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The 49th Acura Grand Prix of Long Beach

by *Celac Colvert* photos by *Anthony Bristol*



#10 Alex Palou in front of a pack of cars.

The inaugural Long Beach Grand Prix took place on September 28, 1975, marking an historic moment in US motorsport history the return of racing to city streets. The brainchild of local entrepreneur Chris Pook, the event transformed the streets of Long Beach into a challenging circuit, drawing inspiration from iconic European street races. Pook's tireless efforts and strategic leadership were instrumental in overcoming logistical challenges and securing the initial event event. His leadership and the willingness of the the city fathers to innovate paved the way for the inaugural race with top billing given to Formula 5000, won by Brian Redman, piloting a Chevrolet-powered Lola T332.

Over the years, the Long Beach Grand Prix has evolved and expanded, adapting to changes in technology, regulations, and audience preferences. The event transitioned from a single-day affair to a multi-day extravaganza, featuring a wide range of activities and entertainment for fans of all ages.



#01 Cadillac GTP leads the field en route to an overall win.

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New racing series and support races were introduced, adding depth and excitement to the event, while innovative initiatives, such as the Long Beach ePrix, showcased cutting-edge electric racing technology.From its inception, the Long Beach Grand Prix has showcased a diverse array of racing machinery, ranging from high-performance open-wheel formula cars to sleek sports prototypes. Equally, legendary drivers have left their mark on the Beach Grand Prix, delivering Long unforgettable performances and making history in the process. Notable winners include Mario Andretti, who not only won the event multiple times but also won as competitor in both F1 And CART. 1984), Al Unser Jr. (more wins than any other competitor), and Michael Andretti also a multiple winner and part of the 1st father / son duo to claim victory.

The Long Beach Grand Prix stands as a testament to the enduring allure of street circuit racing, captivating audiences with itsblend of speed, skill, and spectacle. The 2024 event certainly lived up to that billing showcasing both contemporary and historic racing in an environment unlike any other.



Fans enjoying the scenes of this unique venue.

Historic Indy

Each year the Long Beach showcases an historic grid under the aegis of Cris Vandagriff's HMSA organization. This year the featured class was Historic Indy and the group included cars ranging from Indy roadsters to Sébastien Bourdais 2006 Newman / Haas Lola that claimed victory at Long Beach. More about Bourdais later as he was racing in another event on the weekend. The Indy cars, due to both the nature of historic racing and the wide range of technological development across the field are more of showcase than a race but they certainly seem a fan favorite and it is amazing to see history come alive on the race course.

IMSA

Following qualifying the grid was set with the Whelen Cadillac GTP driven by Pipo Derani was on pole, a position that the car / driver combo seems accustomed to from the early going of the 2024 season. The rest of the top group was the BMW Team RLL car piloted by Nick Yelloly and Sebastian Bourdais in the #1 Cadillac Racing GTP sharing the second row with the Porsche Penske qualified by Nick



Gaggle of GTP's entering a turn.

Tandy. That simple accounting however doesn't draw a clear picture of just how tight the competition is in this group. Yelloly's qualifier was only .009 slower than Derani, Bourdais was .023 back. The GTD cars were equally competitive in group with the top 10 separated by just over a second on qualifying. No one was going to run away from the field on this tight and twisty street circuit thus strategy and a bit of luck were going to be necessary to gain positions and challenge.

The GTP group had a clean start with Derani holding, Bourdais sliding into 2nd, and the pack settling in behind. The GTD cars then split started with a short gap but, given the length of the race and the and twisting nature of the course traffic between the two groups was ensured in short order. That traffic would also be exacerbated by the pinball chute nature of the street course. The first to fall victim to this was Brendan Iribe in the Inception Racing McLaren who's solid but angular contact with the margins of the course bounced him into the path of Adam Adelson's Wright Motorsports Porsche GTR 3, ending both their afternoons before the ten lap mark.

