line.

CHAMPION OF THE

ALONG THE RACING LINE

MOTORSPORT PUBLICATION

KEEPING AN EYE ON THE ROOKIES




The 2022 rookie of the year battle will be a fierce one. There will be six rookies in the fight, but realistically only five of them have a chance at the title. Tatiana Calderón is signed on for the street and road course and won't race the ovals, meaning she will be missing out on many valuable points including double points during the Indy 500. Calderón will be the first woman racing regularly on the IndyCar circuit since Simona de Silvestro in 2013.

Among the rookies, Christian Lundgaard will be driving the No. 30 Rahal Letterman Lanigan. He already knows how to keep pace with the veterans, as he showed during his one-off appearance where he qualified 4th and finished 12th at the IMS Road Course last year.

Among the other rookies is Indy Lights champion Kyle Kirkwood. Last year he became the first driver to win the championship on every step of the Road to Indy ladder. However, extracting great results out of his A.J. Foyt Chevrolet will be a tough task.

STREET AND ROAD COURSES VS OVALS

Stemming from the inception of today's IndyCar Series, a third of the IndyCar season is dedicated to oval courses. Some drivers, especially those new to the series, refrain from driving on these weekends, and teams sign on part-time drivers in their place. Oval courses require a different set of specifications for the cars, leading to a different chassis set up for these races. In the images shown below, you can see the basic differences in the different specifications:

Road Course	Short Oval	Super Speedway
		

HONDA VS CHEVY

The battle for the Engine Manufacturer Championship will be as heated as ever between manufacturers Honda and Chevrolet. Although Chevrolet dominated from 2012-2017, Honda has just won for the 4th consecutive season, with Chevrolet-powered cars winning just 6 of the 16 races in 2021. Chevrolet will be supplying 15 out of the 32 engines on the grid, less than Honda's 17. Honda also supplies engines to the stronger teams with the likes of Chip Ganassi Racing and Andretti Autosport. The question for this season is, will Honda's domination continue or will Chevrolet make a valiant return to the top?

AWARDS TO WATCH:

ENGINE MANUFACTURER CHAMPIONSHIP:

The top two engine manufacturers receive points on a race-by-race basis using the same point structure as the drivers. An additional 5 points is awarded to the race-winning manufacturer and one point is awarded to the pole position manufacturer. For the Indy 500, two points will be awarded to the engine manufacturer that wins pole and one point for the fastest qualifier on Day 1. If an engine reaches the 2,000 mile mark during the Indy 500, the manufacturer will receive bonus points equal to that driver's race points.

TAG HEUER "DON'T CRACK UNDER PRESSURE" AWARD:

The award with a \$25,000 prize given to the driver that gains the most cumulative positions. Negative points are not given.

ROOKIE OF THE YEAR AWARD:

The award given to the highest placed Rookie of the Season.

INDY 500

Part of the Triple Crown of Motorsport and nicknamed "The Greatest Spectacle in Racing," the Indy 500 is one of the most-watched races around the world. Traditionally held over Memorial Day weekend at the Brickyard of the Indianapolis Motor Speedway, the over 100-year-old race has plenty of fanfare and traditions that go along with it.

Carb Day:

The final practice session before the race, Carb Day is short for Carburetor Day. This name stemmed from the early days of IndyCar with the use of carburetors. Although the use of carburetors hasn't had a place on the grid since 1963, Carb Day was the final time teams could fine-tune their carburetors for the race and the name has held on.

Qualifying:

The first stage of qualifying for the Indy 500 consists of 2 warm-up laps and 4 consecutively timed laps to place within the top 30. The top 9 cars then qualify for the "Fast 9" on Day 2. The Fast 9 also are allotted championship points with pole position earning 9 points, 2nd earning 8 and so on. By the end of qualifying, the grid positions for 1 through 30 are set. "Last Chance" is for the drivers who failed to qualify to make one final bid for the qualifying grid by setting the last three positions.

Race:

As per its name, the Indy 500 winner is the first driver to complete the 500-mile race, barring any penalties. The race begins in a rolling start, with 11 rows of 3 cars for a total of 33 cars. The Indy 500 uses the same points format as the standard race, however, it is doubled (winner gets 100 points, 2nd gets 80, and so on).

Milk:

In 1936, winner Louis Meyer requested a glass of buttermilk on the podium to combat the heat. Since then with the exception of the World War 2 years where they drank water, winners have traditionally drank from a bottle of milk of their choosing. A sponsorship of \$10,000 is paid out by the American Dairy Association if they do so. Emerson Fittipaldi infamously drank orange juice after his win to promote the citrus farms he owned, earning the scorn of the public for weeks after, and was made to sip a bottle of milk by his team.

Bump Day:

Also known as "Bubble Day", Bump Day is the final day of qualifying to set the grid in a form of time trials. As only 33 cars start the Indy 500, the drivers with the slowest times can be "bumped" out from the starting grid and fail to qualify. Historically, this has led to some underdog moments, like when Willy Tibbs, the first African-American Indy 500 driver bumped a former Indy 500 winner.

