



SCHEDULE OF EVENTS

Wednesday, July 31 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 1 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)

Friday, August 2 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)

Saturday, August 3 The Third Running of the BRICKYARD 400

- 12:15 PM (400 miles, 160 laps on 2.5-mile oval)
- Public Gates Open 6 AM
- 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)



TV & Radio Broadcast Schedule

| ESPN | | |
|--------------------|----------------------------------|--|
| Saturday, July 6 | 3:30 - 4:00 pm | "The Road To the Brickyard" |
| Saturday, July 13 | 12:30 - 1:00 pm | "The Road To the Brickyard" |
| Saturday, July 27 | 3:00 - 3:30 pm | "The Road To the Brickyard" |
| Thursday, August 1 | 3:00 - 4:30 pm | Live Qualification Coverage |
| Friday, August 2 | 3:00 - 4:00 pm 7:30 - 8:30 pm | Live Qualification Coverage Brickyard 400 Preview |
| Saturday, August 3 | 12:00 - 1:00 pm | Live Pre-Race Show |

| ESPN 2 | | |
|--------------------|----------------|--|
| Wednesday, July 31 | 2:00 - 4:00 pm | Live Practice / Qualification Coverage |
| Thursday, August 1 | 2:00 - 3:00 pm | Live Practice / Qualification Coverage |
| Friday, August 2 | 2:00 - 3:00 pm | Live Practice / Qualification Coverage |

| QVC | | |
|------------------|-----------------|-----------------------------------|
| Friday, August 2 | 9:00 - 12:00 pm | Brickyard 400 Merchandise Special |

| ABC | | |
|--------------------|---------|---|
| Saturday, August 3 | 1:00 pm | Live Coverage of the 1996 Brickyard 400 |

| Indianapolis Motor Speedway Radio Network | | |
|--|---|---|
| Wednesday, July 31 | 9:00 - 10:00 pm | "Brickyard Live" Call-In Show |
| Thursday, August 1 | 2:00 - 4:00 pm 6:00 - 6:30 pm 9:00 - 10:00 pm | Live Qualifying Live Qualifying Wrap-Up "Brickyard Live" Call-In Show |
| Friday, August 2 | 6:00 - 6:30 pm | Live Qualifying Wrap-Up |
| Saturday, August 3 | 12:30 pm | Live Coverage of the 1996 Brickyard 400 |

All Times Eastern Daylight Time (Local Indianapolis Time is Eastern Standard, one hour earlier)

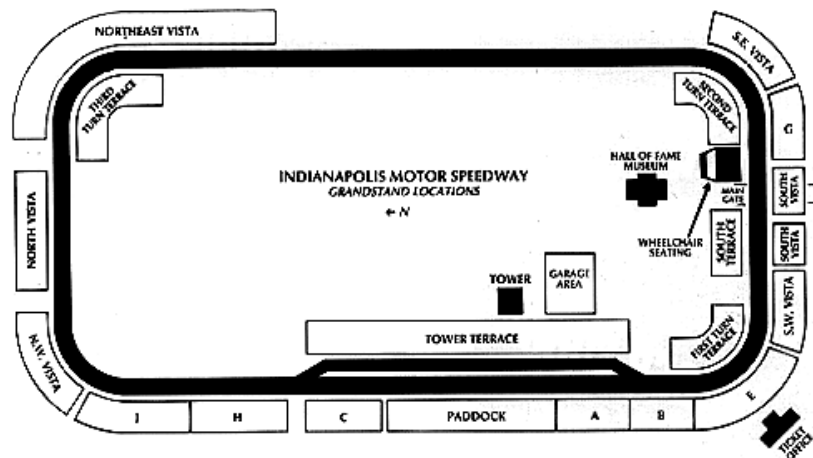


TICKET INFORMATION

Ticket information is available from the:

**Indianapolis Motor Speedway
Ticket Office
P.O. Box 24910
Speedway, IN 46224
(317)/484-6700**

Note: There is no general admission for race day. Tickets for practice and qualifying are available at the gate, or in advance from the above address.