The restart following the caution was clean with Derani pulling away the leader holding place until we begin the initial round of



#27 The Heart of Racing Aston Martin leads two other cars in it's class.

pitstops. This is of course where the different strategies with tires and fuel are revealed. The course also collected another hard luck story. Jordan Taylor, running a strong top 5, pitted and passed the Wayne Taylor / Andretti Acura to Louis Deletraz who rejoined in 6th only for Deletraz to also find the (hard) limits of the course and put the car out. This time the Bourdais / van der Zande Cadillac won the restart and slotted into first with Jack Aitken chasing in the other Cadillac that he had inherited from pole sitter Derani. This sequence played again on lap 61 when Conner De Phillipi crunched the RLL BMW M Hybrid and once again van der Zande slotted into the lead on the restart and held on for the win.



LIFORNIA CHAMPAGNE Rick Hondrick Joins bis winning drivers of

Rick Hendrick joins his winning drivers on the podium after an overall win in Long Beach.

IndyCar

Scott Dixon showed how winners get the job done on Sunday. Dixon, in a nail biter, drove the last third of the race on one fuel stop to hold off a Colton Herta by less than a second. Dixon, who took the green flag from eighth, event managed to save enough fuel to throw down a burnout after claiming victory.

2023 season champion Alex Palou claimed the last step on the podium and current point leader Josef Newgarden placed fourth. Newgarden's finish came with a bit of

controversy as he was punted towards the end of the race by Herta while holding the place that Herta eventually claimed.

The fuel strategies split manifested early on the back of a caution. Dixon was among those who opted for an early stop with Newgarden staying on strategy and inheriting the lead. This lead to to groups running race on distinctly different strategies and ensured a contest of fresher tires and more fuel vs accumulated time gap at the end. This played out to script until it didn't. Newgarden, a late stopper, was in second of reeling in race leader Dixon when he was bumped Herta, with both Herta and Palou squirting past following the contact. Herta then gave chase but was unable to catch Dixon.



One of the scenic views of the Acrura Grand Prix of Long Beach.

Get ready for next year's anniversary.

There were of course other classes and highlights which is exactly what makes the Acura Grand Prix of Long Beach a festival rather than a race. Think the IMSA race is too buttoned down, can't get excited by fuel and tire management in the IndyCar race? Not to worry as the Stadium Super Trucks with be jumping over ramps shortly. Indeed, if you (or the friend you dragged along) isn't interested in the whole carnival of other attractions that accompany the show on track will keep your interest piqued. Long Beach is great venue for motor sports and next year should be an awesome show as the event will celebrate its Fiftieth anniversary. Any bets on what class gets the nod for the Historic Grid?





Gabriel "Fluffy" Iglesias and Fire Hawk during driver introductions.



#01 Renger van der Zande, Sebastien Bourdais Cadillac Racing Cadillac V-Series.R

#89 Parker Thompson, Ben Barnicoat VasserSullivan *Lexus RC F GT3*







SCOTT MCLAUGLIN BOUNCES BACK IN THE POINT STANDINGS FOLLOWING A DOMINATING PERFORMANCE AT BARBER MORTORSPORTS PARK.

ROOKIE KIFFYN SIMSPON WINS HIS FIRST PODIUM AT BARBER. by Jaime Kosofsky photos by Anthony Bristol

When the words Alabama and auto racing are spoken in any racing circle, visions of the giant Talladega Super Speedway and its enormous crowds immediately come to mind. But each spring, the NTT IndyCar Series comes to the beautifully manicured Barber Motorsports Park, less than an hour away from 'dega. In contrast to the enormity of the large oval and raucous crowds, the race at this beautiful venue attracts large crowds of racing aficionados from around the world. The 2024 Children of Alabama Grand Prix was held at the Barber Motorsport Park in Leeds, Alabama, on April 28, 2024.