DRIVERS BIO

**confirmed drivers are subject to change*



© Motorsport/IndyCar

MARCUS ERICSSON

A former Formula 1 driver from 2014 to 2018, Ericsson made his start in karting at 9-years-old. After karting for four years, he moved into Formula BMW UK and was their last champion before signing with Formula 3. In 2008, Ericsson signed for Japanese Formula 3, where he won the championship and moved into GP2. 2014 saw Ericsson move into Formula 1 with Caterham F1. When the team fell into administration by the end of the year, Ericsson terminated his contract to sign with Sauber, where he spent the next four seasons in Formula 1 before being replaced by Antonio Giovinazzi. Ericsson stayed on as reserve driver but signed on full time with Schmidt Peterson Motorsports for the 2019 IndyCar season. The Swedish driver has won two races with CGR and will compete in his third season for the team in 2022.

JIMMIE JOHNSON

An iconic name in American motorsports, Johnson started in 1980 as a motorcycle rider when he was just four years old. He moved into stock car racing in 1998 with his NASCAR Busch Series debut in 1998 and Cup Series debut in 2000. Throughout his 20-year career in the NASCAR Cup Series, Johnson won seven championships, his final title coming in 2016. He is regarded as one of the greatest NASCAR drivers of all time. In 2020, Johnson fulfilled a childhood dream of his by testing with Chip Ganassi. In 2021 Johnson drove part-time for the team and didn't adjust quickly to the new series. Johnson will be competing in his first full-time season in 2022.



© Motorsport/IndyCar



© Motorsport/IndyCar

SCOTT DIXON

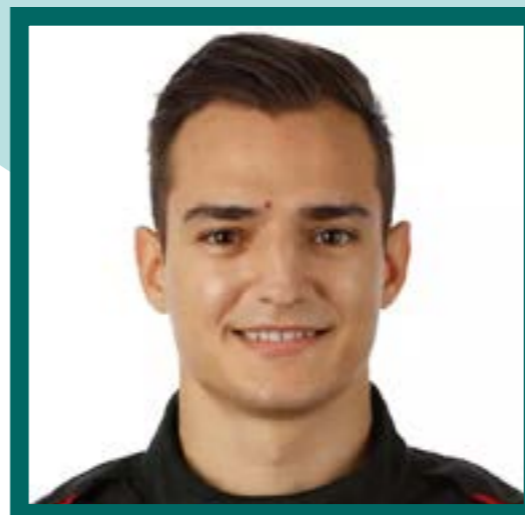
With his 51 wins, Dixon is the third most successful driver in IndyCar history and the most successful driver currently on the grid. The Kiwi driver has won 6 IndyCar championships, the 2000 Indy 500, and is the only driver to have won the IndyCar Championship in his inaugural year. Like many other drivers, Dixon started out in karting. Opportunities for a driver of his caliber were few in Australia, so he moved to America to join Indy Lights. In his second year, Dixon won the Indy Lights championship, starting off his success in the IndyCar system. One of his most impressive records is that Dixon has won at least one race each year in 19 seasons of IndyCar, with his consecutive record at 17 seasons.

TONY KANAAN

Brazilian driver Tony Kanaan began his career in 1994, driving in various European Formula Series before making the move to Indy Lights in 1996. Finishing second in his rookie year, he won the Indy Lights series in the next season and made the step up into IndyCar in 1998. He won the IndyCar Championship in 2004 with Andretti Green Racing and won the Indy 500 in 2013 with KV Racing Technology before moving to CGR in 2014. Kanaan has 16 wins, ten pole positions, and 72 podiums to his name in IndyCar. In his 20-year career, he has driven in almost 300 IndyCar races. Kanaan has competed in IndyCar on a part-time basis since the 2020 season and will be continuing with CGR for 2022.



© Motorsport/IndyCar



© Motorsport/IndyCar

ALEX PALOU

The 2021 IndyCar champion, Alex Palou, began his career in karting in 2003. He made his open-wheel racing debut in 2014 at the Euroformula Open Championship, placing third, before moving up to GP3 the following year. Palou spent two years in GP3, racing against current F1 drivers Esteban Ocon and Carlos Sainz. In 2017, the Spaniard moved to Japan to compete in Japanese Formula 3, where he placed 3rd, before returning to Europe for the Formula 3 European Championship. He once again went to Japan for Super Formula and Super GT in 2019. Palou was the Super Formula championship favorite before a mechanical issue in the final race dropped him to third place. He joined IndyCar in 2020 with Dale Coyne Racing for his rookie year. Palou is the only Spaniard and the first Honda driver other than Scott Dixon to have won the IndyCar championship with Chip Ganassi.



CHIP GANASSI RACING

Founded by former driver Chip Ganassi in 1990, the team initially entered what is now IndyCar with a sponsorship deal from Target. Their first year was a one-car effort, quickly growing to two for the 1992 Indy 500. By the mid-90s, CGR was a top team. Juan Pablo Montoya won the 1999 championship in his rookie year with the team, marking their 4th consecutive championship win. This success followed them throughout the seasons, with CGR drivers winning 14 titles from 1996 to 2021. With their most successful driver, Scott Dixon, taking five championships, Chip Ganassi Racing has dominated the last decade of the series.



ANDRETTI AUTOSPORT

Founded by Gerald Forsythe in 1993, Andretti Autosport was initially billed as Forsythe Green Racing. Michael Andretti, the son of Formula 1 world champion and four-time IndyCar champion Mario Andretti, joined the team in 200. He purchased a majority interest in the team and rebranded it to Andretti Autosport in 2003. Alongside IndyCar, the team competes in Indy Lights, Indy 2000, Formula E, Extreme E, and the Supercars championship. Andretti is one of the premier teams in IndyCar. They have won the Indy500 6 times, most recently in 2017, and have won the IndyCar championship four times, most recently in 2012 with Ryan Hunter-Reay. Andretti will have three drivers in 2022 with Colton Herta, Alexander Rossi, and Romain Grosjean. The team will be operating an additional car under the Andretti Herta Autosport with Marco Andretti and Curb-Agajanian partnership for the Indy 500 with driver Marco Andretti.



