

High speed at a high price

Financing and running an IndyCar team for a season requires almost as much nerve as the high-speed driving. Top flight organisations will spend more than \$10m in their quest for the chequered flag with large numbers of cars, expensive rebuilds and a wide inventory of spares

Rolling chassis:
from \$360,000
Car with steering
system but no engine

Cockpit: \$60,000
Aluminium and carbon
fibre composites

Gearbox: \$85,000
Rebuilt after every race
at a cost of up to \$12,000

Rear wing:
\$7,500

Wheels:
Front – \$2,200 each
Rear – \$2,800 each
12 sets for each car
Tyres:
Set of four – \$1,200

**Computerised
data acquisition
unit:**
\$35,000

Roll bar:
\$2,100

Windscreen:
\$285

Front wing:
\$2,600

**Nose
section:**
\$7,000

Suspension:
One complete
unit per wheel
\$13,000

Transport:
\$500,000 Suitably equipped transporter which
doubles as a mobile workshop carrying a range of spares

Fuel:
\$80,000
More than
380,000 U.S.gallons
of Methanol per team
during season

Engine:
\$130,000
up to 10 engines for
each car. Rebuilt
every 500 miles at
around \$35,000

**Engine cover/
side pods:** \$20,000

Carbon composite body kit:
\$60,000
Different bodies required for
speedway and oval racing

Spares:
\$500,000 Allocated for disposable
spare parts, additional \$80,000 for
gearbox parts