The first row of the grid was comprised of polesitter Scott McLaughlin and his Penske teammate Will Power. Starting behind them were Christian Lundgaard and Pato O'Ward in Row 2, followed by Felix Rosenqvist and and Marcus Armstrong in Row 3.

As the field took the green on lap one, it was McLaughlin who came through with the lead, followed by Power. Toward the end of the field, aggressive driving and intense battle led to the cars of Stingray Robb, Jack Harvey and rookie Kiffyn Simpson crashing in the first turn. All drivers walked away from the mishap. The first lap also saw Arrow McLaren driver Pato O'Ward take a trip through the infield after losing control of his car while trying to avoid contact with another car. A lap later, O'Ward would make contact with the car of Pietro Fittipaldi, which ended the Brazilian's race. IndyCar would penalize O'Ward for avoidable contact.

In the middle section of the race, Graham Rahal would bump Scott Dixon, sending the

seven-time IndyCar champion through the grass. The first round of pit stops would play a factor when the field got bunched up. The middle section of the race would also see close-quarters racing, with the likes of the polesitter McLaughlin and Scott Dixon working their way through the field.

On lap 52, one of the quirky pieces of art which give the race course its unique character became a factor in the race when the sculpture of a woman's torso, nicknamed Georgina, fell from the pedestrian bridge onto the racing surface. Lap 55 would see Stingray Robb hit the wall after his steering wheel failed, bringing out the second caution and prompting yellow flag stops. Santino Ferruci in the #14 AJ Foyt racing entry would lead the field to the green flag with thirty laps remaining in the event.



#3 Scott McLaughlin celebrates in Victory Lane after his win during the IndyCar Children's of Alabama Indy Grand Prix.

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On track action during the 2024 IndyCar Children's of Alabama Indy Grand Prix.

McLaughlin and Will Power would each pit for Team Penske with 15 laps to go, allowing Linus Lundqvist in the #9 Ganassi American Legion car to lead his first laps in an NTT Indy Car Series event. Felix Rosenqvist also found himself in the front of the field due to being out of sync with the field in their pit stop strategy. McLaughlin and Power would reassume the first and second positions with 14 laps to go. The final stage of the event would see series rookie Linus Lundqvist storm through the field to become the leading Ganassi car in the field. With five laps to go, Rasmussen would spin and stall his car, bringing out the final yellow flag. When the green flew with three laps to go, the rookie Lundquvist would challenge Will Power for third place. One week after being disqualified from his podium finish at the season opener in St. Pete, Scott McLaughlin would take the win for team Penske, in front of his teammate Will Power and rookie Linus Lundqvist. "Execution was the word of the weekend," said McLaughlin in victory lane. The next stop for the Indy Cars will be on the Indy Road Course for the Sonsio Grand Prix.



Scott McLaughlin on pit road pre race.



Josef Newgarden getting ready.



#5 Pato O'Ward goes into the gravel trap.



Linus Lundqvist leads a gaggle of cars.



Victory Lane Podium; 1st, Scott McLaughlin, 2nd, Will Power, 3rd Linus Lundqvist.

Month





NEW

HINDY SON

OMP

PPG

PEWZON

Hap in RENAL







108тн INDY SAINBRIDGE May 26, 2024

Photo by Wayne Rigel



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Sonsio Grand Prix by Jaime Kosofsky photos by Anthony Bristol



Race winner Alex Palou celebrates in Victory Lane with 2nd Place Will Power and 3rd Place Christian Lundgaard.

The 2024 Month of May began at the Indianapolis Motor Speedway with the running of the Sonsio Grand Prix on the road course at the famed 2.5-mile oval. Two time and defending NTT IndyCar champion Alex Palou qualified the DHL Ganassi Racing Honda on the pole for the season opener at the Brickyard. Palou was flanked by Christian Lungaard in the HyVee sponsored entry for the Rahal Letterman Lanigan racing team.