© Motorsport/IndyCar

ROMAIN GROSJEAN

The sole non-American driver racing for Andretti Autosport is the Swiss-French driver Romain Grosjean. In 2011 he won the GP2 series, now known as Formula 2, and got the call up to F1 with Lotus in 2012. Grosjean raced for Lotus until joining Haas in 2016, with whom he finished out his F1 career in 2020. He joined the IndyCar grid in the 2021 season with Dale Coyne Racing. He was still recovering from the injuries he sustained in the 2020 F1 Bahrain GP but was still able to achieve decent results in his rookie year. He managed to gain three podiums and a pole position in 2021, which led to him securing a deal to drive for Andretti Autosport for the 2022 season.



© Motorsport/IndyCar

MARCO ANDRETTI

A third generation Andretti driver, Marco Andretti will be driving part-time under the Andretti Herta Autosport partnership. His career has focused heavily on IndyCar, although he did test for Honda Racing F1 in 2007. Although he did express a wish to join Formula 1, Andretti wanted to fulfill his goal of winning the Indy 500 prior to doing so. In 2021, Andretti announced he would be taking a step back from driving full-time in the IndyCar series and will only be participating in the Indy 500 for the 2022 season.



© Motorsport/IndyCar

COLTON HERTA

Son of former IndyCar driver Bryan Herta, American driver Colton Herta is the youngest winner of an IndyCar race. He began his karting career at 10-years-old and went on to do single-seater racing in Europe before returning to the USA to compete in IndyLights. In his second season of IndyLights in 2018, Herta won 4 races and finished the year as vice-champion. He made his IndyCar debut at 18 at the 2018 GoPro Grand Prix of Sonoma. While still 18, Herta won the IndyCar Classic at the Circuit of the Americas, becoming the youngest ever winner of an IndyCar race. In 2021, with Andretti Autosport, Herta attempted to challenge for the title but ultimately finished the season in 5th after a comeback drive on the streets of Long Beach. He will once again partner with Andretti Autosport for the 2022 season.



© Motorsport/IndyCar

ALEXANDER ROSSI

Alexander Rossi is a 30-year-old American racing driver who made his IndyCar debut at the 2016 Grand Prix of St. Petersburg. Rossi has an impressive resume consisting of single-seater racing in Europe and Asia, sportscars, world endurance racing, and off-roading. From 2012-to 2016, he had various reserve driver roles in Formula 1 for teams like Caterham, Marussia, and Manor. In 2015 he became the first American to race at a purpose-built racetrack for F1 in the United States. In his debut IndyCar season, Rossi joined Andretti Autosport and has stayed with the team ever since. He won the prestigious Indy500 in that first season with the team and since then has collected six wins, six poles, and 18 podiums. Rossi will be returning to the IndyCar grid in 2022 with Andretti Autosport for an 8th season with the team.

JOSEF NEWGARDEN

Newgarden started karting at the age of 12 and won several titles. He won the prestigious Formula Ford Festival in 2009. In 2011 he won the Indy Lights championship, and his IndyCar debut with Sarah Fisher Hartman Racing was in 2012. He steadily improved, taking two podiums in the following two years, and just missed out on a win twice. The team he raced for merged with Ed Carpenter Racing, which proved to be a success; he took two wins and several podiums. The following year, he finished fourth in the championship despite breaking his hand and clavicle. He moved to Team Penske in 2017 and took the championship in his first year with them. In 2019, he won the championship again. He finished 2020 and 2021 in second place. The American driver is partnering with Team Penske again for the 2022 season.



© Motorsport/IndyCar

WILL POWER

Power started his career in Formula Ford and took several wins in the category. He raced in World Series by Renault in 2005 but missed the last two rounds to make his ChampCar debut. He raced two full seasons in the series following that debut and took two victories in 2007. In 2008 he joined IndyCar with KV Racing Technology, following the merge of Champ Car and IndyCar. He took a single win that season and finished 12th in the championship. The following year, 2009, he joined Team Penske as a replacement for Helio Castroneves; the team fielded a third car for him once Castroneves returned. He even came close to winning the Indy 500 in 2009 and finally took a win at Edmonton, but crashed at Sonoma, leading to him having to sit out the rest of the season. Power continued with the team full-time and finally took his first IndyCar Championship in 2014. He eventually won the Indy 500 in 2018 when he swept every race in May.



© Motorsport/IndyCar

SCOTT MCLAUGHLIN

McLaughlin hadn't raced in an open-wheel series since 2010 before joining IndyCar at the end of the 2020 season. Before joining the IndyCar grid, he raced with Team Penske in the Australian Supercars Championship. He won the championship in a dominant display three times in a row with the team and won the Bathurst 1000 in 2019. In his 2021 IndyCar rookie year, McLaughlin managed to snatch a podium at his first oval race at Texas Motor Speedway. That would be his only podium of the season, but he managed to clinch the rookie of the year title ahead of Romain Grosjean and Jimmie Johnson. The Australian driver will be returning to the grid for his second full season in IndyCar with Team Penske.



