

NTT INDYCAR SERIES

News Conference

Tuesday, March 28, 2023

Scott Dixon

Press Conference



THE MODERATOR: Welcome, everyone. Great to see everyone here this afternoon.

As you know, the season resumes this Sunday at Texas Motor Speedway for the PPG 375. It's INDYCAR's 36th all time race on the famed mile-and-a-half oval in Fort Worth Texas. No one has had the success quite like Scott Dixon. Scott leads the way with five wins at Texas, part of his 53 career wins, ranking him second all the time.

The driver of the No. 9 PNC Bank Chip Ganassi Racing Honda joins us today. I know you're very busy, thanks for doing this. This took everything we had just for you to do this.

SCOTT DIXON: Just took one email (smiling).

THE MODERATOR: Before we open it up for questions, obviously you've got a lot of fond memories of Texas. Getting back into what is a busy stretch for the series, how important is it to kick off this stretch with a nice run at Texas on Sunday?

SCOTT DIXON: Yeah, I think it's big. I think every weekend's now, just with the competition level, how tough it is, I think for us, as you just said, it kicks off a pretty heavy stretch of a lot of weekends on the road, which is extremely tough for the teams as well.

I think especially when you're shifting configurations from ovals to road courses, then the lead-up to the month of May, there's a lot of emphasis that goes into the car builds, everything, for the race for the pole, then obviously for the biggest race in the world.

Yeah, looking forward to it. Love Texas. Even it's different configurations that we've had throughout the years. I think this year the NTT INDYCAR SERIES has done a good job I think of bringing some updated aero pieces which I think will definitely tighten the pack and allow for some side-by-side racing with the addition of a full-field high line practice, which I think will help as well as we sort of did definitely in St. Louis.

THE MODERATOR: 28 cars. Most we've seen there since I believe 2011. A good start for Chip Ganassi Racing at St. Pete, Marcus in Victory Lane, you were on the podium. How do you keep that momentum going for yourself, the team?

SCOTT DIXON: Yeah, I think it was definitely big to get a win. I think we got a little bit lucky there with what happened to Pato there. Obviously I think we would have inherited the lead with that caution if we didn't get the yellow, then getting kind of crushed.

I think there were definitely many ups and downs in what was a wild weekend at St. Pete from practice one all the way through with many crashes. The tracks was definitely very challenging to what we saw in the race as well. We got a good insight of what the season is going to entail for sure.

Very good weekend for us, very fast cars, which is slightly different than what we typically have at St. Pete. Great to see that. Good, solid finishes with a 1, 3, 8 and 11. Good spots for us.

THE MODERATOR: Let's begin with questions.

Q. Looking at last year, the issues with the NASCAR-type surface that created almost the one-lane racing, do you see that being better this year than what we've seen recently?

SCOTT DIXON: That's actually a good question. And, yeah, I have no idea. Half the time we don't realize some of the stuff until we actually turn up. So I'm not actually sure they have applied some of that texture to the high lane.

Yeah, it's kind of weird. I actually haven't heard if they've been trying to. Typically at this point they would actually be trying to scrub it off or remove it. But I think last year, it was maybe closer timing or maybe they ran just before us, so there was a different shift in how that applied. Maybe this year I don't think they would have had anything until their fall race. There was nothing earlier in the season, so we'll see how that definitely applies.



I think with the addition of the high line practice that will give everybody at least some idea of what that grip level is like. Yeah, that's a good question. I'll be asking probably the team after this call to see what that high lane is.

Q. (Question regarding closure of Pukekohe Park Raceway in New Zealand.)

SCOTT DIXON: Yeah, it was fun, the timing of the closing of what was such a prolific circuit I think for New Zealand motor racing all across the board, those of us that have done laps around that place.

Sad I wasn't there for that weekend. Yeah, onwards and upwards as far as the race circuits go around. Definitely we'll miss Pukekohe Park Raceway.