From the drop of the green flag the action was intense as Palou drove deeply into the first turn. The field was two and three abreast as they entered the tricky turn one at the North End of the front straightaway. As Palou locked his tires the entire field had to check up and the field scattered through the turn and infield in turn one. Five cars found themselves in the grass, however all recovered and made their way back to the racing surface. Before the cars were able to finish the first lap, Alexander Rossi, Santino Ferruci and Romain Grosjean made bold moves as they worked their way through the field. Teammates Colton Herta and Marcus Ericson would collide sending Herta off the track in the opening laps in the race. Lundgaard would take the lead as the field sorted itself out.

The tire strategy was key for the competitors. Some drivers started on the less desirable black tires, while many opted to start on the softer red compound. The first set of pit stops saw many teams change to the alternate tires. Lundgaard and Palou would beat Penske Racing's Will Power out of the pits to maintain the lead. However Power would stalk the leader up through the midpoint of the race. Power, still on a 2 years winless streak, wanted to break that streak on the road course at Indianapolis. Power would pit on lap 40, and Lundgaard would pit on lap 41 and would return to the track with Marcus Ericsson in between them. Palou would pit from the lead, and the Ganassi team would execute a fast stop which allowed Palou to rejoin the race in the lead. On lap 62 the three leaders would pit on the same lap. Palou would maintain his lead; Will Power would pass the 45 of Lundgaard in the pits. Luca Ghiotto would bring out a full course yellow after spinning

his car through turn ten.

With 17 laps to go the green flag would fly for the final time and Alex Palou would stretch his lead on the field as the drivers in the pack would battle in close quarters. Alex Palou would repeat winning the Sonsio Grand Prix. An elated Palou said, "That's the way to start the Month of May" It was Palou's tenth career win. Will Power would come home in second place, followed by Christian Lungaard in third. In two weeks, the NTT IndyCars will start the 108th running of the Indianapolis 500.



#12 Will Power on track during race action.

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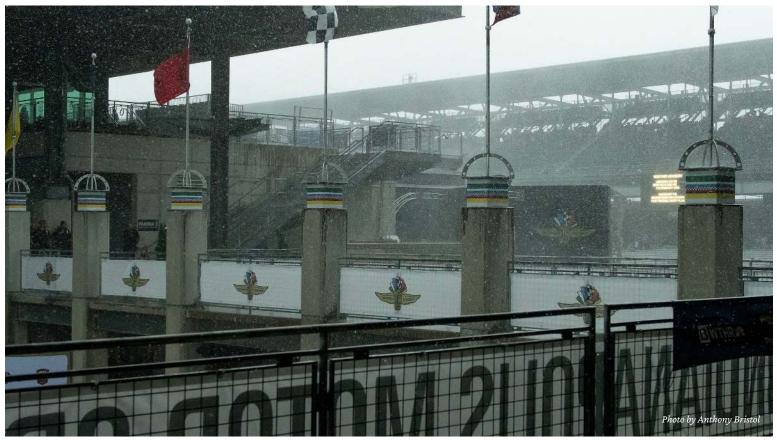


Photo by Anthony Bristol



Indy 500 Pre Race





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Photo by Jaime Kosofsky



Photo by Anthony Bristol





Photo by Anthony Bristol





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Indy 500 Pre Race





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Story by Jaime Kosofsky



(Team Penske) #3 Pole sitter Scott McLaughlin, #12 Will Power and #2 Josef Newgarden open the first lap in a pack during the 108th Indy 500. Photo by Jaime Kosofsky

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GREEN! GREEN! GREEN! For the start of the 108th Indianapolis 500.

Photo by Jaime Kosofsky

The NTT IndyCar Series finished the Month of May with the 108th running of the Indianapolis 500. Team Penske had a lackluster start to the Month of May in the Sonsio Grand Prix where Team Penske's Will Power, would finish second to Alex Palou. Teammates Josef Newgarden and Scott McLaughlin would finish mired in the field.