© Motorsport/IndyCar



TEAM PENSKE

Team Penske is one of motorsport's biggest and most successful organizations. Over 590 major race wins, over 650 pole positions, and 41 championships have been achieved by cars owned and prepared by Team Penske in series such as IndyCar, NASCAR, Australian Supercars, and IMSA. The team even took a Formula 1 victory in 1976. The team's owner, Roger Penske, also owns the NTT IndyCar Series and Indianapolis Motor Speedway (IMS) after purchasing them in 2019. Team Penske has won 16 IndyCar Championships and 18 Indianapolis 500s and has been a force to be reckoned with for most of their IndyCar career. They will field three Chevrolet-powered cars, one car down from after Simon Pagenaud's departure last season.



RAHAL LETTERMAN LANIGAN RACING

Rahal Letterman Lanigan Racing, established in 1991 as Rahal/Hogan Racing, is an American racing team competing in various sportscar and IndyCar championships. From 2007 till 2013, Rahal competed in the American Le Mans Series, fielding a Porsche in 2007 and switching to factory support from BMW from 2009 onwards. The team joined the IndyCar grid under the name Rahal Letterman Racing and competed full-time until they changed to part-time participation due to financial issues in 2009. RLL returned to full-time competition in 2012 and has been competing since, taking to the grid in 2022 with three drivers, namely Graham Rahal, Jack Harvey, and rookie Christian Lundgaard.

GRAHAM RAHAL
Graham Rahal is an American racer who has been competing in various championships since 2004. He started by taking part in the Formula BMW USA and competed in the Star Mazda Series, the Indy Pro Series, American Le Mans, and the Rolex 24 at Daytona from 2004 till 2007. Rahal continued competing in the Rolex 24 at Daytona until 2012, his best result being two 6th place finishes in 2008 and 2012 and a 1st place finish in 2011. Next to these competitions, Rahal started competing in the NTT IndyCar Series in the 2008 season, driving for Newman/Haas/Lanigan Racing. After a season in which he drove for four different teams in 2010 and a team switch to Chip Ganassi Racing for 2011 and 2012, Rahal rejoined Rahal Letterman Lanigan Racing in 2013. 2022 will be his 10th year with the team.



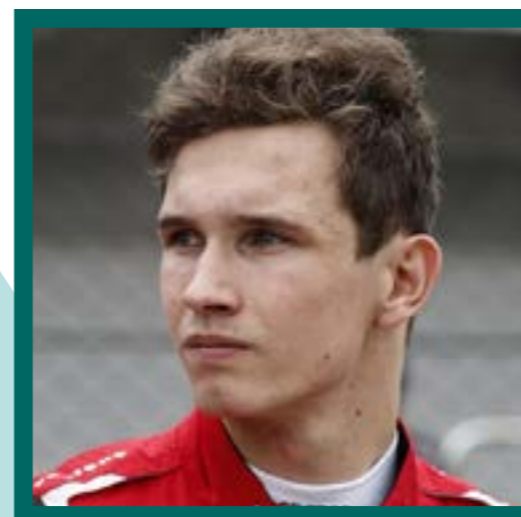
© Motorsport/IndyCar



© Motorsport/IndyCar

JACK HARVEY

Jack Harvey is a British racing driver who started his career racing in karts at the age of 9, winning championships like the MSA Super One British title and the European title in KF3. He made his single-seater debut in 2009, driving in the Formula BMW Europe series. In 2010, he became vice-champion after battling it out with current FE driver Robin Frijns. He graduated to Formula 3 the year after. He became the 2012 British Formula 3 champion and subsequently signed with Lotus GP to compete in the GP3 Series in 2013. Harvey moved to the United States to compete in Indy Lights in both 2014 and 2015, finishing 2nd in both campaigns. In 2017, Harvey made his IndyCar debut at the Indianapolis 500 for Michael Shank Racing. He's competed for Meyer Shank Racing until 2021 and will be switching to RLL Racing for



© Motorsport/IndyCar

CHRISTIAN LUNDGAARD

In 2012, Christian Lundgaard started his career in karting at the age of 11. He competed across Europe and won three major karting titles before making his single-seater debut in SMP F4 and Spanish F4 in 2017, finishing 1st in both championships. Lundgaard was signed to the Renault Sport Academy in the same year and drove in the Formula Renault Eurocup, where he became vice-champion and the GP3 Series in 2018. In 2019, he stepped up to the FIA Formula 3 Championship, in which he competed with ART Grand Prix. He rejoined ART Grand Prix for his FIA Formula 2 campaign in both 2020 and 2021. Lundgaard tested for RLL Racing in July 2021 and drove his first official Grand Prix in August. He will be joining the team for a full-time season in 2022.

CONOR DALY

The 30-year-old American racing driver won the Star Mazda, now Indy Pro 2000, Championship in 2010 with Juncos Racing at the start of his single-seater career. He went to Europe in 2011 to race in GP3 and also became an F1 test driver with Sahara Force India. Daly won the MRF Challenge title in 2013; that same year, he made his IndyCar debut at the Indy 500 with AJ Foyt Racing. He wouldn't race in IndyCar again until the 2015 season when he did five races with two different teams. In 2016 he made his full-time IndyCar debut with Dale Coyne Racing. Daly achieved his first and only IndyCar podium at Detroit that season. From 2017 until 2019, he only did a handful of races every season before finally returning full-time in the series in 2020. He did the road and street courses and the Indy 500 with ECR while he drove the ovals for Carlin. He continued this in 2021 and will now finally race the complete season with a single team in 2022.



