BY CREIGHTON SUTER
Campus Editor

Last year's Grand Prix champion will have more on his mind than winning during this year's race.

Kyle Tilley, a sophomore in the College of Engineering racing for Alpha Sig GP in the No. 1 kart, will have to compete against a more competitive field with a target now squarely on his back after taking the checkered flag in the 60th running of the race and qualifying first just a week ago.

Beyond those challenges, Tilley will have to surpass the No. 2 qualifier, who has an inside line on the psyche of the mind behind the No. 1 kart.

Collin Campbell, a freshman in the College of Engineering racing for McCutcheon GP, qualified second last weekend. His crew chief is Tilley's sister, Dawn Tilley.

And neither sibling is shy about wanting to beat the other.

"There is that increased competition for sure," she said.

The two siblings come from a racing lineage, with their grandfather being the first kart racer in the family.

Dawn Tilley wasn't at last year's race to see her brother's victory, but she followed the twists, turns, overtakes and accidents by listening to the audio stream. Kyle Tilley's race had about as many twists in momentum as the race has turns.

He had attained a significant, early lead during the previous rendition of the Grand Prix, but blew a tire nearly halfway through the race as he tried to slip by on the inside of another driver going into a turn.

It was one of what might have been 100 passes the then-freshman driver attempted during the race. This one, however, saw him make contact with a lapped driver, who closed in on him as he approached the corner's apex.

"Right after that happened, I wasn't even thinking about winning," he said. "The only thing I was thinking about was getting to the pits and getting it fixed."

To compensate for lost time, Tilley's driving style became more aggressive as he made his way back to the front through the mess of lapped traffic, a factor he never had to deal with in his days spent racing up and down the East Coast before college.

"You don't hit lapped traffic outside of Grand Prix," he said. "Tracks are bigger, cars are more competitive, so you just don't really catch up to the end of the field outside of the Grand Prix."

Eventually, Kyle Tilley regained his position at the front, but that didn't save him from a few light jabs from his sister about the mid-race hiccup.

Kyle Tilley said the goal is to run a clean race this year because the field is even more competitive than the last, with the top 10 drivers being separated by just over eight-tenths of a second during qualifying.

While he is one step closer to matching the record held by Jimmy Simpson, the only driver to win the Grand Prix four consecutive times, after qualifying first last weekend he insists he is taking it one step at a time.

Dawn Tilley was more explicit about his intentions, though.

"I know ideally, he really wants to get that four-time win again, like Jimmy Simpson," she said. "I would be proud of him if he did, but we're not going to hand it to him at all."

No matter the outcome, the two said it's all about the experience and honoring the man that started their racing journeys.

"Unfortunately, my grandpa passed away earlier this year," Dawn Tilley said. "It's kind of sad that he doesn't get to see it, but it's nice to know that we're doing well. And it's kind of in the memory of him."

Family feud extends into 61st running of Grand Prix

BY CREIGHTON SUTER
Campus Editor

Kyle Tilley of Cary Racing #1 drives his kart with the checkered flag after winning the 60th running of the Purdue Grand Prix in 2017.

Cary Racing's Kyle Tilley celebrates last year's victory by drinking from the ceremonial bottle of milk.

EXPONENT FILE PHOTO

Dawn Tilley is acting as crew chief for Collin Campbell, who qualified second behind her brother, Kyle.
Why did you decide to drive?
I was a part of the pit crew last year for PSWE, and this year I was Grand Prix chair. We had one cart last year, but we wanted two carts this year… I did some racing over the summer and participated in tryouts in the fall to become one of the drivers.

What are you most looking forward to for this year’s race? I’m looking forward to a lot of things. I think being able to be involved in a big Purdue tradition is one of the main reasons I chose to be a driver.

What is your biggest worry about the track? My biggest worry is that my clutch has been acting up recently. I’m worried that I won’t last through the whole race. If something does go wrong with it, it’ll take too long to fix, and my cart would be done for.