As practice for the 108th running of the 500 opened, it was team Penske who dominated the leader board. The other story the racing world focused on was the attempt by Kyle Larson to run both the Indy 500 and the Coca Cola 600 in the same day. Throughout practice Larson and Team Penske would dominate the speed charts. Team Penske would reinforce its dominance by qualifying for all three spots on the front row of Indianapolis. Scott McLaughlin driving the Pennzoil "Yellow Submarine" paint scheme would take the pole followed by 2023 Indy 500 winner Joseph Newgarden and Will Power. Kyle Larson would qualify 6th for the race before flying off to North Wilkesboro to compete in the NASCAR All Star Race. This would serve as a rehearsal for the "double" to be run the following week.

The 2024 Indianapolis 500, scheduled for

Sunday, May 27, faced a wet start with forecasts predicting rain and storms. As dawn broke over the Speedway, the sun gave way to clouds and the teams were advised to keep their cars garaged past the usual 10:30 "roll out" deadline due to the impending weather. As the scheduled noon start approached, severe conditions threatened the Indianapolis Motor Speedway. Out of an abundance of caution the venue was temporarily closed to spectators and competitors alike. Despite the storms and downpour that followed, the fans' spirits remained high, taking refuge wherever they could as the festivities continued. By early afternoon, the weather improved, allowing track drying efforts to commence.



Rain Storm sweeps Indianapolis Motor Speedway. Photo by Anthony Bristol

Following a short track drying process, the cars were placed on the grid and the traditions that make up the magic of the Indianapolis 500 began. The Purdue Marching Band, and various artists played America the Beautiful, followed by the presentation of colors, and deafening silence of 300,000 spectators during the playing of Taps to remember those who has given their life for our freedom.



Fans seeking shelter during rain storm over the race track. Photo by Anthony Bristol

America the Beautiful and our national Anthem were capped off by a thrilling flyover by the U.S. Air Force Thunderbirds.



Thunderbirds flyover Indianapolis Motor Speedway during the singing of The National Anthem.

Photo by Anthony Bristol

Finally, the words of Back Home Again in Indiana were heard over the PA. As the drivers were strapped into the car and radios checked, Roger Penske gave the command to start engines.

The race kicked off with high intensity, but it was a rough start Tom Blomqvist would lose control of his car after hitting the rumble strips and would spin collecting Marcus Ericsson and Pietro Fittipaldi, this would bring out the first of many Yellow Flags. The opening of the race also saw NASCAR's Kyle Larson lose ten positions due to a missed shift. On lap 24 Katherine Legge would see her day end as her engine expired only 1/8th of the way into the race.

As the green came out on lap 27, Daly took the lead from Stingray Robb. Rookie Linus Lundqvist would lose control of his car after hitting the rumble strips sending him into the safer barrier between turns one and two. After a short yellow for clean-up of the Lundqvist incident the Green Light came on, and it was Polesitter Scott McLaughlin and the #14 AJ Foyt entry driven by Santno Ferruci battling for the lead. Connor Daly would make one more pass of Team Penske's McLaughlin for lead before settling back into the field.

By lap 50 it was the stars of the NTT Indy Car Series in front. Team Penske, McLaren, Andretti Autosport, MSR and other regulars found themselves battling for position throughout the field. Kyle Larson had battled his way back into the top ten. Colton Herta was the man on the move by this point of the race after passing more than 16 cars for position. On lap 56 smoke would pour from the MSR powerplant of the Felix Rosenqvist car ending his day with a DNF and bringing out the Yellow Flag.

During the yellow flag the action on pit road was fast a furious. Alexander Rossi would make a daring re-entry to the field stealing the lead from Scott McLaughlin. Rinus Veekay would be penalized for a pit road infraction which required him to fall to the back of the field for the start. By this point in the race, there were two groups of competitors, those on the traditional strategy and those like Robb and Daly who had gambled by staying out. Stingray Robb and Connor Daly continued to battle for the lead with the likes of Scott McLaughlin and Josef Newgarden and by lap 75 Robb was back in the lead. Meanwhile Colton Herta had battled his way into the top 5 in his Andretti Autosport Entry. Herta would spin out brushing the wall with the nose cone of his Dallara which would drop him from contention.