© Motorsport/IndyCar



© Motorsport/IndyCar

ED CARPENTER

Before joining IndyCar, Carpenter had a successful career in midget racing. He would win national quarter-midget events before moving on to what is now referred to as Indy Lights. He made his IndyCar debut in 2003 with PDM Racing. He continued to race full-time in IndyCar and took his first podium in 2009 at Kentucky Speedway. The year after, his team shut down. He did a few races with Panther Racing before moving on to Sarah Fisher Racing in 2011. He drove a part-time schedule where he finally took his first victory at Kentucky Speedway. Since 2012 he has raced with his own team and has only competed at the oval races since 2014. He's been on pole for the Indy 500 three times but his highest finish at IMS remains runner-up.



© Motorsport/IndyCar

RINUS VEEKAY

Rinus van Kalmthout, better known as Rinus VeeKay, started his karting career in 2009 and took several championships in the Netherlands before deciding to continue his career in the US. He raced in the U.S. F2000 series, which was the first step on the Road To Indy ladder. He just narrowly missed out on the championship against Oliver Askew. In 2018 he signed with Juncos Racing to race in the Pro Mazda, now Indy Pro 2000, Championship. He won the title and graduated with the team to Indy Lights. He missed out on the title but still won the Asian F3 championship that year and managed to get himself an IndyCar seat with ECR after a successful test at Portland. After winning the Rookie of the Year title in 2020, he took his first win in 2021 and also became the youngest driver to qualify on the front row for the Indy 500.



ED CARPENTER RACING

At the end of 2011, team owner and driver Ed Carpenter announced he would be forming his own IndyCar team, Ed Carpenter Racing (ECR). He was the team's only driver for the 2012 and 2013 seasons and took the team's first victory at Fontana in 2012. In 2014 Carpenter signed Mike Conway to drive all road and street courses while he remained the team's oval driver. They merged with Sarah Fisher Hartman Racing to create Carpenter Fisher Hartman Racing for 2015. This team, which would take five podiums in a single season, didn't last long and would return to ECR the following season. After Josef Newgarden's departure from the team in 2017, the team would not take a win again until Rinus VeeKay took his first IndyCar win at the IMS Road Course in 2021.



A. J. FOYT ENTERPRISES

This American team was founded in 1965 by four-time Indy 500 winner A. J. Foyt. The former racing driver also previously won the Daytona 500 and the 24 Hours of Le Mans. The team previously raced in the NASCAR cup series on and off from 1973 until 2006. The team closed their NASCAR operations began solely focusing on their IndyCar outfit. A. J. Foyt Enterprises won two IndyCar titles back in the 1990s, but the team has not been able to replicate those results since. The last race victory for the team was scored by Japanese driver Takuma Sato in 2013. For the 2022 season, they will be fielding three cars driven by Dalton Kellet, Kyle Kirkwood, and Tatiana Calderon.

KYLE KIRKWOOD

Florida native Kyle Kirkwood is the 2021 Indy Lights championship. He started his career in karting and won many titles. Kirkwood made his single-seater debut in 2015 when he competed in the F1600 Championship. He went on to race in a handful of other series, including the Formula 4 United States Championship, in which he finished third. He received a Team USA scholarship, and in his second year in the series, Kirkwood won 9 races, which led to him clinching the title. In 2018, Kirkwood took part in USF2000 with Cape Motorsports. He won 12 out of the 14 races and dominantly secured the title. 2019 saw him move to Indy Pro 2000, where he took his fourth consecutive title. Due to the COVID-19 pandemic, the 2020 Indy Lights season was canceled. Kirkwood was set to race with Andretti Autosport, but his campaign was pushed back to 2021. With his Indy Lights win, he became the first driver to win a championship in every step of the Road to Indy series. 2022 will be Kirkwood's first season in IndyCar.



© Motorsport/IndyCar



© Motorsport/IndyCar

TATIANA CALDERÓN

Tatiana Calderón started her career in karting, where she became the first female racer to win a karting championship in the United States, as well as her home country Colombia. During the 2015 FIA Formula 3 championship, Calderón briefly led a race at Spa-Francorchamps and became the first woman to lead a race in the series. In 2019, after a few seasons in Formula 3, Calderón moved up to FIA Formula 2 racing with BWT Arden. She was also named a test and development driver for Formula 1 team Alfa Romeo in the same year. Apart from formula series, Calderón has also participated in endurance races such as the 24 Hours of Le Mans, in which she competed in the LMP2 class in 2021. The Colombian driver will drive her first season in IndyCar with A. J. Foyt Enterprises in 2022, exclusively participating in the street and road races.

DALTON KELLETT

28-year-old Dalton Kellett began his career in snowmobile racing. After moving on to karting, the Canadian driver ended up finishing third in the Ontario Formula Ford Championship in 2011. He began participating in different Road to Indy series in 2012, starting with the U.S. F2000 Nation Championship. Kellett became the first driver to race in all three Road to Indy divisions at the same time in 2013 when he simultaneously competed in the U.S. F2000 Nation Championship, the Pro Mazda Championship, and Indy Lights. He stayed in Indy Lights for the next four years, first joining Andretti Autosport and then Juncos Racing. He achieved a few 3rd place podiums before finally making the step up to IndyCar in 2020 with A. J. Foyt Enterprises. Kellett will once again join the team for his 2022 campaign.



