

GRAND PRIX

INSIDE:

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Little 500 or Grand Prix?
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Grand Prix Driver Profiles

1. Jimmy Simpson


“To me, (Grand Prix) is an extremely important race. Especially the third time around, this race is as important as any other race I’ve run in, because it means a lot. There’s only been a few people in history who have been in the position that I’m in, who’ve run and won it twice and who have an opportunity to race a third time.”

Senior, College of Technology
Delts Racing


#1

2. Chip Challis


“I am excited to represent Pi Kappa Phi Racing in Purdue Grand Prix. I strongly encourage students to get involved in Purdue Grand Prix and other hands on learning opportunities at Purdue. I love competition and am excited to get the opportunity to test our team’s skill, talent, and luck this year in Grand Prix.”

Senior, College of Engineering
Pi Kappa Phi Racing

#22

3. Camden Speth


“I started racing when I was five years old. I really enjoy the competitive aspect of racing and being able to race people who want to win just as much as I do. I’d like to thank McCutcheon for being the best residence hall and for putting up the money for us to race.”

Freshman, College of Technology
McCutcheon GP

#88

4. James Schnabel


Senior, college of Technology
IUPUI
Motorsports 2


#2

5. Eli Salamie


“I’ve been racing since 2008. I got my first go-kart when I was 13 and I started racing in New Castle, Indiana. I’m looking forward to actually participating, I think it’s a really cool tradition and part of Purdue and I think it will be a great time.”

Freshman, College of Engineering
Cary Racing 2


#30

6. Mike Perugini


“I’m excited about driving a clean race and bringing home another trophy for the boys.”

Senior, College of Science
Cary Racing 1


#3

7. Daniel Leeds


—

Kappa Sigma


#11

8. Jaime Ortega


“I began racing when I was 11. I began because I wanted to do Motorcross but my parents advised I try out go-kart instead (so) I chose go-karts over Motorcross. My favorite thing about racing is the thrill and exhiliartion of driving on the limit. Last year, I lead the race for several laps after taking the lead with an overtaking maneuver.”

Junior, College of Engineering
SHPE Racing


#18

9. Stephen Lawrie


“I was on the team last year and they were looking for a new driver, my favorite thing (about Grand Prix has been) practicing with my team and improving my times.”

Sophomore, College of engineering
Delta Upsilon


#31

10. Brian Parme


“(The best part about what I do is) just working with the team, enjoying the process and focusing on getting the best result possible. Being at the track on race day with everyone there and getting to race makes it all worth it.”

Sophomore, College of Engineering
ASME


#27

11. Alex Newman


“My favorite thing would have to be the adrenaline rush and pushing the go-kart to its absolute limit. This is my very first time ever racing go-karts.”

Junior, College of Engineering
IIE


#74

12. Brandon Biega


“My favorite part of Grand Prix is actually attacking all of the different problems that we have each year and then seeing how adjustments affect us on the track. Our team is continually learning and improving. This year’s race should be unique in that there are some very good teams out there and we have the potential to be one of the top teams.”

Senior, College of Engineering
Chemical Engineering

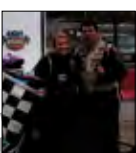
#7

13. Marc Leclerc


“The combination of science, art, a team atmosphere and competition of course (draws me to racing). Much of the kart set-up is a science down to precise numbers, but the driving remains an art form. A dependable team is crucial for success, and the competition makes it all the more interesting for both participants and spectators.”

Senior, College of Engineering
Phi Delt Racing

#6

14. Allison Schoch


“I’ve been racing for 14 years: 14 in go-karts, four in Legends Cars. It’s hard to go against all men; they can either be accepting of you as a female driver and race you like anyone else, or they can be bad sports and not be okay with the chance of a woman beating them.”

Sophomore, College of Engineering
IUPUI Girls Team


#16

15. Peter Martucci


“I remember being part of the Grand Prix since my freshman year, when I started off just helping out my team. When the driver dropped out of the race, the crew chief decided to let me race instead. I just happened to fit in the go-kart.”

Senior, College of Engineering
Pi Kappa Alpha


#38

16. Matt Mote


“I just love the passion from everyone, the competition and, most of all, the race. It’s by far the coolest race I have ever been a part of.”

