

NTT INDYCAR SERIES

News Conference

Wednesday, July 19, 2023

Will Power

Press Conference



THE MODERATOR: Needless to say, it's an exciting weekend for the NTT INDYCAR Series, the height of the race weekend featuring not one, but two races. Friday it's the Hy-Vee Homefront 250 presented by Instacart. Saturday it's the Hy-Vee One Step 250 presented by Gatorade. Coverage of both will be on national television with NBC set to showcase each race for the weekend.

Our guest today knows a thing or two about the fastest short track on the planet. He's a five-time pole winner at Iowa and has three straight podiums on the 7/8 mile oval. He drives the No. 12 Verizon 5G Team Penske Chevrolet, the reigning NTT INDYCAR Series champion, Will Power. Thanks for joining us, Will.

WILL POWER: Hello.

THE MODERATOR: Heading back to Iowa. How much are you looking forward to that?

WILL POWER: Heading back to Iowa. Yeah, yeah, yeah, one of my favorite tracks. Been trying to win there for years. There's one guy that seems to prevent it. Yeah, it's going to be fun.

THE MODERATOR: And who would that one guy be?

WILL POWER: A guy that hasn't lost an oval race maybe that he's finished in about three years.

THE MODERATOR: You got to be nice, though, he's your teammate. Or maybe you don't have to be nice. I don't know.

WILL POWER: No, teammates are actually worse to each other on track, aren't they? If you watch the McLaren boys.

THE MODERATOR: You might have something there. Tell me about your comfort level at Iowa. Maybe just your comfort level on ovals in general. It certainly has changed through the course of your career, hasn't it?

WILL POWER: Yeah, it kind of goes in and out. I actually

made -- like I really struggled at Texas and then made a big adjustment. Even at the Indy test I struggled.

Made an adjustment in driving, and it significantly helped. I was a lot better at Indy this year in the race, like a lot better. I felt like, if I hadn't had the weight jacker failure, which ultimately sent me very loose in that stint, I feel like we would have been the front group fighting or top sort of three positions.

Yeah, felt very good. Always feel good at Iowa. We have great cars there. Yeah, it's an interesting race. It's quite difficult to win.

If Josef wasn't there, maybe I would feel very confident. But, yes, I've been runner-up, I think you said, last three races I've been on the podium. Is that right?

THE MODERATOR: Yes.

WILL POWER: I just keep knocking on that door. So, yeah, looking forward to getting there, seeing where we stack up. I feel like we'll stack up there.

I feel all of these other teams will have closed the gap a bit because it is a doubleheader race. If you're going into off-season after last year, you would focus pretty hard on that because of the points available. Maybe Ganassi is a bit better, and we know McLaren is good there.

I don't think Andretti tested there. Oh, yes, they did. They did. Yeah, it could be pretty -- it will be a pretty fierce race.

THE MODERATOR: And not one, but two for that matter. Let's go ahead and open it up for questions.

Q. Will, I got one for Iowa, but first just to go back to Toronto, obviously not the way the strategy wanted to unfold for the Penske teams. Just curious, like did you guys figure it out in the debrief? Was it just a fuel number you were missing? What happened with Toronto?

WILL POWER: No, I was -- the fuel estimation was 2 percent wrong. That was the problem. We had a 2 percent error. Even if it was just a 1 percent error wrong,

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we're making it, but 2 percent is -- yeah, we're making it -- we were on par for the numbers that were given to me. Everyone was expecting that we would make it.

So it was such a surprise when we saw a fuel light come on, which is triggered by the fuel -- what's the name of it now? I can't even believe I'm forgetting that. There's a little canister in the car. Once there's 1.8 gallons left, that gives you the first indication of exactly where your fuel's at. Otherwise, you're only guessing at what the engine manufacturer tells you.

God, what is the name of that? How could I actually forget that? The whatever drops, the --

THE MODERATOR: Do we need a lifeline for this? Should we call somebody for this?

WILL POWER: I just can't believe I'm forgetting that. How bad is my mind that I can't even remember that? The canister drop. Once the -- anyway, that canister thing in the fuel tank, that trigger came on much earlier than we expected, which is from the 2 percent error, which is just so hard to --

INDYCAR should allow fuel flow meters. They should. Because the amount of money teams spend on building the canister in there, the whatever it is, the fuel flow meter, because then you know exactly where it is. I think they don't do it for cost reasons because it's probably around ten grand for a fuel flow meter. Yeah, it would make the strategy much easier, much easier.