Q. With the fact that that track has been on the schedule going all the way back to 1997, it really has been a thrill show at times. You've been one of the dominant drivers there. What is it about your ability as a race driver that fits so well with that event?

SCOTT DIXON: Well, I don't know. I think our team has been very good there throughout the years. I remember even the early year of '03 for me, I guess I did kind of run the practice, almost qualifying maybe in the CART era where it was super fast. Scheckter was a big guy around that place, super fast. Obviously Dan Wheldon later on, learned a lot off of those guys.

That combo and even Dario was super fast around that place, which when he came back through that period after 2009 and onwards.

Yeah, I think always great teamwork, but we've had cars and configurations that have always been exceptionally good at Texas. I think the last few years we've had that as well. Last year I think as a team we kind of missed on the go time, turning into a bit of a fuel race, then there was a bit of a shift late in the race. I think we kind of got caught not keeping up at that point.

Yeah, it's been a great track, as you pointed out. It's a place I love to race at.

Q. It's been a great track, doesn't quite draw the crowds like it used to. Josef Newgarden told me that it's very vital to keep the diversity of INDYCAR with the schedules and venues, which is the biggest reason why he believes that Texas should always remain on the schedule. Do you feel it's very important to still have a race at Texas whether there's a big crowd or not?

SCOTT DIXON: I do. I think people view or watch or whatever the races a little bit different these days. I think we all get a pretty quick reminder from when we see older races in the 2000s of that place being pretty packed.

I think it's not just tough for us, but obviously for cockpit races there, as well. I think people just view races in a slightly different way.

But I totally agree with Josef. I think at this point I'd like to see more ovals on the circuit, whether it was a Richmond or Kentucky, some of the circuits that provided fantastic racing for us throughout the years.

I would like to think this would be our minimum of oval races, for sure.

Q. Also this time of year from the fans or from the forums, you get the Pavlov's dog response about the long gap between the first race of the season and the second. The 12 Hours of Sebring thrown in March, where would be the time and also where would be the venue? Doesn't seem to be any warm weather venues that have approached INDYCAR to have a race during that time frame.

SCOTT DIXON: Yeah, I can't say off the top of my head that I would know. We obviously have had more condensed schedules for this period of time. If we have a week or two off is probably sufficient. To have more than that makes it a little bit spread out than we like.

From this point onwards, it gets going pretty frantic. I think the likes of St. Pete moving a little bit earlier, too, has changed a few things. For me, not having Texas on top of Sebring 12 Hour, it was great to see this year. Hopefully that continues.

But, yeah, I think there's definitely places we can get to, whether it makes sense or not. Barber has moved quite a bit from the typical schedule we have maybe a few years back, things like that.

Yeah, I think it's easy for us to comment on those things. Once you actually start talking to the people that are really trying to get the schedule together, there's a lot of things that make those dates very difficult.

Q. Can you explain what some of the aerodynamic changes are? There's been changes of the floor. The holes are still there, but you have more area on the sides to work with.

SCOTT DIXON: Yeah, I don't know specifically what



changed from last year. I know it's definitely more downforce in the 200 to 300 pound mark maybe. Then I think I don't remember if we ran barge boards there last year. You have the full strokes on the underwing. There might be a couple of other things.

Yeah, I think previously we had trimmed maybe sidewalls, strokes, yeah. It's definitely I think a pretty big adjustment as far as adding downforce to the car for the race.

Q. What do you think it will do to help improve the racing with the center downforce? Can you follow closer in the corners, move higher on the line?

SCOTT DIXON: Yeah, I think the combination of the additional aero, actually haven't looked at the weather, I imagine this time of year it's going to be pretty cold, too, which will help. It's an early race. I think we're like 11:00 or 11:30 a.m. local. Those and the high line practice I think. Actually thirdly with the addition of maybe not having a fresh amount of whatever the NASCAR kind of surface stuff is on top will definitely change it as well.

All three of those should make, one, the second lane a little more usable, which will definitely tighten up the pack, and ultimately make it a lot more racy for everybody.