Junior, College of Engineering
IUPUI
Motorsports 1

#34

17. Peter Gray


“I was born with a wrench in one hand, a rusty screw driver in the other, and raised crawling around in the engine bays of all the cars, trucks and tractors that drifted in and out of my grandfathers machine shop. A mechanic by heritage, a machinist by trade, an engineer by education, and a driver by passion, the Purdue Grand Prix is where I can feel at home while still 2,500 miles from home.”

Sophomore, College of Engineering
Shrevehart

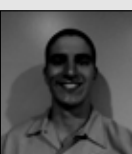
#21

18. Zach Robinson


—

MEGP


#8

19. Alex Dexeus


“I like the feeling of accomplishment from building a go-kart for the race, it’s very rewarding. The camaraderie of the Sigma Chi Racing team is unmatched, the rush of racing around the track is incredible and the people of the racing community are second to none.”

Senior, College of Engineering
Sigma Chi 1


#99

20. Andrew Thoele


—

Phi Kappa Psi


#52

21. Mitch Woolever


“Driving requires the development of a pretty narrow skill set. It brings speed, timing, reflexes, and a tunable vehicle together in an exhilarating way. As an engineer, seeing those things mesh successfully is immensely satisfying. Grand Prix means the opportunity to provide visibility for PESC. It’s an honor to represent an organization that does so much for the Purdue community and I feel so privileged to be a part of it.”

Sophomore, College of Engineering
PSEF


#33

22. Ryan Keene


“I’m looking forward to the competition and the camaraderie that our team has. It’s nerve-wracking at times, but I’ve got a solid team behind me and I think that’s key to doing well in this race.”

Junior, College of Technology
Student Veteran Organization

#13

23. Nick Hale


“I’ve been racing since I was seven years old, my dad got me into it. I started (with) go-karts, then mini-sprints and now 410 sprint cars. I’ve always enjoyed how competitive and challenging racing is. (I’m looking forward to Grand Prix because) the race is longer than any race I’ve ever done before, so I’m looking forward to (seeing) how different everything is with this many go-karts.”


Freshman, College of Engineering
Sigma Chi 2

#9

24. Nick Weddle


Senior, college of Technology
NROTC 3


#44

25. Zach Juliot


“This is my third time racing, I did not qualify the last two times due to mechanical issues. I wanted to race in the Grand Prix because my father had done so back in 1982 and because I like going fast. It’s a hell of a good time.”

Junior, College of Engineering
NROTC1

#40

26. Anthony Moorman


—

Theta Chi


#86

27. Chris Young


—

Pike 2


#49

28. Austin Schaffer


—

AMET Racing


#57

29. Austin Smith-Harpe


“I’m most excited about the the amount of supporters the team has and the fact most of them will be coming to the race.”

Senior, College of Technology
Beta Sigma Psi


#5

30. Max Burbink


“Racing in Grand Prix is a great experience, not just for me, but for all of my fraternity brothers. This event brings our entire house closer together to achieve a common goal of building the fastest go-kart that we can. “

Junior, College of Agriculture
FarmHouse A


#55

31. Mickey Thompson


—

Fairway Racing


#77

32. Shelby Campbell


—

Phi Sigma Rho

#94

33. Brett Rasmus


“Our team is completely a freshmen effort, this is the first team from Harrison Residence Hall since 2012. We’ll count any win as a major victory, whether its a sprint race or the long race.”

Freshman, College of Engineering
Cavalry Racing

#93

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Blake Deister of MKE gets a boost onto the shoulders of his pit crew after winning the 55th Purdue Grand Prix in 2012.

Old but still gold: Purdue's Grand Prix tried and true tradition

BY HALEY CHECKLEY
Special Projects Editor

May 17, 1958 was the start of a legacy at Purdue.

In those days, it wasn't even apparent if the inaugural Grand Prix race would turn into a tradition, but with a top-notch engineering program, people wanted a fun way to show off what they knew.

It was run on the north intramural field and an adjacent parking lot and every kart was built from scratch, had a lawnmower engine and could barely exceed 30 miles an hour. James Moneyhun became the first winner of the Purdue Grand Prix.

Racers drove 144 laps, the equivalent of 60 miles, at an average speed of 22.6 mph. It wasn't glamorous by any means, but it was a testament to the work and skill required to create something from nothing an engineer's specialty.