Is that good or bad? You just wouldn't have that error in there. You wouldn't have that estimation of when the -- the only thing you get is that canister full of fuel when it gets to that point, when the whole fuel cell is empty, the bottom of that canister, which is about 1.8 gallons or something.

Yeah, unfortunate. That was maybe a potentially top three or maybe even second. But to how much more -- you know, heard it running out lifting on the back straight. If we don't have that error, we're pushing pretty hard on those last couple laps.

That's no one's fault. It's just one of those things. Who would think 2 percent error -- 1 percent error, yeah, fair enough. But 2, unfortunately.

Q. Is it 2 percent off, is it just a data miscalculation?

WILL POWER: No. It's not a -- like I said, we don't have fuel flow meters. So when the -- what is the name of that thing? I know it. I know it. I talk about it all the time. Yeah, you don't have a fuel flow meter.

So you get, I think it's 18.4 gallons. So you're guessing the 17, 16.6 gallons you're guessing. You're at the mercy of what they've seen all weekend of how much fuel it has used over those practices, and then you can guess through that 16.4 till it gets down to the canister.

Yeah, you can guess -- you're only guessing. So, yes, we always factor in a 1 percent error or so. If it had been 2 percent, good, we're really lucky. Yeah, there's always a slight error, but that was big for us. We kind of have to look into why.

Q. Along with what the name of that thing is.

WILL POWER: Yeah, the -- God.

Q. Sorry to cause so much consternation. I'm not going to ask you about it again.

THE MODERATOR: Is it the collector pot, Will?

WILL POWER: The collector! The collector drops. Oh, my God. How did I not know that? Once the collector drops. The collector, yeah, there you go.

Q. Our stories are now complete. On Iowa, kind of a two-part question, I guess. One, you said it's so hard to win there. Dixon doesn't have a win there either, and he, I think, has an average finish of sixth. What makes it so hard to win there? And are you concerned at all -- Penske and McLaren didn't test. Everybody else tested, including Ganassi, Andretti. Any concern at all that you guys are going in there -- or were Penske and McLaren so good, winning both races last year, that you guys don't have any worries?

WILL POWER: We would use that test day on a track that we really would struggle at. Unfortunately, we used one of our tests at Road America, and the tie was different, and it really didn't work out, which happens sometimes.

We have very good cars there, so we're hoping that we turn up and have to make minor adjustments, slight tire changes, track degradation.

Those guys, for sure, I would expect, have improved, which makes it -- yes, it will be a tougher race. I think track position is pretty big there because it's kind of like Texas. If you're at the back, you're sitting in very dirty air and tires deg a lot sooner. And guys up front, they don't, so when they get to the back of the train, they can murder through traffic.

Yeah, you know how INDYCAR is. What makes it difficult

to win? Josef is one of the reasons. He's just been very good there. He's just very good at putting it together. That certainly was the closest I'd ever been to him last year. We'll see if I can improve more this year.

Q. Will, last year you won the championship with consistency. We've seen other drivers win championships by racking up the most wins. This year it seems that Alex Palou is doing it with consistency and the most wins. When you put those two together, is that almost an unbeatable championship combination?

WILL POWER: Yes, absolutely, if you're winning and you're consistent, you're definitely going to win the championship. Certainly, as a team, that group on that car, their strategies, pit stops, full package. Obviously, Palou, full package as a driver. Extremely tough to beat that this year.

I think the thing that's hurt us the most is qualifying because our race pace has been really good, strategy has been really good, pit stop's been great. As a team, we have all struggled the most to extract the most out of the car in qualifying.

Q. Used to go to Iowa, and it would be a nice little race in front of grassroots fans, maybe 17,000, 20,000 fans. It would be a nice event. It would be a good race. Now you're getting out there, it's almost like a mini Indianapolis in many ways with so much stuff, so much construction going on out there, temporary grand suites, big name concert acts. How much of a big event feel do the drivers feel now going to Iowa?

WILL POWER: Yeah, huge amount of money put in by Hy-Vee. Infrastructure looks great, and obviously some pretty big names from the music industry there performing. Yeah, it's sort of a dream promoter really, dream sponsor for the race right there with Hy-Vee. We're certainly lucky to have them.

Yeah, the feel is it brings a lot more people. Should look pretty good on TV.