Why did you decide to drive?
I made the decision to drive because I knew that my goal was to have a chance to race in the Grand Prix. I’ve never raced in a race like this before so it’s going to be a great experience for me.

What is your biggest worry about the track? My biggest worry about the track is that there’s so much going on. There’s a lot of drivers going around and it can be very stressful.

What are you most looking forward to about this year’s race? The thing I’m most looking forward to is the atmosphere on race day. I’ve seen videos in the past and it’s just incredibly cool.

Why did you decide to drive?
I decided to drive because it has always been a goal of mine to establish a team and race against a few of the same guys I raced against growing up. I’ve never made it to the final stage, but somehow ATO found their way to me no matter what happened. I just want to be able to finish the race. Being in the top five would be my goal, but I just want to cross the finish line.

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Simpson said a dedicated and well-organized team pays attention to pit stops and preserves both fuel and tires. “A good team has their act together in the pit stop,” he said. “It’s how lucky you are.”

In the end, though, Fuhrman said in the pit stop, “It’s not about how good you are,” he said. “It’s how lucky you are.”

Grand Prix rules dictate that the race lasts 60 laps, and each driver must make at least one pit stop. More pit stops are allowed but not recommended, according to Fuhrman, because it wastes time that could be spent racing. Grand Prix winners have a dedicated and well-organized pit crew after winning the 55th Purdue Grand Prix in 2012.

Fuhrman said at the end of the day, the drivers who are the best in traffic win the race. He cited Simpson’s patience and knowledge of when to be aggressive and when to hold back as the deciding factors in his four-year winning streak.

He also touted the exchangeable fuel tanks as a huge but unnoticed factor in the race. According to him, the exchangeable fuel tank helps save time during pit stops. When Fuhrman was competing in Grand Prix in the late ‘70s and early ‘80s, the driver had to get out and walk for the tank to be refilled before continuing in the race. Now, experienced teams can exchange the fuel tanks without the driver even coming to a complete stop.

The exchangeable fuel tanks are also safer than the refillable ones, Fuhrman said, keeping team members from being exposed to gasoline. This year the Purdue Grand Prix Foundation will give out $10,000 in scholarships to 12 winners and four ambassadors. The funds for those scholarships come from ticket sales and sponsors, and said Kyle Haas, president of the Grand Prix Foundation’s Senior Board.

In the end, though, Fuhrman said the race comes down to one thing. “It’s not about how good you are,” he said. “It’s how lucky you are.”

Grand Prix track. The skeletally structured Grand Prix karts with driver’s seats prakti- cally brushing the ground may not look like they could reach speeds of up to 53 miles per hour, but those high speeds aren’t uncommon on the straightaway, and Purdue alumni, Grand Prix volunteer and self-de- scribed “junkie” Dave Fuhrman. Both karts’ and drivers’ capabilities were tested during Grand Prix qualifiers over the weekend in preparation for the annual “longest-running kart race in the world” on Saturday.

Fifty-two teams will participate in this year’s race, representing federations, residence halls, professional organizations and independents. The only rule regarding participation is that every participant must be a Purdue student, whether from the West Lafayette campus or one of the satellite campuses. In accordance, three teams from IUPUI are participating in this year’s race.

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BY RYAN CHEN
City Editor

While most Grand Prix spectators would rather spend their evenings with local bars instead of the establishment,” Heath said. “You have to count how many people you can have around on Saturday to make sure the meeting to address.”

According to Dombkowski, the biggest challenge for bar owners this year, according to Dombkowski, will be keeping the alcohol inside the bar. “The newest challenge we have with those bars, in my view, is the drinking in the lines that goes on considerable alcohol for the Grand Prix weekend. With representatives from most bars in Champaign County, Purdue Life local fire and police departments present, discussion topics ranged from bar occupancy to drinking in lines.

According to West Lafayette Police Chief John Cox, who has been doing this for 25 years, and it usually works out better for us when there’s thinner weather.”