I think for the drivers you just hope it doesn't become a pack race. I don't think it's going to be that extreme.

Q. We talked in St. Pete the top five where you've now tied Mario for most top fives. You say you don't think about records, but is there a point where you're going to think about records? Does that one mean a lot, the consistency throughout your career?

SCOTT DIXON: It does mean a lot. I think any of those milestones are pretty big. It was one I wasn't really aware of. When you're mentioned in the likes of Mario is huge. I'm a big fan of Mario's, always have been. He's such a prominent person in our sport and across many different formulas.

For me, it's pretty cool. Top fives are great and all. Podiums are think is something even a little more special. We kind of crest into race wins, things like that.

For me it's special, man. To be mentioned with people like Mario Andretti is just mind-blowing for me.

Q. Obviously this weekend you've got Taku joining the team. What do you think his experience will bring in terms of your preparation going into the weekend, but also actually at the track as well?

SCOTT DIXON: Yeah, looking forward to it. Obviously raced Taku for many years but never been on the same team. We've also had our comings together, in Texas it's happened a few times (smiling). Hopefully the first rule of Chip's is don't hit your teammate, hopefully that plays strong.

No, I'm looking forward to it. He's a super talented guy. He's super intense. I think his knowledge and what he does, just his approach, too, from what I've already seen, he's pretty full on. I think that attention to detail, the experience that he has I think from other teams, but also at this circuit I think is going to be really good.

I'd like to think that he's going to do extremely well, man.

Q. For yourself, obviously you've been extremely successful in Texas. What do you put that down to? Anything in particular? Does it just suit your driving style?

SCOTT DIXON: Again, I think it's always a combination, right? It's never one thing. It's how the race plays out, whether it's strategy, the performance of the car, especially when you're going from day to night races. There's a long list of things.

Yeah, I'd just like to think and say it's a great combination of a track that I really enjoy and also a track that our team has great cars at.

Q. I won't use the age question, but I'll use experience. You've led more laps than 16 drivers in this field have completed there. How much does experience play a role to being successful at Texas?

SCOTT DIXON: I think if you use it wisely, it helps. I don't know. I always kind of approach it two different ways. I think the first time, for example, like when I went to the 500 the first couple years, you're kind of blown away by so many different things that you just don't focus on the specific. Things maybe kind of cycle yourself out of it or you become too obsessed with it, things like that.

What I'm saying is sometimes it's better to not know what's coming than all the times that you've been there.

Especially for a lot of us, too, some of us veterans, we used to race there twice a year so we have done a lot of races there throughout our careers.

Yeah, I think as long as you use it in a meaningful way, it's always good. But, again, I think sometimes if you're a rookie or somebody that's coming for the first few races there, it's sometimes better not knowing the possibilities of what could come or might happen.

Q. You mentioned St. Pete, the improvement. You've been strong at Texas. How hard is it in a series like INDYCAR to improve in one area but not lose performance in another area?

SCOTT DIXON: I don't know. I think your off-season focus, at least for us, for myself, is always kind of your weakest moments, you try to improve on it. So yeah, I guess you maybe do focus in and maybe spend more of your time on some of those things.

There are tracks that you'll go to, you feel like you've got a little bit more in your back pocket, but you can't rely on that. I think that's the biggest things I've noticed probably in the last four or five years, even two or three, is just the depth of the field has changed a lot. There are no small teams any more. All the teams are very competitive. All the driver lineups are very competitive and very successful, as well.

Yeah, it's just become, you know, harder I think wherever you go. Doing your homework before you get to the track, trying to understand what you really need to get right on the weekend, I think is rewarded a lot.

Yeah, I guess time management is always a things. Luckily we've had a little bit of time off before this one to kind of soak up what we did at St. Pete. We had a test in Barber, then obviously moving on to this one, three very different circuits.

