



A Statistical Service of the Indianapolis Motor Speedway

Schedule of Events for the 1995 Brickyard 400
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1995 Brickyard 400 Schedule of Events

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- **Wednesday, August 2** Opening Winston Cup Practice Session
 - Practice 1-5 PM
 - Public Gates Open 9 AM \$5 Admission
 - IMS Hall of Fame Museum Open 9 AM-6 PM (Admission \$2)
 - (Credential Gates Open 5AM)

 - **Thursday, August 3** Practice & Top 20 Qualifying
 - Practice 9:30-11:30 AM
 - Qualifying 1 PM (1-20), 1 lap
 - Public Gates Open 7 AM \$10 Admission
 - IMS Hall of Fame Museum Open 7 AM-6 PM (Admission \$2)
 - (Credential Gates Open 5AM)
 - (Evening: NASCAR Super Truck Series at Indianapolis Raceway Park*)

 - **Friday, August 4** Practice & 2nd Round Qualifying
 - Practice 10-11:30 AM
 - Qualifying 1 PM (21-38), 1 lap
 - Final Practice after qualifying for 1 hour
 - Public Gates Open 7 AM \$10 Admission
 - IMS Hall of Fame Museum Open 7 AM-6 PM (Admission \$2)
 - (Credential Gates Open 5AM)
 - (Evening: NASCAR Busch Series race at Indianapolis Raceway Park*)

 - **Saturday, August 5** The Second Running of the BRICKYARD 400
 - 12:15 PM (400 miles, 160 laps on 2.5-mile oval)
 - Public Gates Open 6 AM
 - Reserved Seating Sold Out
 - No General Admission Race Day
 - TV: ABC Live (Noon)
 - RADIO: IMS Radio Network Live
 - IMS Hall of Fame Museum Open 6 AM-6 PM (Admission \$2)
 - (Credential Gates Open 12AM)

Schedule Subject to Change All Times Local (same as Central Daylight)

* Indianapolis Raceway Park (317/291-4090) is not affiliated with the Indianapolis Motor Speedway

CHEVROLET C/K PICKUP TRUCK TO PACE 1995 BRICKYARD 400

For Immediate Release

INDIANAPOLIS, Dec. 1, 1994 -- A full-size Chevrolet C/K short-box pickup truck will be the Official Pace Truck for the second Brickyard 400 NASCAR Winston Cup stock car race at the Indianapolis Motor Speedway on Saturday, Aug. 5, 1995.

The announcement was made by Tony George, IMS president, and Jim Perkins, general manager of Chevrolet and vice president of General Motors.

"This breaks historic ground for a pace vehicle here at the Speedway," George commented. "This is the right time and the right race for Chevrolet to showcase its C/K pickup truck."

"Chevy people love trucks," Perkins said. "Race fans, and especially NASCAR fans, really love trucks. With the new five-liter Vortec V-8 engine and the Brickyard 400 graphics, this truck is a runner and a stunner."

The Chevrolet C/K Pace Truck will have Chevy's upcoming 5.0 liter Vortec V-8 engine with center port fuel injection, dual exhausts, 4L60E four-speed automatic transmission, Bilstein shocks, Boyds five-spoke polished aluminum wheels and Goodyear 275/40x17 GSC tires. The two-wheel drive pickup will pace the Brickyard 400 "as is", without need of aftermarket performance enhancement.

The white C/K truck, fitted with a T-Top conversion concept by ASC and solid truck bed cover with the Chevrolet red bowtie logo, will carry broad teal, blue and gold Brickyard 400 graphics and stripes along the length of its low-profile stance. It is lowered two-and-a-half inches in the front and four inches in the rear using drop spindles and springs from Bell Tech. The leather bucket seats will carry Brickyard 400 embroidery, and even the floor mats have the famous Indy "wheel & wings" logo.

The two race-ready C/K Pace Trucks in service on the legendary two-and-a-half-mile racing oval next August will carry safety strobe lights, five-point safety harnesses for driver and passenger and on-board fire control.

In 1994 Chevrolet reintroduced the Monte Carlo as the Official Pace Car for the inaugural Brickyard 400. Both the Chevrolet C/K Pace Truck and the previously announced Chevrolet Corvette Pace Car for the 1995 Indianapolis 500 will be unveiled at the Indianapolis Auto Show on Wednesday, Dec. 28, 1994, at the Indianapolis Convention Center and RCA Dome.

... BY95-01 ...

BRICKYARD 400 SCHEDULE ANNOUNCED; FOURTH DAY ADDED

For Immediate Release

INDIANAPOLIS, June 8, 1995 -- An extra day for practice has been added and qualifying sessions will begin two hours earlier for the second Brickyard 400 NASCAR Winston Cup stock car race at the Indianapolis Motor Speedway, Aug. 2-5.

The 160-lap race will once again be run on Saturday beginning at 12:15 p.m. local time (same as Central Daylight), telecast live by ABC Sports with the IMS Radio Network providing live radio coverage.

Practice begins Wednesday, Aug. 2, with a session scheduled for 1-5 p.m. Practice Thursday morning resumes 9:30-11:30 a.m., with first round qualifying for the Busch Pole Position and starting spots 1-20 set to begin at 1 p.m. Friday practice is 10-11:30 a.m. with second-round qualifying for positions 21-38 at 1 p.m. This year NASCAR qualifies 38 cars by speed (plus four provisionals) on superspeedways instead of 40 as in the past. NASCAR's final practice session will commence at the conclusion of Friday qualifying.

NASCAR and IMS officials agreed to expand the schedule allowing more practice and qualifying time for the large field of entrants. Last year, there was no Wednesday practice at the Brickyard and Thursday's scheduled 3 p.m. start to Busch Pole qualifying left little margin for error as 69 cars made first round, one-lap qualifying attempts in the waning afternoon daylight. Rick Mast was the Busch Pole Position winner for the inaugural Brickyard 400 with a speed of 172.414 miles per hour.

All reserved seats were sold out at the enormous 2.5-mile facility only days after the inaugural Brickyard 400 last August, won by Jeff Gordon. General admission is not available for race day, but access on practice (\$5 per person over 5-years-old) and qualifying days (\$10 per person over 5-years-old) is by general admission only. New for this year is a \$25 three-day (Wednesday-Friday) practice and qualifying pass, which allows daily in-and-out privileges. It is available through the IMS ticket office only. Single day gate admissions do not provide for exit and return.

The Speedway's Hall of Fame Museum is open year-round, including event dates. Admission is \$2. For information on Brickyard 400 practice and qualifying tickets, which are available at the gate, weekend parking and camping information, or the three-day pre-race pass, call IMS Ticket Operations at 317/484-6700.

... BY95-02 ...

BROADCAST COVERAGE INCREASES FOR 2nd BRICKYARD 400

For Immediate Release

INDIANAPOLIS, July 24, 1995 -- An increased national broadcast schedule with an array of auto racing's most respected talent highlights the live television and radio coverage of the Indianapolis Motor Speedway's second Brickyard 400 NASCAR Winston Cup event.

Prior to the race there will be 11 and a half hours of live national television and approximately eight hours of live network radio leading up to the green flag on Saturday, Aug. 5, 1:15 p.m. (EDT, 12:15 local). The race will be approximately three hours in length.

For the second straight year, ABC Sports will televise the NASCAR Winston Cup race live from the Speedway at 1 p.m. (EDT, 12 Noon local), with Paul Page serving as host, Bob Jenkins as anchor and 1973 Winston Cup champion Benny Parsons serving as analyst. The veteran pit-road crew of Jack Arute, Gary Gerould and Dr. Jerry Punch will be trackside.

ESPN has increased its programming, airing three half-hour editions of its "Road to the Brickyard" taped series which winds up Saturday, July 29, at 6 p.m. Race week, ESPN airs live qualification coverage on Thursday, Aug. 3 and Friday, Aug. 4. Its one-hour live pre-race show Saturday will feature Page, Jenkins and Parson. The new practice day on Wednesday, Aug. 2, will have four additional hours of coverage on ESPN2.

The Indianapolis Motor Speedway Radio Network broadcast will reach more listeners as its affiliate lineup is expected to cover 500 stations. Veteran motorsports broadcaster Mike Joy will again anchor the broadcast team with two-time Winston Cup champion Ned Jarrett as analyst. Regular IMS Radio Network turn announcers -- Jerry Baker, Gary Lee, Larry Henry and Bob Lamey -- will take their traditional positions in the corners and John Kernan, Dave DeSpain and Chris Economaki will serve in pit and feature roles.

Joy also hosts the "Brickyard Live" call-in radio show on Wednesday and Thursday nights of race week from the Brickyard restaurant at the Speedway Inn & Resort, and anchors live radio network qualifying and recap shows on the two time-trial days. Network stations can also pick up trackside audio news reports throughout the four-day event.

QVC has scheduled a Brickyard 400 Merchandise Special live from the IMS Hall of Fame Museum for pole day, Aug. 3, with NASCAR and Brickyard 400 items available.

The 1995 Brickyard 400 Broadcast Schedule is on the following page.

... BY95-03 ...

RECORD \$4.5 MILLION PURSE POSTED FOR SECOND BRICKYARD 400

For Immediate Release

INDIANAPOLIS, July 25, 1995 -- With the addition of \$570,000 in prizes, posted awards and lap leader money announced today by the Indianapolis Motor Speedway, the total prize posting for the second Brickyard 400 Aug. 5 stands at \$4,513,015. Once again, the winner is guaranteed more than \$500,000 in cash and prizes.

The 1995 Speedway awards program is in addition to the \$3,963,015 in previously posted awards on the race entry blank, up more than \$1 million from last year's entry posting of \$2,687,249 for the NASCAR Winston Cup event's inaugural edition. Last year's total final payoff was \$3,213,849 with inaugural race winner Jeff Gordon collecting \$613,000.

In addition to the \$275,150 winner's purse on the entry, the 1995 Brickyard 400 champion will receive \$200,000 from PPG Industries as part of its Winner's Trophy Award, the Thunderbird Winner's Award of \$5,000 plus a \$30,000 limited edition Falcon 2270 BR boat, a \$21,000 Chevrolet Monte Carlo Z34, the \$10,000 Kodak Photo Finish Award, the \$5,000 AUL (American United Life Insurance) Helmet Award and the \$5,000 NABD/IMI (National Association of Brick Distributors/International Masonry Institute) Best Team on the Bricks Award in addition to other prizes.

Second place prize money is listed at \$210,400.

With 38 qualified starters plus five possible provisional spots open in the field, last-place money for this year's Brickyard event is set at a minimum of \$47,520 (38-43), more than double last year's minimum of \$21,825.

A total of \$90,000 in cash and prizes have been posted for the Brickyard 400 Busch pole position, won last year by Rick Mast. They include the Busch Pole Award of \$40,000, a \$5,000 GTE Front Runner Award and Starcraft's Pole Position Car Owner Award of \$10,000 plus a \$35,000 Chevrolet/Imperial conversion van.

Lap-leader awards, funded by the 1995 Citizens Speedway Committee of the Indianapolis Chamber of Commerce, total \$64,000 with \$400 going to the leader of each of the 160 laps around the historic 2 1/2-mile oval. Last year, Gordon led 93 laps to take \$37,200 from the lap-prize fund.

NASCAR supplies a complete list of postings to entered race competitors, and Speedway prizes are listed in the Official Brickyard 400 Program (\$8 each) at the event.

Official practice begins Wednesday, Aug. 2, with practice and qualifying scheduled for Aug. 3-4. The race, to be televised live by ABC Sports and aired around the world on the Indianapolis Motor Speedway Radio Network, is scheduled for 12:15 p.m., Indianapolis time, on Aug. 5.

All tickets are sold out and there is no general admission race day.

... BY95-04 ...

PPG TROPHY ESTABLISHES NEW TRADITION AT SPEEDWAY

For Immediate Release

INDIANAPOLIS, July 26, 1995 -- As the Brickyard 400 unfolds for the second time, a new Indianapolis Motor Speedway tradition has been established with the PPG Trophy, unveiled for the first time a year ago as the symbol of victory for NASCAR's Winston Cup stock car race at the historic 2 1/2-mile oval.

The Pittsburgh-based company is a long-standing marketing partner and sponsor of the Indianapolis 500 at the Speedway, and PPG's automotive refinish division sponsors the PPG Trophy for the Brickyard 400. Made of gold, sterling silver and alloy aluminum, the trophy was created by Nova design of Pittsburgh.

In addition, PPG awards \$200,000 to the race winner and presents silver bricks, emblematic of a Brickyard 400 win, to the winning driver and car owner.

The PPG Trophy is permanently housed in the Speedway's Hall of Fame Museum, the home of the Borg-Warner Trophy for the Indianapolis 500.

When the Brickyard 400 trophy project was announced last year, Tom Craig, PPG Vice President of Automotive Refinish, talked about the vision of tradition for the new award.

"Tradition has long been an integral part of the Indianapolis Motor Speedway," Craig said. "By presenting the permanent and individual trophies for the Brickyard 400, PPG is there at the beginning of yet another proud Speedway tradition. We are confident this tradition will grow over the years and PPG is happy to be a part of it."

Unveiled three days prior to the inaugural Brickyard 400 a year ago, the trophy has already become a tradition: Jeff Gordon and car owner Rick Hendrick nailed down their own place in history a year ago as the first-ever winners of the Brickyard 400.

PPG Industries, a global producer of coatings, glass, fiber glass and chemicals, leads the world in the manufacture, technology and servicing and supply of original equipment and refinish automotive coatings.

The second Brickyard 400 will be Saturday, Aug. 5, live on ABC Sports television and the Indianapolis Motor Speedway Radio Network. Green flag time locally is 12:15 p.m. (1:15 p.m. EDT). Check local listings for details. The race has been sold out since last August, and general admission is not available race day.

OFFICIAL BRICKYARD 400 SPONSORS SHARE MAJOR-LEAGUE OPPORTUNITY

For Immediate Release

INDIANAPOLIS, July 27, 1995 -- The five official sponsors of the Brickyard 400 -- Budweiser, Chevrolet, Delco Electronics, GM Service Parts Operations and Pennzoil -- are sharing an innovative marketing opportunity surrounding the second annual NASCAR Winston Cup event at the Indianapolis Motor Speedway.

All five participated in the inaugural edition of stock car racing's richest race a year ago, and the group has engaged in a number of retail contests, incentive programs, cross-promotional ventures and guest trips to the Aug. 5 race as part of both joint and individual efforts.

It is a cooperative program, what Ann Dechow, Manager of Advertising and Brand Image at Delco Electronics, calls "a partnership with the Speedway and a partnership between sponsors."

"It's the new trend in sports sponsorship," said William R. (Bill) Donaldson, Speedway Vice President. "Rather than having one title sponsor, we have a partnership in cooperative fashion. The consortium of five major sponsors working in an effort to promote the event and their products has worked well."

One of the major group efforts is inviting representatives of ABC affiliates in key markets to participate in the Brickyard 400 Charity Challenge, a Legends car race Wednesday, Aug. 2 at the RCA Dome. The race provides a promotional medium for ABC Sports' live telecast of the race and earmarks funds for charity in the individual markets.

"If one sponsor was going to do it on its own, the cost would be prohibitive," said Ron Winter, Director of Motorsports Marketing for Pennzoil. "With five of us working together, the cost per sponsor is much more efficient."

Pennzoil, which also sponsors a car driven by Michael Waltrip on the Winston Cup circuit, has launched a massive national promotion that is aimed at both consumers and retailers. More than 80,000 prizes, from 10 Chevrolet Monte Carlo Z34s to Brickyard 400 lapel pins, are being offered under bottle caps on Pennzoil motor oil and scratch-offs. The company also launched a major advertising campaign June 8.

"It (the sponsorship) is a unique opportunity for five sponsors to work together, we all benefit and none of us are conflicting," Winter said. "All of us are individual marketers in our own disciplines, and it allows all five of us to work together for the common good."

Chevrolet's program centers around the Official Pace Truck for the race, which will be driven to lead the field on the pace and parade laps by NASCAR official and former driver Elmo Langley.

"That's the No. 1 hot item that gives us a venue to show off our Vortec V8 engine," said Glenn Maddox, Motorsports Marketing Manager for Chevrolet. "We're using the truck around the local area to showcase it and we've got some replicas around the country.

"Secondly, we have a contingent of retail Chevrolet dealers coming in from the regions and another contingent of dealers who won the right to be there in a contest. We could easily have 600 people there.

"It (the sponsorship) gives us the opportunity to be an equal player. In this concept, we have five of us. Pennzoil's giving away several Monte Carlos. We just work together back and forth and have a major impact on the market in that way."

The Budweiser brand and its parent, Anheuser-Busch, have a wide array of promotions around the Brickyard, including point-of-sale displays, price cards, table tents and banners as well as a new line of logoed merchandise. Budweiser Brickyard sportshirts and hats and T-shirts are some of the new line.

Bud Light is sponsoring a George Strait concert Thursday, Aug. 3 at the RCA Dome. Earlier that day, the Busch brand has a media luncheon around its series sponsorship of the Busch Pole Award. There is a Busch Grand National NASCAR stock car race at Indianapolis Raceway Park in nearby Clermont on Friday, Aug. 4.

The centerpiece of the national Budweiser program is the "Bud Fast Track Sweepstakes", offering a Brickyard 400 decal to customers from the store where they buy beer, watch the race for details and then enter a sweepstakes. More than 300 winners are guaranteed and four grand-prize winners will receive trips for two to the Daytona 500, Indianapolis 500 and Brickyard 400.

"We have been a strong supporter of the Brickyard 400 since its inception and we are extremely delighted to help build on the great success of last year's inaugural race," said Michael J. Brooks, director, Budweiser Marketing of Anheuser-Busch, Inc. "NASCAR fans love auto racing and we thought what better way to reward them for their enthusiasm than by bringing them to three of the top auto races in the world."

Michelle Hackett, project manager for Budweiser's sponsorship, said the package of five official sponsors works. "All of our sponsors work together well," she said. "It's definitely a sponsorship that benefits from five participating, not just one. The Speedway has been good about adding value to our sponsorship."

GM Service Parts Operations uses the race as a promotional tool with its dealers and distributors.

"Our AC-Delco regions and GM Parts zones develop programs tailored to their locality and use Brickyard 400 tickets as a promotional tool," said Kenneth F. Robinson, GM/SPO's director of advertising and sales promotion. "Last year was a resounding success, and it looks like this year is going to be even bigger and better."

Delco Electronics also uses the Brickyard as a payoff for incentive programs. Dechow said the program runs for seven months prior to the race and that Delco Electronics would have 200 customers and dealers in Indy for Brickyard weekend.

In addition, Delco Electronics provides telemetry on the Winston Cup cars for the television broadcast and fans at home can see how the cars perform on the historic 2 1/2-mile Speedway oval.

"We have just done a tremendous job of jelling as a group," Dechow said of the official sponsors. "We're working with them to have some of their cars and drivers using our telemetry for the telecast. We have a lot of mutual respect for the people and the programs that they're running. The relationship has grown among us for other things as we work together on behalf of the Brickyard."

Robinson echoed those thoughts.

"We're part of a very prestigious and professional group of title sponsors of the race," he said. "We meet monthly in Indianapolis to review our promotional plans to make sure our efforts are coordinated.

"We take pride in our position as a major sponsor of the Brickyard 400, and we're looking forward to this year's race and are already making plans for the 1996 event."

All tickets to the Brickyard 400 have been sold out for nearly a year. The race will be aired at 12:15 p.m. Saturday, Aug. 5 on ABC and broadcast by the Indianapolis Motor Speedway Radio Network through nearly 500 stations around the country.

... BY95-06 ...

WINSTON CUP DRIVERS ANTICIPATE 2nd BRICKYARD 400

For Immediate Release

INDIANAPOLIS, July 28, 1995 -- NASCAR Winston Cup stock car drivers might be hard-pressed to upstage Jeff Gordon's dramatic victory in the 1994 inaugural event, but some drivers predict an even more exciting sequel on Aug. 5 at the Indianapolis Motor Speedway for the second running of the Brickyard 400.

"With one race under our belts, the drivers will be more comfortable with the track and the crews will have a better handle on the chassis," said Darrell Waltrip, driver of the No. 17 Western Auto Chevrolet Monte Carlo. "That should result in more side-by-side racing, and I believe the fans will see a better race this year."

Waltrip, a 48-year-old, three-time Winston Cup champion from Franklin, Tenn., finished sixth in the '94 Brickyard 400, and the performance at Indy kept his team pumped up the rest of the season.

"That race got the ball rolling for us," Waltrip said. "I hope this year's Brickyard 400 will have the same effect. I've never seen the excitement from fans like I saw at Indy last season. It was unbelievable, and there's no reason to expect it'll be any different this year."

Fans watched 23-year-old Jeff Gordon grab a piece of racing history last year when he battled Ernie Irvan down the stretch. Gordon kept the lead when Irvan cut a tire on lap 156 of the 160-lap event at the 2.5-mile track and held off Brett Bodine by 53 hundredths of a second for a record NASCAR winner's share of \$613,000 from the \$3.2 million purse. The purse has increased to more than \$4.5 million in '95, and the winner is guaranteed more than \$500,000 in cash and prizes.

Bodine won \$203,575 for finishing second last year, and that was more than 25 percent of his season's winnings. The 36-year-old Chemung, N.Y., native had to survive a spinout with his older brother Geoff on Lap 101. The controversial bump from behind sent Geoff out of the race and Brett into the lead for the next five laps.

"The incident with Geoff overshadowed how well we finished in the race," Brett Bodine said. "I hated the two of us got together twice on the same lap, and he ended up getting taken out by it."

"But it was racing. It happens several times throughout the season, not between brothers too often, but those things happen all the time."

"We were racing hard for the lead in the biggest race in NASCAR history, and Geoff got turned around. Unfortunately, that took away from the accomplishments of the race team last year."

Bodine is driving for a different race team in '95. In his first season behind the wheel of Junior Johnson's No. 11 Lowe's Ford Thunderbird, Bodine says he's going to approach the '95 Brickyard 400 with a fresh attitude.

"I can't be set on running the same setup because things change," Bodine said. "This race team had a good run there with Bill Elliott last year, so we'll try to use the best of both teams and do the best we can."

Irvan is still recuperating from injuries sustained in an August '94 accident at Michigan International Speedway and will not compete in the '95 Brickyard 400.

"I've got a different perspective on that race last year," Irvan said. "We worked all day to get competitive, then at the end Jeff and I had a good race going. I had the flat tire, and it was traumatic -- the feelings that went through my mind.

"I was so close to winning the first Brickyard race, and then it went away. I was lucky to have a couple of laps to gather my thoughts. I looked at it and said to myself that I could whine and cry and be mad that I had the flat tire.

"Now days, I look at it like that flat tire cost us a lot of money. The next flat tire I had (at Michigan resulting in the accident) cost me a lot more. We learn to appreciate the good times. We're going to have some bad times with them."

Seven-time Winston Cup champion Dale Earnhardt had his share of bad times in last year's Brickyard 400 before rallying for a fifth-place finish. Earnhardt scraped the wall in the fourth turn on the first lap and spent the rest of the afternoon playing catch-up.

"By the time we got our track position back, something else always seemed to happen," Earnhardt said. "We went to the front and back so many times, I lost count.

"We were competitive, but we just couldn't get to the front. I wish I could have been there with Jeff and Ernie at the end. That would have really been fun. It'll be just as exciting this year, and hopefully, we'll be up front in the thick of it this time."

Earnhardt qualified second fastest for the inaugural Brickyard 400, bumped off the No. 1 starting position by Rick Mast in the No. 1 Skoal Classic Ford Thunderbird. Mast's Busch pole-winning speed average was 172.414 miles per hour.

"That pole will always be special, but it would have been very special if we could've won that race," Mast said. "Whenever I think about that pole, for about three seconds I think it was really neat. Then I think, damn, we could've won that race."

The engine in Mast's T-bird lost a cylinder on the second lap. He ran the rest of the race on seven cylinders and finished 22nd, one lap off the pace.

"That race stung me more than anything else in my career," Mast said. "I might not have won, but I would've been battling for the win. I'm going back this year with a vengeance."

Rusty Wallace, who finished fourth last year at Indy, plans to have a different attitude the second time around the Brickyard in his No. 2 Miller Genuine Draft Ford Thunderbird owned by Roger Penske.

"I felt some pressure last year because of the Penske tradition, but this time it should be a lot more routine," Wallace said. "We know so much more than when we went to Indy last year. Our shock program is better, the chassis is better. I think we'll be a lot better this year." Penske's Indy car team has won a record 10 Indianapolis 500s.

Ken Schrader popped the top on his No. 25 Budweiser Chevrolet Monte Carlo last week in an accident at Talladega, but he says he'll be ready to go when they drop the green flag on Aug. 5. The senior driver out of the Hendrick Motorsports stables would like nothing better than to improve on his seventh-place finish in the '94 Brickyard 400.

"That had to be the biggest automobile race in history," Schrader said of last year's event. "Nobody knew what the Daytona 500 was going to be in 1959 when they started it, and they sure didn't know what Indianapolis was going to be when they started it in 1911, but they knew what it was going to be like last year."

And what does Schrader expect it to be like in '95?

"It's our biggest race of the year, and it's the one everybody wants to win."

... BY95-07 ...

TOP INAUGURAL BRICKYARD 400 FINISHERS RETURN TO INDY

For Immediate Release

INDIANAPOLIS, July 29, 1995 -- Defending Brickyard 400 champion Jeff Gordon and the next 15 finishers in the inaugural edition of the race have been named to entries for the second annual NASCAR Winston Cup event Aug. 5 at the Indianapolis Motor Speedway.

As of 5 p.m. Friday, July 28, 54 entries had reached the NASCAR and Speedway offices for the \$4.5 million stock car race. It's possible that a limited number of other entries could be accepted by NASCAR exception before the scheduled opening of practice at 1 p.m. Wednesday at the historic 2 1/2-mile oval.

The drivers and teams will compete for 38 starting spots through one-lap qualification runs Thursday and Friday. Four provisional spots are available to those atop the car owner point standings, in order, if they do not make the field through time trials and have not used all of their designated provisional spots previously this season.

An additional provisional, designated for the most recent Winston Cup champion who doesn't make the field through qualifying, could boost the starting lineup to 43.

Brett Bodine, who finished just .53 of a second behind Gordon last year, is also entered. Other top-16 finishers from a year ago, in order, on the 1995 entry list are Bill Elliott, Rusty Wallace, Dale Earnhardt, Darrell Waltrip, Ken Schrader, Michael Waltrip, Todd Bodine, Morgan Shepherd, Ricky Rudd, Terry Labonte, Sterling Marlin, Lake Speed and Bobby Labonte.

Inaugural Busch pole winner Rick Mast is in the fold for the second time after making history last year with a qualifying run of 172.414 miles an hour. That stands as the official Brickyard 400 speed record.

Thirty-six of the 43 starters in 1994 at Indy have been named to entries for a second bid at Indianapolis. The missing nine include Ernie Irvan (who finished 17th), still recovering from injuries suffered last August at Michigan, and the retired Harry Gant, who became the oldest driver ever to lead a lap at the Speedway in the inaugural running.

The list boasts the winners of 13 Winston Cup titles. Heading the list of series champions is Earnhardt with seven crowns (1980-86-87-90-91-93-94). Others are Darrell Waltrip (1981-82-85), Terry Labonte (1984), Elliott (1988) and Rusty Wallace (1989).

Four-time Indianapolis 500 winner and 1972 Daytona 500 winner A.J. Foyt, who retired from Indy car competition in 1993, heads the list of "crossover" entries after making the inaugural Brickyard 400 field last year. John Andretti, who is the only modern-day driver to run two races at the Speedway in the same year in 1994, is also entered.

Pancho Carter, the 1985 Indianapolis 500 pole winner, is entered to make his first try at the Brickyard 400 field. Scott Brayton, the 1995 Indianapolis 500 polewinner, was entered but suffered a concussion and a broken left ankle in an accident during a stock-car test on Wednesday at the Speedway. The entry has not been withdrawn but it is doubtful he will compete.

Among those who will vie for their first start in the Brickyard event is Joe Ruttman, brother of 1952 Indianapolis 500 winner Troy Ruttman. Joe Ruttman was the last driver bumped from the inaugural Brickyard field just eight minutes before the end of qualifying. The last driver on the "bubble" who survived and made the field was A.J. Foyt.

Others trying for their first Brickyard berth are NASCAR veterans Dick Trickle, Loy Allen Jr., Chuck Bown, Steve Grissom and Kenny and Mike Wallace, the latter making history a year ago by being first on the track for official practice. Series rookies include Elton Sawyer, Robert Pressley and Ricky Craven.

The race will be televised live by ABC Sports and aired on nearly 500 stations on the Indianapolis Motor Speedway Radio Network.

... BY95-08 ...