A track was completed in 1969 in time for the 11th annual Grand Prix race and was carefully modeled after the World Kart Championship Track in Japan.

The Purdue Auto Club was created and maintained sponsorship over the Grand Prix, acting as the governing body as well. However, the Auto Club was disbanded and the longevity of the race was threatened. The students pushed for a replacement group to keep the tradition alive, and with the creation of the Grand Prix Foundation, the legend was enabled to live on.

Today, each team's kart is still built from scratch with an average cost of \$5,000 using money partially raised by a team sponsor. The engine has also been upgraded leading to a higher speed race, with all karts using a Yamaha KT-100 engine.

They each race on a new track, completed in 2009 and located at the corner of McCormick Road and Cherry

Lane. This new track, though similar in design, is wider and altogether safer for both the kart teams and the track workers. The track cost the University \$1 million altogether and is still considered one of the premier karting facilities in the country, largely because of its advanced computer scoring system.

The 52 competitors raced through qualifications this week, weeding down the pack to the traditional 33 racers.

Yet the "greatest spectacle in college racing" has seen declining interest in the past few years, while Little 500, established in 1951, numbers reported as being "fairly stable over time," if not growing. The movement of the track in 2009 may be a factor to decreased attendance students say and Mary Furlough, president of the Grand Prix Foundation, agreed.

"Moving the track obviously poses some challenges for the board, but I do not think there is a decrease in interest. Instead, I think the board now has a greater obligation to promote the race since the track is no longer as close to campus."

Wade Cadwallader, a senior in the College of Technology and member of the Purdue Reamer Club, said there are many Purdue traditions that have phased their way out of popularity.

"There was one, it used to be called 'Miss IU' and it was every year before the Purdue/IU football game and they used to have a bonfire, like a pep-rally if you will," Cadwallader explained. "They used to have these mannequins dressed like an IU cheerleader and they would always put it in the fire, but that had to stop because people thought it was sexist."

Grand Prix is, in some respects, following in the shadows of traditions like Miss IU, becoming synonymous for a week-long raucous culminating in an all-bets-are-off

drunk fest on Saturday. Our beloved tradition is not about celebrating feats of ingenuity by the driving crews, it is instead celebrating feats of the lack thereof of our crews.

Cadwallader, in the four years he has attended Purdue, said he hasn't ever seen the race. Though he admits, it may mean something different for those who do.

"I just feel like it's a cool tradition," he said. "It's just something you can relate with alumni on. Ever since 1958, you could talk to anyone that went to Purdue and it's just something they get. I know a lot of people party but if you are actually participating, it's just good, clean fun."

Furlough, who works extensively with race alumni, said the race is a point of pride to many.

"The race is very important to our alumni because they spent time as a student developing the foundation into what it is today," she said. "Just as I am proud of all the work my board and I have put into the race, our alumni look back on fond memories of Grand Prix, and they are proud of their efforts."

Over the years, the Grand Prix has spurred many beneficial programs for the University, such as the many scholarships given to students (this year was totaled at \$11,000) and the Grand Alternative, a week-long event filled with free concerts and activities leading up to Grand Prix.

Furlough said the foundation's motto "Students helping students," is the driving factor for the whole race.

"Our sole purpose is to organize and produce a safe, fun race for the participants, and through that raise money for scholarships," Furlough said. "Additionally, the race offers a creative outlet for students to display their technical skills. Because our focus is on developing students, the University continues to support us in our efforts."

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SIMPSON

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Jimmy Simpson, two-time Grand Prix winner, credits his success to his crew, Delts Racing, and support from his Delta Tau Delta fraternity brothers.

Two-time Grand Prix champ credits success to crew, fraternity brothers

BY MEGAN TARTER
Features Editor

A two-time winner of the Purdue Grand Prix joked that his competitors call him the songbird of his generation.

"To quote Ricky Bobby, 'You're either first or you're last,'" said Jimmy Simpson, who's won the race the last two years and will compete again on Saturday for Delta Tau Delta.

Simpson, a senior in the College of Technology, finished first in the Grand Prix Saturday time trials with a time of 25.529.

On the track, Simpson rides by himself in the go-kart but that doesn't mean he's doing it alone. He credits much of his success to his crew and support from his fraternity brothers and family.