Q. Finally, it doesn't happen very often, but if it happens again, it could be potentially devastating to the sport, but earlier today INDYCAR announced the strength of wheel retainer nut to keep the wheels from getting off the car, like what we saw at the Indianapolis 500 this year. Your thoughts on INDYCAR making a change so important that quickly after what happened with Kyle Kirkwood and Felix Rosenqvist in this year's Indianapolis 500?

WILL POWER: Let me tell you, that's the top of the list in importance is that those wheels don't go flying. They've done a great job in the past with the tethers. So I'm sure there was a big investigation into how that wheel came off and why.

Sounds like the tether must have worked, but it must have actually pulled -- it must have pulled the wheel nut and the wheel bearing off the axle upright. Yeah, I can see -- yeah, massively important, that stuff. Like flying wheels, flying debris into big crowds is just all bad.

Got lucky there that that wheel that came off ended up going through a gap. And they were very quick to investigate and make a change, so it will be safer.

Q. I lied. I've got one more question. With Palou's lead and with the schedule winding down, nobody ever wishes bad luck on a fellow competitor, but you kind of hope he gets lost on his way to the starting grid one of these races?

WILL POWER: He'll probably have a bad race. He could have a couple to not even turn up and still win the championship. Now I think everyone is just absolutely going for wins. It's not even -- you know, you're not really championship racing anymore. You're just going for wins.

Hence what happened at Toronto. Running out of gas, you're willing to take more of a risk on strategy and so on. Yeah, just all about winning now, like try to rack up some wins.

It is possible to catch him obviously, mathematically, for probably a top ten, but that's a big gap. That's a lot of bad races for a guy that's very consistent. But who knows? Say you won both races at Iowa and he DNF'd both, suddenly it starts to look a little more realistic.

But, oh, man, that's a very solid first, I guess slightly over halfway.

Q. To piggy-back off of that question, Will, these are some good tracks for you coming up. I think you won 2 of the last 3 return trips to the Indy road course. With Gateway and Iowa coming up here, do you feel your group can rattle off some wins here swinging for the fences?

WILL POWER: Yeah, very good tracks coming up for us. Series is ultra competitive, so I really don't see -- I don't see many weak teams out of the big four teams: Penske, McLaren, Andretti, and Ganassi. That's just not -- you might start to add Rahal into that now. Lundgaard is starting to be more of a regular top five finisher.

Yeah, pretty tough field, toughest in the world actually. That's why, if you can win one, it's such a big deal. It's a big deal now to win in INDYCAR.

Q. How do you feel this year a pair of 250-lap races, instead of one 250 and the next one 300. Do you feel similar race both days? Is there anything, it's a quick turnaround to the next day, you can learn from Saturday and apply it to Sunday?

WILL POWER: Okay. I didn't even realize last year we had one -- I thought -- I knew one was shorter. I thought one was like 200, and now they're 250, yeah.

It doesn't truly change much. It probably changes strategy a bit. To me, it comes down to traffic position, running through that traffic well. Yeah, it's more of -- yeah. Getting through traffic. The higher the grip, the higher level of grip, the cooler it is, the harder it is to pass.

Q. Speaking of track position, ask about qualifying. You obviously swept both poles last year. It's a unique format with lap 1 obviously first race, lap 2 second races. I'm assuming the qualifying draws on entrant points. So you're kind of towards the top. Is there an advantage to going early since it's 8:30 Iowa time? More rubber on track going later? Is there kind of a strategy? Any philosophy behind qualifying this weekend?

WILL POWER: You have to see, because I thought about that. You have to see how cool it is at the beginning because, yes, if it is a sudden temperature rise -- I don't know where the steepest slope of temperature rise is in the morning, but cool conditions does help, I'll give you that.

The qualifying line goes through pretty quickly because two laps -- it's going through pretty quick. So maybe the rubber does mean more, maybe going last or later helps.

I think, if you're in that top ten, you're pretty good. You always like to go after your teammates because you get the info, but yeah, so I'm at a bit of a disadvantage in that respect. I've got two teammates who can learn off of what I did, but it's a couple of quick laps right there. It's straight out of bed into the car. Try to drive around that track wide open, it's pretty straight out of the box, no practice, turn up, and go. So, yeah, pretty hard.

THE MODERATOR: Make sure your alarm clock is on Saturday morning. You don't want to oversleep that.

WILL POWER: No.

Q. How crucial will it be for you guys to roll off the truck well, going straight into qualifying? Given that it's two races, you're going to have to be pretty consistent going into Saturday when it comes to running in traffic as well, right?