© Motorsport/IndyCar



© Motorsport/IndyCar

JUAN PABLO MONTOYA

Juan Pablo Montoya is a well-known name in international motorsport. The Colombian driver raced in Formula 1 from 2001 to 2006, his first stint being with Williams until 2004 and then switching to McLaren for the second half of his F1 career. He has seven wins and 30 podiums to his name in F1 but never secured a championship title. In 2006, Montoya came stateside and competed in the NASCAR Nextel Cup for Chip Ganassi Racing. He got his first stock car win in 2007 in Mexico City. Montoya also won the Rolex 24 at Daytona race in the same year. These stellar performances secured him the NASCAR Sprint Cup Series rookie of the year title. From 2007 to 2013, Montoya won an impressive 3 Rolex 24 at Daytona races, becoming the first driver ever to win his first two starts in that race. In 2014, Montoya moved to IndyCar with Team Penske. He has achieved five wins and 13 podiums in his seven years in the series. He will join Arrow McLaren SP for the Indy 500 in the 2022 season.



© Motorsport/IndyCar

PATO O'WARD

The 22-year-old Mexican race driver will be returning to the IndyCar grid with Arrow McLaren SP for the 2022 season. In 2007, he won his first title in the form of the Mexican Easykart 60cc National championship at the young age of 7 years old. O'Ward continued this success in karting, and he eventually entered Formula Renault, Pacific F2000, and Formula LATAM F2000 in 2013. He won a race in Pacific F2000 but had no luck in the other series. O'Ward has a variety of motorsport experience, from racing in Super Formula Japan to the Road To Indy. He raced in multiple series up until 2018, when he competed in the Indy Lights Championship. He won the title and made his IndyCar debut in the same year. After winning Indy Lights, O'Ward made his debut at Sonoma Raceway with Harding Racing and finished 9th. O'Ward signed with Arrow McLaren SP in 2020 and has been racing for the team since; including his championship fight in 2021.



© Motorsport/IndyCar

FELIX ROSENQVIST

30-year-old Swedish racing driver Felix Rosenqvist joins Arrow McLaren SP for a third season in 2022. Rosenqvist has competed in many different single-seater series. In 2008, he competed in Formula Renault 2.0 in Asia and won the title. He repeated this result in Formula Renault in Sweden and New Zealand as well. Rosenqvist also raced in European Formula 3 and the German F3. He did a brief stint in Indy Lights in 2016, earning three wins in his ten races. For 2017, Rosenqvist moved to Formula E with Mahindra Formula E team and finished 3rd in his first season with one win. He eventually found his way back to the states in 2019 when he secured a seat driving for Chip Ganassi Racing in IndyCar. He secured rookie of the year that season, finishing 6th in the standings, and moved to Arrow McLaren SP in 2020, replacing Oliver Askew.



ARROW MCLAREN SP

McLaren joined Arrow Schmidt Peterson Motorsports in 2020 to form Arrow McLaren SP after a brief stint away from the series. Arrow McLaren has made their ambitions to fight for titles clear. The Indianapolis-based team was founded by ex-driver Sam Schmidt after he went through serious trauma to his Spinal Cord while racing at Walt Disney Speedway. Although not under the same name, Sam Schmidt Motorsports was the base form of Arrow McLaren SP. Over the years, Arrow McLaren SP has racked up impressive results including Pato O'Ward's two wins and three podiums in the 2021 season that secured him second place in the championship. O'Ward is continuing his partnership with the team alongside Felix Rosenqvist and Juan Pablo Montoya.



DREYER & REINBOLD RACING

Dreyer & Reinbold Racing, or DRR, has participated in IndyCar since car dealer Dennis Reinbold founded the team in 1999. Their first season began on a high in 2000 when American driver Robby Buhl won at the Walt Disney World Speedway. DRR failed to have another race win in the next 22 years and counting. This continuous underperformance eventually caused their main sponsor to pull out, leading to them becoming only a part-time team in 2013. Since then, DRR has entered an assortment of races each year, and with their increased success, they hope to return to full-time in the near future. In 2022 the team will only participate in round six of the IndyCar schedule; the 106th Annual Indianapolis 500. They will be displaying a new driver team made up of returning driver Sage Karam and newcomer Santino Ferrucci.



© Motorsport/IndyCar

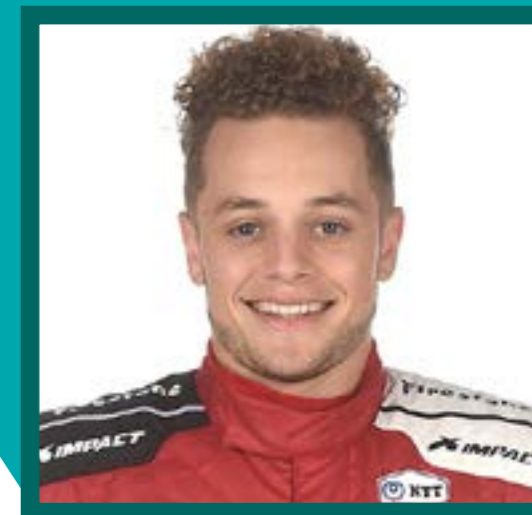
SAGE KARAM

Sage Karam is a 26-year-old American IndyCar driver from Nazareth, Pennsylvania. Karam began racing karts when he was younger and, at 15, was entering the beginning stages in the Road to Indy ladder with the 2010 U.S. F2000 National Championship with Andretti Autosport. Karam dominated the championship, winning nine of twelve races and guaranteeing himself a spot in the 2011 Star Mazda Championship, the next step to IndyCar. Once again, with Andretti Autosport, Karam made a name for himself, finishing fifth in points and winning rookie of the year. After spending two seasons there, Karam moved on to the Indy Lights series with Schmidt Pearson Motorsports, where he won the title. In 2014, he began racing with Chip Ganassi Racing in the United SportsCar Championship, which would help secure him a seat with Dreyer & Reinbold for IndyCar. DRR had Karam on multiple one-race agreements until 2019, when he became a permanent member of the team.