Heath wondered what he should be multiple counters for. “My No. 1 issue every year is oc- curring on Saturday. We’ll have extra officers out, we’ll in crease our patrols.”

Heath reminded owners there should be multiple counters for each floor, and they would be going around on Saturday to make sure the counting method is correct. “You have to count how many posi- tions would rather have clear skies and avoid the total number of people you can have in the establishment,” Heath said. On the topic of counting method- ology, Heath was particularly adamant.

“As I go to around and around the bar lines, in my view, it is the drinking in the lines that goes on considerable alcohol for the Grand Prix weekend. With representatives from most bars in Champaign County, Purdue Life local fire and police departments present, discussion topics ranged from bar occupancy to drinking in lines.

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Why did you choose to race in this year’s race? The State Excise Police has also pro- vided labels for the confiscated IDs. "If you seize or confiscate a sus- pected fake ID, you can put a sticker on the back of it," Akers explained. "Have the individual who happened to discover it or see that it was sus- pected fake ID, you can put a sticker on the back of it," Akers explained. "Have the individual who happened to discover it or see that it was sus- pected fake ID, you can put a sticker on the back of it," Akers explained. "Have the individual who happened to discover it or see that it was sus- pected fake ID, you can put a sticker on the back of it," Akers explained. "Have the individual who happened to discover it or see that it was sus- pected fake ID, you can put a sticker on the back of it," Akers explained. "Have the individual who happened to discover it or see that it was sus- pected fake ID, you can put a sticker on the back of it," Akers explained. "Have the individual who happened to discover it or see that it was sus- pected fake ID, you can put a sticker on the back of it," Akers explained. "Have the individual who happened to discover it or see that it was sus- pected fake ID, you can put a sticker on the back of it," Akers explained. "Have the individual who happened to discover it or see that it was sus-
Why did you decide to drive?  
We had a kart last year, but I didn’t get to drive. Before that, I was just looking at the other guys of my age and I wanted to be able to drive it. When I did make it through the selection process last year, if I could finish, that’s what I’m looking forward to.

What is your biggest worry about the track?  
Honestly, probably when it comes to aggression and when they hold back because obviously some racers are better than I am, so it’s kind of picking your points as to when to be aggressive and not crash the car because that would really stuff me.

What is your biggest worry about the track?  
The start, because there’s too many cartons on the track at one time and everyone’s next to each other and you have to circle, and with the wheels touch, people will go spinning usually. Nothing serious, but you get about six inches to a foot straight up in the air and when you come down it can damage things. I think once getting through that, it will be a lot easier, but it’s going to be tricky.

What is your biggest worry about the track?  
The other drivers and some-how letting my team down.

LAUREN ZAJAC  
STAFF PHOTOGRAPHER
EJ LEE | STAFF PHOTOGRAPHER

Why did you decide to drive?  
My family has always been a go-karting family, and I decided to join my team in my sophomore year just to kind of get involved in the house and I know a little bit about go-karts. Then, our driver my sophomore year, he retired so they needed someone to replace him, so I raced my junior year and I did well my junior year and I try it out again. It’s been a lot of fun.

What are you most looking forward to for this year’s race?  
I’m looking to just enjoy my senior year and just have fun with it during the race. I’m not looking for anything crazy, but I’m going to do my best and just have fun with it.

What is your biggest worry about the track?  
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Why did you decide to drive?  
I actually didn’t choose. I was actually crew chief at the start of this year and lost my driver. They don’t feel comfortable getting back in it, but I did. My group, PCS racing, we’re part of SAE, so we’re the church group pretty much. I said a lot of prayers that day. We’re calling it the ‘divine intervention’ because I got in the cart Wednesday and qualifications were Saturday.

What are you most looking forward to for this year’s race?  
Finishing in the Top 5 in this year’s Grand Prix.

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I’m having a blast. It’s been a lot of fun.

POKE HIBACHI

Restaurant Spotlight

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