

NTT INDYCAR SERIES

News Conference

Wednesday, May 13, 2026

Marcus Ericsson

Jack Harvey

Press Conference



THE MODERATOR: Good afternoon, everyone. Wrapping up day 2 practice ahead of next Sunday's 110th running of the Indianapolis 500. We've got Jack Harvey on his way. He'll be here momentarily.

Marcus Ericsson is also joining us, driver of the No. 28 Phoenix Investors Honda for Andretti Global. Third quick on no-tow today, 221.2. He turned 83 total laps, 13th quick all told. He's the 2022 Indianapolis 500 champion.

A lot of guys working on a lot of stuff today. What did you guys primarily work on?

MARCUS ERICSSON: A bit of a mix for us. We did some qualifying stuff in the early part of the day and went back to the garage before race running in the afternoon. So a mix of things that we covered, I thought. It was pretty positive, actually, like both the other stuff for qualifying felt pretty promising, then pretty happy with my race car.

Obviously quite different conditions with the cooler temps, but feel like we're in a good window.

THE MODERATOR: It seems like all three cars are pretty good so far.

MARCUS ERICSSON: Yeah, we've made some really good improvements not only in the handling of the cars, but it seems like we found some pure speed in our cars the last 12 months. That's really, really exciting, really promising. It's always really tough with good cars and drivers, but I feel like as a team we've made good progress.

Q. In case it will be run in hotter conditions, is this a problem considering the setup of the car?

MARCUS ERICSSON: It's definitely challenging. Yesterday and today makes the car behave in quite a different way with the ambient and track temps going down quite significantly today. So it does create different

behaviors from the cars.

In that way, I think it was nice that we had yesterday the way it was and today it was cooler because it gave us some good data on how the car changes from day to day and those different temperatures.

Looking at qualifying, it seems like it's going to be warmer for Saturday and Sunday, but obviously here in Indiana you never know until you wake up in the morning. So we'll see. It's definitely been interesting today to see how the car behaves in these cooler temps.

Q. (No microphone)?

MARCUS ERICSSON: I think we're good in any conditions, of course. But if I pick something, I think the hotter temps is good, yeah. The hotter temps usually makes it difficult. So if you have a good car, the hotter and slicker the track is, the more difficult it is. So it sort of separates the good from the medium good cars, let's say.

Q. Marcus, it got pretty windy today, especially through turn 2. How did that affect the handling of the car, and is that something to think about?

MARCUS ERICSSON: It does make it tricky around here. It's quite gusty. So when you have wind gusts that could really upset the balance of your car, that's something you have to take into account. Also, when you make different setup changes, how was the wind? Was it more gusty or not when you were out compared to previous rounds?

You could definitely feel it today, turn 2, also turn 3 when you sort of turn into the headwind there. It was -- depending on the strength of the headwind, it was sort of behaving differently. There's always something here you have to keep an eye on, but today was on the trickier side of that, I felt.

Q. This place has given you some amazing days and also some very challenging ones. How special is it to come back every year with such an amazing place and to be in the 110th running that's also going to be soldout as well.



MARCUS ERICSSON: Yeah, it's always super special to be here every year. It's the best place in the world to drive a race car, and for me obviously being a past champion, it makes it even more special.

Seeing the momentum in the sport right now, like I said, it's a sellout already. Just thinking about that towards race day, it's going to be an amazing qualifying weekend, first of all, but then going into race weekend as well. So always the best time of the year.

Q. You're going to get a chance to experience a wide variety of weather conditions, and one of the great things about the full week of practice is you're prepared for almost anything on race day. So just how valuable is that?

MARCUS ERICSSON: I think I just answered that, right? I can do that again.

Q. Perhaps but --

MARCUS ERICSSON: No, it's going to be -- like I said, yesterday was very warm, very nice conditions. Then you get a read on the car then. Then today with the wind and the cooler temps, it really changes the behavior of the car.