OFFICIAL ENTRY LIST

| Car | Yr | Driver | Residence | Car Name | Owner | Team | Crew Chief |
|-----|----|-----------------------|----------------------|---------------------------------|--------------------|--|-----------------|
| 1 | 2 | Rick Mast | Rockbridge Baths, VA | Hooters Pontiac | Richard Jackson | Precision Products Racing | Kevin Hamlin |
| 02 | 0 | Robby Faggart | Concord, NC | Chevrolet | Jimmy Miles | Jimmy Miles | Elvin Rector |
| 2 | 2 | Rusty Wallace | Mooresville, NC | Miller Ford | Roger Penske | Penske Racing South | Robin Pemberton |
| 3 | 2W | Dale Earnhardt | Mooresville, NC | GM Goodwrench Service Chevrolet | Richard Childress | Richard Childress Racing Enterprises, Inc. | David Smith |
| 4 | 2 | Sterling Marlin | Columbia, TN | Kodak Film Chevrolet | Larry McClure | Morgan-McClure Motorsports, Inc. | Tony Glover |
| 5 | 2 | Terry Labonte | Trinity, NC | Kellogg's Corn Flakes Chevrolet | Rick Hendrick | Hendrick Motorsports | Gary DeHart |
| 6 | 2 | Mark Martin | Daytona Beach, FL | Valvoline Ford | Jack Roush | Jack Roush Racing | Steve Hmiel |
| 7 | 2 | Geoff Bodine | Harrisburg, NC | QVC Ford | Geoff Bodine | Geoff Bodine Racing, Inc. | Paul Andrews |
| 8 | 2 | Hut Stricklin | Calera, AL | Circuit City Ford | William H. Stavola | Stavola Brothers Racing | Philippe Lopez |
| 9 | 2 | Lake Speed | Kannapolis, NC | Spam Ford | Harry S. Melling | Melling Racing | Jim Long |
| 10 | 2 | Ricky Rudd | Mooresville, NC | Tide Ford | Ricky Rudd | Rudd Performance Motorsports, Inc. | Richard Broome |
| 11 | 2 | Brett Bodine | Davidson, NC | Lowe's Ford | Brett Bodine | BDR Motorsports | Donnie Richeson |
| 12 | 2 | Derrike Cope | Huntersville, NC | Badcock Ford | Bobby Allison | Bobby Allison Motorsports Team, Inc. | Jimmy Fennig |
| 15 | 1 | Wally Dallenbach, Jr. | Greensboro, NC | Hayes Modems Ford | Bud Moore | Bud Moore Eng., Inc. | Jimmy Means |
| 16 | 2 | Ted Musgrave | Troutman, NC | Family Channel/PRIMESTAR Ford | Jack Roush | Jack Roush Racing | Howard Comstock |