At the halfway point, on lap 100 Pato O'Ward made an incredible save as his car sailed over the rumble strips which had caused so much carnage earlier in the event. The in-car view showed O'Ward battling the car until it finally



#3 Scott McLaughlin leads the field of cars going into turn 1.

Photo by Anthony Bristol

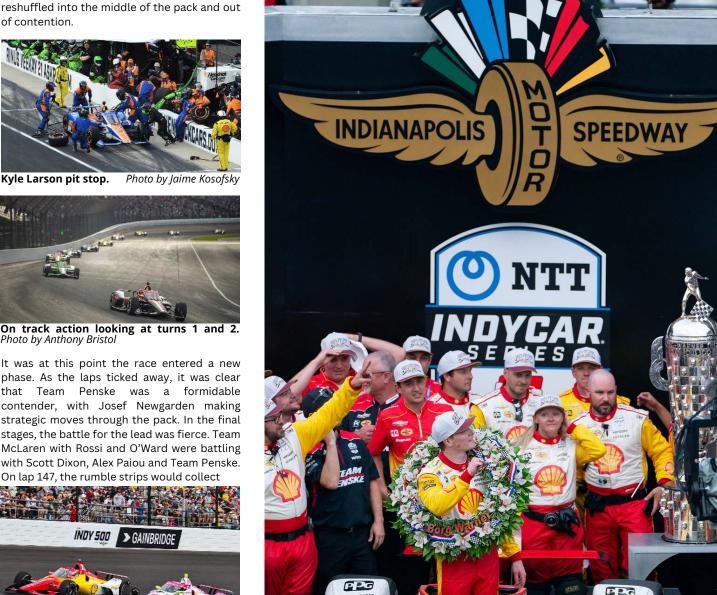
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#26 Colton Herta spins and takes the nose off of his car and get knocked out of contention Photo by Anthony Bristol

one more victim, as Team Penske's Will Power spun and hit the wall knocking him out of the race.

With one lap remaining, Arrow McLaren's Pato O'Ward seemed poised for victory until Newgarden executed a daring pass to reclaim the lead and secure his second consecutive Indianapolis 500 win, a feat last achieved by Helio Castroneves in 2001 and 2002. Newgarden's triumph was a testament to Team Penske's flawless execution, particularly on pit road, and his ability to navigate the intense racing conditions. The crowd's roar overpowered the engines as Newgarden crossed the finish line, celebrating his remarkable victory with the fans who had weathered the storm and were rewarded with an unforgettable race.



Josef Newgarden celebrates his 2nd consecutive Indy 500 win in Victory Photo by Anthony Bristol Lane.



settled coming onto the back stretch. Kyle Larson would get penalized for speeding on pit road which resulted in him being

of contention.

Kyle Larson pit stop. Photo by Jaime Kosofsky



On track action looking at turns 1 and 2. Photo by Anthony Bristol

It was at this point the race entered a new phase. As the laps ticked away, it was clear that Team Penske was a formidable contender, with Josef Newgarden making strategic moves through the pack. In the final stages, the battle for the lead was fierce. Team McLaren with Rossi and O'Ward were battling with Scott Dixon, Alex Paiou and Team Penske. On lap 147, the rumble strips would collect



#2 Josef Newgarden and #24 Conor DalyPhoto by Wayne Rigel





Indy 500 race photos and post race coverage





Photo credits: Top - Bill Green; Middle Left - Anthony Bristol; Bottom Left - Wayne Rigel; Bottom Right - Anthony Bristol

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Dixon Wins on Fuel Strategy in the Streets of Detroit