GORDON'S BRICKYARD BIRTHDAYS REASON TO CELEBRATE

For Immediate Release

INDIANAPOLIS, July 30, 1995 -- Jeff Gordon, 23-year-old defending Brickyard 400 champion, will celebrate his 24th birthday on the eve of the second annual NASCAR Winston Cup stock car race on Aug. 5 at Indianapolis Motor Speedway. And he'll have plenty of reasons to party.

The former resident of Pittsboro, Ind., not only enters the most lucrative event on the NASCAR Winston Cup circuit as the defending champion, he's also the series points leader, leading money winner and overwhelming laps and mileage leader in '95.

Gordon and his DuPont-sponsored Rainbow Warriors, led by crew chief Ray Evernham, also lead the circuit with seven poles and five victories in '95.

So what's left to accomplish? "We've had to reset our goals this season," Gordon said. "One of our goals was to win five races this season. Here we are a little over halfway through the season, and we've won five races and The Winston.

"It really wasn't expected, but at the same time, the team has really stepped up to the plate and done some fantastic things when it comes to pressure situations or making the big pit stop or really getting the car dialed in."

The No. 24 DuPont Chevrolet Monte Carlo has been so dialed in this season that Gordon has led the most laps in five of the last six races. He's won two of those six, finished second in two others and recorded another top 10 last week in the DieHard 500 at Talladega Superspeedway.

Gordon has led 1,804 laps in '95, and that's 89 more than the combined total of his three closest challengers. He's led laps in 17 of 18 events, and he's led the most laps in nine races this season.

Entering the Brickyard 400, Gordon leads second-place Sterling Marlin by 78 points in the series standings and seven-time champion Dale Earnhardt by 146. With 13 races remaining, Gordon maintains that he isn't focusing on the championship race.

"We're not a team that has gone for the championship, so we're not experienced enough to know exactly how to approach it," Gordon said. "Although it's in the back of our minds, right now our goal is Indianapolis. After that, it'll be the next race.

"If we can accomplish our short-term goals every week, hopefully the ultimate long-term goal will come along with it. We go out there and give 100 percent every week, and whatever happens, happens."

Gordon made it happen at Indianapolis last year in the inaugural Brickyard 400 by staying out front for 93 of 160 laps and rolling to a .53-second victory over Brett Bodine after winning a door-to-door late-race duel with Ernie Irvan.

Irvan's tire blew with five laps remaining, and that opened the door for Gordon to become a part of racing history by winning the first stock car race on the hallowed grounds of the storied Indianapolis oval.

"I felt like a kid in a candy store after winning last year," Gordon said. "I never dreamed I could win it, but it's something I wanted more than anything."

Gordon earned a NASCAR record payout of \$613,000 from the total purse of more than \$3.2 million. The '95 purse tops \$4.5 million with the winner guaranteed more than \$500,000 in cash and prizes. The pole is worth \$90,000 and \$400 goes to the leader of each 160 laps -- \$64,000 in all.

For money-motivated drivers, the Brickyard 400 offers the biggest windfall of the season on the NASCAR circuit.

"It's a big, big race," Gordon said. "It means a lot to everybody, and you're really going to see guys going for it just like they were last year."

Evernham, senior member of the Rainbow Warriors, says he'll try to maintain a business-as-usual approach to the Brickyard, but the 37-year-old New Jersey native admits that'll be tough.

"To keep my sanity and to keep everyone going, I've been able to put all the Indy hype behind me," Evernham said. "People think I'm crazy, but I really do take this one day at a time. If you win, it's never just another race. If you don't win, it's just another loss."

But it's the Brickyard, and Evernham enters the race with the team that won it all in '94. A sellout crowd will be there cheering their former Hoosier hero Gordon, and even Evernham got goose bumps when they pushed the car out to the starting grid last year.

"It really hit me then," Evernham admitted. "It was a great feeling, but when it's time to go to work, you've got to put that stuff out of your mind."

Gordon won't ever be able to put the '94 Brickyard 400 out of his mind.

"The inaugural race was huge," Gordon said. "I hope it can continue to have that magnitude. Everyone remembers the first race. As bad as my memory is, I still remember Ray Harroun (first Indianapolis 500 winner in 1911). Everyone wanted to win the first Brickyard 400."

"I'll always remember that moment," the youthful Gordon says, "and hopefully, we'll always be remembered for it."

OFFICIAL BRICKYARD 400 STATISTICS ON INTERNET WEB SITE

For Immediate Release

INDIANAPOLIS, July 31, 1995 -- The Indianapolis Motor Speedway has announced a web site for official Brickyard 400 NASCAR Winston Cup stock car race event statistics, information and updates on the Internet. The Brickyard 400 Internet address is:

<http://www.brickyard.com/400>

Available on the site will be Brickyard 400 race track event schedules, daily practice summaries, qualifying results, daily trackside reports and driver quotes, race lineups and results. Supervising the web site will be IMS director of computer resources Lee Driggers.

The web site will be operational beginning 9 a.m., Wednesday, Aug. 2. Practice begins at the famed 2.5-mile oval Wednesday afternoon, with qualifying Thursday and Friday and the second running of the Brickyard 400 Saturday at 12:15 p.m. (CDT)

ENTRY LIST UPDATES

Car No. 19: Withdrawn, 95 Healthsource Ford, Driver Loy Allen Jr. goes to
Car No. 95

Car No. 32: Driver Greg Sacks replaces Chuck Bown
95 FINA/Lance Chevrolet, Dean Myers/Active Motorsports

Car No. 95: Driver Loy Allen Jr. replaces Scott Brayton, 95 Shoney's Inn
Ford

PRESS CONFERENCES SCHEDULED TUESDAY

Two press conferences in the Speedway's Trackside Conference Room are scheduled beginning at 10:30 a.m. Tuesday. For directions, call the IMS media room at 317/247-8500.

At 10:30, Mayor Stephen C. Goldsmith of Indianapolis will announce the results of an economic impact study conducted by Indiana University's School of Business Economics and Public Policy. Prof. Bruce Jaffe from IU, Indianapolis Convention and Visitors Association president and CEO Bill McGowan, and Indianapolis Motor Speedway president Tony George will be in attendance.

At 11 a.m. in the conference room, four-time Indianapolis 500 champion A.J. Foyt, who competed in last year's inaugural Brickyard 400, will announce his plans for the 1995 Brickyard race.

... BY95-10 ...

TV RATINGS TOTAL 7.2 FOR RAIN-DELAYED BRICKYARD 400

For Immediate Release

INDIANAPOLIS, Aug. 11, 1995 -- Rain delayed the start of the Brickyard 400 at the Indianapolis Motor Speedway for four hours last Saturday, and NASCAR's richest event was not seen live on television. But the ABC Sports live Saturday rain telecast and the subsequent ESPN Sunday replay of Saturday's race drew a total of 7.2 Nielsen ratings points.

"We are very pleased that the ratings came in as high as they did, considering the circumstances," commented Bill Donaldson, IMS vice president and director of marketing. Last year's inaugural Brickyard 400 drew a 5.7 rating.

The last gasp of what had once been Hurricane Erin blew through the midwest Saturday, Aug. 5, dumping nearly an inch of rain on Indianapolis from early morning through mid-afternoon. ABC Sports aired a three and a half hour live rain show beginning at noon, during which live track updates and a replay of segments of 1994's inaugural Brickyard 400 were aired. ABC was well out of its broadcast window by the time the track dried and the race was started locally at 4:25 p.m. CDT.

Prior arrangements had been made with ESPN to allow for airing of the Brickyard 400 Sunday if a rain delay occurred. When the race was run late Saturday afternoon the Speedway picked up its option with ESPN for the Sunday airtime.

Saturday's live rain show on ABC garnered 4.3 ratings points, and the ESPN tape delay Brickyard 400 broadcast Sunday drew a network-equivalent rating of 2.9 (4.2 in cable ratings). For advertising purposes, the 4.3 and 2.9 numbers are combined to assess total value to arrive at the 7.2 ratings points figure.

The beneficiaries of the Brickyard's strong viewership are its five major sponsors, which own exclusive advertising rights on the broadcast and had their spots aired in both broadcasts. Those five sponsors are the Budweiser brand of Anheuser-Busch, Chevrolet Motor Division, Delco Electronics, General Motors Service Parts Operations and Pennzoil.

... BY95-11 ...



1995 Brickyard 400 Entry List

Car No.	Driver	Owner/Team	Car Year/Name/Make
1	Rick Mast	Richard Jackson/Precision Products Racing	95 Skoal Racing Ford
2	Rusty Wallace	Roger Penske/Penske Racing South	95 Miller Genuine Draft Ford
3	Dale Earnhardt	Richard Childress Racing Enterprises, Inc.	95 GM Goodwrench Service Chevrolet
4	Sterling Marlin	Morgan-McClure Motorsports, Inc.	95 Kodak Film Chevrolet
5	Terry Labonte	Hendrick Motorsports	95 Kellogg's Chevrolet
6	Mark Martin	Jack Roush	95 Valvoline Ford
7	Geoff Bodine	Geoff Bodine	95 Exide Batteries Ford
8	Jeff Burton	William H. Stavola	95 Raybestos Ford
9	Lake Speed	Harry S. Melling	95 Spam Ford
10	Ricky Rudd	Rudd Performance Motorsports, Inc.	95 Tide Ford
11	Brett Bodine	Junior Johnson & Associates, Inc.	95 Lowe's Ford
12	Derrike Cope	Bobby Allison Motorsports Team, Inc.	95 Straight Arrow Ford
15	Dick Trickle	Bud Moore Eng., Inc.	95 Quality Care Ford
16	Ted Musgrave	Jack Roush	95 The Family Channel Ford
17	Darrell Waltrip	DarWal, Inc.	95 Western Auto Chevrolet
18	Bobby Labonte	Joe Gibbs	95 Interstate Batteries Chevrolet
21	Morgan Shepherd	Glen Wood/Wood Brothers	95 Citgo Ford
22	Jimmy Hensley	Bill Davis	95 MBNA America Pontiac
23	Jimmy Spencer	Travis Carter Enterprises, Inc.	95 Camel Cigarettes Ford
24	Jeff Gordon	Hendrick Motorsports	95 DuPont Automotive Finishes Chevrolet
25	Ken Schrader	Joe Hendrick Motorsports, Inc.	95 Budweiser Chevrolet
26	Hut Stricklin	Kenny Bernstein/King Racing	95 Quaker State Ford
27	Elton Sawyer	Junior & Associates, Inc.	95 Hooter's Ford
28	Dale Jarrett	Robert Yates	95 Texaco/Havoline Ford
29	Steve Grissom	Diamond Ridge Motorsports	95 Meineke Chevrolet
30	Michael Waltrip	C.G. Rider/Bahari' Racing	95 Pennzoil Pontiac
31	Ward Burton	A.G. Dillard Motorsports, Inc.	95 Hardee's Chevrolet
32	Greg Sacks	Dean Myers/Active Motorsports	95 FINA/Lance Chevrolet
33	Robert Pressley	Leo E. Jackson, Jr.	95 Village Pantry Chevrolet
37	John Andretti	Kranefuss-Haas Racing, Inc.	95 Kmart/Little Caesars Ford
40	Rich Bickle	Dick Brooks/Sabco Racing	95 Kendall Pontiac
41	Ricky Craven	Larry Hedrick	95 Kodiak Chevrolet
42	Kyle Petty	Sabco Racing, Inc.	95 Coors Light Pontiac
43	Bobby Hamilton	Richard L. Petty	95 STP Pontiac
44	Jeff Purvis	James Finch	95 Jackaroo Barby-Q Chevrolet
47	Billy Standridge	Berendt Johnson	95 Phillips "66" Ford
50	A.J. Foyt	A.J. Foyt Enterprises	94 Motorola Ford
65	Steven Seligman	Georgia Seligman	95 Elena's Ford
71	Dave Marcis	Marcis Auto Racing	95 Terremite Chevrolet
73	Phil Barkdoll	Linda Barkdoll	95 Barkdoll Racing Chevrolet
75	Todd Bodine	Butch Mock Motorsports, Inc.	95 Factory Stores of America Ford
77	Bobby Hillin	Jasper Motorsports	95 Jasper Engines/USAir Ford
78	Pancho Carter	John Cave Motorsports	95 Equipment Supply Co. Ford
80	Joe Ruttman	Stanton L. Hover Jr.	95 Hover Racing Inc. Ford
81	Kenny Wallace	Filbert Martocci/Filmar Racing	95 T. I. C. Financial Systems Ford
87	Joe Nemechek	Joe F. Nemechek, III	95 Burger King Chevrolet
88	Gary Bradberry	Charles Bradberry	95 Bradberry Racing Chevrolet
90	Mike Wallace	W.C. Donlavey, Jr.	95 Heilig-Meyers Ford
94	Bill Elliott	Charles Hardy/Elliott Hardy Racing Team	95 McDonald's Ford
95	Loy Allen, Jr.	Earl H. Sadler	95 Shoney's Inn Ford
98	Jeremy Mayfield	Cale Yarborough	95 RCA Ford

TOTAL ENTRIES: 51 As of 8/02/95



Daily Trackside Report Tuesday August 1, 1995

Welcome to the second annual Brickyard 400 at the Indianapolis Motor Speedway, the 19th race of the 1994 NASCAR Winston Cup Series. Notes, quotes, trivia, historical information and other items will appear on these pages through Sunday, Aug. 6.

Brickyard 400 information will be available on the Internet this week, starting Wednesday. The Web address is: <http://www.brickyard.com/400>. This is the first time that race information will be on the Internet directly from the Speedway, which becomes the first track in the country to provide this service. Included in the information will be practice summaries and performance histories, qualifying results, daily Trackside Reports, driver quotes, race lineups and results.

The Winston Welcome Lunch for the media is scheduled for 11 a.m. Wednesday in Chalet 1B behind the Speedway's flag lot. The top 20 Winston Cup drivers and car owners and other guests have been invited.

Indianapolis Mayor Stephen Goldsmith announced the results of an economic impact study of the inaugural Brickyard 400 in the Trackside Conference Room today. Goldsmith was joined by Indianapolis Convention and Visitors Association President and CEO Bill McGowan, Speedway President Tony George and Indiana University Prof. Bruce L. Jaffee. "This is the first economic impact study of any event held at the Speedway," Goldsmith said. "The conservative results show a direct impact of the 1994 Brickyard 400 on the Indianapolis community at \$31.5 million and a total impact of over \$60 million. Prof. Jaffee said the \$31.5 million figure represents 1,000 jobs in the Indianapolis economy. The study showed the average age of interviewed spectators was 38 and the median family income of those attending the race was \$46,700, substantially above both the national average (\$36,300) and the average attending NASCAR Winston Cup races (\$39,280). 87 percent of the visitors and 71 percent of the media selected "most favorable" as their choice for their impressions of the Brickyard 400. The report did not include ticket sales, spending of the broadcast media or incremental spending by the Speedway to stage the event.

A.J. Foyt and Motorola announced today that Foyt's car for the Brickyard 400 will be the Motorola Ford. The four-time Indianapolis 500 winner, 60, is the oldest driver entered. He has seven career Winston Cup victories -- 1971 Ontario and Atlanta 500-milers, 1972 Daytona and Ontario 500-milers, 1964 and 1965 Daytona 400-milers and on the road course at Riverside. "As this race got closer and closer, I got itchier and itchier," Foyt said. "I think when I stepped down out of the Indy cars, it was a little bit early." The car, which served as his backup last year, is returning to Indianapolis tonight after it gets new '95 bodywork. Foyt was "on the bubble" at the end of qualifying here a year ago. "I didn't have the results I wanted here last year," Foyt said. "I didn't like sitting on the bubble, but that's better than sitting in the grandstand. It's hard to come

in someone's backyard and take somebody's groceries away from 'em. It's tough. Any of these NASCAR races are tough, even if you're with 'em every day." He was asked if he would consider running at Orlando, Phoenix and Indianapolis in the new Indy Racing League in 1996. "It won't take very much," he replied.

Indianapolis 500 and Brickyard 400 veteran Danny Sullivan was listed in good condition today at Methodist Hospital after undergoing surgery to repair a broken right pelvis suffered in an accident Sunday at Michigan. Doctors inserted two permanent plates inside his pelvis and Sullivan is expected to remain hospitalized a minimum of 48 hours. Doctors also removed a pin from Sullivan's right arm that was inserted in 1989. Those interested in sending flowers to Sullivan are asked to send donations to cerebral palsy research instead, in care of Methodist Hospital Foundation, 1812 N. Meridian St., Indianapolis, IN 46202.

Scott Brayton, who suffered a broken left ankle in a stock-car testing accident on July 25, was released from Methodist Hospital July 27 and is recovering at home in Coldwater, Mich.

A new tradition celebrated its second anniversary this week. Chevrolet/Geo Environmental, working with Central Indiana Chevrolet/Geo dealers and local GM facilities (Allison Transmission and Metal Fabricating Division) undertook a program named "400 Trees Across the City" at last year's inaugural Brickyard 400, planting 400 trees. The dealers repeated the program again this year.

Entry List Changes:

- Car No. 88, to be driven by Gary Bradberry of Chelsea, Ala., was withdrawn today.
- Loy Allen Jr. was named to drive the #95 Shoney's Inn Ford, replacing the injured Scott Brayton.
- Greg Sacks was named to drive the #32 FINA/Lance Chevrolet, replacing Chuck Bown.

The NASCAR Winston Cup transporters will roll into the transporter parking area behind Gasoline Alley at 6 a.m. Wednesday. The trucks will open up and the garage gates will open at 7 a.m.

Purse Update: Posted awards for the Brickyard 400 total \$3,963,015 on the NASCAR entry blank. In addition, Speedway designated awards total \$570,000, including a boat, van and car valued at \$86,000. The cash total of \$4,427,015 plus the vehicles adds up to \$4,513,015, the largest race payoff in NASCAR Winston Cup history.

A press conference is scheduled for 10 a.m. Wednesday at the Speedway's Hall of Fame Museum to announce the second annual Mark Collie Celebrity Race for Diabetes Cure scheduled for this fall. Last year, the race brought more than 30 country music stars and 15 NASCAR legends together for a friendly competition that raised nearly \$200,000 for diabetes research. With the help of this year's corporate sponsor, Indianapolis-based Eli Lilly and Company, the 1995 event is expected to raise twice that amount.

Bob Jenkins, Ned Jarrett, Benny Parsons, John Kernan and Dr. Jerry Punch form the talent team for ESPN2's live coverage of Wednesday's first practice session from 1-5 p.m., Indianapolis time.

Brickyard 400 qualifying procedure for Busch Pole and positions in the field:

- Qualifying draw for order at 9 a.m. Thursday.
- One-lap qualifying Thursday to determine positions 1-20 (fastest 20 locked into field).
- One-lap qualifying Friday in inverted order from Thursday (less Thursday qualifiers) to determine positions 21-38 (bumping to occur within those positions). Those posting unsuccessful qualifying runs Thursday may elect to "stand" on their Thursday times for Friday's session.

Four provisional spots are available for positions 39-42. They're available to the top 40 teams in NASCAR Winston Cup car owner points, in order, from the most to the least, to those who don't make the field through qualifying. This guarantees spots in the field for Jeff Gordon (car owner Hendrick Motorsports), Sterling Marlin (Morgan-McClure Motorsports), Dale Earnhardt (Richard Childress) and Mark Martin (Jack Roush), the current top four in points.

One additional provisional spot (No. 43) is available for a past Winston Cup champion who fails to make the field through qualifying, starting with the most recent. This guarantees a spot in the field for defending NASCAR Winston Cup champion Dale Earnhardt and car owner Richard Childress. If Earnhardt fails to make the field through qualifying, and elects to take a "champions" provisional instead of a regular provisional, it would guarantee a spot in the field for Ted Musgrave (Jack Roush), who is fifth in current NASCAR Winston Cup points.

SCHEDULE OF EVENTS:

Wednesday, Aug. 2

5 a.m. -- Credential gates open
9 a.m. -- Public gates open: Admission \$5
-- IMS Hall of Fame Museum open: Admission \$2
1-5 p.m. -- NASCAR Winston Cup practice.

Thursday, Aug. 3

5 a.m. -- Credential gates open
7 a.m. -- Public gates open: Admission \$10.
-- IMS Hall of Fame Museum open: Admission \$2.
9:30-11:30 a.m. -- NASCAR Winston Cup practice (two groups)
1 p.m. -- Qualifying to determine positions 1-20.

Friday, Aug. 4

5 a.m. -- Credential gates open
7 a.m. -- Public gates open: Admission \$10
-- IMS Hall of Fame Museum open: Admission \$2
10-11:30 a.m. -- NASCAR Winston Cup practice
1 p.m. -- Qualifying to determine positions 21-38.
To follow -- One-hour practice as time permits.

Saturday, Aug. 5

4 a.m. -- Credential gates open.
6 a.m. -- Public gates open. All seats sold out. No general
admission.
7:30 a.m. -- Band concert
8 a.m. -- First cars pushed to track.
10:15 a.m. -- Drivers/crew chiefs meeting.
10:25 a.m. -- Indiana State University band concert
10:45 a.m. -- Cars in starting positions.
11:10 a.m. -- IMS/Festival Caravan parade lap
11:20 a.m. -- Parachute jump/"America the Beautiful", U.S. Army Special
Forces Parachute Team and Indiana State University band.
11:30 a.m. -- Driver introductions and presentation of NASCAR series
awards,
followed by caravan lap
11:55 a.m. -- Track inspection
12:03 p.m. -- Invocation, by Rev. Howard Brammer.
12:06 p.m. -- National Anthem, by Steve Wariner.
12:07 p.m. -- F-16 flyover, Indiana Air National Guard
12:09 p.m. -- Starting command, balloon spectacle.
12:10 p.m. -- Parade lap.
12:12 p.m. -- Pace lap.
12:15 p.m. -- Start of Brickyard 400.



Daily Trackside Report Wednesday August 2, 1995

By virtue of Dale Earnhardt winning the 1994 NASCAR Winston Cup title, the hauler for the #3 GM Goodwrench Service Chevrolet was the first to pull into the transporter area behind Gasoline Alley at 6 a.m. today. It marked the second year in a row that "Mountain Man" Jim Baldwin of Lansing, N.C. had rolled the #3 rig into the first hauler position next to the garage gate. "Got here at 3 a.m., didn't have any breakfast yet," Baldwin said. "It's good to be back. I enjoy this place." When the garage opened at 7 a.m., the #3 car was first on the ground and first through the Gasoline Alley gate, followed by the #24 of Jeff Gordon and the #7 of Geoff Bodine. Gordon's car was first into the NASCAR Technical Inspection Station at 7:45 a.m.

Of the 50 cars on the entry list, 49 were on the grounds this morning. The #73 of Phil Barkdoll was the only no-show. Car number of Billy Standridge changes from #47 to #66.

The number "17" seems to stick with Darrell Waltrip. His full name -- Darrell Lee Waltrip -- has 17 letters. His oldest daughter was born on Sept. 17. He won the Daytona 500 in his 17th try and his Winston Cup cars have carried No. 17 in every race since February of 1987. Here at the Speedway, Waltrip's new No. 17 Western Auto Chevrolet Monte Carlo, to debut in the Brickyard 400, carries chassis No. 017. "We didn't give the new car No. 17 on purpose," said Pete Wright, who oversees car construction and preparation in his role as shop foreman. "It just happened to be the next available number."

The significance of the \$4.5 million in posted awards for the Brickyard 400 is not lost on veterans of the sport who recall the mid- to late-'70s when the entire season's posted monies were not as great. Even the last-place minimum of \$47,850 is nearly twice as big as the total posted awards for the inaugural Southern 500 in 1950 at Darlington (\$25,000). That year's Southern 500 was both the first superspeedway and the first paved-track event in NASCAR history.

At 12:52 p.m., Hut Stricklin drove the Quaker State Ford through the southwest gate of Gasoline Alley to the pit exit as the first car to be presented for practice. He was followed by #43 Bobby Hamilton, #30 Michael Waltrip and #24 Jeff Gordon. At 12:57 p.m., they entered the track in that order. Waltrip completed the first official lap of practice.

From Winston Cup Racing Updates, Indianapolis Edition:

- Defending Brickyard 400 champion Jeff Gordon continues to lead the 1995 Winston Cup Series in winnings (\$1,667,995), poles (seven), victories (five), top-five finishes (11), most laps led (1,804 of 5,379), most miles led (2,561 of 7,308) and most lap leader/bonus points (130). Gordon has led at least one lap in 17 of the 18 races to date. He has led the most laps in nine of the 18 races. He leads all drivers with a 5.0 per-race average finish in

his last six races. He has led the most laps in eight of the superspeedway races to date. Gordon's Brickyard 400 win in 1994 was the second Winston Cup win of his career and came in his 50th start.

- Chevrolet has won 13 poles so far this season. Ford has won five.
- Chevrolet has won 10 of 13 superspeedway races to date. Ford has two wins and Pontiac one.
- Sterling Marlin, Mark Martin and Ted Musgrave are the only three drivers in the top 40 in Winston Cup points with no 1995 DNFs.
- Sterling Marlin leads all drivers with 10 top-10 finishes in the first 13 superspeedway races of 1995.
- Ricky Craven leads Robert Pressley, 171-167, in the Winston Cup Series rookie points race. Craven has been the highest finishing rookie on eight occasions. Randy LaJoie, not entered in the Brickyard 400, is third with 143.
- Terry Labonte leads all active drivers with 493 straight Winston Cup starts.
- Mark Martin has been running at the finish of the last 21 consecutive races.
- Dale Earnhardt has won at least one race in 14 consecutive seasons (1982-95).
- Rusty Wallace has won at least one race in 10 consecutive seasons (1986-95).
- Bill Elliott has won at least one pole for 12 consecutive seasons (1984-95).
- Ricky Rudd has won at least one race in 12 consecutive seasons (1983-94) and still is looking for his first 95 victory.

At 1 p.m., the temperature was 90 degrees and winds were out of the west at eight miles an hour. Goodyear tire engineers recorded a track temperature of 136 degrees at 1 p.m. For reference, the highest track temperature recorded by Goodyear during the month of May for the Indianapolis 500 was 132 degrees. The track temperature at 3 p.m. was 122 under partly cloudy skies.

At 1:03 p.m., **JIMMY SPENCER** in the #23 Camel Cigarettes Ford scraped paint off the right side of his machine in the south chute on his fourth lap of practice. "It was driver error," Spencer said. "I came off the first turn and tried to stay in the gray area, as you call it here at Indy, and I got a little too close and hit the wall." Spencer had just run 187 miles an hour in the frontstretch speed trap.

Jeff Gordon set the early pace in practice with a lap of 169.543 in the #24 DuPont Automotive Finishes Chevrolet at 1:01 p.m., four minutes into the session. John Andretti moved to second at 1:10 p.m. with a lap at 169.351 in the #37 Kmart/Little Caesars Ford. Greg Sacks took over the lead in the session at 2:11 p.m. with a lap of 169.754 in the FINA/Lance Chevrolet. Sacks is making his first appearance in the car, originally assigned to Chuck Bown. Gordon retook the lead in the session with a lap at 171.047 at 3:06 p.m.

Goodyear, which won the inaugural Brickyard 400 with Jeff Gordon last year in competition with Hoosier in the tire department, has a new tire for this year's event here. Hoosier, which had its tires on 1994 Brickyard pole winner Rick Mast, is no longer on the Winston Cup circuit. Rick Campbell, Goodyear's group leader for stock car development, said, "the evolution of last year's

Brickyard tire is based on the June test here. It's a little bit different because there's some different rules this year. We tested on the Pocono tire, so that's the most similar."

Winston Cup practice is scheduled 9:30-11:30 a.m. Thursday and 10-11:30 a.m. Friday.

Jeff Gordon raised the best speed of the day to 171.894 at 4:26 p.m. At the same time, Bill Elliott in the #94 McDonald's Ford posted the third quickest lap of the day at 170.558. By 4:30 p.m., six drivers had exceeded 170 miles an hour. The others were Rusty Wallace at 170.843 in the #2 Miller Genuine Draft Ford, Rick Mast in the #1 Skoal Racing Ford, Greg Sacks in the #32 FINA/Lance Chevrolet at 170.161 and Mark Martin in the Valvoline Ford at 170.068.

Track temperature from Goodyear tire engineers at 5 p.m. was 117 degrees. Mike Wallace, who was first on the track for practice for the inaugural Brickyard 400 a year ago, ran the most practice laps of any driver -- 36 -- today in the #90 Heilig-Meyers Ford. Rookie Elton Sawyer was next at 35 laps in the Hooter's Ford.