WILL POWER: Yes, you've got to try to balance qualifying versus getting race work done in that one practice we have. Pretty important to roll off the truck in a good spot, which I can't see why we wouldn't.

Yeah, that's the advantage of testing. You're going to turn up and just go straight out of the box and do a quality run on a new set, whereas we're going to waste a set of tires just getting up to speed. And you need your tires because you're limited because you've got two races.

Yeah, that's -- yeah, that's the disadvantage of not testing, but I expect the car to be good out of the box.

Q. And in terms of traffic, how difficult do you think it's going to be to get through traffic in the races? Given the number of cars we have on the grid this year.

WILL POWER: I think it will be similar to the way it's been because it's a two-lane track. It's almost a 2 1/2-lane track. I think it will be your normal -- if you've got two cars running side by side, you really can't do anything. You've just got to sit there. As soon as there's another lane, it's sort of single file, you can motor through traffic.

That is the advantage of starting up front is the fact that you've just been running in clean air and not degrading tires. There's so much more grip to be out front in the clear. So when you get to that traffic, they've been running the heaviest traffic at the very back so their tires have degraded significantly more. And the fact that they're at the back is usually they haven't got as good of a car unless something happened in qualifying.

Yeah, so you get to the first few pretty easy. Obviously the further up you get, the harder it gets. Yeah, that's the challenge of that place. You've got to work the traffic well while covering the guy behind you who's attacking you. Yeah, good fun. Very, very good fun race and track.

Q. Dave kind of touched on it a little bit. It is the fastest short track on the planet. Will, what do you do, if you can verbalize it, what do you do to suspend the fear factor in such a tight racing environment?

WILL POWER: It's actually -- yeah, it's got less daunting, I'd say, since it's become more abrasive and a lot more bumpy because you're not wide open. You're not like on

this string with a weight on the end waiting to snap. It used to be way more physically daunting because you were almost wide open for a whole bloody race.

It's more -- yeah, it's not -- in the race it's not that daunting. More in qualifying where you really can almost go wide open, but the fact the car slides a bit more forgiving, you feel it, and it doesn't have as much downforce as it used to. It's actually quite enjoyable racing. The racing is the fun part.

Q. Scott Herta told me you were a better drummer than him. Is that true?

WILL POWER: Colton Herta?

Q. Yes, sorry.

WILL POWER: You think so? I actually haven't heard him drum. Yeah, I don't know. We should have a drum-off. I don't think he plays that much anymore actually since he moved to Nashville. Yeah, you've got to be on the drums every day to keep improving or at least keep what you've got.

Q. Back in 1968 a group called Gary Puckett and The Union Gap had a No. 2 single with a song called Will Power. Have you ever heard it?

WILL POWER: The one, Will Power is now or never?

Q. That's exactly it, yes.

WILL POWER: I have heard that, yes. Isn't it called Lady Willpower or something?

Q. It's officially called that, but every time I hear that song, I think of you.

WILL POWER: Yeah, it's a real pity. It's a real pity. It's not what I want to be known for.

Q. I'm sitting there looking at the drivers' stat rankings, and 3 of the top 4 drivers are Chip Ganassi. I guess, if Palou doesn't show up for two races, it still goes to Ganassi. What is Ganassi doing over the rest of the field that has them in this position?

WILL POWER: They have the best cars right now. They do. They're able to extract the most out of qualifying. Their cars look good off the tires, they're very fast in the race, and their strategy's good -- they're just simply the best team right now. They are.

Q. You think this is more than just a Honda-Chevy

thing?

WILL POWER: Yeah, I do. No, I don't think much to do with the engines. I think the engines are pretty equal. I think the Chevy has a bit more top end. Honda might have a bit more torque down low. But all in all over laps, it's probably pretty similar.

Ganassi definitely have good cars right now.

Q. I guess what you're saying is it's coming down to teamwork.

WILL POWER: They've got good cars, good drivers. You think about Palou and Dixon and even Ericsson. Marcus Armstrong is a rookie, but also very quick. They've got a very tough group. Really you're looking at all teams now have got -- man, the drivers, anyone who's not performing is replaced pretty quick these days in INDYCAR.

You can't really look at any team with an average -- you look at Andretti. He's got Herta. Grosjean is very quick, obviously not that consistent in the races. And Kirkwood, who's exceptional. McLaren's group. And you've got Lundgaard and Rahal now. It's just a very, very tough field.