But, yeah, looking forward to this one. I think it's going to be definitely with a lot of the development and off-season work that the team has done, this should be a fantastic weekend for us.

Q. You don't know about the traction compound yet. The Truck Series is there this weekend. I think they have a practice and qualifying session between your practice and qualifying. Do you see any issues between Goodyear rubber and Firestone rubber without time to clean it off for you guys?

SCOTT DIXON: I'd say the only positive for that is that we do have a lot of cars here this weekend, right, with 28 cars. I think that process should change a little bit quicker.

We'll see where that takes us. Again, it depends on the weekend and how it rolls 'cause some of those sessions, you're right, the traction compound will probably be the biggest defining point I think that you deal with.

Just last year when you got yourself out of trouble, you got onto that stuff, it was difficult to keep it all in one spot, keep it off the fence.

Hopefully they haven't had any of that recently laid down, and that may make it a much easier situation for ourselves going into the weekend, especially for the race.

THE MODERATOR: There's a truck practice/qualifying right from 9:30 to 11 after the first practice on Saturday, then we come back at 11:15 for qualifying. My understanding is, I don't think there's been any new PJ1 put down since last year, so... I'll do more research here.

SCOTT DIXON: Do you have any pictures? C'mon.

THE MODERATOR: Look, the competition office is right next door. I don't want to get in trouble with those guys.

We'll continue with questions.

Q. It's been the second year in a row that Texas is the second race on the schedule. You get an oval race before the Indy 500. How important is it for you and for your team to get that experience or is Texas maybe a bit too different to Indy to draw something from there?

SCOTT DIXON: I think there's definitely, as far as circuits go, there are some similarities, configurations. If you were going to a short track, that would be a vastly big difference. Some of the aero packages have kind of got similar over the years, or maybe devices you have on the car. That allows that, as well.

I think everybody getting into the cycle of racing side by side, confines at very high speeds. Then you look at the other side of it where it's high-banked, the speeds are different, it doesn't relate so much.

Yeah, I think it's always great to get to an oval early in the season. I think that one this year will definitely provide some fantastic racing, especially with such a big field.

Q. Talking of the racing, you have won five times in Texas. The racing has been so different. Started with big packs, then took away the downforce. When will you know, have an idea, of how this race this year will be run? Is it early in practice or do you have to analyze data, or maybe when the race starts?

SCOTT DIXON: Yeah, it's weird, man. You go in with some preconceived notions sometimes. You'll be completely wrong. That will be from a driver or a team point of view, which you're at the forefront of it thinking how it's going to go. Even some weather and ambient conditions can switch it quickly.

'13 or '14 we expected it to be pretty strong out. Before the first stint was over, I could start seeing people use the second lane, and the pack started to form. I was like, Wow, I didn't expect that at all.

It does change quickly. It can be just down to the weather. But this year I think the addition of the things that we've spoken about earlier, with the aero and maybe the second lane, weather conditions, which provide definitely a lot closer racing than what we saw last year.

THE MODERATOR: I can confirm, there's been no new PJ1 put down.

SCOTT DIXON: Good job (smiling).

THE MODERATOR: I don't have pictures, though.

Continue with questions.

Q. A lot of different drivers from different disciplines have participated in the NASCAR race this past weekend at COTA. Is that something that ever crossed your mind? Have you ever had the opportunity?

SCOTT DIXON: Yeah, I guess this question's come up a lot recently, especially after the Dale Jr. download where we spoke about it a little bit.

There was a period of time within our team that Chip did have the Cup side that maybe would have been a little bit easier to do, and that conversation had come up a little bit. Obviously he's gone on to get out of the NASCAR side.

Yeah, I don't know. I think it's always a possibility. I think with the likes of Jensen or Kimi, they're out of full-time racing at the moment. I think some options like that are maybe a little easier to work as far as doing one-off races. Actually I think Jensen is actually doing three or four now.