JEFF GORDON (#24 DuPont Automotive Finishes/Chevrolet): (fastest, 171.894 regarding practice) "Well, the track was fairly slow. When we first started, the track was hot and the sun was baking it. As the practice went on and clouds started to come in, and it got closer to 5 p.m., the track was faster. We could see what cloud cover and temperatures would do. Sure, some are going to run better at the end of practice. I didn't think we could run that fast. I was surprised at how fast we ran. We may not run as fast tomorrow. There's no telling what will happen. We worked hard on this race car. We could have raced this car at Pocono, but we decided to save this car for here (Indy). It's like a brand-new car. We are going to go all out, I think some guys are holding out. Today is just a shakedown, it's not a speed test. Tomorrow we will see the times go down, and really see some guys go for it." (Regarding effect of new spoiler): "I don't think anyone is going to put it down any lower. It doesn't help us anyway. Maybe we could use a little more. I'm not complaining today. Our spoiler's good right now. We'll see what happens. (More Comfortable this year?): No, it's been a pretty productive week, and a lot of attention. But I'm coming back as race winner and it doesn't hurt to be the points leader. Compared to last year, there's a lot going on in the garage, I don't think you'd call it a circus." (Were you holding back?): "I can either go out there and run a lot faster or slower. I wouldn't say I was holding back. We had to run on one set of tires today, as we only get three. There might be a little left." (Just another race?): "No I don't think it's just another race to anyone out there. Single it out as one of the biggest races on the schedule. And with the history of the race track, it will never be just another race."

RUSTY WALLACE (#2 Miller Genuine Draft/ Ford): (2nd fastest) "Track was in great shape. We put a lot of effort last week into testing. We had three good days and brought our best cars, one called 'The Captain' and the other 'Midnight'. We did a lot of shock and sway bar development; we have a good qualifying and race day setup(s). I feel good about the Brickyard 400." (Regarding Penske in May): "He's talked about it, you need to test and get your act together. Temperatures are hot and things are different. Their cars handled well, they just didn't have the speed. Roger told me to run some laps and don't fool yourself'. We ran our fastest between 2 & 3 o'clock and it was hot. We're facing it head on. There's a good chance we can get the pole and win the race. The team really buckled down and worked hard for this race. I'm not

the best qualifier. I work awfully hard on qualifying stuff." (About his plans after qualifying): "I can't wait till after qualifying to get everything out of the car and put the race stuff in. We change the grill and the springs and put the race stuff in." (About passing): "You're going to see a lot of passing exiting Turn 2 and Turn 3."

GREG SACKS (#32 FINA/Lance Chevrolet): "We only did three timed runs in both shady and sunny conditions. At time we were the fastest and now we want to put the car on the pole. What a feeling to be thinking about that and not struggling to make the race. We were conservative on the engine and there's room for improvement there. Tomorrow we'll try sticker tires and they should help. This deal only came together last week, but that's happened so often that it's old hat to me. I have a lot of experience at the Speedway tire testing with Hoosier. I think that's the reason I was chosen. This place suits my style... Fast!

A.J. FOYT (#50 Motorola Ford): (on his return to the Speedway, 45th best speed, 165.676): "I've had to change my whole driving style. I can't run like I ran the track last year. I tried to run more of an arc in the turns, but that's not the fast way around. Plus I haven't turned the motor that much. There are a couple of things that we'll do that will pick me up."

BOBBY LABONTE (#18 Interstate Batteries Chevrolet): (he ran his fast lap seven minutes before the close of practice): "We blocked it off, put cold water in it. We were working on the car all day and just didn't have a chance to do it until then. I think it (the track) is about the same. It's my first time here with this team and we have a new tire. We got a lot better this afternoon."

Jeremy Mayfield (#98 RCA Ford) was the only driver who drew for a spot in the qualifying order and did not practice today.

Special forecast for Brickyard 400 qualifications from the National Weather Service at 4:30 p.m.:

The first day of qualifications for the Brickyard 400 will be run under a mix of sun and clouds. Very warm and humid conditions are expected. Temperatures should rise into the middle 80s by late morning with an afternoon high in the lower 90s. There will be a risk of thunderstorms ... mainly in the afternoon. The chance for rainfall at the Indianapolis Motor Speedway on Thursday is 40 percent.

Weather conditions for the second day of qualifications...Friday...will be very similar to those of Thursday. A very warm and humid day is expected with the risk of afternoon thunderstorms. Much of the morning and afternoon will have temperatures in the 80s with an afternoon high around 90 degrees.

--IMS--



Practice Summary Wednesday August 2, 1995

Performance History (By Session Speed)
8/02/95 - 5:00

Car Driver	Car Name	SESSION	
		Laps	Speed
1 24 Jeff Gordon	95 DuPont Automotive Finishes Chevrolet	12	171.894
2 2 Rusty Wallace	95 Miller Genuine Draft Ford	7	170.843
3 94 Bill Elliott	95 McDonald's Ford	29	170.558
4 1 Rick Mast	95 Skoal Racing Ford	6	170.309
5 32 Greg Sacks	95 FINA/Lance Chevrolet	13	170.161
6 18 Bobby Labonte	95 Interstate Batteries Chevrolet	20	170.129
7 6 Mark Martin	95 Valvoline Ford	20	170.068
8 87 Joe Nemechek	95 Burger King Chevrolet	12	169.969
9 37 John Andretti	95 Kmart/Little Caesars Ford	9	169.936
10 5 Terry Labonte	95 Kellogg's Chevrolet	27	169.901
11 8 Jeff Burton	95 Raybestos Ford	16	169.626
12 9 Lake Speed	95 Spam Ford	9	169.393
13 3 Dale Earnhardt	95 GM Goodwrench Service Chevrolet	10	169.329
14 30 Michael Waltrip	95 Pennzoil Pontiac	26	169.319
15 43 Bobby Hamilton	95 STP Pontiac	15	169.288
16 10 Ricky Rudd	95 Tide Ford	25	169.221
17 40 Rich Bickle	95 Kendall Pontiac	6	169.132
18 4 Sterling Marlin	95 Kodak Film Chevrolet	25	169.090
19 31 Ward Burton	95 Hardee's Chevrolet	20	169.071
20 33 Robert Pressley	95 Skoal Bandit Chevrolet	15	169.036
21 25 Ken Schrader	95 Budweiser Chevrolet	25	169.005
22 7 Geoff Bodine	95 Exide Batteries Ford	28	168.979
23 77 Bobby Hillin	95 Jasper Engines/USAir Ford	3	168.862
24 26 Hut Stricklin	95 Quaker State Ford	19	168.852
25 21 Morgan Shepherd	95 Citgo Ford	25	168.840
26 12 Derrike Cope	95 Straight Arrow Ford	18	168.423
27 17 Darrel Waltrip	95 Western Auto Chevrolet	24	168.404
28 81 Kenny Wallace	95 T. I. C. Financial Systems Ford	12	168.341
29 16 Ted Musgrave	95 The Family Channel Ford	34	168.105
30 11 Brett Bodine	95 Lowe's Ford	27	167.757
31 15 Dick Trickle	95 Quality Care Ford	34	167.720
32 42 Kyle Petty	95 Coors Light Pontiac	29	167.598
33 41 Ricky Craven	95 Kodiak Chevrolet	13	167.532
34 28 Dale Jarrett	95 Texaco/Havoline Ford	29	167.370
35 22 Jimmy Hensley	95 MBNA America Pontiac	7	167.016
36 75 Todd Bodine	95 Factory Stores of America Ford	25	166.970
37 66 Billy Standridge	95 Phillips "66" Ford	9	166.877
38 71 Dave Marcis	95 Terremite Chevrolet	16	166.620
39 78 Pancho Carter	95 Equipment Supply Co. Ford	19	166.519
40 90 Mike Wallace	95 Heilig-Meyers Ford	36	166.356
41 29 Steve Grissom	95 Meineke Chevrolet	27	166.343
42 80 Joe Ruttman	95 Hover Racing Inc. Ford	16	166.291
43 44 Jeff Purvis	95 Jackaroo Barby-Q Chevrolet	28	166.227
44 23 Jimmy Spencer	95 Camel Cigarettes Ford	10	166.116
45 50 A.J. Foyt	94 Motorola Ford	30	165.676
46 27 Elton Sawyer	95 Hooter's Ford	35	164.850
47 95 Loy Allen, Jr.	95 Shoney's Inn Ford	5	160.097
48 65 Steven Seligman	95 Elena's Ford	21	159.278
		TOTAL:	926



Daily Trackside Report Thursday August 3, 1995

Pole Day

Matt Underwood of WEWS-TV in Cleveland won the Brickyard 400 Charity Challenge in Legends cars Wednesday in the RCA Dome. Underwood led all 25 laps of the inaugural charity race sponsored by the corporate sponsors of the Brickyard 400 for invited ABC-TV network affiliate sports and news anchors. Underwood designated the winner's prize of \$25,000 to be donated to a memorial scholarship fund in honor of the late Nev Chandler, play-by-play voice of the Cleveland Browns. Mark Garay, KTRK-TV in Houston, was second, followed by Dan Lovett of KGO-TV in San Francisco and Clyde Lee of WRTV in Indianapolis. Each of the 13 drivers received \$5,000 to be donated to their designated charity. Lovett and Underwood won heat races.

Track temperature according to Goodyear tire engineers at 9 a.m. was 123 degrees. According to the National Weather Service, the temperature was 86 degrees at 10 a.m. with winds SW at 5-10 mph. Temperatures are expected to reach the 90s. Track temperature at 11 a.m. was 131 degrees.

The NASCAR record posted awards for this year's Brickyard 400 can significantly boost season earnings for a number of drivers. Jeff Gordon, Sterling Marlin and Dale Earnhardt have already surpassed the million-dollar plateau in 1995. They could be joined by 10 other drivers should they win the \$500,000 first place minimum on Saturday. Another 6 can reach it by matching the \$613,000 won by Jeff Gordon for last year's victory.

NASCAR WINSTON CUP TOP PRACTICE SPEED OF THE MORNING CHRONOLOGY:

Time of Day	Car	Driver	Speed
9:32 a.m.	26	Hut Stricklin	169.001
9:32	98	Jeremy Mayfield	169.338 (with 190 mile-an-hour trap)
9:35	4	Sterling Marlin	170.403
9:50	6	Mark Martin	170.817
10:32	2	Rusty Wallace	170.817
10:34	1	Rick Mast	170.953
11:03	24	Jeff Gordon	172.391 (with 193 mile-an-hour trap)

TOP 10 NASCAR WINSTON CUP PRACTICE SPEEDS:

Time of Day	Car	Driver	Speed
11:03 a.m.	24	Jeff Gordon	172.391
11:04	18	Bobby Labonte	172.074
11:12	4	Sterling Marlin	172.002
11:07	37	John Andretti	171.448
11:23	43	Bobby Hamilton	171.425
11:19	11	Brett Bodine	171.298
11:19	94	Bill Elliott	171.194
11:26	87	Joe Nemechek	171.093
10:34	1	Rick Mast	170.953
10:32	2	Rusty Wallace	170.817

Only six drivers in the morning practice did not improve on their Thursday speeds. They were #2 Rusty Wallace, #32 Greg Sacks, #75 Todd Bodine, #80 Joe Ruttman, #71 Dave Marcis and #66 Billy Standridge. A total of 49 cars have been on the track, running 1,505 laps of practice this weekend. #42 Kyle Petty ran the most laps of practice this morning with 26, followed by #71 Dave Marcis with 19.

At today's Busch Pole Luncheon at the Speedway's Chalet 2, **JEFF GORDON** was asked if his midwestern sprint and midget experience had helped him in Winston Cup racing. "Driving the lightweight, high-horsepower sprints and midgets, I drove them as hard into the corners as possible," Gordon said. "When I went to the full-bodied stock cars, I learned quickly that you couldn't do that. You just can't drive a Winston Cup car too hard through the corners. I'm still learning not to do that." He's apparently a fast learner with a series-high seven poles in the 1995 Winston Cup Series. Terry Labonte was asked what it would take to win the pole today. Labonte turned to Gordon and said, "What are you going to run, Jeff?" Labonte and Ken Schrader have each added one pole to the Hendrick Motorsports total, giving the team nine in all.



Post Qualifications

Driver Quotes August 3, 1995

RICK MAST (#1 Skoal Racing Ford): If it stays sunny & hot we're OK. Today was the slickest I've seen the track since I've been here. If the clouds come over this afternoon, I won't be happy. If we can qualify in the top 10 or 15, I'll be ecstatic. (About last years Pole): The fans really remember it, but honestly, the whole time I ran last year I was on the rails, and I could outrun anyone. But then when the race started, I lost a cylinder, so I ran the rest of the race on seven (cylinders).

DALE EARNHARDT (#3 GM Goodwrench Service Chevrolet): Lucky 13 (position). The run was a little tight, a little snug, but it was OK. I could of run a little better, but everybody here could of run a little faster. But in this heat and time of day... We're comfortable. We've got a good car for racing, but qualifying is still part of the program.

LAKE SPEED (#9 Spam Ford): The car didn't stick as well as I had hoped it would. It frequently was in a four wheel drift in the corners, which meant I was late picking up the throttle. It probably cost me a tenth (of a second). I should not have been surprised, as essentially our qualifying speed was where we practiced.

RICKY RUDD (#10 Tide Ford): It was satisfying, but, I felt we left a little on the table. We put fresh tires on before we qualified, and it really slowed the car up. You'll see a whole lot of qualifying speeds right where I am.

BOBBY LABONTE (#18 Interstate Batteries Chevrolet): I thought we had a shot at the pole, but the car was too loose. We didn't have the cloud cover that we needed and it really affected the car.

MORGAN SHEPHERD (#21 Citgo Ford): Turn two keeps giving me problems. It's Pushing. I don't think we'll make the top 20. We've got handling problems.

JIMMY HENSLEY (#22 MBNA America Pontiac): I'm a little disappointed with it. In four, I had to get it off the gas a little bit, and it cost us some time.

ELTON SAWYER (#27 Hooter's Ford): Speed was only 2 tenths of a second slower than this morning. It's a tough race track for a rookie. We'll come back and try to do better tomorrow.

DALE JARRETT (#28 Texaco/Havoline Ford): It's hard being the first couple of racers out. We'll take it and get ready to race. Hopefully the sun will stay out until 3'oclock for the other racers.

STEVE GRISSOM (#29 Meineke Chevrolet): I was loose the whole run. Obviously, we need to correct that.

GREG SACKS (#32 FINA/Lance Chevrolet): Relieved to get in. We were fifth quick yesterday and I changed my thinking. I felt confident and it got me thinking about the pole, so we made a lot of changes. Nothing worked. So we put it back like yesterday, that's why I'm relieved. The car repeated what it did yesterday and came back. We may not stay fifth quick but we're solid in the field.

JOHN ANDRETTI (#37 Kmart/Little Caesars Ford): The car pushed in turn one and it cost us. I came off turn four to take the green, the car was loose and it felt really good. At that point I thought we were headed for a really good lap. Then it pushed in one. It's disappointing. We were the fastest Ford in practice, and we were looking for a really good qualifying run. Now we're going to get this Kmart/Little Caesars Ford ready for the race.

JEFF PURVIS (#44 Jackaroo Barby-Q Chevrolet): I don't even know what we ran, but I know I'm not satisfied with it. We have to find out why we have such a severe miss in the engine.

A.J. FOYT (#50 Motorola Ford): We lost three quarters of a second on new tires and right now we don't know where. It just wants to fly the front end, I can't get it turned in the corners.

BILLY STANDRIDGE (#66 Phillips "66" Ford): It's the quickest run we made today. We ran quicker in testing last week, but then we had different tires too. We've been fighting it all week. This (time) may get us in the show, but I want to run faster. It just won't turn in the corners.

DAVE MARCIS (#71 Terremite Chevrolet): We qualified better than we practiced, but I'm not happy with it. We need to go faster. At least we're moving in the right direction.

TODD BODINE (#75 Factory Stores of America Ford): Terrible. The car was just too tight.

BOBBY HILLIN (#77 Jasper Engines/USAir/Bryant Heating & Cooling Ford): It was a great run until I hit the wall out of turn four. We just hope it will keep us in the Top 20, and hang in there to have a chance to win the race. The car was dragging a lot from turn four to the start/finish line. Even though we touched the wall, it was a good run.

JOE RUTTMAN (#80 Hover Racing Inc. Ford): (from sponsor Alan Daffron on pulling out of line): We had engine problems the last practice. It jumped out of gear. The motor revved beyond the limit the engine was built for. We pulled it out of line and changed the motor. We're going to go back out and qualify again, but there's a little problem, now Joe is off to the truck races. We'll make announcement later on if somebody else is going to qualify the car today. (In checking later, it was determined that Ruttman would qualify on the 2nd day.)

KENNY WALLACE (#81 T.I.C. Financial Systems Ford): I can't believe we ran that quickly with the car pushing that bad. Push, push, push. It's kind of upsetting after all the testing we did here.

DERRICK COPE (#12 Straight Arrow Ford): The car didn't stick. It had no grip. I would slide off in turn two.(What affected you speed) The heat. We're obviously not going to be up-front. We'll have to work our way back up to the front.

RUSTY WALLACE (#2 Miller Genuine Draft Ford): It's a lot hotter and the heat slowed me down. As I've said before, I am not a good qualifier. I just couldn't charge the corners like I wanted to. I feel good about the race.

RICH BICKLE (#40 Kendall Pontiac): It's almost the slowest speed I've turned since I've been here. It's very disappointing. I had high expectations. (Regarding requalifying tomorrow) If I just make the race, that'll be fine.

JEFF BURTON (#8 Raybestos Ford): I feel pretty good about my speed. I don't think I'll get knocked out of the top twenty but if I do my speed is high enough that I expect to keep it.

HUT STRICKLIN (#26 Quaker State Ford): I feel okay about my speed. I'll probably stand on my time rather than gamble and go again. (Regarding the car) We've been loose since we've been here and gain a little each time we go out.

RICKY CRAVEN (#41 Kodiak Chevrolet): "I skated. I skated thru two, three and four. We will wait and see where we end up and determine whether we'll requalify or not."

JOE NEMECHEK (#87 Burger King Chevrolet): "It's a great day for Burger King qualifying. I'm very happy. It's been a good car. We're going to do our best during the race and I hope to finish."

MIKE WALLACE (#90 Heilig-Meyers Ford): " It's not a very good time at all. We will probably have to give it a shot again tomorrow. (Regarding the car) It was loose."

DALE JARRETT (#28 Texaco/Havoline Ford): "Well, the luck of the draw didn't go in our favor today. We slowed down a few tenths and were quite a bit looser than earlier. A lot of momentum is on our side now, but people are always working to knock you out of there. We think we've got a good shot here. This is the same car we won with at Pocono." (About Jeff Gordon) "He's a great race car driver and he's earned it. He shouldn't be allowed to be 23 years old and that talented and that experienced and that good looking."

BRETT BODINE (#11 Lowe's Ford): "We're pretty happy with the speed today. We fell off a little bit since practice. We threw everything in that we could to get the speed. This is as slick as it's been here. I lost all the grip. I nearly wrecked twice. We're in a rebuilding stage. We thought if we could come here and qualify in the Top 10, we'd be very happy. Yesterday was the first day we were here. Coming here and getting up to this speed is a real tribute to this team." (Adapting to the track) "I kind of surprised myself. I didn't test here last year either and we finished second

and we're doing well now. I probably have the least amount of time on this track of anyone out there. Whatever I do seems to work here."

DICK TRICKLE (#15 Quality Care Ford): "We had a demoralizing day yesterday. I was hoping that we could qualify in the Top 20 and we'd be happy. It looks like we might stay in the Top 10." (About the track) "That short chute doesn't give you a lot of time. It's exciting, but it's not like it's hard. Darlington is harder to drive than here."

STERLING MARLIN (#4 Kodak Film Chevrolet): "We gained a lot on the car since yesterday. Our car had been real tight. We're starting up front. We're pretty happy." (Would you prefer a restrictor plate here given your recent success?) "It wouldn't bother me any. I wouldn't mind it." (Is there a lot of pressure to be trying to win a race and win the championship?) "We just take it one race at a time. If we get to Charlotte and we're 20 or 30 points behind, then we'll have to triple check everything on the car." (About the track?) "You've got eight corners to mess up here. You can slip pretty easily." " We tested pretty good. We are starting up front and going to work on the set-up. (Less pressure being 2nd in points) "Not really. Probably he (Jeff) has more interviews. We go to each race and do the best we can do. You have to finish in the top five and not fall out of any races."

KYLE PETTY (#42 Coors Light Pontiac): "We have been struggling since we've been here. Anything that could go wrong has gone wrong. We have some work to do. (Being at Indy) "I don't get pumped up coming to Indy. I get pumped up going to Daytona. When you look back at the end of the year, it is just another race. Last year I was run ragged. It was more like a circus act. So much hype. They backed off and let it become a regular race this year. It is more of a race atmosphere. (About the track) "Blistering. At the middle of the day the track goes to junk. When you realize the track is going away and not the car you stop chasing the track. You wait for the weather to come to you. They give you another day to practice but not another set of tires."

BOBBY HAMILTON: (#43 STP Pontiac) (Pontiac making news) "We are trying to. That is our race set-up and our race mode. We are ready to go. It is a blast driving that car. (Re: Indy) I approach it like any other track. When they drop the flag it is like being at any other race track. We broke a qualifying motor yesterday. We have to watch for the #24 car. I have all the confidence in the world in my crew. (Re: lap) "About what we thought. I wrote on the tool box a 52.17, that's what we thought. (Ovation of the #43 car) "I could hear bit of it. I could hear it a mile off. Richard (Petty) has made that car what it is. (After learning that his qualifying run had placed him in second place) "Outside the pole isn't the greatest place to start, but it's still second best. I had my fingers crossed that I would be good enough to run in the top five, but I didn't know how fast the run was until I rolled around the curve. (On talking to car owner Richard Petty after the run) Richard said we messed up, but I wish #24 had messed up more than us."(What he's learned from Petty) "It's been a great opportunity having a good race car and team, they've won a lot of races already, they have a lot of experience. I've learned from Richard about how important communication is, everybody does good and bad together. There are several ways of looking at things and Richard sees them."

RICHARD PETTY (car owner): (on his input) "Bobby drives the car not me, the only thing I'll do is to say try this, or this. Our whole organization is pretty laid back, and Bobby fits in good."

(Comparing Brickyard to Pocono) "I think that's one of the reasons we were looking forward to the Brickyard, it's a lot like Pocono.

GREG SACKS (#32 FINA/Lance Chevrolet): "I had concern about not being here. I didn't want to miss the Brickyard. I don't mind missing any other race. I am just glad to go out there and drive my style. It is a one race deal as it stands. I am real confident starting with Michigan that I will finish the Winston Cup Season."

DARRELL WALTRIP (#17 Western Auto Chevrolet): "We didn't know what to expect. We hadn't run very well. We were hoping to be in the top twenty. Everyone is working really hard. So much I put into qualifying here because it is Indy. Today we made the top twenty and that was our goal. (Re: qualify run) " We made a lot of changes before we went out. I am glad to be here. We were happy with our run. It will help us on race day. We can get out there tomorrow and get ready for the race. I have a great team and a fast car. The track is hot and slick. I think the tires are better than last year. (Re: new look) "If you can't be real good you should look real good. I look good but have a lot of miles on me."

BILL ELLIOTT (#94 McDonald's Ford): "Everything went well. If you could run what you run in practice you can do well. This place is kind of deceiving." (Race be competitive) "I think it will be. It's closer than it has been. We've been up here two times (testing). We had different tires when we came up here than what we are on, so it was hard to get the fine line. We will be in the top 20. We will have to out guess the weather. (Re: Gordon) "It is no different in this sport than any other sport. When I came into this sport I was a new name. Jeff is a new name. He is a good driver. I was able to put all the ingredients ten years ago - he (Gordon) is able to do it today."

MARK MARTIN (#6 Valvoline Ford): (About the run) "It's what we've been doing. We're 13th or 14th now. We qualified 12th or 13th last year and we were fifth before we fell out. It's not where you start. It's where you finish." (About Jeff Gordon's success) "Not many people have had the opportunities he has. He's earned it."

JEFF GORDON (#24 DuPont Automotive Finishes Chevrolet): (Before he knew he had the Pole) "I don't want to talk about the pole right now, so I'll just talk about the lap. The car was real loose coming off turn 4 to take the green and I thought I might not run it as hard, I knew to beat Bobby we had to push it very hard, I got into four and said this is where it got loose last time, here it comes, and it did, I was just about looking sideways on Turn 4. I had to ease up on the gas just a tiny bit, but I'd hate to know what the run would have looked like if I didn't. I was so close to the wall I thought I was going to start spinning." (After learning he had the Pole, how will he celebrate) "I saw people cheering and holding up #1 after the run, so I thought that was a pretty good sign that I did well. This is like an early Birthday present, I just drove the van I won around the track with all of the guys in it and showing them where I almost spun out, and that was fun, handing the van keys to me was a mistake. I'm not sure if sitting on the pole is a good thing or not, but I've enjoyed myself tremendously this week, and I know everyone in Indy is getting sick of seeing me, but I've taken a huge liking to this track. I'm sure Brooke and I will have a little toast tonight, but with everything going on tonight, I'll be celebrating with my fan club tonight. (Pressure to win) "I've been given a horse that wants to ride, and right now I'm gonna ride it 'til it

stops. I try to think positive; I can always say I won the Inaugural Brickyard, but we're gonna give it 100% this time too. This is a big, big event and I'd love to win it again, but there's a lot of guys gunning for us, and it's not going to be easy."



