

2019 OPEN-WHEELS 500 MILE RACE

Spin and Wreck Report

As of November 18, 2019

Only includes Qualifications and Race Day Accidents

- DATE:** November 9 **CAR NO.:** 19
TIME: 7:56 a.m.
DRIVER: Craig Hawkins
CAR NAME: No. 19 Independent Dallara IR-18 Chevrolet
CAR CONDITION: Heavy damage to the left side of the car, including left side tub damage, plus front and rear wing damage.
DESCRIPTION: After drifting high (and off the pace) in Turn 1, Hawkins' car oversteers on exit of Turn 1 and heads towards the inside retaining wall, striking the wall at 119 miles per hour – nearly parallel with the left side of the car. The left front hits just before the rest of the left side in the middle of the short chute before the tunnel portion of the inside wall, sending the car back across the track momentarily before coming to a rest head-on into the inside wall at the entry of Turn 2.
- DATE:** November 9 **CAR NO.:** 43
TIME: 9:20 a.m.
DRIVER: Dakota DiCienzo
CAR NAME: No. 43 Total Downforce Racing with Team Talent Dallara IR-18 Chevrolet
CAR CONDITION: Significant damage to the left front corner of the car (and suspension), including left sidepod and underwing damage, minor right side bodywork damage, roll hoop and engine cover damage, and front and rear wing damage.
DESCRIPTION: On the exit of Turn 4, DiCienzo's car begins oversteering quickly towards the inside retaining wall. The car makes hard wall contact with the left front corner of the car first, impacting at approximately 208 miles per hour. The car then pushes the left side up into the air after impact and does a clockwise revolution in the air before rolling three times down the frontstretch. The machine comes to a rest in the center of the front straightaway with all four corners of the car on the ground.
- DATE:** November 9 **CAR NO.:** 71
TIME: 10:42 a.m.
DRIVER: Richard Valli
CAR NAME: No. 71 Independent Dallara DW-12 Honda
CAR CONDITION: Minor right side bodywork damage and right front wing damage.
DESCRIPTION: Valli drifts high and off the pace on the exit of Turn 1 before making nearly parallel right-side wall contact at the exit of Turn 1 at 199 miles per hour. Valli keeps control of the car, piloting it around the racing line through Turn 2 before pulling the machine off of the racing surface slightly after the exit of Turn 2. Valli stops the car at the emergency personnel exit location on the Turn 2 backstretch access point.

4. **DATE:** November 9 **CAR NO.:** 24
TIME: 11:38 a.m.
DRIVER: Jonathan Goke
CAR NAME: No. 24 Last Lap Motorsports Dallara IR-18 Chevrolet
CAR CONDITION: Heavy damage to the right side of the car, particularly to the right front corner and suspension, in addition to right side underwing and front wing damage.
DESCRIPTION: Through the exit of Turn 4, Goke's car steps out as a result of an oversteer condition. In the correction process, Goke regains control of the car but the machine exits the corner at a critical angle – eventually hitting the outside retaining wall on the exit of Turn 4 with the right front corner of the car first. The speed at impact is approximately 202 miles per hour. The car leads on impact with the right front corner, then compresses into the full right side as the impact continues. The machine then pops off of the wall and turns left where Goke is able to safely return to the pit lane and stop the car at pit entry.
5. **DATE:** November 9 **CAR NO.:** 00
TIME: 2:20 p.m.
DRIVER: David Adams
CAR NAME: No. 00 Sadi Sim Autosport Dallara IR-18 Honda
CAR CONDITION: Heavy left and right side damage to bodywork, underwing, front wing, and rear wing.
DESCRIPTION: After making initial wall contact on the exit of Turn 4 on his third timed lap, Adams drifts high and off the pace on the exit of Turn 1 and makes significant contact with the outside wall at 185 miles per hour on his fourth timed lap. The car makes right front contact first, later collecting the rest of the right side into contact with the wall – with the impact causing the left side tires to leave the racing surface. The car then shoots towards the inside retaining wall in the South Chute – presumably out of control after right front suspension damage – and makes hard impact with the left front corner of the car at 103 miles per hour. The left side impact elevates the left side of the car in the air while the right side slides across the pavement before coming to a rest just before the entry to Turn 2, on the access road.
6. **DATE:** November 9 **CAR NO.:** 28
TIME: 4:43 p.m.
DRIVER: Joe Branch
CAR NAME: No. 28 Ludicrous Speed Dallara IR-18 Chevrolet
CAR CONDITION: Heavy front chassis damage, including front wing and front suspension failure.
DESCRIPTION: Exiting Turn 2 on the fourth timed lap, Branch's car quickly endures an oversteer condition which points the car towards the inside wall at a 45-degree angle, making contact with the wall at 197 miles per hour. The left front corner of the car hits the wall first, followed by a full frontal impact before bouncing off of the barrier. The car does 1 and ½ spins down the backstretch off of the racing line before coming to a complete stop.