SANTINO FERRUCCI

Santino Ferrucci has been involved in many motorsport competitions throughout his relatively short career. At just 23 years old, Ferrucci has been professionally racing since he was only 14. Beginning with the SBF2000 Winter Series, he then moved on to the U.S. F2000 National Championship, placing fifth before competing in the German Formula Three with EuroInternational, British Formula 3 for Fortec Motorsport, and the European Formula 3 again with EuroInternational. During the middle of the 2017 Formula 2 season, Ferrucci joined Trident Racing and continued with them for 2018. The 2018 season had a slew of behavioral issues, including getting banned for deliberately crashing into his teammate, driving into the F2 paddock holding his cellphone, and unpaid funds within his contract, which eventually led to Ferrucci getting fired from Trident amidst his involvement in a lawsuit. After the incidents, Ferrucci joined IndyCar, initially competing for Dale Coyne Racing in 2018, 2019, and 2020. Ferrucci spent 2021 with Rahal Letterman Lanigan Racing at the Indianapolis 500, and in 2022 he will drive for Dreyer & Reinbold Racing alongside Sage

Karam

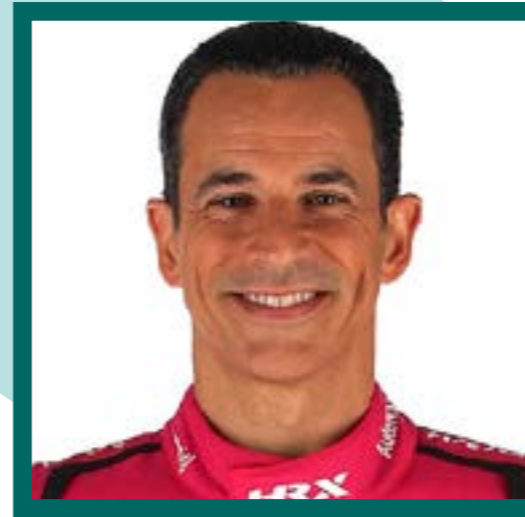


© Motorsport/IndyCar



MEYER SHANK RACING

Formerly Michael Shank Racing, MSR was founded in 1989. Although the team has been trying since 2012 to enter the series, their IndyCar aspirations did not take effect until 2017. MSR slowly built up their exposure into the series, running in only a handful of races from 2017 to 2019. In 2020, Liberty Media's Formula One Group made a minor equity investment in the team. Helio Castroneves' Indy 500 win in 2021 marked not only the driver's historic 4th Indy 500 win but also the team's first victory in IndyCar. 2022 will be the first year Jack Harvey does not drive for the team, with the two seats going to former Penske drivers Brazilian Helio Castroneves and Frenchman Simon Pagenaud.



© Motorsport/IndyCar

HELIO CASTRONEVES

A historic 4-time Indy 500 winner, Brazilian driver Helio Castroneves began his career in karting at the age of 11, inspired by Formula 1 driver Ayrton Senna. His family invested heavily in his career, taking him out of full-time schooling when he was 13 and selling multiple assets. At 16, he moved up into various junior leagues before being invited to test in Indy Lights in 1996, where he spent two years. Team Penske signed young driver in 2000, and Castroneves spent 20 years with the team in IndyCar. He placed second in the championship four times and participated in IMSA with Team Penske. Known as one of the most popular drivers in IndyCar, Castroneves won the fifth season of *Dancing With The Stars*.



© Motorsport/IndyCar

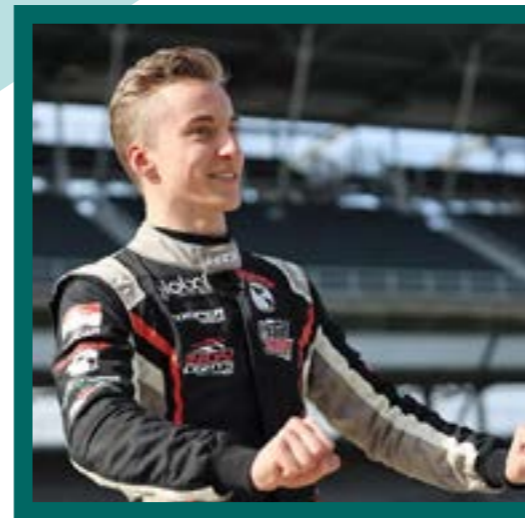
SIMON PAGENAUD

Frenchman Simon Pagenaud started karting at the age of 9, moving up into single-seaters in France when he turned 16. Knowing he would need money and connections to make a career in Europe, Pagenaud began his quest for success in America by giving himself a single year to make something of himself, encouraged by Sébastien Bourdais. Bourdais paved the way to America for French drivers. Although he spent a handful of years in endurance racing, Pagenaud moved into IndyCar in 2012, winning the IndyCar Championship in 2016 and the Indy 500 in 2019 with Team Penske. 2022 will be his 10th year in IndyCar, as he starts anew with Meyer Shank Racing.