I think it was good for really all teams to see how the car changes in those different conditions. I think for us we learned some good stuff from it, got some good data for it. That is going to help us going into qualifying, but also for the race because that's a problem where, race week we don't get that much practice and the temperature can change.

It's not like you have a warmup in the morning before the race. You have to roll out with the race car and trust your team and trust the process you have to pick your setup. Around this place, every little thing you do in the setup makes a big difference. So temperatures is definitely one big part of it.

Q. And has the first two days been all race prep?

MARCUS ERICSSON: No, we've been mixing it up with some coil prep as well. Obviously it's always different when you don't have the high boost. The more you do like data collecting that helps us make decisions for qualifying weekend. But we've done some work with that.

Then of course in the afternoons we've done a lot of race running as well to work on our race cars.

Q. Marcus, in the past Andretti Global has done four

cars, five cars many, many, many times. This is the first time in a very long time they've done only three cars. What's the debrief situation like? How much more focused is it? Are they a lot shorter? How is that, and how much more focused is the feedback?

MARCUS ERICSSON: Yeah, it's got to be shorter when you have less people for sure. I think it's definitely more focused on three cars. It's less resources that needs to be spread out. I think that's the big thing. No matter how good of a team you are, it's harder when you're adding cars. The thing is, if you add cars that's really good cars, it's going to add to the program. So there's always pluses and minuses with it.

I think for us we have three really strong drivers who worked really well together this year, and I think that's been really cool to see all year really, but here in the beginning of the month as well. It feels like we're in a good place now and have all the focus on these three cars trying to optimize them. I feel like all three of us has been pretty happy and pretty promising these first two days.

Q. This is really hard hitting, are you growing a mustache?

MARCUS ERICSSON: No, I'm not. I'm definitely not. I just need to shave. It's like playoffs. In the playoffs, you grow it out, and you shave it for when you win, I guess. I'm going to shave it before that.

Q. It seems to have grown specifically into a mustache shape.

MARCUS ERICSSON: Oh, really? I need to look at myself in the mirror? Do I have a mustache?

JACK HARVEY: It's a bit dirty.

MARCUS ERICSSON: Maybe that's it. It's dirty. I get all the dirt.

JACK HARVEY: From here, it looks like if you put your head out the window on the way home, it will all fly off.

MARCUS ERICSSON: That's usually the way it works.

JACK HARVEY: That was a joke, guys.

MARCUS ERICSSON: Good entrance for Mr. -- is it Hollywood Harvey?

JACK HARVEY: Thorbjörn is a way better nickname.

MARCUS ERICSSON: It's not my nickname. It's my



actual middle name.

JACK HARVEY: It's your actual name, just a sort of really cool one.

MARCUS ERICSSON: I agree.

THE MODERATOR: The question is would you rather see Jack on pit lane with a microphone or out on the track?

JACK HARVEY: I get to talk about you, remember that?

MARCUS ERICSSON: I prefer -- how should I do this?

JACK HARVEY: I feel like this is an easy answer.

MARCUS ERICSSON: He's been really fast this week. He does make me a bit worried because we need to beat him next Sunday.

JACK HARVEY: That's an acceptable answer.

MARCUS ERICSSON: In that sense, I prefer him to be commentating when I'm winning instead of me seeing him winning.

JACK HARVEY: That's a nice save.

MARCUS ERICSSON: I like Jack. This is going bad.

THE MODERATOR: Marcus, you're good to go.

Jack Harvey also joins us, driver of the No. 24 DRR INVEST Chevrolet for Dreyer & Reinbold Racing. Race day will be his ninth start in the Indy 500. Best finish at 9th back in 2020.

Some of the quick notes on today, some 79 laps, I think, turned today. A lot of work for you guys. What did you learn?

JACK HARVEY: Nice. What have we learned? We did some science experiments early in the day in qualifying configuration. That's certainly not a max of what we can do. We were actually quicker yesterday.

One of the things about a single event team is we have to really be able to trust all of our data sets and everything that we're seeing in the softwares that we have available, and I would say we're still trying to validate some of that.