Simpson has driven for Delta Tau Delta fraternity for the past two years and has been the first fraternity brother to run the race in many years. According to Simpson, the fraternity hadn't participated in the race since the early '80s and hadn't won in many years

prior to that.

"It's a point of pride for (my fraternity)," he said. "A lot of the guys in the house will donate their own personal money to our go-kart fund; (the race) means a lot to them."

His success has drawn many experienced drivers into the Delta Tau Delta fraternity, including freshman Camden Speth, the driver for the McCutcheon Grand Prix team. Speth mimicked Simpson's strong finish on Saturday, placing third for McCutcheon.

Simpson said much of his success comes from having a great team working behind the scenes and off the track.

"A lot of people will say 'Oh, Jimmy Simpson won,' but it's not just me," he said. "My team busts their butts for nothing; they don't get paid, and they don't get the credit they deserve. Julian Williams, David Schultz, Kurt Anderson, Billy Khamis and Tyler Greene all work their butts off for Delts Racing."

Simpson's mother, Deborah, agreed with the sentiment.

"They're a great bunch of kids, I'm impressed with every single one of them. They're hard working; I can't say enough good things about them," said Deborah.

Simpson said that Grand Prix is, more than anything, a team race.

"You've got to have a good team and I think that's our biggest advantage; we have an excellent team."

Simpson has been racing since the age of 5 and has won many races. However, the accolades did not come through luck, but through hard work.

"I've noticed, being out at the race track myself, he's the first one there, he's the last one to leave," said Deborah. "Racing does not come easy; Jimmy works hard to do this. He puts in a lot of work and invests a lot of time in the sport. Racing is his passion."

Simpson agreed saying he wants to continue racing and hopes to one day be a competitor in the Indy 500.

"If I'm not in class or sleeping, I'm working on our go-kart," said Simpson. "You get out of it what you put into it."

EXPONENT FILE PHOTO

The crowd bundled up for a chilly Grand Prix race in 2011 and temperatures are looking to be similar during the 2015 run of the race.

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CHAMPIONS

Past Grand Prix Winners

- 2014 Jimmy Simpson
- 2013 Jimmy Simpson
- 2012 Blake Deister
- 2011 Justin Penix
- 2010 Justin Penix
- 2009 Travis Iles
- 2008 John Laski
- 2007 Liz Lehmann
- 2006 Clayton Smith
- 2005 Timothy O'Brien
- 2004 Clayton Smith
- 2003 Timothy O'Brien
- 2002 Timothy O'Brien
- 2001 Tom Gray
- 2000 James Weida
- 1999 Tom Gray
- 1998 Kyle Smith
- 1997 Joe Troyer
- 1996 Dustin Smith
- 1995 Ian Smith
- 1994 Ian Smith
- 1993 Ian Smith
- 1992 Brian Berrisford
- 1991 Doug Hodgdon
- 1990 Doug Hodgdon
- 1989 Tom Smith
- 1988 Steve Daugherty
- 1987 Dave Skelton
- 1986 Bob Pitzer
- 1985 Doug Wright
- 1984 Curtis Chapman
- 1983 John Schumaker
- 1982 John Brennan
- 1981 Dave Fuhrman
- 1980 Brian Grant
- 1979 Dave Fleek
- 1978 Robert Keagy
- 1977 Dave Jones
- 1976 Chuck Sprague
- 1975 Mike Brennan
- 1974 Wayne Gerhart
- 1973 Charles Workman Jr.
- 1972 Mike Goodson
- 1971 George Kozak
- 1970 James Fry
- 1969 Gary Van der Heide
- 1968 Al Brittingham
- 1967 Al Brittingham
- 1966 George Taylor
- 1965 Jim Feustal
- 1964 Robert Booty
- 1963 Edward McDonald
- Lorrie Volland
- 1962 John Mickley
- Bert Rosendahl
- Bob Whiting
- Jerry Williams
- Tom Williams
- 1961 Tom Ellis
- 1960 John Mullaly
- 1959 Dick Clayton
- John Alexander
- Robert Elsperman
- John Jeffers
- Tom Ross
- 1958 Fred Bartlett
- Gregory Bowman
- Ronald Moffett
- James Moneyhun
- Kenneth Shull



2014 Grand Prix winner Jimmy Simpson adjusts his straps and settles into his go-kart before the race.

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