7. **DATE:** November 10 **CAR NO.:** 60
TIME: 6:31 a.m.
DRIVER: Lluc Ibanez
CAR NAME: No. 60 Fritosport Dallara IR-18 Chevrolet
CAR CONDITION: Damage to front wing on right side and minor right front suspension damage.
DESCRIPTION: Ibanez has a wiggle in the center of Turn 3 on his warm-up lap and slides up into the North Chute wall. The car hits the wall nearly parallel on the right side at 203 miles per hour, slightly touching the right front wheel to the wall before the rear connects with the wall.

8. **DATE:** November 10 **CAR NO.:** 19
TIME: 7:09 a.m.
DRIVER: Craig Hawkins
CAR NAME: No. 19 Independent Dallara IR-18 Chevrolet
CAR CONDITION: Damage to left front corner of the car, including suspension and front wing, as well as bodywork damage on left side.
DESCRIPTION: Hawkins catches a slide on the exit of Turn 4 on his third timed lap, and later crashes on the exit of Turn 2 on the fourth timed lap. Hawkins' car wiggles following an understeer-to-oversteer condition through Turn 2, then oversteers completely on exit of the corner and hits the inside retaining wall head-on at approximately 140 miles per hour – with first contact being made by the left-front tire, followed by slight contact with the rest of the left side. The car snaps the left side of the machine on the wall upon impact before sliding 100 feet to a rest on the backstretch.

9. **DATE:** November 10 **CAR NO.:** 99
TIME: 9:15 a.m.
DRIVER: Gabriel Esek
CAR NAME: No. 99 Independent Dallara IR-18 Honda
CAR CONDITION: Heavy left side chassis and suspension damage, as well as front and rear wing damage, plus underwing damage.
DESCRIPTION: Esek's car exits Turn 4 high up the race track, and quickly oversteers at a 40-degree angle towards the inside wall. Esek corrects the No. 99 machine enough to point the car straight down the track, but momentum carries the car into the wall with a significant parallel left-side contact at 201 miles per hour. The contact bounces the car back onto the frontstretch racing surface, where it slides in a quarter-turn for 250 feet before coming to a rest.

10. **DATE:** November 10 **CAR NO.:** 666
TIME: 3:20 p.m.
DRIVER: Uldis Puteklis
CAR NAME: No. 666 Kinetic Racing Dallara IR-18 Honda
CAR CONDITION: Damage to right side of car, including bodywork and right front wing deformation.
DESCRIPTION: Puteklis crashes in the South Chute on his third timed lap. Driver drifted high on the exit of Turn 1 due to an understeer condition and hit the right side of his car with the right front tire first, then with the rest of the right side of the chassis. Initial contact was made at 218 miles per hour, and the contact popped the right side tires off of the ground momentarily. He then brought the car off of the wall safely and onto the access road for Turn 2 before bringing the machine to a stop.
11. **DATE:** November 10 **CAR NO.:** 50
TIME: 4:43 p.m.
DRIVER: Justin Carey
CAR NAME: No. 50 JaySkinz Dallara IR-18 Chevrolet
CAR CONDITION: Heavy left front damage, including suspension failure and front wing damage, bodywork damage on all four corners of the car plus engine cover, and minor underwing damage.
DESCRIPTION: Carey's car oversteers on the exit of Turn 4 and hits the inside wall at a 45-degree angle, with the left-front wheel making contact first at approximately 200 miles per hour. After initial contact, the rest of the car's left side makes heavy impact with the wall, pushing the car into the air on the right side first, then later digging the left side in between the track surface and the wall. Tumbling back towards the straightaway, it makes a total of six rolls (and 8 and ½ rotations) down the frontstretch. The car comes to a rest about 500 feet from the initial impact location with all four wheels on the ground.
12. **DATE:** November 10 **CAR NO.:** 50
TIME: 5:39 p.m.
DRIVER: Justin Carey
CAR NAME: No. 50 JaySkinz Dallara IR-18 Chevrolet
CAR CONDITION: Heavy damage to right side of the car, including underwing, right front suspension, and bodywork, as well as additional bodywork damage on remaining three corners of the car, engine cover damage, roll hoop damage, and front and rear wing destruction.
DESCRIPTION: Carey suffered from an understeer condition on the exit of Turn 1, drifting up into the wall to make significant contact with the right front corner of the car first, then the rest of the right side of the machine. Initial impact at 217 miles per hour. The car was pinched up into the air in a quarter rotation before the left front wheel caught the pavement and dug into the racing surface. The car then rolled side-over-side five times along the South Chute before pin-wheeling three times on the four corners of the car before coming to a rest on the roll hoop in Turn 2.