Practice Summary
Thursday August 3, 1995

Performance History (By Session Speed)
8/03/95 - 11:32 AM

Car Driver	Car Name	SESSION		EVENT	
		Laps	Speed	Laps	Speed
1 24 Jeff Gordon	95 DuPont Automotive Finishes Chevr	8	172.391	20	172.391
2 18 Bobby Labonte	95 Interstate Batteries Chevrolet	14	172.074	34	172.074
3 4 Sterling Marlin	95 Kodak Film Chevrolet	11	172.002	36	172.002
4 37 John Andretti	95 Kmart/Little Caesars Ford	12	171.448	21	171.448
5 43 Bobby Hamilton	95 STP Pontiac	16	171.425	31	171.425
6 11 Brett Bodine	95 Lowe's Ford	13	171.298	40	171.298
7 94 Bill Elliott	95 McDonald's Ford	10	171.194	39	171.194
8 87 Joe Nemechek	95 Burger King Chevrolet	9	171.093	21	171.093
9 1 Rick Mast	95 Skoal Racing Ford	9	170.953	15	170.953
10 6 Mark Martin	95 Valvoline Ford	9	170.817	29	170.817
11 2 Rusty Wallace	95 Miller Genuine Draft Ford	10	170.817	17	170.843
12 28 Dale Jarrett	95 Texaco/Havoline Ford	14	170.645	43	170.645
13 8 Jeff Burton	95 Raybestos Ford	13	170.629	29	170.629
14 21 Morgan Shepherd	95 Citgo Ford	15	170.619	40	170.619
15 25 Ken Schrader	95 Budweiser Chevrolet	12	170.487	37	170.487
16 77 Bobby Hillin	95 Jasper Engines/USAir Ford	6	170.293	9	170.293
17 33 Robert Pressley	95 Skoal Bandit Chevrolet	9	170.239	24	170.239
18 5 Terry Labonte	95 Kellogg's Chevrolet	10	170.226	37	170.226
19 12 Derrrike Cope	95 Straight Arrow Ford	12	170.174	30	170.174
20 7 Geoff Bodine	95 Exide Batteries Ford	9	170.078	37	170.078
21 15 Dick Trickle	95 Quality Care Ford	13	170.058	47	170.058
22 30 Michael Waltrip	95 Pennzoil Pontiac	10	169.940	36	169.940
23 81 Kenny Wallace	95 T. I. C. Financial Systems Ford	7	169.827	19	169.827
24 26 Hut Stricklin	95 Quaker State Ford	14	169.773	33	169.773
25 32 Greg Sacks	95 FINA/Lance Chevrolet	9	169.741	22	170.161
26 31 Ward Burton	95 Hardee's Chevrolet	12	169.738	33	169.738
27 10 Ricky Rudd	95 Tide Ford	15	169.738	40	169.738
28 17 Darrel Waltrip	95 Western Auto Chevrolet	14	169.718	38	169.718
29 9 Lake Speed	95 Spam Ford	12	169.702	21	169.702
30 16 Ted Musgrave	95 The Family Channel Ford	15	169.488	49	169.488
31 3 Dale Earnhardt	95 GM Goodwrench Service Chevrolet	6	169.389	16	169.389
32 98 Jeremy Mayfield	95 RCA Ford	12	169.338	12	169.338
33 40 Rich Bickle	95 Kendall Pontiac	9	169.211	15	169.211
34 42 Kyle Petty	95 Coors Light Pontiac	26	169.113	55	169.113
35 41 Ricky Craven	95 Kodiak Chevrolet	13	169.011	26	169.011
36 22 Jimmy Hensley	95 MBNA America Pontiac	6	168.903	13	168.903
37 29 Steve Grissom	95 Meineke Chevrolet	14	168.808	41	168.808
38 27 Elton Sawyer	95 Hooter's Ford	9	168.070	44	168.070
39 90 Mike Wallace	95 Heilig-Meyers Ford	10	167.895	46	167.895
40 44 Jeff Purvis	95 Jackaroo Barby-Q Chevrolet	16	167.601	44	167.601
41 78 Pancho Carter	95 Equipment Supply Co. Ford	7	166.957	26	166.957
42 23 Jimmy Spencer	95 Camel Cigarettes Ford	10	166.902	20	166.902
43 50 A.J. Foyt	94 Motorola Ford	15	166.725	45	166.725
44 75 Todd Bodine	95 Factory Stores of America Ford	18	166.660	43	166.970
45 95 Loy Allen, Jr.	95 Shoney's Inn Ford	10	166.104	15	166.104
46 80 Joe Ruttman	95 Hover Racing Inc. Ford	6	165.865	22	166.291
47 71 Dave Marcis	95 Terremite Chevrolet	19	165.089	35	166.620
48 66 Billy Standridge	95 Phillips "66" Ford	13	165.044	22	166.877
49 65 Steven Seligman	95 Elena's Ford	17	162.490	38	162.490
		578		1,505	



Qualification Summary Thursday August 3, 1995

CHRONOLOGICAL NASCAR WINSTON CUP QUALIFYING

Time	Car	Driver	Car Name	Time	Speed
1:03	#12	Derrick Cope	Straight Arrow Ford	53.473	168.309
1:05	#28	Dale Jarrett	Texaco/Havoline Ford	52.986	169.856
1:07	#42	Kyle Petty	Coors Light Pontiac	53.217	169.119
1:09	#66	Billy Standridge	Phillips "66" Ford	53.887	167.016
1:11	#1	Rick Mast	Skoal Racing Ford	52.641	170.969
1:13	#33	Robert Pressley	Skoal Bandit Chevrolet	52.856	170.274
1:15	#11	Brett Bodine	Lowe's Ford	52.682	170.836
1:17	#2	Rusty Wallace	Miller Genuine Draft Ford	52.925	170.052
1:19	#44	Jeff Purvis	Jackaroo Barby-Q Chevrolet	53.528	168.136
1:21	#43	Bobby Hamilton	STP Pontiac	52.258	172.222
1:23	#71	Dave Marcis	Terremite Chevrolet	53.624	167.835
1:25	#21	Morgan Shepherd	Citgo Ford	53.256	168.995
1:27	#22	Jimmy Hensley	MBNA America Pontiac	53.458	168.356
1:29	#29	Steve Grissom	Meineke Chevrolet	53.843	167.153
1:32	#10	Ricky Rudd	Tide Ford	52.864	170.248
1:34	#27	Elton Sawyer	Hooter's Ford	53.702	167.592
1:36	#7	Geoff Bodine	Exide Batteries Ford	52.952	169.965
1:38	#26	Hut Stricklin	Quaker State Ford	53.104	169.479
1:41	#15	Dick Trickle	Quality Care Ford	52.649	170.943
1:43	#32	Greg Sacks	FINA/Lance Chevrolet	52.726	170.694
1:45	#81	Kenny Wallace	T.I.C. Financial Systems Ford	53.123	169.418
1:47	#40	Rich Bickle	Kendall Pontiac	53.460	168.350
1:49	#31	Ward Burton	Hardee's Chevrolet	53.116	169.440
1:51	#9	Lake Speed	Spam Ford	53.035	169.699
1:53	#78	Pancho Carter	Equipment Supply Co. Ford	53.975	166.744
1:55	#8	Jeff Burton	Raybestos Ford	52.798	170.461
1:57	#77	Bobby Hillin	Jasper/USAir/Bryant H & C Ford	52.757	170.593
1:59	#65	Steven Seligman	Elena's Ford	54.791	164.261

2:03	#41 Ricky Craven	Kodiak Chevrolet	53.038	169.690
2:05	#17 Darrell Waltrip	Western Auto Chevrolet	52.823	170.380
2:07	#94 Bill Elliott	McDonald's Ford	52.506	171.409
2:09	#98 Jeremy Mayfield	RCA Ford	52.628	171.012
2:11	#4 Sterling Marlin	Kodak Film Chevrolet	52.462	171.553
2:13	#87 Joe Nemechek	Burger King Chevrolet	52.589	171.138
2:15	#24 Jeff Gordon	DuPont Automotive Finishes Chevrolet	52.163	172.536
2:17	#90 Mike Wallace	Heilig-Meyers Ford	53.617	167.857
2:19	#95 Loy Allen, Jr.	Shoney's Inn Ford	53.596	167.923
2:21	#18 Bobby Labonte	Interstate Batteries Chevrolet	52.560	171.233
2:23	#75 Todd Bodine	Factory Stores of America Ford	53.260	168.982
2:25	#50 A.J. Foyt	Motorola Ford	54.154	166.193
2:27	#30 Michael Waltrip	Pennzoil Pontiac	52.616	171.051
2:29	#3 Dale Earnhardt	GM Goodwrench Service Chevrolet	52.701	170.775
2:31	#6 Mark Martin	Valvoline Ford	52.712	170.739
2:33	#37 John Andretti	Kmart/Little Caesars Ford	52.887	170.174
2:35	#23 Jimmy Spencer	Camel Cigarettes Ford	53.526	168.143
2:37	#25 Ken Schrader	Budweiser Chevrolet	52.645	170.956
2:39	#5 Terry Labonte	Kellogg's Chevrolet	52.713	170.736
2:41	#16 Ted Musgrave	The Family Channel Ford	52.820	170.390

Car #80, Joe Ruttman did not attempt to qualify.

See Starting Lineup Page for current starting order.



Daily Trackside Report Friday August 4, 1995

Thursday qualifying notes, comparisons:

- Jeff Gordon set the track stock-car record by just .037 of a second. His time was 52.163 seconds. Rick Mast's for the inaugural Brickyard 400 was 52.200.
- Mast drove a Ford on Hoosier tires for the inaugural pole. Gordon drove a Chevrolet on Goodyear tires for the 1995 pole.
- In 1994, Mast outqualified second-place starter Dale Earnhardt for the pole by a margin of .209 of a second or .688 miles an hour. Gordon outqualified Bobby Hamilton for the pole by a margin of .095 of a second or .314 mph.
- The 20-car field average for 1994 was 170.081 miles an hour. The 20-car field average for 1995 is 171.029. The 20-car field average for 1995 is .948 mph faster than the 20-car field for 1994.
- In 1994, the car manufacturer totals for positions 1-20 was Ford (13), Chevrolet (5) and Pontiac (2). Car manufacturer totals for 1995 for positions 1-20 are Chevrolet and Ford (9 each) and Pontiac (2).
- There were 68 drivers posting speeds for the first round of qualifications in 1994. The time interval between the first qualification attempt (3:01 p.m.) And the last qualification attempt (5:31 p.m.) Of first round qualifying was two hours and 30 minutes. This year, 48 drivers posted first-round qualifying speeds. The time interval between the first qualification attempt (1:01 p.m.) And the last qualification attempt (3 p.m.) was one hour, 59 minutes.
- The highest starting position and fastest qualifying speed for each car manufacturer participating in first-round qualifying in 1994 and 1995:

1994		1995	
1st -- #1 Rick Mast (Ford, 172.414)		1st -- #24 Jeff Gordon (Chevrolet, 172.536)	
2nd -- #3 Dale Earnhardt (Chevrolet, 171.726)		2nd -- #43 Bobby Hamilton (Pontiac, 172.222)	
5th -- #22 Bobby Labonte (Pontiac, 170.794)		4th -- #94 Bill Elliott (Ford, 171.409)	

- The combined average speed of the cars of each manufacturer "locked in" after first-round qualifying in 1994 and 1995:

1994		1995	
Chevrolet 5-car average -- 170.354		Chevrolet 9-car average -- 171.111	
Ford 13-car average -- 169.960		Ford 9-car average -- 170.817	
Pontiac 2-car average -- 170.189		Pontiac 2-car average -- 171.637	

- Speed ranks of Winston Cup champions for first-round qualifying in 1994 and 1995

1994		1995	
SR	CHAMPION	SR	CHAMPION
2	Dale Earnhardt, 171.726	4	Bill Elliott, 171.409
6	Bill Elliott, 170.338	13	Dale Earnhardt, 170.775
12	Rusty Wallace, 169.683	15	Terry Labonte, 170.736
26	Terry Labonte, 168.574	20	Darrell Waltrip, 170.380

- The slowest speed posted during first-round qualifying in 1994 was 152.669 mph by H.B. Bailey. The slowest speed posted during first-round qualifying in 1995 is 164.261 by Steve Seligman.
- Among the 20 drivers who made the 1994 field in first-round qualifying, 10 of those drivers also made the 1995 field as a first-round qualifier.
- Greatest improvement from starting position from 1994 to 1995 was Bobby Hamilton at 30 spots (32nd to 2nd). Joe Nemechek improved 24 spots (30th to 6th). Jeremy Mayfield improved 23 spots (31st to 8th). Jeff Burton gained 20 spots (38th to 18th). Dick Trickle, who did not qualify for the field in 1994, is locked in the field in 11th. Geoff Bodine, fourth fastest qualifier a year ago, was 25th fastest Thursday.

Friday pre-qualifying notes:

- Drivers not yet in the field may elect to stand on their Thursday qualifying times or requalify. They have until five minutes after the close of practice (scheduled 11:35 a.m.) To declare they are standing on their time. The Thursday times, in that case, are considered Friday qualifying runs.
- On the basis of car owner points, four drivers are guaranteed spots in the Brickyard 400 field if they fail to qualify for spots 21-38 during qualifying today. They are, in order, #21 Morgan Shepherd, #2 Rusty Wallace, #10 Ricky Rudd and #28 Dale Jarrett. If #2 Wallace would elect to take the "champions provisional" (for 43rd starting spot), the fourth regular provisional spot would go to #7 Geoff Bodine.
- In the event qualifications are rained out today, positions 21-38 would be determined by Thursday's posted times. In that case, the provisionals would go to, in order, #29 Steve Grissom, #90 Mike Wallace and #27 Elton Sawyer and the field would number 41 starters.

To answer the question in advance to all who are fixin' to ask all of us weather gurus in the press room, if the Brickyard 400 is rained out, it would be run on the "next raceable day." Updates as weather situations evolve will be made from the infield press facility.

One-On-One Sports will provide a special on-site multi-channel broadcast to media and corporate representatives at the Brickyard 400. It's a closed-circuit system which will include feeds from the IMS Radio Network, ABC Sports audio, the main and trackside press facilities, the IMS public-address system and One-on-One Sports Radio Network's weekend broadcast. Media representatives may check out the units starting Friday at the Champion Spark Plug office across from the press room. Units MUST be returned to the Champion office immediately after post-race interviews Saturday.

Raybestos will present its Top Wrench Award at 10:30 a.m. Saturday in its offices (Garage N-6) in Gasoline Alley. The Top Wrench Award is annually presented at the Brickyard 400 to the crew chief of the fastest qualifying rookie driver.

Services for Charles E. (Charlie) Thompson, the Indianapolis Motor Speedway superintendent from 1977 until his retirement Dec. 30, 1994 will be at 10 a.m. Monday at Conkle Funeral Home. Mr. Thompson, 66, died at 3:30 p.m. Thursday at Methodist Hospital of Indiana. Viewing is scheduled 6-9 p.m. Saturday and 2-8 p.m. Sunday at Conkle. The family suggests that

memorial contributions be made to Little Red Door Cancer Society - Marion County. Thompson had been employed by the Speedway since 1960. A lifetime resident of Indianapolis, he is survived by his wife, Margie. "Charlie waged a very brave battle with cancer the past eight weeks since the Indianapolis 500," said Tony George, president of the Speedway. "Our thoughts and prayers are with Margie and the rest of Charlie's family. Anyone who has enjoyed the experience at the Indianapolis Motor Speedway over the past 35 years has, in some way, Charlie to thank for it. We encourage those people to share those thoughts and prayers at this time."

1995 Indianapolis 500 rookie Gil de Ferran stopped by the Speedway today for his first "live" morning around the NASCAR Winston Cup family. "Before I was a racing driver, I was a racing fan," de Ferran said. "It's nice to come here. I wouldn't mind having a go at a test (with a Winston Cup car) but I've always been a single-seater driver. It's a totally different type of racing...nothing like I've been accustomed to. It's not anything lesser. It's just different. I have a lot of respect for the guys who do it well. I would have to learn a lot if I came to race over here...all the drafting stuff and driving cars with no downforce. I've never done anything like this. I spent a long time with Michael Waltrip and he explained what they do, about the car and the way they drive. It's been a very interesting morning." Waltrip said de Ferran is "a neat guy and a real joy to talk to. He's real interested in Winston Cup racing. I was explaining to him how stock cars work and we were comparing how the two of them work. It's pretty impressive -- his season -- there's been times he could've won races this year as a rookie but if you're a racer, you're interested in any kind of racing, and that's why we talked. I explained tons about the setup and what certain things in the car do. I tried to explain things the best I could."

Indianapolis 500 and Brickyard 400 veteran Danny Sullivan was released from Methodist Hospital this afternoon after undergoing surgery Tuesday to repair a broken pelvis suffered in an accident during the 500-mile Indy car race last Sunday at Michigan. "I can't do anything for about a week," Sullivan said, "and I'm going to be on crutches, a cane or a walker for about six weeks. It doesn't look good for the season because there are only four races left." He said he was going to the PacWest Racing shops to inspect the damaged car. "I'm going to have to eat lots of proteins, carbohydrates, dark green vegetables and pasta," he said. "I've gotta get my strength back."

Regarding Jeff Gordon's 1994 Brickyard 400 victory and 1995 pole:

- No driver in the history of the Speedway has won a race, then taken both the pole and race the following year. In Indianapolis 500 history, only four drivers have won two years in a row: Wilbur Shaw (1939-40), Mauri Rose (1947-48), Bill Vukovich (1953-54) and Al Unser (1970-71).
- Gordon also has the distinction of winning the Brickyard 400 and the next year's Brickyard 400 pole at the same age -- 23.
- Gordon won the inaugural Brickyard 400 at age 23 as the youngest driver in the field. Jacques Villeneuve won the 1995 Indianapolis 500 at 23 as the youngest driver in the field. Gordon will also be the youngest driver in the field Saturday at age 24 (born: 8/4/71.)

The Speedway remained closed at 1 p.m. because of rain. At 11:10 a.m., #1 Rick Mast led three cars through the southwest Gasoline Alley gate to the NASCAR station at pit exit to go on the track. Immediately upon Mast coming to a stop, it started raining again.

Advance Notes:

Several NASCAR Winston Cup drivers (and one owner) were asked today, considering special backgrounds or interests, what a Brickyard 400 victory would mean to them. Here are their responses:

DICK TRICKLE: (was born and raised in Wisconsin Rapids, Wis., and is unquestionably the winningest driver here with 1,200 short-track feature victories, most in the midwest): "Well, you got a lot of different degrees going in there. Number one, you're talking midwest. Number two, you're talking Indianapolis. Number three, you're talking first Winston Cup win. Four, you're talking the largest purse in Winston Cup history. So, when you win this race, it's a tenfold deal. You have the personal friends you know from here. You've got the thrill of winning at this place. I didn't list 10 things, but there's 10 reasons why it would probably be better than winning another race elsewhere. I need that first win, and to have it happen here would be unreal."

MICHAEL WALTRIP: (his sponsor -- and car color -- with Pennzoil has famous Indianapolis 500 wins with Johnny Rutherford in 1980 and Rick Mears in 1984 and 1988): "It would mean a lot for me to win this race, not just for me, but for Pennzoil. When I think of Indy, I think of Pennzoil." (Would this complete the "circle?"): "It would for Pennzoil, but not for me, meaning many wins and a championship would be nicer."

JOE RUTTMAN: (whose brother, Troy, is the youngest-ever winner of the Indianapolis 500, going to Victory Lane in 1952 at age 22): "I want to be the oldest. It would be great for me. Then I would be the oldest and we'd have both ends covered. And if I don't do it this year, and I do it next year, then the gap will be even larger."

JOHN ANDRETTI: (whose family has participated in the Indianapolis 500 for four decades, and whose uncle, Mario, won the "500" in 1969): "The question should be how I would feel winning the Brickyard 400 and what it means to me. You could win it (Indy) 100 times or as a family but it's a standalone event. I would miss the rest of the year (if he won the Brickyard) as I would be celebrating the rest of the year. You would be immortal."

RUSTY WALLACE: (whose Penske team has won a record 10 Indianapolis 500s at the Indianapolis Motor Speedway) "A win here would be wonderful. The Penske tradition is so impressive. One thing Roger has said to me, if he's said it 10 times, I'd be so happy if you won at Indianapolis for me. I'd like to win it for myself and for the team but it'd be great to win it for Roger. It would be more special to win this one for me than some of the other races, for sure. We know our capabilities. But we treat this as just another race as far as preparing for it. But I'd be lying if I told you that I wasn't putting more pressure on myself to try to win this one. Nobody else is pressuring me, but I am. (More pressure because Penske team missed the "500" in May?): "I was worried that everyone would want to write about the possibility of us not making the race after they weren't in the race in May. I thought they'd say, 'are they gonna screw up the stock cars?' But it didn't happen that way and things look real good." (advice from Penske) "He said, 'Just get the car handled and run the race.' He won't be here this weekend. He's with his wife in Sweden celebrating a big anniversary. But he really wanted to be here and he's called me every night."

DARRELL WALTRIP: (the winningest active Winston Cup driver) "Having already won just about everything there is to win in NASCAR, it would mean a lot to me to win the Brickyard 400 because I'm not going to get that many more chances. If I drive two or three more years, I'm only going to have two or three more chances to win this race. I've got a good car and a decent opportunity, so I need to take advantage of the situation. To win the Brickyard would mean that I've won another of NASCAR's major races, plus the money's not too bad, either."

RICHARD PETTY: (car owner, at last track where he ever drove a race car): "It would mean \$5-6,000. We are looking for a win. This is just another race. There is no connection between the two (driving last here and winning in '95). I've been on the race track, he (Hamilton) has been on the race track." (About visiting the track annually during May for several years): "When I come to the qualifying and stuff, talking to fans and signing autographs, these are Winston Cup fans and not Indy. They are here and this is the happening. At Winston Cup races, you have Indy car fans, because that's what's happening here. I am happy qualifying second. It doesn't take much to please me but a win would please me."

KEN SCHRADER: (passed his IndyCar rookie test here in the early 80's) "I was up here in '83. I grew up in sprint cars and I got up here driving a King (Grant King IndyCar chassis). I went fast enough to make it (pass rookie test), but I cut a tire. We only had one car...not a lot of money. After that I went on down South and been there ever since. (On possibility of winning) "It would be a damn good race to win...ANY race would be a good race to win!"

GEOFF BODINE: (about his experience testing an Indy car at Michigan and how his testing experience affected his view of the Speedway and the Brickyard): "It really wouldn't have an effect...not at all. Testing an Indy car for Dick Simon at Michigan in 1989 was really neat. And, in fact, when I was driving supermodifieds, I thought of an Indy car career. Nothing compares to racing at the Indianapolis speedway. I'm just glad to be here in a Winston Cup car. Being here in a stock car is something I thought would never, ever happen."

DOYLE FORD: (NASCAR's chief starter on his experiences at the inaugural Brickyard 400): "To begin with, we had heard about all the obstacles we were going to face by bringing stock cars to this Indy car track for the first time. I really expected the worst. Fortunately for all of us, it was quite the contrary. We were treated wonderfully by everyone, from security to the fans, to the executives to the maintenance people...everybody treated us extra special. With all the history and heritage of this race track, it was one of the highlights of a 36-year racing career. The gentleman on the P.A. did a little interview with me and he asked about the differences. I said, 'Number one, I don't know how modern engineers can build a race track this flat, and Number 2, I've never seen this many seats in my life...and then to see 'em full.' I'm so much more comfortable and I feel more at home now than I did last year. It's been just as enjoyable this time as it was last time. Particularly the guys you call 'yellow shirts.' They remember my name -- of course it's on my shirt -- but it's nice when they remember and speak to me...everyone's just as friendly as other tracks we run."

ELMO LANGLEY: (about his experiences here last year and this year as NASCAR's pace vehicle driver): "Now that the first one's over, I've heard 'em say, 'it's just another race.' But it's \$47,000 to start. I was fifth in points in 1967, ran 62 races and my total for the year was a little

less than \$47,000. It's NOT just another race. I guess it (the Speedway) is the greatest place I've ever been. Ever since I started racing, (the late) Bill Vukovich was my hero, a 'get-outta-the-way'-type driver. The history...you've read about it all your life. Darlington, S.C. used to be our Indianapolis. A lot of car owners would build a car just for Darlington. That was stock car racing's Indianapolis. There was talk of coming here 10 years ago or so. I just never believed it. I kinda never thought we'd come here, but we did." (About the start last year): "Every driver had to have some cold chills when they said, 'Gentlemen, Start Your Engines,' and seeing that many people."

RUSTY WALLACE: (#2 Miller Genuine Draft Ford) August 4, held a press conference in the Trackside Conference Room this afternoon. "It's not just another race, but as far as procedures, it is. We went out in practice with full race setups and boy, am I glad we did that. I feel comfortable just putting an engine in and going out cold turkey." (about the changes in the track after the rain for race day) "The first 20 or 30 laps, the cars will do some evil and wicked things until we get some rubber down on the track and then things will sort themselves out." (His thoughts on his qualifying) "The thing that upset me about yesterday is that we'd been running so well. I was underaggressive in some parts of the track and overaggressive in others. I tend to be a poor qualifier. I tend to pay more attention to race setups, and I guess, that pays off in the long run. It was real disgusting to qualify the way I did." (Is there carryover from the lack of Penske presence in May?) "I'm so glad the media hasn't bombarded me with questions about that. No, there's not carryover. I'd like to be able to carry the banner for the team. But I talk to Roger every single day, and I tell you, he knows every nut and bolt in the car. He saw how well we were doing and then he reads in the paper that we're 24th. It was like, 'What happened?' And I ask myself that question. He tells me to just treat it like any other race. The tires are black and the track is still asphalt...but it is special. I don't know who started that rumor that this is just another race, but that's just not true. It's 400 miles. It pays more than \$400,000. You've got all the bonuses, and all the media and all the attention. It's the biggest thing we've got next to Daytona. Indianapolis and Daytona are our two biggest deals." (Is there any resentment from the drivers toward Jeff Gordon?) "We all want to be Number 1. When you've been Number 1, you always want to be Number 1. It makes you work harder. I'm not gonna say there's resentment, but you say, 'I wish that was me.' I can't say anything bad about his team. He's the hot guy on the block right now." (Will fuel economy be a real concern for this race?) "We've had good horsepower, but our fuel economy has not been good. We're probably gonna be a couple of laps short of the main competitors, as we look at it now. I'm concerned about that -- I'm thinking about the fuel economy thing." (Do you think the enthusiasm the fans have for this race will continue?) "I LOVE this race. I thought it was so unfair that for so long fans had to go to the east coast or California to watch a race. It's so nice to have something in the middle of the country. It's a nice track and it's a clean, nice facility. I didn't think they could fill this place up the second year. I thought they could for the inaugural race, but wasn't sure for the second year, but they did it. There are so many fans out there." (If Al Unser, Jr. would want to take a run in this race, do you think Roger Penske would allow that?) "Al would like to run here, I believe. He really wanted to run the inaugural 400, but they were really tight in the points and they didn't want any distractions. If I had to think about any Indycar driver that could just jump right into a stock car, it would be Al. I don't have any problem fielding a second car for Al Jr. I wouldn't do that for anyone else."

SPEEDWAY ANNOUNCEMENT 4 P.M. FRIDAY, AUGUST 4, 1995

Due to today's continuing rain, the Indianapolis Motor Speedway and NASCAR are unable to conduct second-round qualifying for tomorrow's Brickyard 400.

The starting field for the second Brickyard 400, scheduled to start at 12:15 p.m., CDT, Saturday live on ABC, has been established by NASCAR based on Thursday's first-round qualifying speeds.

The 41-car field will be comprised of, in order, the 38 fastest cars during the first-round Busch Pole competition plus three provisional starters based on NASCAR protocols.

Efforts are continuing to provide the competitors with a practice session today.

The cancellation of second-round qualifying meant that **A.J. FOYT** missed the field. "This was put together in two weeks," he said. "It's not a fair shot at all. The guys did a helluva job for what we decided to do. It was a spur-of-the-moment deal. I was very happy about Motorola coming in with me. I'm very embarrassed that we did not produce like we hoped to. Of course, going into the program, I didn't guarantee them we'd win the race. I knew it'd be hard to qualify, but if we got in, we could race them pretty good. That was my intention but Mother Nature won't let me get in. I have nobody to blame. It's my fault. I'll take it on the shoulders. I'm a big boy. I knew the other day we weren't right and like someone said, A.J., when you're not driving, you're on mechanics' butts a lot harder than when you're driving.' I felt like I could make the difference up yesterday and I couldn't. It was my fault and I screwed up." (About running more races): "It's possible. I'm going to look at a couple more this year. Atlanta's pretty good. Charlotte's pretty good and possibly Phoenix. Next time I go, I will not be caught with my breeches down."

The cancellation of Winston Cup second-round qualifying marks the first time since fog caused cancellation of second-round qualifying in June at Pocono. In that race, Terry Labonte, who started 27th based on his first-round qualifying time, won. The last time an event was postponed was in March of 1993, when snow caused a week's delay for a race in Atlanta. The last time rain forced postponement of a Winston Cup race was in 1992.

Since the Speedway started transmitting information on the Brickyard 400 to the Internet for the first time on Wednesday, there have been 11,340 requests for information from people tapping into the Web. That was as of 2 p.m. today. The requests have come from around the world, including some from Australia, Canada, Mexico, Sweden, the United Kingdom and South Africa in addition to the U.S.

Notes on the Brickyard 400 starting field:

- Field Size -- 41 cars (38 qualifiers, 3 provisionals)
- Field Average Speed -- 170.235 (record)
- Polewinner/Fastest Qualifier -- Jeff Gordon (52.163 seconds, 172.536 mph)
- Slowest Qualifier -- Jimmy Spencer (53.526 seconds, 168.143 mph)
- Time and Speed Difference Between Fastest/Slowest Qualifier -- 1.363 seconds/mpg

- Pole Position Car Number -- 24
- Entrant of Pole Car -- Hendrick Motorsports
- Crew Chief of Pole Position Car -- Ray Evernham
- Pole Position Car Name -- DuPont Automotive Finishes Chevrolet
- Youngest Driver in Field -- Jeff Gordon, 8/4/71
- Oldest Driver in Field -- Morgan Shepherd, 10/12/41
- Highest Starting Ford Driver -- Bill Elliott (4th)
- Highest Starting Chevrolet Driver -- Jeff Gordon (1st)
- Highest Starting Pontiac Driver -- Bobby Hamilton (2nd)
- Makes of Cars -- 3 (13-Chevrolet, 23-Ford, 5-Pontiac)
- Sets of Brothers in Field -- 5 (Brett, Geoff and Todd Bodine; Jeff and Ward Burton; Bobby and Terry Labonte; Kenny, Mike and Rusty Wallace; Darrell and Michael Waltrip)
- Total Number of Winston Cup Champions in Field -- 5
- Total Number of Winston Cup Championships Represented -- 13
- Highest Starting Provisional Starter -- Steve Grissom (39th)
- Highest Starting Winston Cup Champion -- Bill Elliott (4th)
- Lowest Starting Winston Cup Champion -- Rusty Wallace (24th)
- First-Time Starters in Field -- 7 (Ricky Craven, Steve Grissom, Robert Pressley, Elton Sawyer, Dick Trickle, Kenny Wallace, Mike Wallace -- includes all three provisional starters)
- Highest Starting Position of First-Time Starter -- 11th, Dick Trickle
- Fastest Qualifying Speed Not to Make Field -- 168.136, by Jeff Purvis (Purvis made the inaugural Brickyard 400 field at 169.005 to start 29th)
- Number of Drivers to Improve Starting Position from 1994 -- 18
- Number of Drivers to Decline in Starting Position from 1994 -- 15
- Greatest Improvement in Starting Position from 1994 -- 30 spots (32nd to 2nd) by Bobby Hamilton
- Biggest Decline in Starting Position from 1994 -- 22 spots (11th to 33rd) by Morgan Shepherd

FINAL PRACTICE:

Starters in the Brickyard 400 field, led by #32 Greg Sacks, took the track at 5:28 p.m.