Q. So I guess your best strategy is to follow your teammate and then catch him at the end?

WILL POWER: I think you've got to take care of it sooner than that. I think it's all said and done by the last stint although you can be sort of called out any time with the way the traffic runs. I think you need to be on top of that before you even get there.

As you know, it's not all over if he's leading at the beginning. There's many strategy plays and obviously a lot of traffic to get through. Just never lose hope. Keep pushing, pushing real hard and just being smart about it.

Q. Good luck in two races, and I guess go for the lead.

WILL POWER: Thank you. Will do.

Q. Hi, Will. Enjoying your backdrop there with the hardware. That's pretty cool. I attended the opening press conference at Iowa Speedway in I believe that was '06, and Rusty Wallace was there. They were talking about the grassroots racing culture of Iowa and how this track fit in so well because they said Iowa had more half mile speedways per capita than any other state in the country. I'm wondering if, when you're there, you sense that kind of fundamental enthusiasm from local people?



THE MODERATOR: Looks like Will may have frozen up.

WILL POWER: The wi-fi has been really bad here. I don't know what's going on. The cell phone connection is phenomenal here with the Verizon 5G.

(Laughter)

THE MODERATOR: Well done. Perfect. Want to ask your question again?

WILL POWER: I know the question. I don't know how much you got of my answer. Did you get any of it?

Q. No.

WILL POWER: When you go to Road America, Mid-Ohio, some of those tracks where you can camp out, some of those old school car tracks, there are a lot more old CART fans and very knowledgeable INDYCAR fans that have been around a long time.

Iowa, I don't notice -- I suppose there's a few more NASCAR sort of fans there. But what sort of grassroots racing are you talking of, more stockcar?

Q. The ovals.

THE MODERATOR: Think about all the dirt tracks, and Knoxville is not too far away, that sort of thing.

WILL POWER: Yeah, that's what I sort of thought. You've got Knoxville close by. Yeah, I would expect to see -- I don't actually -- because you're always just in the middle of the track, in your bus. You don't get to interact with fans all that much, except for the autograph session.

Yeah, but great racetrack. Great racetrack, sort of about the best short track you could ever have for an INDYCAR with the size of the banking and the multiple lanes and the degradation. It's tough to get all that formula right, the downforce versus grip. I mean, it is very hard to get that stuff right, like it's very finicky.

Q. Got a couple of questions for you. You were talking about CART, and I just realized it's been 15 years since you joined the INDYCAR Series when the reunification happened. For some of us who may remember that as fans and now as journalists, what do you recall about things coming back together and having the unification happen with INDYCAR? Also, along the same lines, as a two-time champion, what has INDYCAR given back to you that you're very grateful for, especially as a competitive driver at this point in your career?

WILL POWER: What I remember from that unification, obviously a really big deal for open wheel racing in the U.S. It's something that everyone had talked about since the split. So I think it was a great thing that happened. Going to the second race -- first race was Homestead.

The second race where you had everyone on sort of equal footing on a street course was really cool. You had the best of the best as far as road street course races there all competing, and it was all mixed up. The first race we did was Homestead. It was all the oval guys at the front and all the new guys at the back, like us, I was in KV.

It's just been incredible to watch the growth of the series over the last 15 years. I can't tell you how much more quality of drivers and teams there are now, continuity of drivers. There was a lot of driver turnover back then. It's at its, I would say, most competitive ever in history simply because of parity. No one manufacturer has an advantage. All the cars are the same. So I think they've come up with a great formula there.

Just massively grateful to have been a part of it and had an opportunity with a fantastic team and be given the chance to win races week in and week out and win championships, win Indy 500s. Yeah, couldn't ask for a better opportunity here in the U.S.

Q. I know you're not a fan of Lady Willpower, but you have to be a fan of Crowded House, right?

WILL POWER: Yeah, I love Crowded House, I do.

THE MODERATOR: Just reminded me I need to listen to my Crowded House CDs when I get back.

WILL POWER: They're great.

Q. Will, as we already have discussed this evening, straight into qualifying, lots of or very little practice. Is there any difference in approach to these races in this doubleheader given they're a little bit different in distance? Or is it just simply a case of adding another stint to the strategy?

WILL POWER: They're the same length, aren't they, this year? Am I right?

THE MODERATOR: Correct. Both 250-milers -- laps rather.