Yeah, I don't know. I've spoken to Jimmie about it, Dale about it. Is it a possibility? Sure. Not in the near future, man. My commitment and my focus is purely on the INDYCAR SERIES, with the IMSA program, Le Mans, all that kind of stuff. That can get pretty full up depending on the year which races you're able to do.

Yeah, possible.

Q. What's the concern level for you just knowing the rookies in the field have only run once at Texas?

SCOTT DIXON: Yeah, was that three drivers? I don't even know the amount.

THE MODERATOR: Three drivers.

SCOTT DIXON: So three.

You know, I think for some of them, they're just hoping for a smooth weekend. I think for all of us, you don't want to see any kind of crashes or people getting injured or anything like that. You hope everybody keeps it where it should be.

Yeah, I think all the new guys have got solid heads on their shoulders. I don't think they're going to go out there and do anything stupid. I think they'll have a great race.

Yeah, no concern from my point of view. We've all been there. I was once there. All of us have gone through that. You definitely go into those weekends with your eyes wide open, man. Actually I had Indy Lights oval racing before that. I couldn't imagine going straight into an INDYCAR race, especially at Texas, for the first time to get your oval experience.

THE MODERATOR: Your first time at Texas wasn't all that long ago.

SCOTT DIXON: Little bit (smiling).

THE MODERATOR: Continue with questions.

Q. This is one of your best tracks in INDYCAR. You have five wins. You have plenty of experience in Texas Motor Speedway. Which year, which race do you think you have your best performance and why? How chose do you think you are with that day?

SCOTT DIXON: Yeah, that's a tough one. To answer, I think it's hard to probably rule out the race in 2003, which was the fall race to win my first championship. I didn't win the race, but to win the championship and have the celebrations there in Texas I think was definitely a very fond memory for myself.

I think we've definitely had better races, better races that we completely dominated throughout the day or throughout the night. So, yeah, I don't know. Probably the last one in 2020 or '21 was a fantastic race to win.

For me, it's always about trying to get the next one. Yeah, I thoroughly enjoyed winning my first championship in Dallas, at Texas Motor Speedway, it was a pretty cool memory that I have.

Q. Speaking of that year, you started the year very well. The team started the year well with a double podium. How is the feeling in the team after that great

result? Do you think with that result you can consider as a favorite team for this race?

SCOTT DIXON: Yeah, for me it's still a race I've never won, so it's one that I absolutely want to win. Coming up short. I think for a period of time through that races, I thought we were going to be in a great position until that was changed.

As we spoke earlier, it was a fantastic start for us. Would Chip prefer having a 1-2-3-4? Absolutely. I think having a 1, 3, 8 and 11, that was a great start for all of us to finish the race, especially with the attrition, some teams having all of their cars wiped out maybe in the first lap or halfway in the race.

I think it's definitely, with the current kind of competition level and how difficult it is in the championship, every race pays the same amount of points. That's more so now with the loss of double points for the championship finale and the new addition of Indy not having that as well. It puts a lot of emphasis on making sure that you can maximize each weekend and get the most points out of it.

Q. You've raced this track both at night and during the late morning. Do you have a preference?

SCOTT DIXON: I think all the drivers would say at night. You have to tune a little bit for both. The race starts more difficult in the heat of the day. I think the cars are just fantastic at night.

Honestly I guess the shorter answer is I don't really care as long as you win. If you win, then I like both conditions (smiling).

Q. About Texas being a very fast track, as you know with speed is danger. Does danger at a track like Texas Motor Speedway affect any racing decisions you have during the race?

SCOTT DIXON: I don't know. I think a race is full of many highs and lows. You're not really thinking about that.

I think once you get into the race, you have the weekend, maybe lulls and downtime where some of that may cross your mind, reminiscing with somebody, talking about different crashes, like Kenny Brack's where we've seen some major accidents at that circuit.

I think we're very lucky to be in a time of where the safety side has, even in my era, changed a ton and has become a lot better than what it was, which there were major improvements before I even got here.