Speed Chronology:

TIME OF DAY	CAR NO.	DRIVER	SPEED
5:33 p.m.	3	Dale Earnhardt	153.565
5:34	7	Geoff Bodine	165.932
5:36	7	Geoff Bodine	166.380
5:36	4	Sterling Marlin	167.967
5:36	24	Jeff Gordon	168.105
5:37	24	Jeff Gordon	168.143
5:38	24	Jeff Gordon	168.792
5:39	24	Jeff Gordon	168.913
6:06 p.m.	43	Bobby Hamilton	169.584

The track went caution and the cars were brought in because of rain at 5:41 p.m. The session started under caution and lasted a total of 13 minutes.

The track went green at 5:57 p.m. A caution for debris (a piece of metal in Turn 1) caused brief caution at 6:04 p.m. The track closed at 6:17 p.m.

Forty of the 41 starters participated in the practice, completing 682 laps. The only Brickyard 400 starter not to practice was #98 Jeremy Mayfield.

BOBBY HAMILTON: (#43 STP Pontiac) (post-practice): "Nobody got any more time (to practice) than we did. It was equal opportunity. We just wanted to figure out what we had to do to get ready for tomorrow. We feel we could race right now. The ultimate practice is a 30-lap run with a lot of cars on the track." (About difference in track): "This place is smooth. The track gets slicker with a lot of cars so it actually wasn't bad today."



Morning Practice Summary Friday August 4, 1995

Practice was rained out. See qualification notes for more details.



Final Practice Summary Friday August 4, 1995

Final Performance History (By Session Speed)
8/04/95 - 6:18 PM

Car Driver	Car Name	SESSION EVENT	
		Laps Speed	Laps Speed
1 43 Bobby Hamilton	95 STP Pontiac	18 169.584	33 172.222
2 24 Jeff Gordon	95 DuPont Automotive Finishes Chevrolet	22 168.913	34 172.536
3 2 Rusty Wallace	95 Miller Genuine Draft Ford	22 168.644	29 170.843
4 15 Dick Trickle	95 Quality Care Ford	13 168.631	47 170.943
5 94 Bill Elliott	95 McDonald's Ford	20 168.432	49 171.409
6 28 Dale Jarrett	95 Texaco/Havoline Ford	14 168.394	43 170.645
7 4 Sterling Marlin	95 Kodak Film Chevrolet	21 168.058	46 172.002
8 1 Rick Mast	95 Skoal Racing Ford	18 167.948	24 170.969
9 31 Ward Burton	95 Hardee's Chevrolet	21 167.638	42 169.738
10 3 Dale Earnhardt	95 GM Goodwrench Service Chevrolet	19 167.554	29 170.775
11 41 Ricky Craven	95 Kodiak Chevrolet	19 167.535	32 169.690
12 6 Mark Martin	95 Valvoline Ford	23 167.523	43 170.817
13 87 Joe Nemechek	95 Burger King Chevrolet	15 167.501	27 171.138
14 18 Bobby Labonte	95 Interstate Batteries Chevrolet	24 167.445	44 172.074
15 25 Ken Schrader	95 Budweiser Chevrolet	19 167.401	44 170.956
16 5 Terry Labonte	95 Kellogg's Chevrolet	18 167.168	45 170.736
17 21 Morgan Shepherd	95 Citgo Ford	14 167.156	39 170.619
18 42 Kyle Petty	95 Coors Light Pontiac	13 167.119	42 169.119
19 26 Hut Stricklin	95 Quaker State Ford	15 167.115	34 169.773
20 30 Michael Waltrip	95 Pennzoil Pontiac	18 167.060	44 171.051
21 12 Derrrike Cope	95 Straight Arrow Ford	16 167.007	34 170.174
22 7 Geoff Bodine	95 Exide Batteries Ford	17 166.914	45 170.078
23 11 Brett Bodine	95 Lowe's Ford	19 166.701	46 171.298
24 16 Ted Musgrave	95 The Family Channel Ford	23 166.657	57 170.390
25 10 Ricky Rudd	95 Tide Ford	18 166.568	43 170.248
26 81 Kenny Wallace	95 T. I. C. Financial Systems Ford	17 166.519	29 169.827
27 8 Jeff Burton	95 Raybestos Ford	24 166.399	40 170.629
28 23 Jimmy Spencer	95 Camel Cigarettes Ford	14 166.174	24 168.143
29 17 Darrel Waltrip	95 Western Auto Chevrolet	17 166.153	41 170.380
30 32 Greg Sacks	95 FINA/Lance Chevrolet	23 166.095	36 170.694
31 9 Lake Speed	95 Spam Ford	21 166.046	30 169.702
32 75 Todd Bodine	95 Factory Stores of America Ford	15 165.951	40 168.982
33 40 Rich Bickle	95 Kendall Pontiac	8 165.932	14 169.211
34 37 John Andretti	95 Kmart/Little Caesars Ford	20 165.917	29 171.448
35 33 Robert Pressley	95 Skoal Bandit Chevrolet	18 165.232	33 170.274
36 22 Jimmy Hensley	95 MBNA America Pontiac	11 165.198	18 168.903
37 90 Mike Wallace	95 Heilig-Meyers Ford	7 165.141	43 167.895
38 29 Steve Grissom	95 Meineke Chevrolet	18 164.917	45 168.808
39 27 Elton Sawyer	95 Hooter's Ford	11 163.797	46 168.070
40 77 Bobby Hillin	95 Jasper Engines/USAir Bryant H&C; Ford	11 163.690	14 170.593

TOTAL

694



Starting Lineup Brickyard 400 Saturday August 5, 1995

ST. PS.	CAR NUM	DRIVER	CAR	TIME	SPEED
			ROW 1		
1	24	Jeff Gordon	95 DuPont Automotive Finishes Chevrolet	52.163	172.536
2	43	Bobby Hamilton	95 STP Pontiac	52.258	172.222
			ROW 2		
3	4	Sterling Marlin	95 Kodak Film Chevrolet	52.462	171.553
4	94	Bill Elliott	95 McDonald's Ford	52.506	171.409
			ROW 3		
5	18	Bobby Labonte	95 Interstate Batteries Chevrolet	52.560	171.233
6	87	Joe Nemechek	95 Burger King Chevrolet	52.589	171.138
			ROW 4		
7	30	Michael Waltrip	95 Pennzoil Pontiac	52.616	171.051
8	98	Jeremy Mayfield	95 RCA Ford	52.628	171.012
			ROW 5		
9	1	Rick Mast	95 Skoal Racing Ford	52.641	170.969
10	25	Ken Schrader	95 Budweiser Chevrolet	52.645	170.956
			ROW 6		
11	15	Dick Trickle	95 Quality Care Ford	52.649	170.943
12	11	Brett Bodine	95 Lowe's Ford	52.682	170.836
			ROW 7		
13	3	Dale Earnhardt	95 GM Goodwrench Service Chevrolet	52.701	170.775
14	6	Mark Martin	95 Valvoline Ford	52.712	170.739
			ROW 8		
15	5	Terry Labonte	95 Kellogg's Chevrolet	52.713	170.736
16	32	Greg Sacks	95 FINA/Lance Chevrolet	52.726	170.694
			ROW 9		
17	77	Bobby Hillin	95 Jasper Engines/USAir Ford Bryant H & C Ford	52.757	170.593
18	8	Jeff Burton	95 Raybestos Ford	52.798	170.461
			ROW 10		
19	16	Ted Musgrave	95 The Family Channel Ford	52.820	170.390
20	17	Darrel Waltrip	95 Western Auto Chevrolet	52.823	170.380
			ROW 11		
21	33	Robert Pressley	95 Skoal Bandit Chevrolet	52.856	170.274
22	10	Ricky Rudd	95 Tide Ford	52.864	170.248
			ROW 12		
23	37	John Andretti	95 Kmart/Little Caesars Ford	52.887	170.174
24	2	Rusty Wallace	95 Miller Genuine Draft Ford	52.925	170.052
			ROW 13		
25	7	Geoff Bodine	95 Exide Batteries Ford	52.952	169.965
26	28	Dale Jarrett	95 Texaco/Havoline Ford	52.986	169.856
			ROW 14		
27	9	Lake Speed	95 Spam Ford	53.035	169.699
28	41	Ricky Craven	95 Kodiak Chevrolet	53.038	169.690
			ROW 15		
29	26	Hut Stricklin	95 Quaker State Ford	53.104	169.479
30	31	Ward Burton	95 Hardee's Chevrolet	53.116	169.440
			ROW 16		
31	81	Kenny Wallace	95 T. I. C. Financial Systems Ford	53.123	169.418
32	42	Kyle Petty	95 Coors Light Pontiac	53.217	169.119
			ROW 17		
33	21	Morgan Shepherd	95 Citgo Ford	53.256	168.995
34	75	Todd Bodine	95 Factory Stores of America Ford	53.260	168.982
			ROW 18		
35	22	Jimmy Hensley	95 MBNA America Pontiac	53.458	168.356
36	40	Rich Bickle	95 Kendall Pontiac	53.460	168.350

			ROW 19	
37	12	Derrike Cope	95 Straight Arrow Ford	53.473 168.309
38	23	Jimmy Spencer	95 Camel Cigarettes Ford	53.526 168.143
			ROW 20	
39	29	Steve Grissom	95 Meineke Chevrolet	Provisional
40	90	Mike Wallace	95 Heilig-Meyers Ford	Provisional
			ROW 21	
41	27	Elton Sawyer	95 Hooter's Ford	Provisional

Note: Positions 1-20 were determined by qualification on Thursday, August 3.

Because of a complete rain-out on Friday, August 4, positions 21-38 were determined using qualification times from Thursday also.

Positions 39-41 were filled according to NASCAR provisional starter rules.

See Friday Trackside Report



Daily Trackside Report Saturday August 5, 1995

Good morning.

Anton H. (Tony) George, President of the Indianapolis Motor Speedway, members of the Hulman family and the entire Speedway staff welcome you to the second annual Brickyard 400 NASCAR Winston Cup race.

ORDER OF THE DAY:

6 a.m. (est)	--	Garage opens
6:15 a.m.	--	Pit gate open
7:30 a.m.	--	Concert, George Frieje Band
8:00 a.m.	--	Race cars commence movement to track
10:13 a.m.	--	Band concert, Indiana State University Band
10:30 a.m.	--	NASCAR Show Car lap
10:45 a.m.	--	Race cars at starting positions
11:10 a.m.	--	IMS/Festival caravan lap
11:20 a.m.	--	Parachute demonstration/"America the Beautiful" with Indiana State University Band
11:30 a.m.	--	Driver introduction, awards presentation and caravan lap
11:55 a.m.	--	NASCAR Final Track Inspection
12:03 p.m.	--	Invocation, Rev. Howard Brammer
12:06 p.m.	--	National Anthem, sung by Steve Wariner
12:07 p.m.	--	F-16 flyover, Indiana Air National Guard
12:09 p.m.	--	"Gentlemen, Start Your Engines," balloon release
12:10 p.m.	--	Parade lap
12:12 p.m.	--	Pace lap
12:15 p.m.	--	Start of the second annual Brickyard 400

The Speedway's public relations staff will provide you with information through these pages and an internal public-address system in the press box and press room on a regular basis throughout the day.

The information package will include:

- Unofficial 10-lap rundowns, caution flag information, reasons out and lap leaders.
- Pit-stop information.
- A running account of the race.
- Records, notes and quotes
- An order of finish and boxscore.

Next year's Indianapolis 500, the 80th running of the event, has been scheduled for Sunday, May 26, 1996.

Next year's Brickyard 400, the third running of the event, is scheduled for Saturday, August 3, 1996.

The Speedway's Hall of Fame Museum is open daily except Christmas Day from 9 a.m. to 5 p.m. Admission is \$2 for adults, with no charge for visitors under 16 years old. Track bus tours are also available for a \$2 admission from the front of the museum at \$2.

Speedway Qualifying Awards:

- Busch Pole Award, \$40,000 -- #24 Jeff Gordon
- GTE "Front Runner" Awards, \$5,000 each -- #24 Jeff Gordon, #43 Bobby Hamilton
- Starcraft Pole Position Car Owner Award, \$10,000 plus \$35,000 Chevrolet/Imperial van -- #24 Rick Hendrick
- Ameritech PagesPlus "Youngest Starting Driver" Award, \$5,000 -- #24 Jeff Gordon
- DeLong "First in the Field" Award, \$5,000 -- #12 Derrike Cope
- Raybestos "Rookie Wrench" Award, \$5,000 -- #33 Charley Pressley
- T.P. Donovan "Top Starting Rookie" Award, \$5,000 -- #33 Robert Pressley

At 10 a.m., the temperature was 72 degrees, relative humidity was 100 percent, winds from the east at 12 mph. Barometric pressure 29.93 inches. The National Weather Service special forecast for the Brickyard 400 shows rain continuing through most of the day, heavy at times. Any breaks in the rainfall will be short in duration. The ability to have two hours or so to dry the track is extremely doubtful. It will be somewhat cool today with temperatures reaching the mid- to upper 70s by mid-afternoon. Winds will be from the east at around 10 mph.

Per NASCAR procedure, the Brickyard 400 will not start unless there is time for the entire 160 laps to be completed before conditions are too dark. If the Brickyard 400 is postponed, it will be postponed to the "next raceable day."

The pace truck for the second annual Brickyard 400 will be driven by NASCAR official Elmo Langley. Chief starter for the second annual Brickyard 400 will be Doyle Ford. Both are serving for their second straight year.

Brickyard 400 Starting Positions of 1995 Winston Cup Race Winners to Date:

- 1st -- Jeff Gordon (5 wins)
- 3rd -- Sterling Marlin (3 wins)
- 5th -- Bobby Labonte (2 wins)
- 13th -- Dale Earnhardt (2 wins)
- 14th -- Mark Martin (1 win)
- 15th -- Terry Labonte (2 wins)
- 24th -- Rusty Wallace (1 win)
- 26th -- Dale Jarrett (1 win)
- 32nd -- Kyle Petty (1 win)

ABC Sports is in its second year of televising live nationally the Brickyard 400. The network has 21 cameras around the 2 ½-mile oval, in cars and aboard the Goodyear blimp. They'll feed images back to five ABC production trucks with a crew of 275 on-air, production and support personnel. Additionally, the race will be broadcast over nearly 500 affiliate stations by the IMS Radio Network.

Driver's Meeting:

- Pit Road speed limit for the Brickyard 400 is 55 mph.
- Pace truck speed under caution for the Brickyard 400 is 60 mph.

BRICKYARD 400 RACE RUNNING

3:55 Crews ordered to fuel station to fill one dump can.

4:13 National Anthem sung by Steve Wariner.

4:14 Starting command, "Gentlemen, Start Your Engines," given by Mrs. Mary Fendrich Hulman, Chairman Emeritus of the Speedway, from start-finish line area.

4:17 Field, led by NASCAR official Elmo Langley in the Chevrolet pace truck, fires engines and leaves from southwest Gasoline Alley gate to race track.

4:19 Pole sitter Jeff Gordon tells NASCAR officials via radio that the "track looks good."

4:20 Goodyear tire engineers report track temperature of 91 degees.

4:22 Signal given by chief starter Doyle Ford for one lap to green.

4:25 Green. Rain delay: 4 hours, 2 minutes to starting command. The last time a race was delayed by rain at the Speedway was the 1991 Indianapolis 500, which started at 11 a.m. that day after a delay of 55 minutes.

Lap 1: #24 Gordon leads into Turn 1.

#24 Gordon leads, followed by #4 Marlin, #94 Elliott, #43 Hamilton.

Lap 3: #43 Hamilton to third place in Turn 1.

Lap 5: #24 Gordon leads #4 Marlin by 1.36 seconds.

Lap 6: Report #28 Jarrett has right-side window problem.

Lap 6: #24 Gordon to #15 Trickle in 10th, spread of 5.25 seconds.

Lap 7: #24 Gordon leader speed, 166.242 mph.

Lap 9: #24 Gordon leads #4 Marlin by 1.8 seconds, #43 Hamilton by 2.1 seconds, #94 Elliott by 2.2 seconds.

Lap 10: #24 Gordon leader speed, 165.779 mph.

40 cars on lead lap.

Lap 13: #27 Sawyer, only car not on lead lap, to pits, hood up, returned to track three laps down.

Lap 14: #7 G. Bodine has gained five positions, from 25th to 20th.

#26 Stricklin has gone from 29th to 19th.

#11 B. Bodine has fallen from 12th to 23rd.

Lap 16: #24 Gordon leads #4 Marlin by 2.1 seconds.

Top 10 within 9.2 seconds.

Top 20 within 18.4 seconds.

Lap 20: #24 Gordon leads #4 Marlin by 1.9 seconds, #94 Elliott by 2.1 seconds.

#24 Gordon leader speed, 163.604.

Lap 22: #27 Sawyer to garage.

Lap 24: #24 Gordon leads #4 Marlin by 1.7 seconds.

40 cars on lead lap.

Lap 25: #24 Gordon leads #4 Marlin by 2.2 seconds.

Lap 27: #24 Gordon leads 27th straight lap, most consecutive laps led ever in Brickyard 400. Gordon also led last five laps of the 1994 race. The record of 26 was set by Gordon last year.

Lap 31: #43 Hamilton, in fifth, first of leaders to stop, four tires, fuel, 23.49 seconds.

Lap 32: #24 Gordon, leader, to pits, 19-second stop.

#94 Elliott takes lead by 2.8 seconds over #18 B. Labonte.

Through Lap 31 in 1994, there were three different leaders. Today, #24 Gordon was only leader through Lap 31.

#30 M. Waltrip, 24.5-second stop.

#4 Marlin, 20.28-second stop.

#98 Mayfield, 25-second stop.

Lap 33: #94 Elliott, #18 B. Labonte in pits.

#94 Elliott, 21.6-second stop.

Lap 34: #37 Andretti leads #17 D. Waltrip by 3.7 seconds.

#11 B. Bodine, #33 Pressley to be penalized for exceeding pit road exit speed.

#37 Andretti, 17-second stop.

Lap 35: #77 Hillin leads #24 Gordon by .6 second.

Lap 36: #4 Marlin leads by .2 second over #24 Gordon.

#77 Hillin, right-side tires, fuel, 21.9 seconds.

SAWYER: *"We had a problem at the start of the race and the crew changed ignition boxes. When I got back to the garage area, the crew found I had broken a rocker arm." (Sawyer was first driver out of race -- official reason: valve springs. The 1994 last-place finisher, Jimmy Spencer, completed nine laps.)*

Lap 40: #4 Marlin average speed is 160.977 mph. At same pace, race would be completed in two hours, 28 minutes.

First-time lap leaders of the Brickyard 400 at the 100-mile mark were #37 Andretti, #77 Hillin, #4 Marlin.

Lap 43: #4 Marlin leads #94 Elliott by .1 second.

Lap 44: #87 Nemechek, running 21st, to pits, 20-second stop to change two tires because of rubbing. 32 cars on lead lap.

Lap 47: #4 Marlin leads #94 Elliott by .1 second, #24 Gordon by .5 second.

Top 10 within 16.5 seconds.

Top 20 within 27.3 seconds.

Lap 51: #94 Elliott passes #4 Marlin for lead.

Lap 54: #2 Wallace passes #43 Hamilton for fifth.

#24 Gordon passes #4 Marlin for second.

#18 B. Labonte passes #4 Marlin for third.

Lap 56: #94 Elliott leads #18 B. Labonte by 2.2 seconds, #24 Gordon by 2.6 seconds.

Lap 59: #94 Elliott leads #18 B. Labonte by 2.1 seconds, #4 Marlin by 3.5 seconds, #24 Gordon by 4.5 seconds.

Crew reports it told #4 Marlin to "take it easy."

Lap 63: #24 Gordon to pits, 19.1 seconds.

#4 Marlin to pits, 21 seconds.

#24 Gordon inched ahead of #4 Marlin out of pits.

NOTE: When John Andretti led Lap 34 of today's Brickyard 400, he became the first driver in the history of the Speedway to lead both the Brickyard 400 and Indianapolis 500. He led two laps of the 1993 Indianapolis 500.

Lap 65: #2 R. Wallace to pits, four tires, fuel, 20 seconds.

Lap 67: #18 B. Labonte to lead as #94 Elliott goes to pits.

#94 Elliott is first leader to lead today's race twice.

#94 Elliott to pits, four tires, fuel, 25.4 seconds.

#30 M. Waltrip to pits, 24 seconds.

Lap 68: #18 B. Labonte to pits, leads by 8.5 seconds over #37 Andretti.

#18 B. Labonte, four tires, fuel, 20.8 seconds.

#18 B. Labonte is fourth first-time leader of a Brickyard 400.

Lap 69: #37 Andretti to lead.

Lap 70: #37 Andretti to pits, four tires, fuel, 22.9 seconds.

#2 R. Wallace to lead by .798 second over #94 Elliott. #2 R. Wallace started 24th, the lowest starting position among the lap leaders so far.

Lap 75: #94 Elliott leads #24 Gordon by .8 second.

#87 Nemechek to pits, 14 seconds.

At 75 laps, the race has stayed green. The longest green-flag period in the 1994 Brickyard 400 was 65 laps (Laps 16-80).

Lap 77: #94 Elliott speed, 165.329 mph.

Lap 80: HALFWAY: 40 of 41 starters still running, 25 on lead lap.

Rainbow came out over second-turn stands at halfway.

Lap 84: #94 Elliott leads #24 Gordon by one second.

Lap 87: #81 Nemechek to pits, 23 seconds.

Lap 88: #94 Elliott lead sby .4 second over #24 Gordon.

Lap 93: #94 Elliott leads by .3 second over #24 Gordon, by .5 second over #2 R. Wallace, by .9 second over #3 Earnhardt.

Lap 94: 40 of 41 starters still running, 25 on lead lap.

Lap 96: #24 Gordon to pits, four tires, fuel, 20.6 seconds.

#4 Marlin to pits, 17 seconds.

Lap 97: #2 R. Wallace to pits, 18 seconds.

#3 Earnhardt to pits, 18 seconds.

#18 B. Labonte to pits, 19.1 seconds.

Lap 98: #16 Musgrave to pits, 13 seconds.

#6 Martin to pits, 21.4 seconds.

#94 Elliott leads #25 Schrader by 16 seconds.

Lap 99: #94 Elliott leads #25 Schrader by 15.9 seconds.

#94 Elliott to pits, 21 seconds.

Lap 101: #25 Schrader, new leader, leads #30 M. Waltrip by 15.2 seconds.

#25 Schrader to pits, 19 seconds.

Lap 103: #30 M. Waltrip leads #37 Andretti by 3.9 seconds, first time Pontiac has led in the two years of the Brickyard 400.

#25 Schrader and #30 M. Waltrip became fifth and six drivers today to have led their first Brickyard 400.

#30 M. Waltrip to pits, 18 seconds.

Lap 105: #24 Gordon leads #2 R. Wallace by 1.2 seconds.

#37 Andretti to pits, 13.7 seconds.

Lap 106: #12 Cope drove car through garage directly to transporter, crew reports car lost valve, only second car out of race.

COPE: "We broke a valve in the motor. We started way back but we moved up substantially. We just did not have track position. Had we continued, the car was so good, I think we could've finished in the top 10."

Lap 107: #24 Gordon leads #2 R. Wallace by .7 second.

Lap 108: 23 cars on lead lap.

Lap 110: #2 R. Wallace leads #24 Gordon by .3 second.

#77 Hillin to pits, hood up, pushed to garage.

NOTE: The #32 team has led both Brickyard 400s, with Greg Sacks in 1994 and Hillin in 1995. Bill Elliott has led both events, in 1994 for Junior Johnson and this year for his own team.

HILLIN: "It was broke from the start. It had bad fumes in the car. It finally broke a valve. I'm not sure. Something was wrong from the beginning and it was making me sick to my stomach. "

Lap 116: #2 R. Wallace leads #24 Gordon by .8 second.

Top 10 are 16.2 seconds apart.

Top 20 are 50.4 seconds apart.

Lap 120: 300 Miles: #2 R. Wallace leads #24 Gordon by 1.1 seconds.

Lap 125: #25 Schrader to pits, 18 seconds.

Lap 127: #24 Gordon to pits, problem with left rear, 26 seconds.

#4 Marlin to pits, 19 seconds.

#2 R. Wallace leads #3 Earnhardt by 3.2 seconds.

Lap 128: #2 R. Wallace leads #3 Earnhardt by 3.2 seconds

#43 Hamilton to pits, 19 seconds.

#3 Earnhardt to pits, 18 seconds.

#94 Elliott to pits, 21.8 seconds.

#2 R. Wallace to pits, 20.9 seconds.

Lap 129: #43 Hamilton leads #6 Martin in pits by .5 second.

#43 Hamilton becomes second-ever Pontiac driver and seventh first-time leader of the Brickyard 400.

Lap 130: #37 Andretti leads #30 M. Waltrip by 1.5 seconds.

Lap 131: #30 M. Waltrip to pits, 13 seconds.

Lap 132: #37 Andretti leads #3 Earnhardt by 3.6 seconds.

***YELLOW**, #8 J. Burton spun in Turn 2 close to #3 Earnhardt, stopped briefly on backstretch grass, continued to pits, pushed to garage to repair front-end damage.*

***J. BURTON:** "He (Earnhardt) came up on me real quick and I was loose. I was due to get tires and gas."*

Lap 133: #15 Trickle to pits, 20 seconds.

#37 Andretti to pits, 25.87 seconds.

Lap 135: Lineup under caution: #3 Earnhardt, #2 R. Wallace, #94 Elliott, #24 Gordon, #4 Marlin, #28 Jarrett, #6 Martin, #43 Hamilton, #1 Mast, #18 B. Labonte.

Lap 136: GREEN.

Lap 140: #3 Earnhardt leads #2 R. Wallace by .8 second, #94 Elliott by 1.9 seconds, #28 Jarrett by 2.5 seconds, #24 Gordon by 3.8 seconds.

19 cars on lead lap, separated by 14.4 seconds.

Lap 142: #3 Earnhardt leads #2 R. Wallace by .4 second, #94 Elliott by 2 seconds, #28 Jarrett by 2.2 seconds.

Lap 143: #3 Earnhardt leads #2 R. Wallace by .6 second, #94 Elliott by 2.2 seconds, #28 Jarrett by 2.4 seconds, #24 Gordon by 4.6 seconds.

#3 Earnhardt's lap: 166.664 mph.

Lap 145: #3 Earnhardt lead #2 R. Wallace by .3 second.

#3 Earnhardt's lap: 165.761.

#2 R. Wallace's lap: 166.685.

Lap 146: #3 Earnhardt leads #2 R. Wallace by .3 second.

#3 Earnhardt's lap: 165.731.

#2 R. Wallace's lap: 165.816.

Lap 148: #3 Earnhardt leads #2 R. Wallace by

#28 Jarrett passes #94 Elliott for third.

Lap 149: #3 Earnhardt leads #2 R. Wallace by .3 second, #28 Jarrett by 2.1 seconds.

Lap 151: #8 J. Burton returned to track.

Lap 152: #3 Earnhardt leads #2 R. Wallace by .3 second.

Lap 153: #3 Earnhardt leads #2 R. Wallace by .3 second.

#3 Earnhardt's lap: 165.219

#2 R. Wallace's lap: 165.053.

19 cars on lead lap.

Lap 155: #31 W. Burton smoking, enters Turn 3 warmup lane to pits, drove to garage.

Lap 156: #3 Earnhardt leads #2 R. Wallace by .3 second, #28 Jarrett by .6 second.

Lap 157: Top 6 within 8.4 seconds.

Lap 158: #3 Earnhardt leads by .4 second over #2 R. Wallace, by .6 second over #28 Jarrett.

#3 Earnhardt 164.850; #2 R. Wallace, 164.630; #28 Jarrett 164.862.

Lap 159: #40 Bickle black-flagged.

#3 Earnhardt by .5 over #2 R. Wallace, by .6 over #28 Jarrett.

Lap 160: #3 Earnhardt wins second Brickyard 400 by .37 second over #2 R. Wallace, by .9 second over #28 Jarrett, by 5.4 seconds over #94 Elliott.

BRICKYARD 400 POST-RACE NOTES:

There was only one caution flag, the fewest in 19 races in the 1995 NASCAR Winston Cup season. The previous low this year was two in each of the events held at Talladega, Ala. The last caution-free Winston Cup race was in October, 1992, at North Wilkesboro, N.C. The caution period today lasted four laps.

36 of 41 starters were running at the finish, 19 on the lead lap, a Brickyard 400 record.

The new TV schedule for the Brickyard 400:

- Local -- WRTV, Channel 6 at 7 tonight.
- National -- ESPN, Noon (EDT), 11 a.m. (local).