WILL POWER: But there is a difference. After qualifying, you have to put the car -- the car goes straight into -- what do they call it?

THE MODERATOR: Impound.

WILL POWER: Lockdown. Impound.

THE MODERATOR: I'm here to help you all day, Will. Whatever you need, brother.

WILL POWER: Yeah, impound. You race what you qualify, which is really tough because there's a massive speed difference for when you qualify. For one, you're running the lowest fuel level, so you can't adjust ride height. At the high speeds, the car bottoms a lot, and I kind of wish INDYCAR would allow us to change ride heights before the race because, man, you're just smacking the bottom because of the difference in speed.

So you're starting that first race probably with a bit of a compromise, but everyone's in the same boat. Then the second race, you've got the history of the first race to sort of understand where you're strong and weak and make adjustments. So the second race in general is just tougher because everyone comes out a little better.

Q. Myles Rowe is doing an amazing job on IndyCar's Force bill this year. What do you think of his performances? I know you're still in contact with him a lot. Are you following his career closely?

WILL POWER: Yeah, I still have a lot to do with his career. Yeah, just killing it. Very happy, impressed, and expect him to be in Indy Lights next year. If he did what he did this year, he'd be in INDYCAR in '25.

That's the plan. Yeah, he's doing the business. That's the main thing. Excited to see. Very, very excited to see it.

Q. And with your kart brand, how much daily involvement do you have that given you have a really long -- not long in duration, but a very intense INDYCAR schedule now. I'm sure you don't get much time to get to the kart tracks and check out how your chassis is doing?

WILL POWER: The chassis, yeah, I don't sell it anymore. I think they're using the name in Australia. They're still selling it there, but I don't have anything to do with it.

I've actually raced a different car brand. The reason, I just did not have time to do a good job with that stuff. I had to be fully committed to racing, and I just had to -- I just let it go. I actually just kind of handed it over to Billy Vincent, who's high up there at McLaren INDYCAR. He's turned it into the MPG brand and team.

Q. And the first international kind of demo show later this year with TCR World Racing tour is there. Are you going to be involved? I understand some INDYCAR cars are going to be heading over to that event potentially with INDYCAR drivers as well, but they haven't teased who's going to be at the wheel and which chassis is going to be used.

WILL POWER: Actually, I haven't heard that. I would love to be the one. I don't know what date that is.

Q. It's like the 11th and 12th, I think, because TCR World Tour is racing, and they're going to do demo runs of the best single seaters you can find.

WILL POWER: Oh, wow. Oh, man. Well, they should call me up. I want to take my car down there. I am the only Australian in this series, so I'll be really disappointed if they send a Kiwi.

THE MODERATOR: One last thing before we go to Asher. If Myles makes it to -- if and when he makes it to INDY NXT by Firestone Series next year, would that intensify maybe your relationship or your advice you would give him? Because obviously INDY NXT races along with the NTT INDYCAR Series, so you'd see him a little bit more as his career progresses.

WILL POWER: Yeah, I already do see him quite a bit. Yeah, as it gets -- we still talk -- I'll call him and see him at the track. He's a pretty smart kid. He's got to understand how tough it gets once you start getting to these upper levels because everyone that goes -- the further up you get, the better the drivers are, the tougher it is.

In particular, when you get to INDYCAR now, it is extremely hard, extremely hard. So you got to be doing the work.

THE MODERATOR: He's been fun to watch this season, last couple years as well.

Q. With this being the only doubleheader of the season, how do you plan to keep your mind and body sharp so you're just as strong in race 2 as you were in race 1?

WILL POWER: You've got to hydrate very well. Obviously try to sleep well. It's pretty tough after a race. I think your mind knows that you've got to complete two races, so it leaves some in reserve for the second race.

But we're all pretty fit in this series. You've got to be because the cars are extremely physical. Physically I'm in great shape. So I expect to have no problems during the

two races.

THE MODERATOR: Again, driver of the No. 12 Verizon 5G Team Penske Chevrolet, it is Will Power. Will, thanks for doing this.

WILL POWER: No problems.

THE MODERATOR: A reminder, the Hy-Vee Homefront 250 presented by Instacart is Saturday at 3:00 p.m. eastern on NBC. And the Hy-Vee One Step 250 presented by Gatorade comes up an hour earlier on Sunday at 2:00 p.m. eastern. INDYCAR Radio Network has coverage as well.

FastScripts by ASAP Sports