DALE COYNE RACING

Founded in 1984 by former driver Dale Coyne, Dale Coyne Racing has been known for its ability to compete with a small budget. It wasn't until 2009, 25 years into their IndyCar run, that they had their first maiden victory. DCR operates a two-car team, with partnerships with Rick Ware Racing and HMD Motorsport for the 2022 season. Rick Ware Racing has operated under a partnership with Dale Coyne Racing since 2020. They notably had former F1 driver Romain Grosjean in the No. 51 car for the 2021 season and will be sponsoring Takuma Sato in 2022. Formerly BN Racing, HMD Motorsports was founded by Henry Malukas, father of now-IndyCar rookie David Malukas. Although the team focused on The Road to Indy series of USF2000 and Indy Pro 2000, an overhaul in 2019 changed their focus to IndyCar and IndyLights. The partnership with Dale Coyne Racing only extends to David Malukas.



© Motorsport/IndyCar

DAVID MALUKAS

The Lithuanian-American Chicago native began his career in 2013 in karting, winning multiple championships throughout his karting years. In 2018, he placed 4th overall in Pro Mazda Championship, now Indy Pro 2000. Malukas made the move up to Indy Lights for 2019, placing 6th overall as a rookie with a rookie team. While he planned to return the following year, the 2020 Indy Lights championship was canceled due to COVID-19. Malukas decided to take a gap year and moved to Formula Regional Americas, where he finished 2nd. He returned to Indy Lights for the 2021 Championship, placing 2nd overall, and signed with Dale Coyne Racing for the 2022 IndyCar Championship.



© Motorsport/IndyCar

TAKUMA SATO

Sato is the first Japanese-born driver to win an IndyCar race and the first Asian driver to win the Indy 500. He started karting in Japan much later than most, at the age of 19. After winning the national title, Sato moved to Europe with the backing of Honda to join British Formula 3 in 2001. He entered Formula 1 in 2002, driving for Jordan, BAR, and Super Aguri until leaving the Series at the end of 2008. Sato began driving in IndyCar in 2010, winning his first race in 2013. He won the Indy 500 in 2017 with Andretti Autosport and again in 2020 with RLL. As he raced in one Grand Prix in Formula E in 2014, Sato holds the unique record of a 100% fastest lap record in the electric series.



JUNCOS HOLLINGER RACING

Juncos Hollinger Racing, formerly known as Juncos Racing, is a racing team competing in the IndyCar Series, Indy Lights, and the Indy Pro 2000 Championship. Founded in 1997 by Ricardo Juncos, the team originally competed in various competitions in Argentina, such as the Formula Renault 1600 Championship, Formula Renault 2000 Championship, and the National Sport Prototype Championship of Argentina, before moving to the United States. After relocating to Florida and competing in karting for a while, the team then touched base in Indianapolis, from where they have been competing in different Indy championships. After a short 2-year absence due to difficulties caused by the COVID-19 pandemic, the team will be returning for a full-time IndyCar campaign in 2022, with Callum Ilott driving their Nr. 77 car.



© Motorsport/IndyCar

CALLUM ILOTT

Callum Ilott started his career in karting at the age of 7, competing nationally from 2008 onwards. He enjoyed national success at karting tracks across the UK before starting to compete all over Europe and winning championships internationally. In 2015, he made his single-seater debut in the FIA Formula 3 European Championship. In 2018, he made the switch to the GP3 Series, where he finished 3rd in the standings. Ilott competed in the FIA Formula 2 Championship in 2019 and 2020, finishing as runner-up in the 2020 season. In September 2021, the Brit made his IndyCar debut at the Grand Prix of Portland, driving for Juncos Hollinger Racing. Ilott will race full-time for Juncos Hollinger Racing in the 2022 season.



ANDRETTI STEINBRENNER AUTOSPORT

Formerly known as Harding Racing when it was founded by Mike Harding in 2017, Andretti Steinbrenner Autosport is a partnership between Andretti Autosport and Steinbrenner Racing. The team first entered IndyCar in 2017 but began competing full time in the series in 2018. Due to budgeting issues, the team merged with Andretti Autosport at the end of the 2019 season.

Current Andretti driver Colton Herta began his IndyCar career with the team and is the driver behind the team's three race victories. They will only be fielding one car in the 2022 season which will be driven by Devlin DeFrancesco.



© Motorsport/IndyCar

DEVLIN DEFRANCESCO

Canadian-Italian driver Devlin DeFrancesco will be competing in his first season of IndyCar in 2022. The 22-year-old started his career in karting where he placed second and third in a variety of championships. In 2017, DeFrancesco competed in both the Euroformula Open Championship and the Spanish Formula 3 Championship in which he finished third and first respectively. He raced in many different Formula 3 championships from 2018 to 2020, until he began the Road to Indy with Andretti Steinbrenner in the Indy Pro 2000 Championship. After coming in second, DeFrancesco moved onto Indy Lights in 2021 where he came in sixth. He will once again be racing for Andretti Steinbrenner this season.

CREDITS

**AINO
YLITALO**

**ALISHA
ANSARI**

**ATHALIA
PATRICIA**

**ELINE
LUNA**

**BREANNA
HAMMOND**

**HANA
SOPHIE**

**KRISTINA
AGRESTA**

**LEONIE
DECKERT**

**MEES
DRIJGERS**

**NAINA
GUPTA**

ALONG THE RACING LINE



MOTORSPORT PUBLICATION