Race winner Dale Earnhardt led Laps 133-160, the only time he led today.

DALE EARNHARDT (off P.A. in Victory Lane): "This is a great race track and the Brickyard is a special race."

11 drivers led the 1994 race. 13 drivers led the 1995 race.

There were 17 lead changes this year, Last year, there were 21.

Margin of victory in 1994 was .53 second.

1995 average speed: 155.166 mph; 1994 average speed 131.977.



1995 Brickyard 400 Official Box Score - August 5, 1995

FP	SP	Car	Driver	CAR NAME	LAPS RUNNING/ COMP REASON	PRIZE MONEY
1	13	3	Dale Earnhardt	GM Goodwrench Svc Chevrolet	160 155.218	\$565,600
2	24	2	Rusty Wallace	Miller Genuine Draft Ford	160 Running	\$250,500
3	26	28	Dale Jarrett	Texaco/Havoline Ford	160 Running	\$203,200
4	4	94	Bill Elliott	McDonald's Ford	160 Running	\$223,450
5	14	6	Mark Martin	Valvoline Ford	160 Running	\$144,850
6	1	24	Jeff Gordon	DuPont Auto Finishes Chevrolet	160 Running	\$299,200
7	3	4	Sterling Marlin	Kodak Film Chevrolet	160 Running	\$119,700
8	9	1	Rick Mast	Skoal Racing Ford	160 Running	\$100,700
9	5	18	Bobby Labonte	Interstate Batteries Chevrolet	160 Running	\$ 99,500
10	33	21	Morgan Shepherd	Citgo Ford	160 Running	\$ 94,000
11	2	43	Bobby Hamilton	STP Pontiac	160 Running	\$ 89,000
12	23	37	John Andretti	Kmart/Little Caesars Ford	160 Running	\$ 77,400
13	15	5	Terry Labonte	Kellogg's Chevrolet	160 Running	\$ 80,500
14	7	30	Michael Waltrip	Pennzoil Pontiac	160 Running	\$ 74,300
15	25	7	Geoff Bodine	Exide Batteries Ford	160 Running	\$ 79,400
16	19	16	Ted Musgrave	The Family Channel Ford	160 Running	\$ 71,800
17	20	17	Darrell Waltrip	Western Auto Chevrolet	160 Running	\$ 70,700
18	11	15	Dick Trickle	Quality Care Ford	160 Running	\$ 69,500
19	10	25	Ken Schrader	Budweiser Chevrolet	160 Running	\$ 69,200
20	22	10	Ricky Rudd	Tide Ford	159 Running	\$ 73,450
21	34	75	Todd Bodine	Factory Stores of America Ford	159 Running	\$ 66,300
22	29	26	Hut Stricklin	Quaker State Ford	159 Running	\$ 61,700
23	38	23	Jimmy Spencer	Camel Cigarettes Ford	159 Running	\$ 59,200
24	12	11	Brett Bodine	Lowe's Ford	159 Running	\$ 67,700
25	32	42	Kyle Petty	Coors Light Pontiac	159 Running	\$ 67,300
26	40	90	Mike Wallace	Heilig-Meyers Ford	158 Running	\$ 55,975
27	6	87	Joe Nemechek	Burger King Chevrolet	158 Running	\$ 51,675
28	21	33	Robert Pressley	Skoal Bandit Chevrolet	158 Running	\$ 69,875
29	8	98	Jeremy Mayfield	RCA Ford	158 Running	\$ 53,275
30	39	29	Steve Grissom	Meineke Chevrolet	158 Running	\$ 52,675
31	28	41	Ricky Craven	Kodiak Chevrolet	158 Running	\$ 52,675
32	35	22	Jimmy Hensley	MBNA America Pontiac	158 Running	\$ 56,175
33	16	32	Greg Sacks	FINA/Lance Chevrolet	157 Running	\$ 48,425
34	27	9	Lake Speed	Spam Ford	157 Running	\$ 48,175
35	30	31	Ward Burton	Hardee's Chevrolet	154 Engine	\$ 47,925
36	36	40	Rich Bickle	Kendall Pontiac	154 Running	\$ 52,675
37	31	81	Kenny Wallace	T.I.C. Financial Systems Ford	152 Running	\$ 47,625
38	18	8	Jeff Burton	Raybestos Ford	141 Running	\$ 59,020
39	17	77	Bobby Hillin	Jasper Engines/USAir/Bryant	107 Engine	\$ 47,920
40	37	12	Derrick Cope	Straight Arrow Ford	104 Engine	\$ 52,520
41	41	27	Elton Sawyer	Hooter's Ford	17 Valve Sp	\$ 55,520

TOTAL POSTED AWARDS

\$4,447,015

Time of Race: 2:34:37

Average Speed: 155.218

Margin of Victory: .37 second

Fastest Lap: #3 Dale Earnhardt, Lap 131 - 168.757



Post Race Driver Quotes August 5, 1995

JOHN ANDRETTI: (#37 Kmart/Little Caesars Ford) "Tim Brewer (crew chief) likes to play the yellows. I thought everyone else would follow us in on that last yellow. And we would need the track position that we didn't all day. It's tough to recover from that (lack of track position). If we could've gained track position, who knows where we would've finished as I had a killer engine and a great race car."

GEOFF BODINE: (#7 Exide Batteries Ford) "First of all, I think it's a miracle we got the race in. Only one caution....that's darn good with our limited practice. I think it's a tribute to all of us. I ran good all day, but the car was just a little too tight. I could never free it enough to go fast. At least I finished today. That's more than I can say about last year."

DALE EARNHARDT: (#3 GM Goodwrench Service Chevrolet) (Describe the race) "It was a little wet at the beginning. But, as usual, NASCAR -- they worked miracles. The crews here and NASCAR -- they stuck with it and the skies opened up and we got some sunshine and then we were racing. When I would get around a car, my car would push real hard. We had clean air to run in and I think that was key to stay in front of Rusty. The sun was real bad coming out of Three and I couldn't see the line. That's where Rusty would catch up with me. We just kept running a consistent line...Rusty had to work his way out of traffic. We had clear air and the car was running good. I knew he had to be the one to make the move. I just wanted to run my line and be consistent. But that last pit stop was key. I felt good about this race all week. Bringing a new race car and winning -- it was phenomenal, I think. We didn't do any testing. Our guys are confident. They're hard workers. And you're not gonna beat us by talking about us. You gotta beat us on the racetrack." (About his emotions of racing at the Indianapolis Motor Speedway) "It's impressive to see the names -- the Foyts, and Rodger Wards and Mears -- names and names of tradition. To come out here and run is a real honor. But to be an Indy 500 winner or a Brickyard 400 winner is a pretty impressive and pretty neat situation. And I'm honored to be that." (Does this win make up for the frustration at Daytona?) "No. You want to win them all. It's frustrating when you know you have the car and the team. Now, I'm looking forward to Daytona in 1996. I won the most races there. I'm just tied here with the most races won." (Your thoughts on all the attention Jeff Gordon has been getting?) "He deserves that. I don't want to take anything away from him. Still, my anticipation coming here was just as great as his, I think. (Upon being told of his prize money total) "That's a little short of what Jeff made last year. I guess I can't afford to go to Disneyland. I guess I'll just have to go to Opryland." (Given the success of Jeff Gordon, did you feel you needed to come here and re-establish yourself?) "I don't feel I need to re-establish myself. Do you think I need to re-establish myself? Do you think

everybody has forgotten all about me?" (How does this win rank in all your winnings?) "It's probably up there with the biggest, if not the biggest. I don't want to rank em, I've got so many special memories. It'd be tough for me to rank em. It's the biggest of the day...the week...the month probably...maybe the year. To come here and go across the Start/Finish line first is a tremendous feeling -- a feeling a lot of people are never gonna have." (Do you have any desire to race Indy cars here, now that you've won in a stock car here?) "The mystique about Indy cars and the tradition of that -- I've always wanted to drive one. But, I think I'm past that in my career. I don't think I could get up and compete with Jacques Villeneuve and those kind of guys. I'd like to try maybe."

BILL ELLIOTT: (#94 McDonald's Ford) "The Ford ran well. But between Laps 80 and 100, the brake pedal stuck down to the floor and I had to take my foot and get it under the pedal to get it back up. It was pretty hard but it worked out pretty good. We're very fortunate to have finished. I couldn't run the way I wanted to run. It became an instance of survival. In all, we had a great day and I want to thank all the guys because we came out with a good finish."

JEFF GORDON: (#24 DuPont Automotive Finishes Chevrolet) (Describe the day for you) "I can think of many ways when it could have gone lots better but we're happy with sixth. We're a little disappointed, because we came out to win. Winning here is the sweetest feeling in the world and I guess we'll have to wait until next year. You had to be out in front today. Today was a day that if you were out front, you were the guy in command. The air kept getting up in the corners. We noticed that one of our flaps for the cowl was broken and we don't know if that was the problem. I'm sure it didn't help. I was pushing and loose at the same time, if you can believe that, which was quite a handful...We couldn't get close to another car. As soon as we came within three or four car lengths, the front end came out from under us. [The last pit stop] hurt us. Track position ended up being very important. It just wasn't our day...I think we just adjusted the wrong way and we couldn't find it again. I think Rusty and the 28 car were the fastest cars, but when you got behind, you couldn't catch up." (Did you have more butterflies today than last year?) "Well, with the rain and everything, it was kind of disappointing. When they do the introductions and we drive around the track and the crowds cheer, it really gets you pumped up. But when you do the introductions and you go back and take an hour nap in the motorhome and then they come and get you and say, Come on, Jeff. It's time,' it's kind of disappointing."

BOBBY HAMILTON: (#43 STP Pontiac) "I ran good all day. I didn't need the last traffic I got caught in. It just wouldn't drive. I got caught behind the eight-ball. When I got behind cars, it would lift the front wheels off the ground. When I get a new car next year, they can kiss our tails good-bye. It's a really big deal getting the nose down on these cars."

DALE JARRETT: (#28 Texaco/Havoline Ford) "We had a great run. It was a super car once we got it adjusted. When you only have one caution, you have to feel you've had a pretty good day. It feels good to finish. Who would've ever thought. I came from way back. The car was a little tight and made it difficult to pass. It would lift in the front end whenever I got behind someone in traffic and it hurt me. If we could've got the front of the car under control, I could've been real hard to handle. The crew did a fantastic job on the last green pit stop. I came out ahead of #6, #1 and #43 and I didn't have to race them. (It's a) tough track to pass on. I had the left front tires in the grass coming off (Turn) 2 a couple of times." (About his preparation during rain

delay): "We always get the race in somehow, some way. I was ready to go when they dropped the green flag. I had to stay ready and stay loose." (About his last three finishes of 1-2-3): "Things are going well. We've got a roll going. I hope it's not a progressive thing and we finish fourth and fifth next...that we stop at third and head the other way."

BOBBY LABONTE: (#18 Interstate Batteries Chevrolet) "I feel fine. The chassis ran great." (About the race): "I was surprised. It got tight and I had to give up spots to keep the car in it for awhile. We came back but it's hard to make up so many positions."

TERRY LABONTE: (#5 Kellogg's Chevrolet) "We sucked. It was awful. We ran terrible. The car was tight and never caught up. When I was behind people, I just couldn't get caught up and the car got too tight. When I got in front of em, it was too loose."

STERLING MARLIN: (#4 Kodak Film Chevrolet) "I'm glad to get it over with. We were a little off all day. The car had a bad push and was real tight on the track."

MARK MARTIN: (#6 Valvoline Ford) "We were kinda doggy today. We were awful. We'll take it though. All the green flags helped us. We had a good handle on the car but we were off. But coming in fifth is like winning to us. With a lot of cautions, we would've finished in the top 10. We'll come out of here in real good shape in the points." (About strategy): "We don't do strategy, we just race."

RICK MAST: (#1 Skoal Racing Ford) "The car was tight at first but it got better. Then it got tight again, so I just tried to stay out of trouble. I hung in there." (About the "clean" race): "You see clean racing, because they're more careful so they don't hurt someone in the turns. We had it for a little while but we lost it. We'll try again next week."

MORGAN SHEPHERD: (#21 Citgo Ford) "It was a pretty good race, all told. I had an ignition problem and the engine missed all day. It really hurt us down the straightaways. It's a shame because I had a great handling race car."

RUSTY WALLACE: (#2 Miller Genuine Draft Ford) (started 24th): "My guys did a good job getting me from 24th to first. I'm happy. The race track was wonderful. The crash in pit lane (three-fourths of the way through the race, also involving #81 Nemechek, #40 Bickle. Nemechek pulled out and hit Bickle, Wallace swerved to avoid, then had to swerve again to miss a loose tire) hurt me...track position is real important. I knew I had a good car. I had to stop. Earnhardt went on by and won the race. Lead all that, get locked up on pit road and lose the race. We are not lacking in anything...performance, driving or pit stops. The track cooled down and I had a horrendous push. I'm not a loser, I'm a winner. There was nothing I could do different. The car was flawless. The pit crew was flawless. (There was) nothing more I could do. I couldn't go anywhere. Earnhardt led a good race. I was real proud to do it for Team Penske. It's a real heartbreaker for Team Penske (with) all they went through in May. Earnhardt and the #8 car got together in front of me. I almost just had to stop and let whatever was going to happen, happen. The front of my car was pushing real bad. The #28 car was running in clean air. I just didn't count on the accident in the pits."

DARRELL WALTRIP: (#17 Western Auto Chevrolet) (As he unzipped his driving suit, Waltrip realized he was wearing a Dale Earnhardt T-shirt, which he'd worn for a magazine photo shoot last month at Loudon, N.H. last month. It had been on the team's transporter ever since. "Sure looks like I picked the right T-shirt for today," he said.

MICHAEL WALTRIP: (#30 Pennzoil Pontiac) "We started out way too loose. However, we were decent early because the guys in front of me were plowing (pushing). When the sun came out and the temperature rose, it made my condition a lot worse. As a result, I lost track position and could never recover it. It's too bad, because at the end, the car was quite good."



1995 Brickyard 400 Unofficial Standings at the end of each 10- lap interval

Lap: 1	24	Jeff Gordon
Lap: 2	24	Jeff Gordon
Lap: 4	24	Jeff Gordon
Lap: 10	24	Jeff Gordon
Lap: 20	24	Jeff Gordon
Lap: 30	24	Jeff Gordon
Lap: 40	4	Sterling Marlin
Lap: 50	4	Sterling Marlin
Lap: 60	94	Bill Elliott
Lap: 70	2	Rusty Wallace
Lap: 80	94	Bill Elliott
Lap: 90	94	Bill Elliott
Lap: 100	94	Bill Elliott
Lap: 110	2	Rusty Wallace
Lap: 120	2	Rusty Wallace
Lap: 130	37	John Andretti
Lap: 140	3	Dale Earnhardt
Lap: 150	3	Dale Earnhardt
Lap: 160	3	Dale Earnhardt

UNOFFICIAL Standings at the End of Lap: 1

AVERAGE SPEED: **160.826** TIME OF RACE: **0:00:55.961**

LAST YEAR: **161.705** RECORD '***: **161.705**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	1	24 Jeff Gordon (1)	LEADER	1	-	- Running
2)	1	4 Sterling Marlin (3)	0.202	--	-	- Running
3)	1	94 Bill Elliott (4)	0.300	--	-	- Running
4)	1	43 Bobby Hamilton (2)	0.462	--	-	- Running
5)	1	87 Joe Nemechek (6)	0.805	--	-	- Running
6)	1	30 Michael Waltrip (7)	0.959	--	-	- Running
7)	1	18 Bobby Labonte (5)	1.181	--	-	- Running
8)	1	1 Rick Mast (9)	1.325	--	-	- Running
9)	1	25 Ken Schrader (10)	1.469	--	-	- Running
10)	1	15 Dick Trickle (11)	1.635	--	-	- Running
11)	1	98 Jeremy Mayfield (8)	1.810	--	-	- Running
12)	1	3 Dale Earnhardt (13)	2.010	--	-	- Running
13)	1	6 Mark Martin (14)	2.174	--	-	- Running
14)	1	32 Greg Sacks (16)	2.393	--	-	- Running
15)	1	11 Brett Bodine (12)	2.557	--	-	- Running
16)	1	5 Terry Labonte (15)	2.694	--	-	- Running
17)	1	77 Bobby Hillin (17)	2.857	--	-	- Running
18)	1	8 Jeff Burton (18)	3.067	--	-	- Running
19)	1	16 Ted Musgrave (19)	3.184	--	-	- Running
20)	1	17 Darrel Waltrip (20)	3.383	--	-	- Running
21)	1	33 Robert Pressley (21)	3.388	--	-	- Running
22)	1	10 Ricky Rudd (22)	3.483	--	-	- Running
23)	1	2 Rusty Wallace (24)	3.604	--	-	- Running
24)	1	37 John Andretti (23)	3.698	--	-	- Running
25)	1	7 Geoff Bodine (25)	3.849	--	-	- Running
26)	1	41 Ricky Craven (28)	3.999	--	-	- Running
27)	1	28 Dale Jarrett (26)	4.034	--	-	- Running
28)	1	31 Ward Burton (30)	4.129	--	-	- Running
29)	1	9 Lake Speed (27)	4.224	--	-	- Running
30)	1	26 Hut Stricklin (29)	4.347	--	-	- Running
31)	1	81 Kenny Wallace (31)	4.486	--	-	- Running
32)	1	42 Kyle Petty (32)	4.621	--	-	- Running
33)	1	21 Morgan Shepherd (33)	4.806	--	-	- Running
34)	1	22 Jimmy Hensley (35)	5.053	--	-	- Running
35)	1	75 Todd Bodine (34)	5.176	--	-	- Running
36)	1	23 Jimmy Spencer (38)	5.441	--	-	- Running
37)	1	12 Derrike Cope (37)	5.464	--	-	- Running
38)	1	40 Rich Bickle (36)	5.649	--	-	- Running
39)	1	29 Steve Grissom (39)	5.762	--	-	- Running
40)	1	90 Mike Wallace (40)	5.897	--	-	- Running
41)	1	27 Elton Sawyer (41)	6.215	--	-	- Running

LAP LEADERS

1- 1 24 Jeff Gordon

CAUTION FLAGS

1: 1- 1 1 : :
TOTAL LAPS: 1 : :

UNOFFICIAL Standings at the End of Lap: 2

AVERAGE SPEED: **164.632** TIME OF RACE: **0:01:49.335**

LAST YEAR: **164.994** RECORD '***: **164.994**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	2	24 Jeff Gordon (1)	LEADER	2	-	- Running
2)	2	4 Sterling Marlin (3)	0.516	--	-	- Running
3)	2	43 Bobby Hamilton (2)	0.779	--	-	- Running
4)	2	94 Bill Elliott (4)	0.795	--	-	- Running
5)	2	30 Michael Waltrip (7)	1.271	--	-	- Running
6)	2	87 Joe Nemechek (6)	1.293	--	-	- Running
7)	2	18 Bobby Labonte (5)	1.540	--	-	- Running
8)	2	1 Rick Mast (9)	1.696	--	-	- Running
9)	2	25 Ken Schrader (10)	1.851	--	-	- Running
10)	2	15 Dick Trickle (11)	2.042	--	-	- Running
11)	2	3 Dale Earnhardt (13)	2.646	--	-	- Running
12)	2	98 Jeremy Mayfield (8)	3.131	--	-	- Running
13)	2	6 Mark Martin (14)	3.333	--	-	- Running
14)	2	32 Greg Sacks (16)	3.476	--	-	- Running
15)	2	11 Brett Bodine (12)	3.591	--	-	- Running
16)	2	5 Terry Labonte (15)	3.716	--	-	- Running
17)	2	8 Jeff Burton (18)	3.969	--	-	- Running
18)	2	16 Ted Musgrave (19)	4.165	--	-	- Running
19)	2	33 Robert Pressley (21)	4.355	--	-	- Running
20)	2	10 Ricky Rudd (22)	5.140	--	-	- Running
21)	2	77 Bobby Hillin (17)	5.162	--	-	- Running
22)	2	17 Darrel Waltrip (20)	5.317	--	-	- Running
23)	2	2 Rusty Wallace (24)	5.437	--	-	- Running
24)	2	37 John Andretti (23)	5.508	--	-	- Running
25)	2	7 Geoff Bodine (25)	5.575	--	-	- Running
26)	2	28 Dale Jarrett (26)	5.742	--	-	- Running
27)	2	41 Ricky Craven (28)	5.889	--	-	- Running
28)	2	26 Hut Stricklin (29)	6.127	--	-	- Running
29)	2	31 Ward Burton (30)	6.296	--	-	- Running
30)	2	42 Kyle Petty (32)	6.369	--	-	- Running
31)	2	9 Lake Speed (27)	6.466	--	-	- Running
32)	2	21 Morgan Shepherd (33)	6.755	--	-	- Running
33)	2	81 Kenny Wallace (31)	6.778	--	-	- Running
34)	2	22 Jimmy Hensley (35)	7.149	--	-	- Running
35)	2	75 Todd Bodine (34)	7.235	--	-	- Running
36)	2	40 Rich Bickle (36)	7.571	--	-	- Running
37)	2	23 Jimmy Spencer (38)	7.696	--	-	- Running
38)	2	12 Derrike Cope (37)	7.709	--	-	- Running
39)	2	29 Steve Grissom (39)	7.816	--	-	- Running
40)	2	90 Mike Wallace (40)	8.052	--	-	- Running
41)	2	27 Elton Sawyer (41)	8.421	--	-	- Running

LAP LEADERS

1- 2 24 Jeff Gordon

CAUTION FLAGS

1: 1- 1 1 : :
TOTAL LAPS: 1 : :

UNOFFICIAL Standings at the End of Lap: 4

AVERAGE SPEED: **166.568** TIME OF RACE: **0:03:36.128**

LAST YEAR: **125.637** RECORD '***: **125.637**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	4	24 Jeff Gordon (1)	LEADER	4	-	- Running
2)	4	4 Sterling Marlin (3)	1.194	--	-	- Running
3)	4	43 Bobby Hamilton (2)	1.416	--	-	- Running
4)	4	94 Bill Elliott (4)	1.732	--	-	- Running
5)	4	30 Michael Waltrip (7)	1.862	--	-	- Running
6)	4	87 Joe Nemechek (6)	3.011	--	-	- Running
7)	4	18 Bobby Labonte (5)	3.127	--	-	- Running
8)	4	1 Rick Mast (9)	3.262	--	-	- Running
9)	4	25 Ken Schrader (10)	3.486	--	-	- Running
10)	4	15 Dick Trickle (11)	3.699	--	-	- Running
11)	4	3 Dale Earnhardt (13)	3.843	--	-	- Running
12)	4	98 Jeremy Mayfield (8)	5.423	--	-	- Running
13)	4	6 Mark Martin (14)	5.584	--	-	- Running
14)	4	32 Greg Sacks (16)	5.727	--	-	- Running
15)	4	11 Brett Bodine (12)	5.885	--	-	- Running
16)	4	5 Terry Labonte (15)	6.049	--	-	- Running
17)	4	8 Jeff Burton (18)	6.215	--	-	- Running
18)	4	16 Ted Musgrave (19)	6.497	--	-	- Running
19)	4	33 Robert Pressley (21)	6.791	--	-	- Running
20)	4	2 Rusty Wallace (24)	7.241	--	-	- Running
21)	4	10 Ricky Rudd (22)	7.469	--	-	- Running
22)	4	77 Bobby Hillin (17)	8.692	--	-	- Running
23)	4	26 Hut Stricklin (29)	8.796	--	-	- Running
24)	4	7 Geoff Bodine (25)	9.027	--	-	- Running
25)	4	37 John Andretti (23)	9.264	--	-	- Running
26)	4	28 Dale Jarrett (26)	9.415	--	-	- Running
27)	4	17 Darrel Waltrip (20)	9.667	--	-	- Running
28)	4	41 Ricky Craven (28)	9.784	--	-	- Running
29)	4	42 Kyle Petty (32)	9.993	--	-	- Running
30)	4	9 Lake Speed (27)	10.288	--	-	- Running
31)	4	31 Ward Burton (30)	10.422	--	-	- Running
32)	4	81 Kenny Wallace (31)	10.613	--	-	- Running
33)	4	75 Todd Bodine (34)	10.826	--	-	- Running
34)	4	21 Morgan Shepherd (33)	10.963	--	-	- Running
35)	4	40 Rich Bickle (36)	11.247	--	-	- Running
36)	4	23 Jimmy Spencer (38)	11.331	--	-	- Running
37)	4	12 Derrike Cope (37)	11.475	--	-	- Running
38)	4	22 Jimmy Hensley (35)	11.575	--	-	- Running
39)	4	29 Steve Grissom (39)	11.734	--	-	- Running
40)	4	90 Mike Wallace (40)	12.110	--	-	- Running
41)	4	27 Elton Sawyer (41)	13.958	--	-	- Running

LAP LEADERS

1- 4 24 Jeff Gordon

CAUTION FLAGS

1: 1- 1 1 : :
TOTAL LAPS: 1 : :

UNOFFICIAL Standings at the End of Lap: 10

AVERAGE SPEED: **166.430** TIME OF RACE: **0:09:00.767**

LAST YEAR: **129.433** RECORD '***: **129.433**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	10	24 Jeff Gordon (1)	LEADER	10	-	- Running
2)	10	4 Sterling Marlin (3)	2.043	--	-	- Running
3)	10	43 Bobby Hamilton (2)	2.310	--	-	- Running
4)	10	94 Bill Elliott (4)	2.514	--	-	- Running
5)	10	30 Michael Waltrip (7)	2.742	--	-	- Running
6)	10	18 Bobby Labonte (5)	5.174	--	-	- Running
7)	10	87 Joe Nemechek (6)	6.318	--	-	- Running
8)	10	1 Rick Mast (9)	6.457	--	-	- Running
9)	10	25 Ken Schrader (10)	6.688	--	-	- Running
10)	10	15 Dick Trickle (11)	7.179	--	-	- Running
11)	10	3 Dale Earnhardt (13)	7.454	--	-	- Running
12)	10	98 Jeremy Mayfield (8)	10.361	--	-	- Running
13)	10	6 Mark Martin (14)	10.530	--	-	- Running
14)	10	32 Greg Sacks (16)	11.725	--	-	- Running
15)	10	2 Rusty Wallace (24)	11.886	--	-	- Running
16)	10	11 Brett Bodine (12)	12.527	--	-	- Running
17)	10	5 Terry Labonte (15)	12.647	--	-	- Running
18)	10	8 Jeff Burton (18)	12.964	--	-	- Running
19)	10	16 Ted Musgrave (19)	13.096	--	-	- Running
20)	10	10 Ricky Rudd (22)	13.211	--	-	- Running
21)	10	26 Hut Stricklin (29)	13.492	--	-	- Running
22)	10	33 Robert Pressley (21)	13.629	--	-	- Running
23)	10	7 Geoff Bodine (25)	14.082	--	-	- Running
24)	10	37 John Andretti (23)	14.457	--	-	- Running
25)	10	28 Dale Jarrett (26)	14.635	--	-	- Running
26)	10	17 Darrel Waltrip (20)	15.836	--	-	- Running
27)	10	41 Ricky Craven (28)	16.069	--	-	- Running
28)	10	31 Ward Burton (30)	16.369	--	-	- Running
29)	10	42 Kyle Petty (32)	17.022	--	-	- Running
30)	10	77 Bobby Hillin (17)	18.615	--	-	- Running
31)	10	9 Lake Speed (27)	18.695	--	-	- Running
32)	10	75 Todd Bodine (34)	18.773	--	-	- Running
33)	10	21 Morgan Shepherd (33)	18.918	--	-	- Running
34)	10	23 Jimmy Spencer (38)	19.040	--	-	- Running
35)	10	12 Derrike Cope (37)	19.270	--	-	- Running
36)	10	29 Steve Grissom (39)	20.029	--	-	- Running
37)	10	22 Jimmy Hensley (35)	20.682	--	-	- Running
38)	10	90 Mike Wallace (40)	21.223	--	-	- Running
39)	10	81 Kenny Wallace (31)	21.419	--	-	- Running
40)	10	40 Rich Bickle (36)	21.628	--	-	- Running
41)	10	27 Elton Sawyer (41)	51.575	--	-	- Running