| | | | | | | | |
|----|----|-------------------|--------------------|-----------------------------------|-------------------|---------------------------------|------------------|
| 17 | 2 | Darrell Waltrip | Harrisburg, NC | Parts America Chevrolet | Darrell Waltrip | DarWal, Inc. | Jeff Hammond |
| 18 | 2 | Bobby Labonte | Trinity, NC | Interstate Batteries Chevrolet | Joe Gibbs | Joe Gibbs Racing | Jimmy Makar |
| 19 | 0 | Loy Allen, Jr. | Huntersville, NC | HealthSource Ford | Mark Smith | Tri-Star Motorsports | Dave Fuge |
| 21 | 2 | Michael Waltrip | Sherrills Ford, NC | Citgo Ford | Glen Wood | Wood Brothers Racing Team | Leonard Wood |
| 22 | 2 | Ward Burton | South Boston, VA | MBNA America Pontiac | Bill Davis | Bill Davis Racing, Inc. | Chris Hussey |
| 23 | 2 | Jimmy Spencer | Cornelius, NC | Camel Cigarettes Ford | Travis Carter | Travis Carter Enterprises, Inc. | Donnie Wingo |
| 24 | 2W | Jeff Gordon | Huntersville, NC | DuPont Refinishes Chevrolet | Rick Hendrick | Hendrick Motorsports | Ray Evernham |
| 25 | 2 | Ken Schrader | Fenton, MO | Budweiser Chevrolet | Joe Hendrick | Joe Hendrick Motorsports, Inc. | Phil Hammer |
| 27 | 0 | Jason Keller | Greenville, SC | Ford | David Blair | David Blair Motorsports, Inc. | Mike Hill |
| 28 | 1 | Ernie Irvan | Concord, NC | Texaco Havoline Ford | Robert Yates | Robert Yates Racing, Inc. | Larry McReynolds |
| 29 | 2 | Greg Sacks | Charlotte, NC | Cartoon Network Chevrolet | Gary Bechtel | Diamond Ridge Motorsports | Bill Ingle |
| 30 | 0 | Johnny Benson | Harrisburg, NC | Pennzoil Pontiac | C.G. Rider | C.G. Rider/Bahari' Racing | Doug Hewitt |
| 33 | 1 | Robert Pressley | Asheville, NC | Skoal Bandit Chevrolet | Leo E. Jackson | Leo Jackson Motorsports, Inc. | Andy Petree |
| 37 | 2 | John Andretti | Mooresville, NC | Kmart/Little Caesars Ford | Michael Kranefuss | Kranefuss-Haas Racing, Inc. | Tim Brewer |
| 41 | 1 | Ricky Craven | Concord, NC | Kodiak Chevrolet | Larry Hedrick | Larry Hedrick Motorsports | Charley Pressley |
| 42 | 2 | Kyle Petty | Trinity, NC | Coors Light Pontiac | Felix Sabates | Sabco Racing, Inc. | Billy Woodruff |
| 43 | 2 | Bobby Hamilton | Mt. Juliet, TN | STP Pontiac | Richard Petty | Petty Enterprises | Robbie Loomis |
| 44 | 1 | Jeff Purvis | Clarksville, TN | MCA Records Chevrolet | James Finch | James Finch | Marc Reno |
| 46 | 0 | Stacy Compton | Lynchburg, VA | Monroe Motorsports Chevrolet | Dean Monroe | Monroe Motorsports | Neil Perkins |
| 50 | 1 | A.J. Foyt | Houston, TX | Kennametal Ford | A.J. Foyt | A.J. Foyt Enterprises | Barry Owens |
| 57 | 0 | Steven Seligman | Lake Forest, IL | Matco Tools Ford | Georgia Seligman | Gil Rizzo | |
| 71 | 1 | Dave Marcis | Skyland, NC | Prodigy Chevrolet | Dave Marcis | Marcis Auto Racing, Inc. | Terry Shirley |
| 75 | 2 | Morgan Shepherd | Conover, NC | Remington Arms Ford | Butch Mock | Butch Mock Motorsports, Inc. | Troy Selberg |
| 77 | 2 | Bobby Hillin, Jr. | Charlotte, NC | Jasper Engines/Federal-Mogul Ford | Doug Bawel | Doug Bawel | Paul Wise |
| 78 | 0 | Randy McDonald | High Point, NC | Diamond Rio Ford | Jim Wilson | Jim Wilson | Billy Standridge |

| | | | | | | | |
|----|---|-----------------|------------------|-------------------------------|----------------------|-----------------------------|---------------|
| 81 | 1 | Kenny Wallace | Concord, NC | Square D/TIC Ford | Filbert Martocci | Filmar Racing | Gil Martin |
| 87 | 2 | Joe Nemechek | Mooresville, NC | Burger King Chevrolet | Joe F. Nemechek, III | NEMCO Motorsports | Jeff Buice |
| 88 | 2 | Dale Jarrett | Hickory, NC | Quality Care/Ford Credit Ford | Robert Yates | Robert Yates | Todd Parrott |
| 90 | 1 | Dick Trickle | Iron Station, NC | Heilig-Meyers Ford | W.C. Donlavey, Jr. | Donlavey Racing | Bob Johnson |
| 91 | 0 | Ron Barfield | Florence, SC | New Holland Tractor Ford | Bill Elliott | Bill Elliot Motorsports | Russ Bales |
| 94 | 2 | Bill Elliott | Dawsonville, GA | McDonald's Ford | Bill Elliott | Elliott Racing Team | Mike Beam |
| 95 | 0 | Gary Bradberry | Nashville, TN | Shoney's Restaurant Ford | Earl Sadler | Earl Sadler/Check Sadler | Dennis Adcock |
| 98 | 2 | Jeremy Mayfield | Charlotte, NC | RCA Ford | Cale Yarborough | Cale Yarborough Motorsports | Tony Furr |
| 99 | 2 | Jeff Burton | Huntersville, NC | Exide Batteries Ford | Jack Roush | Jack Roush Racing | Buddy Parrott |