I think what that meant was we did some data gathering, and then the knock-on effect is we're probably a set or two behind on some of our race running. Then once we got out there again in traffic today, from when we rolled back out to

rolling back to the garage, I thought we made really pretty decent progress.

Yeah, overall feeling pretty happy.

THE MODERATOR: Both cars look really good.

JACK HARVEY: Conor was flying this morning. He has been every day in all fairness. I've been teammates with Conor second time at least. First time was in 2013. So I've known this guy a long time. I know how good he is. Certainly very talented and deserves to be racing more than one time a year. It's nice that he's showing it.

Q. Jack, if you want something to change with the cars, how much do your notes from last year actually help with this year? Is it almost entirely similar, or is there something crazy that's been changed like the Firestone compound or something like that?

JACK HARVEY: No, nothing really. I don't know with like specifically what you're referencing, but at least from my side, it doesn't feel a lot different.

I mean, it's been a year. It's not like we're doing this every weekend to really dive into the minor details. Everything feels in a decent window. We were good last year, and so far this month we've been good again.

Q. Of all the things you had to work on Tuesday and Wednesday, running here yesterday and today, how much have you been able to get through all of your program? Or have you gotten through everything?

JACK HARVEY: I don't think anybody ever gets quite through anything they want to do. One of my favorite parts of every engineering meeting is here's what we want to do and here's what we're going to actually get through. They're two pretty different things normally.

I mean, pretty satisfied on the whole. There's a lot of track time. I don't think typically we have enough tires to fulfill all of the track time that is available. However, with everything that we have methodically tried to work through and around, yeah, overall, like I said, just maybe one set of tires behind in our race configuration and whatnot and just kind of the test items in that department.

But in terms of what we're achieving in qualifying configuration, I feel like we're, pun intended, but right on track.

Q. Last one from me on the lighter side, have you bought any of the new Parkside INDYCAR cards, and have you bought anything good?

 . . . when all is said, we're done.®

JACK HARVEY: I'm waiting for the hobby boxes to come out. I haven't had any success with Blasters or Hangers or anything like that, but I will absolutely be getting amongst that for sure.

Q. How's your car in race running traffic? I know Conor has been heavily working on that the last two days, and you've kind of been good on the no-tow. So how's your car in race trim?

JACK HARVEY: I think it's pretty good on the whole. I was suffering with quite a lot of extra under steer out of turn 4, a little bit in 3, but a lot in 4. That was more so affecting my runs. 1 and 2 looked like, for most people, a bit more comfortable today in general, I would say.

So pretty clear issue that we're trying to fix, and I think we made a lot of progress and headway into actually working on that issue. Like I said, I think Conor is just a little bit further along on his race stuff because that's what he's been focusing on.

Again, for a two-car team before the month started, if you said that one guy was going to get to focus on this, another team is going to focus on that, it's kind of the dream scenario, especially on all the ovals and everything like that, just Conor's feedback because of what he's able to do with the car.

We'll see how far along on the program he got. Then if we kind of just accelerate a little bit of what we had planned and just jump to where he was, but so far we've done a couple of the AVA tests on directionally where we wanted to go, which is also what he did, and seems to be working well.

So far, again, from a two-car team for a single event, this is working how you would want it to.

Q. When Conor was in here yesterday, he talked about how you guys are trying opposite strategies in setup given the fact that you guys and your teams and your cars haven't been on track yet. How has that gone so far, and how do you accumulate the data for yourself to figure out what's what going into the weekend?

JACK HARVEY: I think we're working together as two entries within one team, like excellent so far. Nothing has been hidden. Everything's been super firm. We all talk about it. We discuss it, and we kind of just divide and conquer.

No, it's working really well. In terms of trying to figure out what's good for us both, it's just staring at the computer

screen and working with engineers and trying to dive through everyone's notes and long conversations between us all. I sit directly opposite him in a garage, and we both share a lot.

We'll see how the rest of the month pans out, but it's going exactly how you would hope it would go.

Q. Were you able to get those hot stops in today too?

JACK HARVEY: Yes.