LAP LEADERS

1- 10 24 Jeff Gordon

CAUTION FLAGS

UNOFFICIAL Standings at the End of Lap: 20

AVERAGE SPEED: **165.340** TIME OF RACE: **0:18:08.663**

LAST YEAR: **114.875** RECORD '***': **114.875**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	20	24 Jeff Gordon (1)	LEADER	20	-	- Running
2)	20	4 Sterling Marlin (3)	1.929	--	-	- Running
3)	20	94 Bill Elliott (4)	2.110	--	-	- Running
4)	20	30 Michael Waltrip (7)	2.460	--	-	- Running
5)	20	43 Bobby Hamilton (2)	3.272	--	-	- Running
6)	20	18 Bobby Labonte (5)	4.822	--	-	- Running
7)	20	87 Joe Nemechek (6)	9.073	--	-	- Running
8)	20	1 Rick Mast (9)	9.193	--	-	- Running
9)	20	25 Ken Schrader (10)	9.466	--	-	- Running
10)	20	15 Dick Trickle (11)	10.227	--	-	- Running
11)	20	3 Dale Earnhardt (13)	10.652	--	-	- Running
12)	20	2 Rusty Wallace (24)	12.494	--	-	- Running
13)	20	6 Mark Martin (14)	12.768	--	-	- Running
14)	20	5 Terry Labonte (15)	17.502	--	-	- Running
15)	20	32 Greg Sacks (16)	18.517	--	-	- Running
16)	20	10 Ricky Rudd (22)	19.652	--	-	- Running
17)	20	8 Jeff Burton (18)	19.674	--	-	- Running
18)	20	98 Jeremy Mayfield (8)	19.681	--	-	- Running
19)	20	7 Geoff Bodine (25)	19.829	--	-	- Running
20)	20	37 John Andretti (23)	19.922	--	-	- Running
21)	20	28 Dale Jarrett (26)	20.076	--	-	- Running
22)	20	26 Hut Stricklin (29)	20.813	--	-	- Running
23)	20	17 Darrel Waltrip (20)	22.282	--	-	- Running
24)	20	31 Ward Burton (30)	22.642	--	-	- Running
25)	20	16 Ted Musgrave (19)	24.083	--	-	- Running
26)	20	33 Robert Pressley (21)	25.065	--	-	- Running
27)	20	41 Ricky Craven (28)	25.581	--	-	- Running
28)	20	75 Todd Bodine (34)	26.040	--	-	- Running
29)	20	21 Morgan Shepherd (33)	26.595	--	-	- Running
30)	20	12 Derrike Cope (37)	26.679	--	-	- Running
31)	20	42 Kyle Petty (32)	27.928	--	-	- Running
32)	20	23 Jimmy Spencer (38)	29.142	--	-	- Running
33)	20	29 Steve Grissom (39)	29.459	--	-	- Running
34)	20	77 Bobby Hillin (17)	31.890	--	-	- Running
35)	20	9 Lake Speed (27)	32.064	--	-	- Running
36)	20	11 Brett Bodine (12)	32.193	--	-	- Running
37)	20	22 Jimmy Hensley (35)	32.392	--	-	- Running
38)	20	90 Mike Wallace (40)	33.002	--	-	- Running
39)	20	40 Rich Bickle (36)	34.287	--	-	- Running
40)	20	81 Kenny Wallace (31)	35.813	--	-	- Running
41)	16	27 Elton Sawyer (41)	-	4 11	1	12 Running

LAP LEADERS

1- 20 24 Jeff Gordon

CAUTION FLAGS

UNOFFICIAL Standings at the End of Lap: 30

AVERAGE SPEED: **164.827** TIME OF RACE: **0:27:18.084**

LAST YEAR: **128.049** RECORD '***': **128.049**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	30	24 Jeff Gordon (1)	LEADER	30	-	- Running
2)	30	94 Bill Elliott (4)	3.245	--	-	- Running
3)	30	30 Michael Waltrip (7)	3.810	--	-	- Running
4)	30	4 Sterling Marlin (3)	4.250	--	-	- Running
5)	30	43 Bobby Hamilton (2)	4.979	--	-	- Running
6)	30	18 Bobby Labonte (5)	5.518	--	-	- Running
7)	30	87 Joe Nemechek (6)	11.746	--	-	- Running
8)	30	1 Rick Mast (9)	11.880	--	-	- Running
9)	30	25 Ken Schrader (10)	12.231	--	-	- Running
10)	30	2 Rusty Wallace (24)	13.703	--	-	- Running
11)	30	15 Dick Trickle (11)	14.165	--	-	- Running
12)	30	6 Mark Martin (14)	14.358	--	-	- Running
13)	30	3 Dale Earnhardt (13)	16.243	--	-	- Running
14)	30	5 Terry Labonte (15)	19.190	--	-	- Running
15)	30	32 Greg Sacks (16)	23.762	--	-	- Running
16)	30	8 Jeff Burton (18)	24.068	--	-	- Running
17)	30	10 Ricky Rudd (22)	24.144	--	-	- Running
18)	30	7 Geoff Bodine (25)	24.461	--	-	- Running
19)	30	37 John Andretti (23)	24.776	--	-	- Running
20)	30	28 Dale Jarrett (26)	24.868	--	-	- Running
21)	30	26 Hut Stricklin (29)	27.686	--	-	- Running
22)	30	17 Darrel Waltrip (20)	27.841	--	-	- Running
23)	30	31 Ward Burton (30)	27.992	--	-	- Running
24)	30	16 Ted Musgrave (19)	28.235	--	-	- Running
25)	30	75 Todd Bodine (34)	32.051	--	-	- Running
26)	30	98 Jeremy Mayfield (8)	32.488	--	-	- Running
27)	30	12 Derrike Cope (37)	34.708	--	-	- Running
28)	30	21 Morgan Shepherd (33)	35.222	--	-	- Running
29)	30	33 Robert Pressley (21)	35.847	--	-	- Running
30)	30	41 Ricky Craven (28)	36.225	--	-	- Running
31)	30	29 Steve Grissom (39)	36.577	--	-	- Running
32)	30	23 Jimmy Spencer (38)	36.892	--	-	- Running
33)	30	42 Kyle Petty (32)	37.371	--	-	- Running
34)	30	77 Bobby Hillin (17)	42.699	--	-	- Running
35)	30	9 Lake Speed (27)	42.929	--	-	- Running
36)	30	11 Brett Bodine (12)	43.083	--	-	- Running
37)	30	22 Jimmy Hensley (35)	43.213	--	-	- Running
38)	30	90 Mike Wallace (40)	44.866	--	-	- Running
39)	30	40 Rich Bickle (36)	45.233	--	-	- Running
40)	30	81 Kenny Wallace (31)	45.242	--	-	- Running
41)	17	27 Elton Sawyer (41)	- 13	--	2	17 Running

LAP LEADERS

1- 30 24 Jeff Gordon

CAUTION FLAGS

UNOFFICIAL Standings at the End of Lap: 40

AVERAGE SPEED: **160.977** TIME OF RACE: **0:37:16.338**

LAST YEAR: **134.331** RECORD '***: **134.331**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	40	4 Sterling Marlin (3)	LEADER	5	1	32 Running
2)	40	24 Jeff Gordon (1)	0.168	31	1	32 Running
3)	40	94 Bill Elliott (4)	0.612	2	1	33 Running
4)	40	18 Bobby Labonte (5)	1.602	--	1	33 Running
5)	40	43 Bobby Hamilton (2)	6.637	--	1	31 Running
6)	40	30 Michael Waltrip (7)	7.980	--	1	32 Running
7)	40	2 Rusty Wallace (24)	12.238	--	1	33 Running
8)	40	87 Joe Nemechek (6)	12.618	--	1	32 Running
9)	40	1 Rick Mast (9)	12.806	--	1	33 Running
10)	40	3 Dale Earnhardt (13)	13.572	--	1	32 Running
11)	40	15 Dick Trickle (11)	15.295	--	1	33 Running
12)	40	6 Mark Martin (14)	15.680	--	1	32 Running
13)	40	25 Ken Schrader (10)	17.892	--	1	32 Running
14)	40	5 Terry Labonte (15)	18.201	--	1	33 Running
15)	40	37 John Andretti (23)	22.885	1	1	35 Running
16)	40	16 Ted Musgrave (19)	23.067	--	1	32 Running
17)	40	26 Hut Stricklin (29)	25.387	--	1	33 Running
18)	40	10 Ricky Rudd (22)	25.668	--	1	33 Running
19)	40	28 Dale Jarrett (26)	25.956	--	1	34 Running
20)	40	8 Jeff Burton (18)	26.572	--	1	32 Running
21)	40	7 Geoff Bodine (25)	27.026	--	1	33 Running
22)	40	17 Darrel Waltrip (20)	33.773	--	1	35 Running
23)	40	12 Derrike Cope (37)	33.935	--	1	33 Running
24)	40	21 Morgan Shepherd (33)	34.872	--	1	34 Running
25)	40	75 Todd Bodine (34)	35.481	--	1	35 Running
26)	40	31 Ward Burton (30)	36.977	--	1	33 Running
27)	40	23 Jimmy Spencer (38)	41.375	--	1	33 Running
28)	40	98 Jeremy Mayfield (8)	41.822	--	1	32 Running
29)	40	42 Kyle Petty (32)	41.983	--	1	32 Running
30)	40	90 Mike Wallace (40)	45.760	--	1	32 Running
31)	40	29 Steve Grissom (39)	49.171	--	1	33 Running
32)	40	32 Greg Sacks (16)	52.686	--	1	32 Running
33)	40	77 Bobby Hillin (17)	52.991	1	1	36 Running
34)	40	81 Kenny Wallace (31)	53.024	--	1	32 Running
35)	39	22 Jimmy Hensley (35)	- 1	1 --	1	32 Running
36)	39	40 Rich Bickle (36)	- 1	1 --	1	32 Running
37)	39	9 Lake Speed (27)	- 1	9 --	1	32 Running
38)	39	41 Ricky Craven (28)	- 1	10 --	1	33 Running
39)	39	33 Robert Pressley (21)	- 1	17 --	2	34 Running
40)	39	11 Brett Bodine (12)	- 1	31 --	2	35 Running
41)	17	27 Elton Sawyer (41)	- 23	--	2	17 Running

LAP LEADERS

1- 31 24 Jeff Gordon
 32- 33 94 Bill Elliott
 34- 34 37 John Andretti
 35- 35 77 Bobby Hillin
 36- 40 4 Sterling Marlin

CAUTION FLAGS

UNOFFICIAL Standings at the End of Lap: 50

AVERAGE SPEED: **161.575** TIME OF RACE: **0:46:25.086**

LAST YEAR: **138.610** RECORD '***: **138.610**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	50	4 Sterling Marlin (3)	LEADER	15	1	32 Running
2)	50	94 Bill Elliott (4)	0.107	2	1	33 Running
3)	50	24 Jeff Gordon (1)	0.534	31	1	32 Running
4)	50	18 Bobby Labonte (5)	1.093	--	1	33 Running
5)	50	43 Bobby Hamilton (2)	7.950	--	1	31 Running
6)	50	2 Rusty Wallace (24)	8.992	--	1	33 Running
7)	50	30 Michael Waltrip (7)	11.665	--	1	32 Running
8)	50	3 Dale Earnhardt (13)	11.699	--	1	32 Running
9)	50	1 Rick Mast (9)	12.411	--	1	33 Running
10)	50	6 Mark Martin (14)	15.536	--	1	32 Running
11)	50	15 Dick Trickle (11)	17.628	--	1	33 Running
12)	50	25 Ken Schrader (10)	17.809	--	1	32 Running
13)	50	5 Terry Labonte (15)	18.381	--	1	33 Running
14)	50	37 John Andretti (23)	24.792	1	1	35 Running
15)	50	16 Ted Musgrave (19)	25.088	--	1	32 Running
16)	50	26 Hut Stricklin (29)	26.190	--	1	33 Running
17)	50	10 Ricky Rudd (22)	26.372	--	1	33 Running
18)	50	28 Dale Jarrett (26)	26.610	--	1	34 Running
19)	50	8 Jeff Burton (18)	26.773	--	1	32 Running
20)	50	7 Geoff Bodine (25)	27.480	--	1	33 Running
21)	50	17 Darrel Waltrip (20)	35.489	--	1	35 Running
22)	50	12 Derrike Cope (37)	35.694	--	1	33 Running
23)	50	21 Morgan Shepherd (33)	36.114	--	1	34 Running
24)	50	75 Todd Bodine (34)	36.638	--	1	35 Running
25)	50	31 Ward Burton (30)	36.757	--	1	33 Running
26)	50	23 Jimmy Spencer (38)	46.643	--	1	33 Running
27)	50	98 Jeremy Mayfield (8)	49.074	--	1	32 Running
28)	50	42 Kyle Petty (32)	49.525	--	1	32 Running
29)	50	29 Steve Grissom (39)	53.472	--	1	33 Running
30)	50	90 Mike Wallace (40)	54.253	--	1	32 Running
31)	50	32 Greg Sacks (16)	54.678	--	1	32 Running
32)	50	81 Kenny Wallace (31)	54.828	--	1	32 Running
33)	49	77 Bobby Hillin (17)	- 1	8 1	1	36 Running
34)	49	22 Jimmy Hensley (35)	- 1	8 --	1	32 Running
35)	49	40 Rich Bickle (36)	- 1	10 --	1	32 Running
36)	49	87 Joe Nemechek (6)	- 1	11 --	2	43 Running
37)	49	9 Lake Speed (27)	- 1	16 --	1	32 Running
38)	49	41 Ricky Craven (28)	- 1	20 --	1	33 Running
39)	49	33 Robert Pressley (21)	- 1	21 --	2	34 Running
40)	49	11 Brett Bodine (12)	- 1	33 --	2	35 Running
41)	17	27 Elton Sawyer (41)	- 33	--	2	17 Out of Race

LAP LEADERS

1- 31 24 Jeff Gordon
 32- 33 94 Bill Elliott
 34- 34 37 John Andretti
 35- 35 77 Bobby Hillin
 36- 50 4 Sterling Marlin

CAUTION FLAGS

UNOFFICIAL Standings at the End of Lap: 60

AVERAGE SPEED: **161.817** TIME OF RACE: **0:55:37.105**

LAST YEAR: **142.559** RECORD '***: **142.559**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	60	94 Bill Elliott (4)	LEADER	12	1	33 Running
2)	60	18 Bobby Labonte (5)	1.479	--	1	33 Running
3)	60	4 Sterling Marlin (3)	2.940	15	1	32 Running
4)	60	24 Jeff Gordon (1)	4.388	31	1	32 Running
5)	60	2 Rusty Wallace (24)	5.386	--	1	33 Running
6)	60	43 Bobby Hamilton (2)	7.642	--	1	31 Running
7)	60	3 Dale Earnhardt (13)	8.916	--	1	32 Running
8)	60	1 Rick Mast (9)	12.592	--	1	33 Running
9)	60	6 Mark Martin (14)	13.259	--	1	32 Running
10)	60	30 Michael Waltrip (7)	13.731	--	1	32 Running
11)	60	25 Ken Schrader (10)	16.214	--	1	32 Running
12)	60	5 Terry Labonte (15)	17.401	--	1	33 Running
13)	60	15 Dick Trickle (11)	22.034	--	1	33 Running
14)	60	37 John Andretti (23)	24.585	1	1	35 Running
15)	60	16 Ted Musgrave (19)	25.608	--	1	32 Running
16)	60	8 Jeff Burton (18)	27.143	--	1	32 Running
17)	60	28 Dale Jarrett (26)	27.356	--	1	34 Running
18)	60	10 Ricky Rudd (22)	27.660	--	1	33 Running
19)	60	7 Geoff Bodine (25)	28.243	--	1	33 Running
20)	60	26 Hut Stricklin (29)	29.705	--	1	33 Running
21)	60	17 Darrel Waltrip (20)	34.803	--	1	35 Running
22)	60	12 Derrike Cope (37)	34.932	--	1	33 Running
23)	60	31 Ward Burton (30)	35.314	--	1	33 Running
24)	60	21 Morgan Shepherd (33)	35.903	--	1	34 Running
25)	60	75 Todd Bodine (34)	38.047	--	1	35 Running
26)	60	23 Jimmy Spencer (38)	50.161	--	1	33 Running
27)	59	98 Jeremy Mayfield (8)	- 1	0 --	1	32 Running
28)	59	42 Kyle Petty (32)	- 1	1 --	1	32 Running
29)	59	29 Steve Grissom (39)	- 1	1 --	1	33 Running
30)	59	32 Greg Sacks (16)	- 1	1 --	1	32 Running
31)	59	81 Kenny Wallace (31)	- 1	1 --	1	32 Running
32)	59	90 Mike Wallace (40)	- 1	6 --	1	32 Running
33)	59	22 Jimmy Hensley (35)	- 1	16 --	1	32 Running
34)	59	87 Joe Nemechek (6)	- 1	17 --	2	43 Running
35)	59	77 Bobby Hillin (17)	- 1	17 1	1	36 Running
36)	59	40 Rich Bickle (36)	- 1	18 --	1	32 Running
37)	59	9 Lake Speed (27)	- 1	22 --	1	32 Running
38)	59	33 Robert Pressley (21)	- 1	26 --	2	34 Running
39)	59	41 Ricky Craven (28)	- 1	29 --	1	33 Running
40)	59	11 Brett Bodine (12)	- 1	32 --	2	35 Running
41)	17	27 Elton Sawyer (41)	- 43	--	2	17 Out of Race

LAP LEADERS

1- 31 24 Jeff Gordon
 32- 33 94 Bill Elliott
 34- 34 37 John Andretti
 35- 35 77 Bobby Hillin
 36- 50 4 Sterling Marlin
 51- 60 94 Bill Elliott

CAUTION FLAGS

UNOFFICIAL Standings at the End of Lap: 70

AVERAGE SPEED: **160.043** TIME OF RACE: **1:05:36.443**

LAST YEAR: **145.096** RECORD '***: **145.096**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	70	2 Rusty Wallace (24)	LEADER	1	2	65 Running
2)	70	94 Bill Elliott (4)	0.798	18	2	67 Running
3)	70	24 Jeff Gordon (1)	1.317	31	2	63 Running
4)	70	4 Sterling Marlin (3)	2.287	15	2	63 Running
5)	70	18 Bobby Labonte (5)	2.480	2	2	68 Running
6)	70	3 Dale Earnhardt (13)	2.850	--	2	65 Running
7)	70	43 Bobby Hamilton (2)	6.053	--	2	63 Running
8)	70	6 Mark Martin (14)	10.272	--	2	64 Running
9)	70	1 Rick Mast (9)	10.413	--	2	66 Running
10)	70	25 Ken Schrader (10)	14.488	--	2	66 Running
11)	70	37 John Andretti (23)	17.043	2	2	70 Running
12)	70	5 Terry Labonte (15)	17.309	--	2	66 Running
13)	70	30 Michael Waltrip (7)	19.840	--	2	68 Running
14)	70	28 Dale Jarrett (26)	24.819	--	2	64 Running
15)	70	10 Ricky Rudd (22)	24.894	--	2	64 Running
16)	70	16 Ted Musgrave (19)	25.096	--	2	64 Running
17)	70	8 Jeff Burton (18)	26.179	--	2	64 Running
18)	70	87 Joe Nemechek (6)	28.734	--	2	43 Running
19)	70	26 Hut Stricklin (29)	29.617	--	2	64 Running
20)	70	7 Geoff Bodine (25)	31.369	--	2	65 Running
21)	70	15 Dick Trickle (11)	32.103	--	2	65 Running
22)	70	21 Morgan Shepherd (33)	34.587	--	2	67 Running
23)	70	12 Derrike Cope (37)	34.901	--	2	66 Running
24)	70	17 Darrel Waltrip (20)	36.071	--	2	69 Running
25)	70	31 Ward Burton (30)	37.265	--	2	64 Running
26)	70	75 Todd Bodine (34)	42.526	--	2	68 Running
27)	70	23 Jimmy Spencer (38)	52.980	--	2	67 Running
28)	69	42 Kyle Petty (32)	- 1	--	2	70 Running
29)	69	29 Steve Grissom (39)	- 1	5 --	2	65 Running
30)	69	32 Greg Sacks (16)	- 1	10 --	2	62 Running
31)	69	90 Mike Wallace (40)	- 1	12 --	2	65 Running
32)	69	98 Jeremy Mayfield (8)	- 1	16 --	2	65 Running
33)	69	77 Bobby Hillin (17)	- 1	20 1	2	69 Running
34)	69	22 Jimmy Hensley (35)	- 1	25 --	2	66 Running
35)	69	40 Rich Bickle (36)	- 1	29 --	2	63 Running
36)	69	33 Robert Pressley (21)	- 1	29 --	3	63 Running
37)	69	81 Kenny Wallace (31)	- 1	32 --	3	64 Running
38)	69	11 Brett Bodine (12)	- 1	34 --	3	64 Running
39)	69	9 Lake Speed (27)	- 1	36 --	2	65 Running
40)	69	41 Ricky Craven (28)	- 1	37 --	2	64 Running
41)	17	27 Elton Sawyer (41)	- 53	--	2	17 Out of Race

LAP LEADERS

1- 31 24 Jeff Gordon
 32- 33 94 Bill Elliott
 34- 34 37 John Andretti
 35- 35 77 Bobby Hillin
 36- 50 4 Sterling Marlin
 51- 66 94 Bill Elliott
 67- 68 18 Bobby Labonte
 69- 69 37 John Andretti
 70- 70 2 Rusty Wallace

CAUTION FLAGS

UNOFFICIAL Standings at the End of Lap: 80

AVERAGE SPEED: **160.686** TIME OF RACE: **1:14:40.778**

LAST YEAR: **146.256** RECORD '***: **146.256**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	80	94 Bill Elliott (4)	LEADER	27	2	67 Running
2)	80	24 Jeff Gordon (1)	1.033	31	2	63 Running
3)	80	2 Rusty Wallace (24)	1.176	2	2	65 Running
4)	80	3 Dale Earnhardt (13)	1.830	--	2	65 Running
5)	80	4 Sterling Marlin (3)	4.168	15	2	63 Running
6)	80	18 Bobby Labonte (5)	4.631	2	2	68 Running
7)	80	43 Bobby Hamilton (2)	4.844	--	2	63 Running
8)	80	6 Mark Martin (14)	12.255	--	2	64 Running
9)	80	1 Rick Mast (9)	12.586	--	2	66 Running
10)	80	25 Ken Schrader (10)	15.015	--	2	66 Running
11)	80	5 Terry Labonte (15)	19.346	--	2	66 Running
12)	80	28 Dale Jarrett (26)	23.369	--	2	64 Running
13)	80	30 Michael Waltrip (7)	23.657	--	2	68 Running
14)	80	16 Ted Musgrave (19)	29.788	--	2	64 Running
15)	80	10 Ricky Rudd (22)	30.036	--	2	64 Running
16)	80	8 Jeff Burton (18)	30.287	--	2	64 Running
17)	80	37 John Andretti (23)	34.021	2	2	70 Running
18)	80	26 Hut Stricklin (29)	35.966	--	2	64 Running
19)	80	7 Geoff Bodine (25)	36.082	--	2	65 Running
20)	80	15 Dick Trickle (11)	36.511	--	2	65 Running
21)	80	21 Morgan Shepherd (33)	36.889	--	2	67 Running
22)	80	12 Derrike Cope (37)	37.168	--	2	66 Running
23)	80	17 Darrel Waltrip (20)	40.306	--	2	69 Running
24)	80	31 Ward Burton (30)	40.419	--	2	64 Running
25)	80	75 Todd Bodine (34)	47.621	--	2	68 Running
26)	79	23 Jimmy Spencer (38)	- 1	4 --	2	67 Running
27)	79	29 Steve Grissom (39)	- 1	13 --	2	65 Running
28)	79	32 Greg Sacks (16)	- 1	14 --	2	62 Running
29)	79	90 Mike Wallace (40)	- 1	21 --	2	65 Running
30)	79	98 Jeremy Mayfield (8)	- 1	23 --	2	65 Running
31)	79	87 Joe Nemechek (6)	- 1	25 --	3	75 Running
32)	79	42 Kyle Petty (32)	- 1	27 --	2	70 Running
33)	79	22 Jimmy Hensley (35)	- 1	35 --	2	66 Running
34)	79	33 Robert Pressley (21)	- 1	38 --	3	63 Running
35)	79	40 Rich Bickle (36)	- 1	43 --	2	63 Running
36)	79	77 Bobby Hillin (17)	- 1	43 1	2	69 Running
37)	79	11 Brett Bodine (12)	- 1	43 --	3	64 Running
38)	79	9 Lake Speed (27)	- 1	45 --	2	65 Running
39)	79	41 Ricky Craven (28)	- 1	48 --	2	64 Running
40)	79	81 Kenny Wallace (31)	- 1	52 --	3	64 Running
41)	17	27 Elton Sawyer (41)	- 63	--	2	17 Out of Race

LAP LEADERS

1- 31 24 Jeff Gordon
 32- 33 94 Bill Elliott
 34- 34 37 John Andretti
 35- 35 77 Bobby Hillin
 36- 50 4 Sterling Marlin
 51- 66 94 Bill Elliott
 67- 68 18 Bobby Labonte
 69- 69 37 John Andretti
 70- 71 2 Rusty Wallace
 72- 80 94 Bill Elliott

CAUTION FLAGS

UNOFFICIAL Standings at the End of Lap: 90

AVERAGE SPEED: **161.118** TIME OF RACE: **1:23:47.368**

LAST YEAR: **137.877** RECORD '***: **137.877**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	90	94 Bill Elliott (4)	LEADER	37	2	67 Running
2)	90	24 Jeff Gordon (1)	0.394	31	2	63 Running
3)	90	2 Rusty Wallace (24)	0.541	2	2	65 Running
4)	90	3 Dale Earnhardt (13)	1.983	--	2	65 Running
5)	90	4 Sterling Marlin (3)	5.696	15	2	63 Running
6)	90	43 Bobby Hamilton (2)	7.976	--	2	63 Running
7)	90	18 Bobby Labonte (5)	9.201	2	2	68 Running
8)	90	6 Mark Martin (14)	12.452	--	2	64 Running
9)	90	1 Rick Mast (9)	12.748	--	2	66 Running
10)	90	25 Ken Schrader (10)	16.397	--	2	66 Running
11)	90	5 Terry Labonte (15)	20.266	--	2	66 Running
12)	90	28 Dale Jarrett (26)	21.300	--	2	64 Running
13)	90	30 Michael Waltrip (7)	27.704	--	2	68 Running
14)	90	16 Ted Musgrave (19)	32.661	--	2	64 Running
15)	90	10 Ricky Rudd (22)	33.029	--	2	64 Running
16)	90	8 Jeff Burton (18)	33.605	--	2	64 Running
17)	90	37 John Andretti (23)	36.207	2	2	70 Running
18)	90	7 Geoff Bodine (25)	38.628	--	2	65 Running
19)	90	15 Dick Trickle (11)	40.492	--	2	65 Running
20)	90	12 Derrike Cope (37)	41.327	--	2	66 Running
21)	90	26 Hut Stricklin (29)	42.445	--	2	64 Running
22)	90	21 Morgan Shepherd (33)	42.629	--	2	67 Running
23)	90	17 Darrel Waltrip (20)	44.069	--	2	69 Running
24)	90	31 Ward Burton (30)	44.232	--	2	64 Running
25)	90	75 Todd Bodine (34)	53.049	--	2	68 Running
26)	89	23 Jimmy Spencer (38)	- 1 10	--	2	67 Running
27)	89	32 Greg Sacks (16)	- 1 17	--	2	62 Running
28)	89	29 Steve Grissom (39)	- 1 19	--	2	65 Running
29)	89	90 Mike Wallace (40)	- 1 31	--	2	65 Running
30)	89	87 Joe Nemechek (6)	- 1 31	--	3	75 Running
31)	89	98 Jeremy Mayfield (8)	- 1 32	--	2	65 Running
32)	89	42 Kyle Petty (32)	- 1 35	--	2	70 Running
33)	89	22 Jimmy Hensley (35)	- 1 44	--	2	66 Running
34)	89	33 Robert Pressley (21)	- 1 46	--	3	63 Running
35)	89	40 Rich Bickle (36)	- 1 54	--	2	63 Running
36)	89	77 Bobby Hillin (17)	- 1 54	1	2	69 Running
37)	89	11 Brett Bodine (12)	- 1 54	--	3	64 Running
38)	88	9 Lake Speed (27)	- 2	--	2	65 Running
39)	88	41 Ricky Craven (28)	- 2	6	2	64 Running
40)	87	81 Kenny Wallace (31)	- 3 17	--	4	85 Running
41)	17	27 Elton Sawyer (41)	- 73	--	2	17 Out of Race

LAP LEADERS

1- 31 24 Jeff Gordon
 32- 33 94 Bill Elliott
 34- 34 37 John Andretti
 35- 35 77 Bobby Hillin
 36- 50 4 Sterling Marlin
 51- 66 94 Bill Elliott
 67- 68 18 Bobby Labonte
 69- 69 37 John Andretti
 70- 71 2 Rusty Wallace
 72- 90 94 Bill Elliott