Is it something that's in the back of your mind and you know about? Yeah, of course. But ultimately when you're in the racing situation, when you put your helmet on, the green flag flies, man, that's where drivers become most selfish. You're just looking for the biggest advantage or the smallest advantage that you can take. Ultimately being the first person to see that checkered flag first.

Q. Given how long you've been in INDYCAR and you've seen how many innovations and rule changes have been implemented, what are your thoughts on the current challenges of the introduction of the hybrid engine formula that's been pushed back several times? Looking at the popularity of INDYCAR over the years, do you think having these kinds of innovations being delayed could impact how important the sport is to fans around the world?

SCOTT DIXON: That's a lengthy or a tough question I think probably for a lengthy answer, as well.

Is it relevant in the world that we've become a part of? For sure. I think it is. I think on a selfish note or from a driver's point or team's point, right, you don't care how the energy is created, you just want to go out and race.

I think it's important for the longevity of INDYCAR racing, for the OEMs and manufacturers to push the boundaries. Have there been some constraints or timing issues? Yeah, for sure. But that's going to happen. You got to make sure when it's done, it's done properly for everyone, whether it's cost-effective way producing something that's going to be worthwhile.

I think the road that INDYCAR or the NTT INDYCAR SERIES has chosen I think is very productive, a very good one. We'll see very big gains at least in the first one to three to four, five, year period, which is going to be exciting to be a part of, how the energy is used, how it's stored and how we use it for overtaking or pit road or whatever it is.

It's been an interesting journey for me, especially being on the IMSA side of our racing program, but then also on the INDYCAR program, seeing them approach it in some very different ways has been pretty cool.

But, yeah, I think it's important for hybrid racing, for everybody to move forward, and that includes INDYCAR racing.

Q. You mentioned some drivers have only done the rookie test day before at Texas. I can't remember if Texas is on the Indy Lights calendar in '99. Would you like to see Indy Lights supporting more of these high difficulty races to be prepared?

SCOTT DIXON: I do. Honestly I came from an era where I think it was six and six. You did six ovals and six road courses, a season of 12 races in Indy Lights. The fields were 30-plus cars.

Having that feeling I think of both, but it's got to be meaningful, too. Sometimes when I've watched the Freedom 100, IMS, they'd be running four-wide around the Indianapolis Motor Speedway, I was like, Yes, it's great racing, great to watch, but it doesn't really teach you anything for what the bigger category does.

I think if it's done in a productive and meaningful way, I think it totally makes sense.

Some of the circuits like St. Louis or Iowa, those I think are great circuits to understand oval racing on a short track version and how the car moves around. Some of the bigger speedways I think you got to pick the right ones because the budgets can be extremely tough. You don't want cars just crashing out all the time.

As long as it's a car that's in the low-grip situation, one that's very difficult to race, I think it's very, very important for the junior categories to have those races.

Q. What do you really need to work on at Texas, working on something that kind of feels like it's off?

SCOTT DIXON: I don't know. I think you got to be quick on your feet, man. I think each year something can be a little bit different, whether the tire is a little bit different or the car setup or weather conditions.

I think the biggest thing for me and for our team is not becoming complacent. I think when you think you understand what the situation is going to bring...

Always trying to extract the most you can out of each session that you run, then also trying to be annoying to your teammates and asking them lots of questions, asking them what they would do a little bit different or a little bit better, even extending that into the field of running into Will Power and asking him how his session went.

There's lots of things that's always in your mind and things that you think you can do better. But I would say never becoming complacent is probably the biggest thing.

THE MODERATOR: Which teammates did you have that were annoying?

SCOTT DIXON: Let's see. T.K. would be the worst (laughter).

Actually I've been very lucky with teammates. As I always say, Dan Wheldon, myself, didn't see eye-to-eye early on, but we quickly rectified that, man.