13. **DATE:** November 10 **CAR NO.:** 84
TIME: 5:44 p.m.
DRIVER: Ryan Norton
CAR NAME: No. 84 Broken Aero Dallara IR-18 Chevrolet
CAR CONDITION: Heavy damage to left front corner of the car, including suspension failure, significant front chassis damage, underwing damage, and left side bodywork damage.
DESCRIPTION: Driver crashes on the backstretch on his fourth timed lap. Norton brushed the wall on the exit of Turn 2, which upset the car's suspension and sent the No. 84 towards the inside wall. The car made impact with the wall with the left front corner first at 221 miles per hour, bounding off of the wall and sliding down the paved portion of the backstretch, off of the racing line before coming to a stop. The car slid about 250 feet.
14. **DATE:** November 17 **CAR NO.:** 33
LAP: 14
DRIVER: John Hajek-Doggett
CAR NAME: No. 33 Team Talent Dallara IR-18 Honda
CAR CONDITION: Significant damage to right front suspension, in addition to right side bodywork and underwing damage.
DESCRIPTION: While riding in traffic, Hajek-Doggett drifts high up the track on the exit of Turn 4 and makes significant contact with the outside retaining wall. Contact is at approximately 210 miles per hour, and hits with the right front corner of the car first, followed by lesser contact with the rest of the car's right side. Hajek-Doggett promptly retires from the race following an assessment of the damage.
15. **DATE:** November 17 **CAR NO.:** 43
LAP: 99
DRIVER: Dakota DiCienzo
CAR NAME: No. 43 Total Downforce Racing with Team Talent Dallara IR-18 Chevrolet
CAR CONDITION: Significant damage to rear of the car, including wing and gearbox, as well as heavy right front suspension damage, right side bodywork damage, and underwing damage to right side.
DESCRIPTION: DiCienzo drifts high on the exit of Turn 4 on Lap 99, eventually clipping the wall in a parallel fashion with the right side of the car, popping the right side tires off of the ground upon contact. The car then wiggles in a straight line before turning back into the outside wall more violently, pinching the right side of the car up into the air before the car does a half spin across the frontstretch towards the inside wall. Machine then hits the pit lane attenuator with the rear of the car first, punching it up into the air while rotating through the pit lane and over the innermost pit wall before coming to a rest in an empty pit stall equipment bay.

16. **DATE:** November 17 **CAR NO.:** 13
LAP: 111
DRIVER: Chris Stofer
CAR NAME: No. 13 Powerslide Motorsports Dallara IR-18 Chevrolet
CAR CONDITION: Right front wing and suspension damage.
DESCRIPTION: While driving in traffic, Stofer's car endures an understeer condition on exit of Turn 4 and drifts up into the wall, making noteworthy contact with the right front corner of the car. Stofer continues on with damage to the car before later retiring in the race due to sustained ill-handling of the car.
17. **DATE:** November 17 **CAR NO.:** 421
LAP: 114
DRIVER: Wilson Neto
CAR NAME: No. 421 Interlagos Motorsport Dallara IR-18 Honda
CAR CONDITION: No noteworthy damage.
DESCRIPTION: Racing side-by-side through Turn 2 with Andrew Wood (No. 32 Team Talent Dallara IR-18 Chevrolet), slight contact between cars 421 and 32 on the exit of Turn 2 sends the No. 421 for a spin off of the racing line. Neto does one full 360-degree spin towards the paved portion of the off-line backstretch, maintaining control of his car while avoiding any wall contact.
18. **DATE:** November 17 **CAR NO.:** 812
LAP: 150
DRIVER: Marco Aurelio Brasil
CAR NAME: No. 812 TENT Factory Sim Racing Dallara IR-18 Chevrolet
CAR CONDITION: Suspension failure for left and right front corners of the car, plus right and left side bodywork damage.
DESCRIPTION: Aurelio Brasil drifts high on the exit of Turn 4 while running behind traffic and makes contact with the outside wall, connecting with the right side nearly parallel to the wall. Brasil tries to safely bring the car down pit lane after the initial contact, but an apparent right front suspension failure makes the machine difficult to control and he makes additional contact with the inside wall – this time on the left side of the car – before reaching pit lane. Out of control entering the pit lane, Brasil hits the left side of his car with the innermost pit lane wall rather significantly before locking the brakes and bringing his car to a stop in a vacant pit box on the North end of pit lane.

19. **DATE:** November 17 **CAR NO.:** 4

LAP: 196

DRIVER: Jeff Drake

CAR NAME: No. 4 Team Talent Dallara IR-18 Chevrolet

CAR CONDITION: Heavy damage to the right side of the car, including bodywork, underwing, and both front and rear suspension. Front and rear wing damage found on right side as well.

DESCRIPTION: Through Turn 1, Drake's car begins to drift up towards the outside wall while losing momentum at the same time that Adam Blocker (No. 74 Powerslide Motorsports Dallara IR-18 Honda) is rapidly approaching on the outside lane. Drake slides up in front of Blocker and the two cars make contact while trying to avoid each other. The slide (and slight contact) assists Drake into the outside wall in the South Chute at a high rate of speed, making contact with the right front corner of the car first, followed by the rest of the right side. The impact punches Drake's car up into the air, bringing all four tires off of the ground while the car does ¼ rotation before settling all four tires on the ground again. Sliding backwards through the South Chute, Drake's car comes to a rest on the racing line in Turn 2.