CAUTION FLAGS

UNOFFICIAL Standings at the End of Lap: 100

AVERAGE SPEED: **160.964** TIME OF RACE: **1:33:11.318**

LAST YEAR: **131.542** RECORD '***: **131.542**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	100	94 Bill Elliott (4)	LEADER	47	3	100 Running
2)	100	25 Ken Schrader (10)	1.225	--	2	66 Running
3)	100	30 Michael Waltrip (7)	16.088	--	2	68 Running
4)	100	5 Terry Labonte (15)	17.662	--	3	100 Running
5)	100	37 John Andretti (23)	20.938	2	2	70 Running
6)	100	17 Darrel Waltrip (20)	31.221	--	2	69 Running
7)	100	24 Jeff Gordon (1)	31.866	31	3	96 Running
8)	100	3 Dale Earnhardt (13)	32.631	--	3	97 Running
9)	100	2 Rusty Wallace (24)	33.263	2	3	98 Running
10)	100	4 Sterling Marlin (3)	36.964	15	3	96 Running
11)	100	75 Todd Bodine (34)	39.980	--	2	68 Running
12)	100	43 Bobby Hamilton (2)	40.927	--	3	96 Running
13)	100	18 Bobby Labonte (5)	42.622	2	3	97 Running
14)	100	6 Mark Martin (14)	45.543	--	3	98 Running
15)	100	1 Rick Mast (9)	45.737	--	3	98 Running
16)	100	28 Dale Jarrett (26)	50.778	--	3	99 Running
17)	99	21 Morgan Shepherd (33)	- 1	--	3	100 Running
18)	99	12 Derrrike Cope (37)	- 1	8 --	3	99 Running
19)	99	16 Ted Musgrave (19)	- 1	9 --	3	98 Running
20)	99	10 Ricky Rudd (22)	- 1	10 --	3	96 Running
21)	99	8 Jeff Burton (18)	- 1	16 --	3	97 Running
22)	99	7 Geoff Bodine (25)	- 1	18 --	3	96 Running
23)	99	15 Dick Trickle (11)	- 1	22 --	3	98 Running
24)	99	26 Hut Stricklin (29)	- 1	22 --	3	97 Running
25)	99	87 Joe Nemecek (6)	- 1	23 --	3	75 Running
26)	99	31 Ward Burton (30)	- 1	26 --	3	96 Running
27)	99	42 Kyle Petty (32)	- 1	29 --	2	70 Running
28)	99	77 Bobby Hillin (17)	- 1	50 1	2	69 Running
29)	99	23 Jimmy Spencer (38)	- 1	50 --	3	98 Running
30)	98	98 Jeremy Mayfield (8)	- 2	--	3	98 Running
31)	98	9 Lake Speed (27)	- 2	--	3	99 Running
32)	98	11 Brett Bodine (12)	- 2	--	4	99 Running
33)	98	32 Greg Sacks (16)	- 2	7 --	3	94 Running
34)	98	29 Steve Grissom (39)	- 2	7 --	3	95 Running
35)	98	90 Mike Wallace (40)	- 2	11 --	3	95 Running
36)	98	22 Jimmy Hensley (35)	- 2	21 --	3	98 Running
37)	98	33 Robert Pressley (21)	- 2	33 --	4	95 Running
38)	98	40 Rich Bickle (36)	- 2	38 --	3	93 Running
39)	97	41 Ricky Craven (28)	- 3	2 --	3	93 Running
40)	97	81 Kenny Wallace (31)	- 3	10 --	4	85 Running
41)	17	27 Elton Sawyer (41)	- 83	--	2	17 Out of Race

LAP LEADERS

1- 31 24 Jeff Gordon
 32- 33 94 Bill Elliott
 34- 34 37 John Andretti
 35- 35 77 Bobby Hillin
 36- 50 4 Sterling Marlin
 51- 66 94 Bill Elliott
 67- 68 18 Bobby Labonte
 69- 69 37 John Andretti
 70- 71 2 Rusty Wallace
 72-100 94 Bill Elliott

CAUTION FLAGS

UNOFFICIAL Standings at the End of Lap: 110

AVERAGE SPEED: 160.572 TIME OF RACE: 1:42:45.472
 LAST YEAR: 126.416 RECORD '**: 126.416

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	110	2 Rusty Wallace (24)	LEADER	4	3	98 Running
2)	110	24 Jeff Gordon (1)	0.365	35	3	96 Running
3)	110	3 Dale Earnhardt (13)	0.663	--	3	97 Running
4)	110	94 Bill Elliott (4)	4.757	47	3	100 Running
5)	110	4 Sterling Marlin (3)	8.916	15	3	96 Running
6)	110	43 Bobby Hamilton (2)	9.693	--	3	96 Running
7)	110	18 Bobby Labonte (5)	12.116	2	3	97 Running
8)	110	6 Mark Martin (14)	13.818	--	3	98 Running
9)	110	1 Rick Mast (9)	14.090	--	3	98 Running
10)	110	28 Dale Jarrett (26)	17.205	--	3	99 Running
11)	110	25 Ken Schrader (10)	19.691	2	3	102 Running
12)	110	5 Terry Labonte (15)	20.480	--	3	100 Running
13)	110	16 Ted Musgrave (19)	36.379	--	3	98 Running
14)	110	10 Ricky Rudd (22)	36.663	--	3	96 Running
15)	110	37 John Andretti (23)	37.725	3	3	105 Running
16)	110	30 Michael Waltrip (7)	37.898	1	3	104 Running
17)	110	7 Geoff Bodine (25)	43.420	--	3	96 Running
18)	110	8 Jeff Burton (18)	44.480	--	3	97 Running
19)	110	15 Dick Trickle (11)	45.851	--	3	98 Running
20)	110	21 Morgan Shepherd (33)	46.080	--	3	100 Running
21)	110	17 Darrel Waltrip (20)	49.752	--	3	105 Running
22)	110	26 Hut Stricklin (29)	50.158	--	3	97 Running
23)	110	31 Ward Burton (30)	50.394	--	3	96 Running
24)	109	75 Todd Bodine (34)	- 1	7 --	3	104 Running
25)	109	23 Jimmy Spencer (38)	- 1	28 --	3	98 Running
26)	109	29 Steve Grissom (39)	- 1	37 --	3	95 Running
27)	109	32 Greg Sacks (16)	- 1	38 --	3	94 Running
28)	109	90 Mike Wallace (40)	- 1	43 --	3	95 Running
29)	109	87 Joe Nemechek (6)	- 1	45 --	4	100 Running
30)	108	42 Kyle Petty (32)	- 2	3 --	3	102 Running
31)	108	98 Jeremy Mayfield (8)	- 2	4 --	3	98 Running
32)	108	33 Robert Pressley (21)	- 2	10 --	4	95 Running
33)	108	40 Rich Bickle (36)	- 2	18 --	3	93 Running
34)	108	11 Brett Bodine (12)	- 2	24 --	4	99 Running
35)	108	9 Lake Speed (27)	- 2	26 --	3	99 Running
36)	108	41 Ricky Craven (28)	- 2	34 --	3	93 Running
37)	108	22 Jimmy Hensley (35)	- 2	47 --	4	100 Running
38)	107	81 Kenny Wallace (31)	- 3	5 --	4	85 Running
39)	106	77 Bobby Hillin (17)	- 4	1	4	107 Running
40)	104	12 Derrike Cope (37)	- 6	--	4	104 Running
41)	17	27 Elton Sawyer (41)	- 93	--	2	17 Out of Race

LAP LEADERS

1- 31	24 Jeff Gordon
32- 33	94 Bill Elliott
34- 34	37 John Andretti
35- 35	77 Bobby Hillin
36- 50	4 Sterling Marlin
51- 66	94 Bill Elliott
67- 68	18 Bobby Labonte
69- 69	37 John Andretti
70- 71	2 Rusty Wallace
72-100	94 Bill Elliott
101-102	25 Ken Schrader
103-103	30 Michael Waltrip
104-104	37 John Andretti
105-108	24 Jeff Gordon
109-110	2 Rusty Wallace

CAUTION FLAGS

UNOFFICIAL Standings at the End of Lap: 120

AVERAGE SPEED: **160.948** TIME OF RACE: **1:51:50.226**
 LAST YEAR: **128.942** RECORD '***: **128.942**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	120	2 Rusty Wallace (24)	LEADER	14	3	98 Running
2)	120	24 Jeff Gordon (1)	1.133	35	3	96 Running
3)	120	3 Dale Earnhardt (13)	1.428	--	3	97 Running
4)	120	94 Bill Elliott (4)	3.937	47	3	100 Running
5)	120	4 Sterling Marlin (3)	12.006	15	3	96 Running
6)	120	43 Bobby Hamilton (2)	12.299	--	3	96 Running
7)	120	18 Bobby Labonte (5)	14.306	2	3	97 Running
8)	120	6 Mark Martin (14)	14.500	--	3	98 Running
9)	120	1 Rick Mast (9)	15.095	--	3	98 Running
10)	120	28 Dale Jarrett (26)	15.269	--	3	99 Running
11)	120	25 Ken Schrader (10)	24.486	2	3	102 Running
12)	120	5 Terry Labonte (15)	24.661	--	3	100 Running
13)	120	16 Ted Musgrave (19)	40.590	--	3	98 Running
14)	120	10 Ricky Rudd (22)	40.683	--	3	96 Running
15)	120	37 John Andretti (23)	41.113	3	3	105 Running
16)	120	30 Michael Waltrip (7)	44.744	1	3	104 Running
17)	120	7 Geoff Bodine (25)	45.981	--	3	96 Running
18)	120	8 Jeff Burton (18)	46.808	--	3	97 Running
19)	120	21 Morgan Shepherd (33)	47.310	--	3	100 Running
20)	120	15 Dick Trickle (11)	50.770	--	3	98 Running
21)	120	17 Darrel Waltrip (20)	54.379	--	3	105 Running
22)	119	31 Ward Burton (30)	- 1	--	3	96 Running
23)	119	26 Hut Stricklin (29)	- 1	1 --	3	97 Running
24)	119	75 Todd Bodine (34)	- 1	18 --	3	104 Running
25)	119	23 Jimmy Spencer (38)	- 1	38 --	3	98 Running
26)	119	29 Steve Grissom (39)	- 1	44 --	3	95 Running
27)	119	32 Greg Sacks (16)	- 1	45 --	3	94 Running
28)	119	87 Joe Nemechek (6)	- 1	53 --	4	100 Running
29)	119	90 Mike Wallace (40)	- 1	54 --	3	95 Running
30)	118	42 Kyle Petty (32)	- 2	10 --	3	102 Running
31)	118	98 Jeremy Mayfield (8)	- 2	13 --	3	98 Running
32)	118	33 Robert Pressley (21)	- 2	18 --	4	95 Running
33)	118	11 Brett Bodine (12)	- 2	30 --	4	99 Running
34)	118	40 Rich Bickle (36)	- 2	34 --	3	93 Running
35)	118	9 Lake Speed (27)	- 2	36 --	3	99 Running
36)	118	41 Ricky Craven (28)	- 2	48 --	3	93 Running
37)	117	22 Jimmy Hensley (35)	- 3	4 --	4	100 Running
38)	116	81 Kenny Wallace (31)	- 4	25 --	5	110 Running
39)	107	77 Bobby Hillin (17)	- 13	1	4	107 Out of Race
40)	104	12 Derrike Cope (37)	- 16	--	4	104 Out of Race
41)	17	27 Elton Sawyer (41)	-103	--	2	17 Out of Race

LAP LEADERS

1- 31	24 Jeff Gordon
32- 33	94 Bill Elliott
34- 34	37 John Andretti
35- 35	77 Bobby Hillin
36- 50	4 Sterling Marlin
51- 66	94 Bill Elliott
67- 68	18 Bobby Labonte
69- 69	37 John Andretti
70- 71	2 Rusty Wallace
72-100	94 Bill Elliott
101-102	25 Ken Schrader
103-103	30 Michael Waltrip
104-104	37 John Andretti
105-108	24 Jeff Gordon
109-120	2 Rusty Wallace

CAUTION FLAGS

UNOFFICIAL Standings at the End of Lap: 130

AVERAGE SPEED: 160.206 TIME OF RACE: 2:01:43.090
 LAST YEAR: 131.095 RECORD '***: 131.095

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	130	37 John Andretti (23)	LEADER	4	3	105 Running
2)	130	30 Michael Waltrip (7)	1.513	1	4	131 Running
3)	130	8 Jeff Burton (18)	3.568	--	3	97 Running
4)	130	3 Dale Earnhardt (13)	5.333	--	4	128 Running
5)	130	2 Rusty Wallace (24)	5.606	22	4	129 Running
6)	130	15 Dick Trickle (11)	8.250	--	3	98 Running
7)	130	94 Bill Elliott (4)	8.451	47	4	128 Running
8)	130	24 Jeff Gordon (1)	12.696	35	4	127 Running
9)	130	17 Darrel Waltrip (20)	14.622	--	3	105 Running
10)	130	4 Sterling Marlin (3)	14.707	15	4	127 Running
11)	130	28 Dale Jarrett (26)	16.109	--	4	129 Running
12)	130	6 Mark Martin (14)	18.190	--	4	129 Running
13)	130	43 Bobby Hamilton (2)	18.334	1	4	129 Running
14)	130	1 Rick Mast (9)	18.531	--	4	129 Running
15)	130	18 Bobby Labonte (5)	20.972	2	4	129 Running
16)	130	25 Ken Schrader (10)	25.180	2	4	125 Running
17)	130	5 Terry Labonte (15)	30.046	--	4	129 Running
18)	130	7 Geoff Bodine (25)	44.718	--	4	129 Running
19)	130	16 Ted Musgrave (19)	47.832	--	4	128 Running
20)	130	21 Morgan Shepherd (33)	52.547	--	4	129 Running
21)	129	31 Ward Burton (30)	- 1	--	4	129 Running
22)	129	10 Ricky Rudd (22)	- 1	0 --	4	127 Running
23)	129	23 Jimmy Spencer (38)	- 1	1 --	4	130 Running
24)	129	26 Hut Stricklin (29)	- 1	3 --	4	126 Running
25)	129	75 Todd Bodine (34)	- 1	21 --	4	129 Running
26)	129	42 Kyle Petty (32)	- 1	29 --	3	102 Running
27)	129	11 Brett Bodine (12)	- 1	44 --	4	99 Running
28)	128	29 Steve Grissom (39)	- 2	1 --	4	126 Running
29)	128	32 Greg Sacks (16)	- 2	9 --	4	126 Running
30)	128	41 Ricky Craven (28)	- 2	11 --	3	93 Running
31)	128	90 Mike Wallace (40)	- 2	13 --	4	126 Running
32)	128	87 Joe Nemechek (6)	- 2	18 --	6	128 Running
33)	128	22 Jimmy Hensley (35)	- 2	25 --	4	100 Running
34)	128	33 Robert Pressley (21)	- 2	32 --	5	127 Running
35)	128	98 Jeremy Mayfield (8)	- 2	33 --	4	127 Running
36)	127	9 Lake Speed (27)	- 3	--	4	127 Running
37)	127	40 Rich Bickle (36)	- 3	9 --	4	126 Running
38)	125	81 Kenny Wallace (31)	- 5	--	6	126 Running
39)	107	77 Bobby Hillin (17)	- 23	1	4	107 Engine
40)	104	12 Derrike Cope (37)	- 26	--	4	104 Engine
41)	17	27 Elton Sawyer (41)	-113	--	2	17 Valve Spring

LAP LEADERS

1- 31	24 Jeff Gordon
32- 33	94 Bill Elliott
34- 34	37 John Andretti
35- 35	77 Bobby Hillin
36- 50	4 Sterling Marlin
51- 66	94 Bill Elliott
67- 68	18 Bobby Labonte
69- 69	37 John Andretti
70- 71	2 Rusty Wallace
72-100	94 Bill Elliott
101-102	25 Ken Schrader
103-103	30 Michael Waltrip
104-104	37 John Andretti
105-108	24 Jeff Gordon
109-128	2 Rusty Wallace
129-129	43 Bobby Hamilton
130-130	37 John Andretti

CAUTION FLAGS

UNOFFICIAL Standings at the End of Lap: 140

AVERAGE SPEED: **153.841** TIME OF RACE: **2:16:30.267**

LAST YEAR: **128.414** RECORD '***: **128.414**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	140	3 Dale Earnhardt (13)	LEADER	8	4	128 Running
2)	140	2 Rusty Wallace (24)	0.663	22	4	129 Running
3)	140	94 Bill Elliott (4)	1.907	47	4	128 Running
4)	140	28 Dale Jarrett (26)	2.526	--	4	129 Running
5)	140	24 Jeff Gordon (1)	3.870	35	4	127 Running
6)	140	4 Sterling Marlin (3)	4.948	15	4	127 Running
7)	140	6 Mark Martin (14)	5.117	--	4	129 Running
8)	140	1 Rick Mast (9)	6.434	--	4	129 Running
9)	140	18 Bobby Labonte (5)	6.533	2	4	129 Running
10)	140	43 Bobby Hamilton (2)	6.727	1	4	129 Running
11)	140	5 Terry Labonte (15)	8.414	--	4	129 Running
12)	140	21 Morgan Shepherd (33)	8.566	--	4	129 Running
13)	140	16 Ted Musgrave (19)	8.990	--	4	128 Running
14)	140	37 John Andretti (23)	9.199	6	4	133 Running
15)	140	30 Michael Waltrip (7)	10.038	1	5	133 Running
16)	140	15 Dick Trickle (11)	10.944	--	4	133 Running
17)	140	7 Geoff Bodine (25)	11.010	--	5	133 Running
18)	140	17 Darrel Waltrip (20)	11.559	--	4	133 Running
19)	140	25 Ken Schrader (10)	14.459	2	5	133 Running
20)	139	10 Ricky Rudd (22)	- 1	1 --	4	127 Running
21)	139	31 Ward Burton (30)	- 1	3 --	4	129 Running
22)	139	75 Todd Bodine (34)	- 1	6 --	4	129 Running
23)	139	26 Hut Stricklin (29)	- 1	9 --	5	133 Running
24)	139	23 Jimmy Spencer (38)	- 1	10 --	5	133 Running
25)	139	42 Kyle Petty (32)	- 1	11 --	4	133 Running
26)	139	11 Brett Bodine (12)	- 1	11 --	5	133 Running
27)	138	90 Mike Wallace (40)	- 2	4 --	4	126 Running
28)	138	33 Robert Pressley (21)	- 2	6 --	5	127 Running
29)	138	87 Joe Nemechek (6)	- 2	6 --	6	128 Running
30)	138	32 Greg Sacks (16)	- 2	7 --	4	126 Running
31)	138	29 Steve Grissom (39)	- 2	10 --	5	132 Running
32)	138	98 Jeremy Mayfield (8)	- 2	11 --	4	127 Running
33)	138	41 Ricky Craven (28)	- 2	11 --	4	129 Running
34)	138	22 Jimmy Hensley (35)	- 2	12 --	5	132 Running
35)	137	40 Rich Bickle (36)	- 3	12 --	6	131 Running
36)	137	9 Lake Speed (27)	- 3	12 --	4	127 Running
37)	135	81 Kenny Wallace (31)	- 5	17 --	8	130 Running
38)	132	8 Jeff Burton (18)	- 8	--	4	132 Running
39)	107	77 Bobby Hillin (17)	- 33	1	4	107 Engine
40)	104	12 Derrike Cope (37)	- 36	--	4	104 Engine
41)	17	27 Elton Sawyer (41)	-123	--	2	17 Valve Spring

LAP LEADERS

1- 31	24 Jeff Gordon
32- 33	94 Bill Elliott
34- 34	37 John Andretti
35- 35	77 Bobby Hillin
36- 50	4 Sterling Marlin
51- 66	94 Bill Elliott
67- 68	18 Bobby Labonte
69- 69	37 John Andretti
70- 71	2 Rusty Wallace
72-100	94 Bill Elliott
101-102	25 Ken Schrader
103-103	30 Michael Waltrip
104-104	37 John Andretti
105-108	24 Jeff Gordon
109-128	2 Rusty Wallace
129-129	43 Bobby Hamilton
130-132	37 John Andretti
133-140	3 Dale Earnhardt

CAUTION FLAGS

1: 133-136 4 0:09:41 #8 Spin
TOTAL LAPS: 4 0:09:41

UNOFFICIAL Standings at the End of Lap: 150

AVERAGE SPEED: **154.604** TIME OF RACE: **2:25:31.960**
 LAST YEAR: **130.307** RECORD '***': **130.307**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	150	3 Dale Earnhardt (13)	LEADER	18	4	128 Running
2)	150	2 Rusty Wallace (24)	0.352	22	4	129 Running
3)	150	28 Dale Jarrett (26)	2.193	--	4	129 Running
4)	150	94 Bill Elliott (4)	2.626	47	4	128 Running
5)	150	24 Jeff Gordon (1)	7.237	35	4	127 Running
6)	150	6 Mark Martin (14)	7.880	--	4	129 Running
7)	150	4 Sterling Marlin (3)	9.614	15	4	127 Running
8)	150	1 Rick Mast (9)	10.435	--	4	129 Running
9)	150	18 Bobby Labonte (5)	12.048	2	4	129 Running
10)	150	21 Morgan Shepherd (33)	12.450	--	4	129 Running
11)	150	5 Terry Labonte (15)	13.965	--	4	129 Running
12)	150	43 Bobby Hamilton (2)	14.977	1	4	129 Running
13)	150	37 John Andretti (23)	15.745	6	4	133 Running
14)	150	30 Michael Waltrip (7)	18.043	1	5	133 Running
15)	150	16 Ted Musgrave (19)	18.391	--	4	128 Running
16)	150	7 Geoff Bodine (25)	18.954	--	5	133 Running
17)	150	17 Darrel Waltrip (20)	21.352	--	4	133 Running
18)	150	15 Dick Trickle (11)	21.356	--	4	133 Running
19)	150	25 Ken Schrader (10)	34.335	2	5	133 Running
20)	149	10 Ricky Rudd (22)	- 1	4 --	4	127 Running
21)	149	31 Ward Burton (30)	- 1	9 --	4	129 Running
22)	149	75 Todd Bodine (34)	- 1	14 --	4	129 Running
23)	149	26 Hut Stricklin (29)	- 1	16 --	5	133 Running
24)	149	23 Jimmy Spencer (38)	- 1	20 --	5	133 Running
25)	149	42 Kyle Petty (32)	- 1	22 --	4	133 Running
26)	149	11 Brett Bodine (12)	- 1	22 --	5	133 Running
27)	148	90 Mike Wallace (40)	- 2	18 --	4	126 Running
28)	148	33 Robert Pressley (21)	- 2	18 --	5	127 Running
29)	148	87 Joe Nemecek (6)	- 2	18 --	6	128 Running
30)	148	32 Greg Sacks (16)	- 2	20 --	4	126 Running
31)	148	29 Steve Grissom (39)	- 2	20 --	5	132 Running
32)	148	98 Jeremy Mayfield (8)	- 2	22 --	4	127 Running
33)	148	41 Ricky Craven (28)	- 2	23 --	4	129 Running
34)	148	22 Jimmy Hensley (35)	- 2	27 --	5	132 Running
35)	147	9 Lake Speed (27)	- 3	26 --	4	127 Running
36)	145	40 Rich Bickle (36)	- 5	--	7	146 Running
37)	145	81 Kenny Wallace (31)	- 5	39 --	8	130 Running
38)	132	8 Jeff Burton (18)	- 18	--	4	132 Running
39)	107	77 Bobby Hillin (17)	- 43	1	4	107 Engine
40)	104	12 Derrike Cope (37)	- 46	--	4	104 Engine
41)	17	27 Elton Sawyer (41)	-133	--	2	17 Valve Spring

LAP LEADERS

1- 31	24 Jeff Gordon
32- 33	94 Bill Elliott
34- 34	37 John Andretti
35- 35	77 Bobby Hillin
36- 50	4 Sterling Marlin
51- 66	94 Bill Elliott
67- 68	18 Bobby Labonte
69- 69	37 John Andretti
70- 71	2 Rusty Wallace
72-100	94 Bill Elliott
101-102	25 Ken Schrader
103-103	30 Michael Waltrip
104-104	37 John Andretti
105-108	24 Jeff Gordon
109-128	2 Rusty Wallace
129-129	43 Bobby Hamilton
130-132	37 John Andretti
133-150	3 Dale Earnhardt

CAUTION FLAGS

1: 133-136 4 0:09:41 #8 Spin
 TOTAL LAPS: 4 0:09:41

UNOFFICIAL Standings at the End of Lap: 160

AVERAGE SPEED: **155.218** TIME OF RACE: **2:34:37.271**
 LAST YEAR: **131.999** RECORD '94: **131.999**

POS)	Laps Car		Lap/Time Laps		PitStops Running/	
	Comp	Num Driver	Behind	Lead	Tot @Lap	Reason Out
1)	160	3 Dale Earnhardt (13)	LEADER	28	4	128 Running
2)	160	2 Rusty Wallace (24)	0.426	22	4	129 Running
3)	160	28 Dale Jarrett (26)	0.904	--	4	129 Running
4)	160	94 Bill Elliott (4)	5.409	47	4	128 Running
5)	160	6 Mark Martin (14)	8.400	--	4	129 Running
6)	160	24 Jeff Gordon (1)	9.476	35	4	127 Running
7)	160	4 Sterling Marlin (3)	14.481	15	4	127 Running
8)	160	1 Rick Mast (9)	14.813	--	4	129 Running
9)	160	18 Bobby Labonte (5)	15.237	2	4	129 Running
10)	160	21 Morgan Shepherd (33)	16.023	--	4	129 Running
11)	160	43 Bobby Hamilton (2)	18.772	1	4	129 Running
12)	160	37 John Andretti (23)	19.035	6	4	133 Running
13)	160	5 Terry Labonte (15)	22.603	--	4	129 Running
14)	160	30 Michael Waltrip (7)	26.046	1	5	133 Running
15)	160	7 Geoff Bodine (25)	26.299	--	5	133 Running
16)	160	16 Ted Musgrave (19)	28.549	--	4	128 Running
17)	160	17 Darrel Waltrip (20)	32.857	--	4	133 Running
18)	160	15 Dick Trickle (11)	43.358	--	4	133 Running
19)	160	25 Ken Schrader (10)	53.753	2	5	133 Running
20)	159	10 Ricky Rudd (22)	- 1	7 --	4	127 Running
21)	159	75 Todd Bodine (34)	- 1 18	--	4	129 Running
22)	159	26 Hut Stricklin (29)	- 1 21	--	5	133 Running
23)	159	23 Jimmy Spencer (38)	- 1 34	--	5	133 Running
24)	159	11 Brett Bodine (12)	- 1 34	--	5	133 Running
25)	159	42 Kyle Petty (32)	- 1 35	--	4	133 Running
26)	158	90 Mike Wallace (40)	- 2 28	--	4	126 Running
27)	158	87 Joe Nemechek (6)	- 2 28	--	6	128 Running
28)	158	33 Robert Pressley (21)	- 2 33	--	5	127 Running
29)	158	98 Jeremy Mayfield (8)	- 2 35	--	4	127 Running
30)	158	29 Steve Grissom (39)	- 2 36	--	5	132 Running
31)	158	41 Ricky Craven (28)	- 2 36	--	4	129 Running
32)	158	22 Jimmy Hensley (35)	- 2 45	--	5	132 Running
33)	157	32 Greg Sacks (16)	- 3 33	--	4	126 Running
34)	157	9 Lake Speed (27)	- 3 39	--	4	127 Running
35)	154	31 Ward Burton (30)	- 6	--	5	154 Running
36)	154	81 Kenny Wallace (31)	- 6 11	--	8	130 Running
37)	152	40 Rich Bickle (36)	- 8 66	--	8	151 Running
38)	141	8 Jeff Burton (18)	- 19 49	--	4	132 Running
39)	107	77 Bobby Hillin (17)	- 53	1	4	107 Engine
40)	104	12 Derrike Cope (37)	- 56	--	4	104 Engine
41)	17	27 Elton Sawyer (41)	-143	--	2	17 Valve Spring

LAP LEADERS

1- 31	24 Jeff Gordon
32- 33	94 Bill Elliott
34- 34	37 John Andretti
35- 35	77 Bobby Hillin
36- 50	4 Sterling Marlin
51- 66	94 Bill Elliott
67- 68	18 Bobby Labonte
69- 69	37 John Andretti
70- 71	2 Rusty Wallace
72-100	94 Bill Elliott
101-102	25 Ken Schrader
103-103	30 Michael Waltrip
104-104	37 John Andretti
105-108	24 Jeff Gordon
109-128	2 Rusty Wallace
129-129	43 Bobby Hamilton
130-132	37 John Andretti
133-160	3 Dale Earnhardt

CAUTION FLAGS

1: 133-136 4 0:09:41 #8 Spin
 TOTAL LAPS: 4 0:09:41