Q. Chip Ganassi sold his NASCAR team two years ago. In a way Trackhouse is like son of Chip Ganassi Racing. They've been pretty good. What are your thoughts on what Justin Marks and Ty Norris have been able to do to take Chip Ganassi Racing with Trackhouse and turn it into probably one of the top teams in the NASCAR Cup Series?

SCOTT DIXON: Well, I guess Chip handed over a pretty good team, man. I think they had so many problems with things in the works, what the underlying situation for Chip to move away from it, that's a question for Chip.

I don't know. I love seeing the team do well. I think any new organization that has come in, you also have to understand that most of that was already there. There were changes that came along.

I think what Ross has been able to do is fantastic, from his crazy move that he pulled last year to racing for the championship and almost winning it. He's a good friend and one I spent a fair bit of time with at sponsor dinners and different things like that throughout the time him and Kurt on the latter portion.

There was a great foundation that Chip and his group have built. What Justin has done has been brilliant. It's great to see. I hope they continue to have great success. Always watching closely, that's for sure.

Q. How well do you know Justin Marks? How impressed are you by his big thinking?

SCOTT DIXON: Yeah, I've met Justin a couple times. Not somebody I know very well at all. Joey, when we were at the Ford GT program, they used to fly together a lot. I'd hear conversations like that.

I think he's definitely got a great business mind. I think the group that he brought in and his approach and how he looked slightly different has changed the sport in many ways, too.

Again, I think it's great to see. Honestly, I just hope it continues, hope he keeps doing extremely well.

Q. He's a key part of the big machine Music City Grand Prix. That's a big race on the schedule. He wants to make Nashville a motorsports town. What do you think of that?



SCOTT DIXON: I think that would be awesome. I think from the first year that we saw it at Nashville was mind-blowing. That city is definitely pretty wild, man. I hadn't been there for many years. It's a fun city to go to if it's racing or not.

I think having an INDYCAR race right there in downtown has to be one of their biggest weekends that they have. Just for the action, how everybody at Big Machine, everybody involved with the race promotes it, is first class. Just to see the popularity, the prices of tickets there are through the roof, it's just fantastic to see.

I think all of us hope that continues with longevity because I think it's going to be huge for everybody. But, yeah, we need more races like Nashville.

Q. Your former teammate Jimmie Johnson is quite vocal relative to the fact of the separation between the Xfinity car and Cup car in NASCAR. Are you seeing this same separation with Indy light cars and the INDYCAR?

SCOTT DIXON: Honestly I think the Indy Lights car has got closer to an INDYCAR. If you look at lap times, I think from when I did it, the separation on a weekend, the Indy Lights car on road and street courses is a lot closer.

I think with Cup it's probably changed a little bit in the last year or two because of them going to the new car. Probably created separation, especially with an H-pattern gearbox, sequential to a totally new build of car. That will catch up once they put the Xfinity into that new cycle.

But, yeah, I would say Indy Lights to an INDYCAR, that gap has reduced quite a bit. I don't know the details of the separation between Xfinity and the Cup car.

Yeah, I'll call Jimmie this week and see what's going on there.

Q. (Question regarding Scott Borchetta being injured.)

SCOTT DIXON: I agree with you. Was messaging him and his family earlier today, talking to Dario Franchitti this morning because they're obviously close friends, came from the same area when Dario lived in Tennessee. Thoughts and prayers. Speedy recovery, for sure.

Q. What's your thoughts on the 100 Days Out documentary series, and do you think it's going to be good for the sport in general?

SCOTT DIXON: Yeah, I hope so. Big expectations I think

from many levels, but also how good of a product INDYCAR racing is.

I know kind of with a bit of research for people that are involved, the Netflix golf program and things like that, are shows that have definitely drawn me into sports that I haven't really watched too much, has been pretty special.

I think what the Penske group has done, (indiscernible), I'm looking forward to see what comes out, see what they kind of latch onto. Being part of a few different documentaries through my lifetime, it's not always what you expect is going to come on camera from maybe the time you've had in it. It will be interesting, that's for sure.

THE MODERATOR: Thank you.

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