June 2, 2024 by Chris Harris

Scott Dixon won the 2024 Detroit Grand Prix in what became a fuel mileage race after a brief rain shower and a string of caution flags led to varying race strategies by the different teams. Dixon and the Chip Ganassi team decided not to use the rain tires during the passing shower and chose to save fuel and only make two pit stops throughout the race. The win came in a similar fashion to the win at Long Beach, which was Dixon's first win of the season. Ganassi teammate Marcus Armstrong also used a fuel saving strategy, and finished in 3rd place for his first career IndyCar podium. Marcus Ericsson finished in second for his best finish up to this point in the 2024 season.

The race began with overcast skies, but with a

dry track and no rain on the radar, the drivers started on the normal primary and alternate tires. Colton Herta started on the pole, followed by Álex Palou, Josef Newgarden, Scott McLaughlin, and Scott Dixon. As the cars exited turn 2 and approached the back straightaway, the green flag waved and the cars accelerated down what is normally Jefferson Avenue in downtown Detroit. The first racing incident occurred almost immediately when the field approached turn 3, which is a tight u turn after the longest straight section of the track. The angle of the turn along with the limited track width led to several incidents over the course of the race in this turn. In this particular incident, rookie Théo Pourchaire was caught in the middle of two other cars and struck Will Power from behind, being unable to check up in time. Power's car was sent into a spin and suffered rear wing damage, while several other cars were stuck behind him momentarily in the bottleneck.

On the lap 4 green flag restart, Kyle Kirkwood was able to get ahead of Josef Newgarden for 4th position, while Herta continued to lead, followed by Palou and McLaughlin. By lap 11, the grip on the alternate tires was falling off, sending Palou to the pits for a set of new alternates. On lap 15, Christian Lundgaard also came to the pits to switch to the primary tire, making it seem like the alternate tire was not going to be the favored tire for the race. Indeed, under the next full course yellow (brought out when Santino Ferrucci spun Hélio Castroneves) Palou would pit again to switch to the primary tires.

The race would go green again on lap 22, with Herta still in front, followed by McLaughlin, Kirkwood, Newgarden and Dixon. The restart was clean, but on lap 24, smoke started to pour out of the No. 20 of Christian Rasmussen, forcing him to go to the pits. Due to the incident, Rasmussen, who had been running in 8th, would surprisingly become the only driver not to finish, despite all the drama to come.

The race would start to get interesting when on lap 28, light rain began to fall, just before regularly scheduled pit stops. On lap 32, McLaughlin went too hard into turn 5, locking his tires, and hit the wall coming out of the corner. The field lapped McLaughlin before the safety team could get his car going again, putting him out of contention for the win. The ensuing caution brought many cars in for pit stops, including Colton Herta, who had led every lap until that point. He would not return to the lead, and his race would only get worse from there. Newgarden's day also got worse during his stop, when the pit crew could not get the fuel hose properly seated, costing him extra time and dropping him to 19th position.

Since the rain had been light when the first wave of cars pitted on lap 34, no one had thought to put on rain tires. So when the rain started to pick up just a few laps later, many drivers chose to come back to pit road to swap them in, including Herta. Among drivers



#9 Scott Dixon leads the Detroit Grand Prix ahead of teammate #11 Marcus Armstrong.

Photo by Chris Harris

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who chose not to switch to rain tires were Kyle Kirkwood and Scott Dixon. Although the handling had fallen off and the drivers started to lose traction in the rain, race control's decision to remain under caution for an extended period allowed the track to dry out, favoring those who chose not to switch tires. By the time the race resumed under green, the track was mostly dry and the rain tire's effectiveness had diminished. Two drivers, Alexander Rossi and Marcus Armstrong, even chose to switch back to slicks at the last moment before the restart so they wouldn't lose as much track position as trying to switch under green. This strategy paid off when Rossi moved up to the 5th position and Armstrong to the 6th position when the rest of the drivers went back to the normal tire.