Q. What's the importance of doing those?

JACK HARVEY: Yeah, we did. The guys out there did a really good job of year two of Dreyer, second year of only doing the Indy 500 as my race for the season. Last year I wasn't sure if it's an advantage or not. I think the Dreyer & Reinbold guys are so good in pit lane, I don't think it's that big of a disadvantage.

Even our stops today were pretty smooth, pretty seamless, the more reps they get come race day, the better they'll get. It's not like they've got a huge range here. Their range is right in the window. From my observations and working with Fox and being in pit lane pit stops, being consistent is an absolute premium right now, and that's more so been our focus.

We don't need one heroic stop followed by a disaster. Realistically we need two good, even if they're not great, but just two good stops. It seems that the two good and one bad can still completely unravel a race. So the focus has just been on consistency and methodically just getting better.

Q. In the past we'd see Indy 500 one-off teams might be different guys every year that they're able to find that want to be part of the effort, but with your team it's the same group of guys every year. Just what's the comfort level for a driver to know these guys know what they're doing?

JACK HARVEY: I mean, there's only a couple of people in my crew that are even different than last year. Again, probably a little bit by design in all fairness. I think people don't understand how complete of a race team Dreyer & Reinbold is. They absolutely are ready to race full-time if an opportunity presents itself, at least with how they structure their team and a lot of the core fundamental people they have.

Yeah, we only get to do one race right now, but it's an annual effort to be good here, and we made some, what I totally believe are some great hires, acquiring some new

people. I think for anyone who knows Dennis and spent any time talking to him, you know what his passion is for this place. The you go into his garage, and it's like a mini shrine, it's Indianapolis Motor Speedway, and it's pretty cool.

It's his passion, and we're going to go try to deliver him that win.

Q. And just the history and tradition of the Indy 500 one-offs, they're very important to this race, to the field of 33. To be able to be part of that, how important is that to you?

JACK HARVEY: This is everything I work for, in all fairness. I love doing the opportunity that I have with Fox and being in pit lane and being in the commentary booth for INDY NXT, but being a racing driver is what I wanted to do from when I was 9 years old and started go-karts, and this is where we spent all our time, energy, resources, effort goes into the Indy 500.

I think without single entries, you're not going to be at 33 cars, period. So clearly, to the history of this place, the tradition of this place -- and I'm talking explicitly only at the Indy 500 -- you need the one-off cars. Until more teams or charters become a bigger thing for this race, you need the one-off entries.

To be honest with you, I can't think of a better team to do it with than Dreyer & Reinbold racing. They've got beautiful race cars. They do all their body work. I think we found some speed in some other areas. I think generally we're all excited to try to have -- I think we were good last month of May, but I think we can do a bit better.

Q. Jack, two questions for you. Number one, you're just doing the majority of the season TV work at the microphone. How do you stay personally prepared for this race? You do a lot of simulator work?

JACK HARVEY: Well, I guess yes and no. Simulator is like Pandora's box a little bit. If you're going to really dive into that and open that, you have to spend a lot of time, energy, and resources to be able to really correlate it well and then therefore trust the information.

I would say as a team for us right now with the experience we all have being at IMS, it's not where we spend a lot of focus. We have a lot of simulation software programs, but in terms of actually driving on a simulator, it's not something we as a team spend a lot of time doing.

In terms of my prep, I never stop working out mostly because you never know when an INDYCAR opportunity

might present itself. So I felt physically ready to go all year.

And then in preparation for this, which is a lot of onboard and data analysis, honestly I have our share link. So a lot during the day when I'm just hanging out and don't know what else to do, I just kind of look at data and look at the onboard footage and just try to be as prepared as we can.

Q. And the second question is a little bit personal, just to clear my confusion. Can you explain your nickname Hollywood?

JACK HARVEY: Maybe someone else can explain it to me. That's maybe a question for Townsend Bell and Will Buxton. The general story is it all started in Barber. Actually, I wasn't even at the center of -- I don't know what word, shenanigans maybe.

