

NTT INDYCAR SERIES

News Conference

Friday, August 23, 2024

Marcus Armstrong

Press Conference



THE MODERATOR: Joined by Marcus Armstrong. Third quick today combined in the practice session.

Do you want to pick up about the hybrid talk we were just talking about?

MARCUS ARMSTRONG: Yes, no, I mean, like he said, it's much like a push to pass system. If you didn't know any better, it's just more power at the push of your finger. It's not too complex.

I would say it's more of a defense mechanism than an attack, than a form of attacking, if I'm honest. I mean, for example, at Gateway, whenever I felt like I had a bad exit from a corner, I would be able to save myself from being overtaken just by deploying all of my battery. That's almost a comforting thing with your racing.

Q. Can you evaluate your season, where you feel like you're at. Do you feel like you're where you should be or where you want to be speed-wise?

MARCUS ARMSTRONG: Of course, I want to be at the very front. That's the target. I feel like we've made really good progress this year, to be fair. In terms of our genuine speed, that's always been there. I'm proud of the crew at the American Legion Honda. I feel like every single weekend we are still making progress.

It is difficult to arrive to America from Europe and learn these tracks quickly. This year certainly has been a big step forward.

Q. Looking at Portland, how important is it when we come to the race on where you qualify in the run down to turn one?

MARCUS ARMSTRONG: It's important at every circuit. You could argue that here is no different to any other track because there's so much action anyway. We've seen Alex and Scott in 2021 start from pole, and I think both first and third, first and second, they both got pushed wide at the first corner, went to last, came back through the field. You

can argue if you have the pace, you can still finish at the front. I think Alex won the race, for the record. I feel like if you have the pace, it's no different to any other race.

Q. Watching a few people during the session, how aggressive do you have to be on the curbing? It seems pretty unforgiving. You have to attack it, as well.

MARCUS ARMSTRONG: Yeah, turn one is a true challenge, especially now with the hybrid which is a bit heavier. The car is a bit heavier. It's a bit slower to change direction.

Over the bump of turn one and turn two, it seems a bit more lazy. Then the bump affects it more just due to the weight. It is more challenging this year. But the same as last year, you want to be right up against the inside wall, ideally clipping it, but not too hard (smiling).

Q. The run last weekend at Gateway, you have a couple more ovals to go this season. The transition for you into the oval racing, are you enjoying that?

MARCUS ARMSTRONG: Yeah, I loved racing at St. Louis. It was a lot of fun. Everyone was surprised by how great the racing was. Thankfully I'm adapting to it. I felt like it was very natural inside the car. I'm looking forward to the next races.

Q. What have the biggest lessons been in terms of oval races in the three you completed?

MARCUS ARMSTRONG: Yeah, it is obviously very different to what I'm used to. But I've got great data and great teammates to learn from.

In Gateway, I was very instinctual, to be honest, following cars, attacking restarts, all of that. It's kind of like being back in Europe in karting. You need to either attack or you'll be attacked. I enjoyed that aspect.

It helps when the Chip Ganassi Racing car is as solid as it is on ovals.

Q. Compared to where you were this time last year as

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an INDYCAR driver, are there any specifics on the driving side that you feel you have improved on or are different?

MARCUS ARMSTRONG: Any techniques that I need to improve on, did you say, on road courses?

Q. Compared to your rookie year, any things as an INDYCAR driver you feel is different to last year?

MARCUS ARMSTRONG: There's a lot of nuances to racing INDYCAR, a lot of fuel saving, time management in a slightly different way to Pirelli. The racing itself, the sort of strategy, you need to understand it when you're inside the car. It does take a few minutes to understand that.

Compared to my first race at St. Pete last year to where I am now, I have a much better understanding of how to win a race just from a strategy point of view. When I'm inside the car, there's a sense of relief that I sort of understand the concept of it.

THE MODERATOR: Thank you.

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