

## Verizon IndyCar Series

# Open Wheel Racing at its Best

Soichiro Honda's love of competition launched the Honda Motor Company. His lifelong desire to compete – and win – at the highest levels of the sport is legendary. In North America, American Honda and Honda Performance Development have focused their competitive efforts on Indy car racing since the formation of HPD in 1993.

No other form of racing presents such a wide array of challenges, from the tight confines of Iowa Speedway to the iconic Indianapolis Motor Speedway; from the unforgiving streets of the Honda Indy Toronto to the traditional road racing of the Honda Indy 200 at the Mid-Ohio Sports Car Course. The 2017 Verizon IndyCar Series will include 17 tests of man and machine, highlighted by this May's running of The Greatest Spectacle in Racing: the 101<sup>st</sup> Indianapolis 500.

Taking part in Championship Auto Racing Teams (CART) competition from HPD's founding in 1993, Honda won its first manufacturers' and drivers' championships in 1996. Three more manufacturers' titles (in 1998, '99 and 2001) and five additional drivers' crowns (1997-2001) followed.

Joining the IndyCar Series in 2003, additional race victories and series championships soon became part of the Honda/HPD legacy, including 10 victories, nine of them consecutive, in the Indianapolis 500 from 2004-2014.

From 2003-05, Honda teams and drivers scored 28 victories in 49 races against competition from Toyota and Chevrolet, including the 2004 and '05 Indianapolis 500s, as well as the manufacturers', drivers' and Rookie of the Year titles.

From 2006-2011, Honda served as the single engine supplier to the IZOD IndyCar Series. Powering Indy cars to victory over this period provided a valuable opportunity for Honda to showcase its trademark reliability. Only six race-day engine failures were recorded throughout Honda's six seasons as single engine supplier, with no race-day failures during the entire 2008, 2010 and 2011 race seasons. For the six years Honda powered the entire 33-car starting field at the Indianapolis 500 – and the only six times in Indy 500 history – there was not a single engine-related retirement in the event.

Manufacturer competition returned to Indy car racing in 2012, with Chevrolet and Lotus joining the series. Yet, for the ninth consecutive year, a Honda-powered machine found its way to Victory Circle at the Indianapolis 500, as Dario Franchitti joined the exclusive ranks of three-time Indy winners after a last-lap duel with fellow Honda-powered driver Takuma Sato.

Honda-powered drivers scored nine victories in 2013, including Honda's 200<sup>th</sup> Indy car win, a 1-2-3 triumph for the manufacturer at Pocono Raceway led by eventual series champion Scott Dixon, who claimed Honda's 15<sup>th</sup> Indy car drivers' title in 20 years of racing.

Honda's 10<sup>th</sup> Indianapolis 500 victory came in 2014, when Ryan Hunter-Reay powered his Andretti Autosport Honda past Helio Castroneves on the final lap to claim his first triumph at the 500.

Beginning in 2015, the introduction of “aero kit” bodywork further identified the cars with their respective manufacturers. Honda drivers and teams have scored eight victories in the past two seasons, including Alexander Rossi’s win in last year’s 100<sup>th</sup> running of the Indianapolis 500, to bring Honda’s IndyCar victory total to 219.