On lap 41, when the race did resume, the field consisted of drivers on a mix of wet and dry tires. Christian Lundgaard led the pack, having overruled his crew in deciding not to switch to the rain tire just laps earlier. Just behind him were drivers also on the dry tire, including Kirkwood, Dixon, Ericsson, and Romain Grosjean. Kirkwood took the lead going into turn 3, just before Rinus VeeKay and Will Power would make contact trying to make the turn, bringing out another caution. This was a relief for those that had stayed with the rain tire, since it meant that they were able to return to the dry weather tire under yellow with only minimal loss in track position.

On lap 46, Kirkwood led the field for the next restart, followed by Dixon and Ericsson. Herta, who restarted in 10th, drove hard into turn 5 trying to get by Palou and Tristan Vautier in one move. Unable to make the turn at that speed, Herta smashed into the tire barrier, bringing out another caution and costing him a lap. After another restart on lap 53. Grosiean made contact with Christian Lundgaard while battling for 5th position, dropping Grosjean to 24th. During the following caution, Dixon and teammate Marcus Armstrong made their final pit stops, beginning their fuel-saving strategy. Kirkwood continued to lead until his final pit stop on lap 66, when Dixon would cycle to the lead, with Armstrong in 2nd.

Dixon led the race from that point on and just had to worry about saving enough fuel to get to the end. The biggest threat came from Marcus Ericsson, who had made his way into the top 5 on lap 70, when Josef Newgarden and Kirkwood made contact in turn 3. Newgarden's car spun around while also being clipped by Alexander Rossi, blocking Álex Palou from getting by. Ericsson moved around all three drivers, going from 8th to 5th as a result. After the following caution, Dixon would build a three and a half-second lead over 2nd place by lap 77 as Kirkwood battled Armstrong for the position. Eventually, Kirkwood's car started to fade, and Ericsson moved up to take 3rd place on lap 89 without much of a fight.



Scott Dixon celebrates with champagne in victory lane.

In the final 10 laps, Dixon only had to deal with

Colton Herta, who had been lap down but got

by Dixon during his fuel-saving run. Herta, who happened to be teammates with Ericsson,

potentially posed a threat to slow Dixon down

and allow Ericsson to take the lead. The threat

didn't fully materialize, and, with some

frustration, Dixon cleared Herta with 5 laps to

go. Marcus Armstrong was able to hold off

Ericsson until there were 2 laps remaining, when Ericsson got by him in turn 3. While

Ericsson was faster than Dixon and made up

over a second of time, 2 laps proved to be too

little distance to catch up, resulting in a

victory for Dixon, with Ericsson settling for

second. The win was number 58 of Dixon's

career and his second of the season. Dixon is

now only 9 wins behind A.J. Foyt for the most

IndyCar wins of all time. After the race, Dixon

commented on his fuel strategy, saying that

"the team called it perfectly," telling reporters

Photo by Chris Harris

that by about lap 50, he thought he could make it to the end on regular pit stops.

Marcus Armstrong secured the final spot on the podium, while Kyle Kirkwood and Alexander Rossi rounded out the top 5. Will Power finished in 6th, despite the early wreck and serving four penalties. Pato O'Ward finished in 7th, followed by Felix Rosenqvist, who recovered from a punctured tire during the first incident of the race. Santino Ferrucci was 9th despite receiving an avoidable contact penalty for an incident with Castroneves. Rookie Théo Pourchaire also received a penalty for contact with Agustín Canapino but still finished in 10th to earn the first top 10 of his IndyCar career. Outside the top 10 for the first time since 2022 was Palou, who finished in 16th after being unable to recover from the lap 70 incident.



Chevrolet Detroit Grand Prix Raceday Photos







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PENSKE

Amonto

Chevrolet Detroit Sports Car Classic IMSA Weathertech Series



Photos by Anthony Bristol