It started when I was trying to push forward Bookie Bookston because Bookie's is right by the track and it's awesome. Anyway, Will went and loved it, and we started pushing that. Somehow Hollywood Harvey started to get a ring. I did the worst thing you could do, I said I didn't like it on TV, and then James kept absolutely nailing me with it. Then everyone in our graphics department at Fox and suddenly throughout the open test, it went from Jack "Hollywood" Harvey to Hollywood Harvey and then just Hollywood, and then here we are. So yeah.

Q. There have been some amazing British and English drivers that have raced in this race, and obviously you're part of the crew that's really leading it this year. What would a win mean in the wider motorsports context in British Motorsports? You had a reason to be close in 2018 and pushing on and doing amazing work and increasing the presence of INDYCAR in the UK. What would a win mean for that?

JACK HARVEY: I think a lot about what winning would mean. Truthfully, I think it's hard to ever put into words exactly what it is. You hear all the previous champions say you don't know what it means, but actually I could pretty much imagine what it means. I live in Indy enough of the year to know what winning in this community does for you, the motorsport community worldwide.

I think it would be really cool to have another Brit on the board and continue to raise the profile and presence of INDYCAR in the UK. I think what we have as an on-track product right now is awesome. I know there's a Spaniard who seems to be just unbeatable, but I think our racing is awesome.

So if we can just keep growing that in the UK, I think we'll

pull so many people from Formula One, just the people who want to watch a real battle, just people going head to head and pushing all the time.

To be one of the people who have won the Indy 500 and have come from the UK, they're legends. They're like my sporting heroes. Yeah, that would be pretty cool.

Q. Then just away from the track, actually a promotion for Lincoln. I'm hoping for one as well.

JACK HARVEY: Did we do the double on you this year?

Q. It was two draws.

JACK HARVEY: I'm just making up stuff there.

Q. How is it balancing that commitment alongside all the TV stuff you do and preparing for this? It's a very busy schedule you've got, but all good?

JACK HARVEY: It's awesome. My life at the minute is as good as it could. If you could think of making it better in some way, it's not clear to me how. The only thing that is really going to make it better is if we win this race in 14 days or something -- no. Probably like 10 days, I guess.

I mean, Lincoln season has been a historic one for us. It's been one that I'll remember forever. For anyone that doesn't know what I'm talking about, me and my parents became very small equity shareholders in my hometown soccer team, a team that I followed for most of my life, about 10 months ago.

Foreign concept in America, I don't know if America maybe, they got promoted into the league above them, which it's not really a concept here. People have their franchises. But essentially it's like a Triple-A team stepping up to the majors.

Now the league below the English Premier League, it's called the Championship. Watch Ted Lasso, they explain things perfectly. 65 years since they've been at this level. That is a lifetime for most of the fans and stuff like that.

For our first year into -- it's ridiculous to call us soccer owners because the percentage is hilarious. But to have won the league the way we did and whatnot, it's something I'll remember forever. It's cheesy as hell, but it's completely true. I was a fan. I was watching every game. Hard to put into words how cool that is when it's your hometown team.

The reason we even did it in the first place was to make sure that that commitment from me, my parents, to our city

that we're so proud to be from very much remained front and center. Then when they got promoted, I went back to the game. I think it was in between -- it was like right after Long Beach before the open test, which wasn't perfect timing. When I told the team I was doing it, they were like please don't get stuck.

But something that cool happens, you've got to be a part of it.

THE MODERATOR: They might be playing the Spurs next year.

JACK HARVEY: Ole, Ole, Ole, you know what I'm saying? It might be West Ham at this point. I don't know. It's a nice stadium that Tottenham has. They've got one of the best training facilities in the league, and they'll be in the third division playing Bolton.

How's your soccer knowledge, Dave?

THE MODERATOR: I just spit it out right there. That was pretty good. If you like Hollywood now, you're going to love him tomorrow. We'll see him in the bullpen tomorrow morning.

FastScripts by ASAP Sports