W= Former Brickyard 400 Winner

Legend:Chevrolet=Chevrolet Monte Carlo; Ford=Ford Thunderbird; Pontiac=Pontiac Grand Prix

Tire: Goodyear

Date: July 29, 1996

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Brickyard 400 Sets Four-Day Schedule, July 31-August 3

For Immediate Release

INDIANAPOLIS, June 6, 1996 -- The third Brickyard 400 NASCAR Winston Cup stock car race at the Indianapolis Motor Speedway, sold out since last August, will once again be conducted over a four-day schedule mirroring last year's day-by-day activities.

The 160-lap, 400-mile race on the 87-year-old 2½-mile oval race track will be run Saturday, Aug. 3, beginning at 12:15 p.m. local time (same as central daylight), telecast live by ABC Sports. The IMS Radio Network will again be carried on several hundred stations.

Practice begins Wednesday, July 31, from 1-5 p.m. Thursday is Busch Pole qualifying (one lap) for starting spots 1-25 at 1 p.m. after a two-hour morning practice from 9:30 to 11:30 a.m. Friday practice is 10-11:30 a.m. Second-round qualifying for positions 26-38 (positions 39-42 are provisional) is at 1 p.m., followed by NASCAR's one-hour final practice.

Inaugural Brickyard 400 winner Jeff Gordon came back in 1995 to win the Busch Pole Award as the fastest first-day qualifier. Rick Mast was the Busch Pole Winner at the inaugural Brickyard in 1994. Dale Earnhardt, who won his seventh Winston Cup Championship in 1994, won the 1995 Brickyard 400 while Gordon, from nearby Pittsboro, Ind., went on to win his first Winston Cup Championship in 1995.

Gordon's Busch Pole speed last year was a track record 172.536 miles per hour. (52.163 seconds). Second-round qualifying in 1995 was rained out, and Saturday's race was delayed more than four hours by rain, finally getting underway at 4:30 p.m. Earnhardt gained the lead when the race's only caution flag came out on Lap 133 (for four laps) and then led the final 28 laps. He pulled his GM Goodwrench Service Chevrolet, owned by Richard Childress, into victory lane shortly after 7 p.m. for a twilight winner's celebration. The win was worth \$565,600 of a total event prize fund of \$4,447,015.

All reserved seats for the 1996 Brickyard 400 were sold out at the enormous facility only days after last year's race. 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. A \$25 three-day (Wednesday-Friday) practice and qualifying pass allows daily in-and-out privileges and is available through the IMS ticket office only. Single day gate admissions, sold at the gate, do not provide for exit and return.

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



Busy Broadcast Week Set For Brickyard 400 TV, Radio

For Immediate Release

INDIANAPOLIS, July 22, 1996 -- Programming has been added to the Brickyard 400 radio/TV package for 1996, which culminates in the live broadcasts of the race on ABC Sports and the Indianapolis Motor Speedway Radio Network.

ABC Sports television will again feature Paul Page, Bob Jenkins and 1973 NASCAR Winston Cup champion Benny Parsons in the booth for the 1 p.m. (EDT, 12 Noon locally) start of the race's third edition on Saturday, Aug. 3.

ABC's team is a veteran group, with Page, who anchors the annual ABC telecast of the Indianapolis 500, being joined by ESPN's regular Winston Cup team (Jenkins and Parsons) which has called nearly 125 races since 1989. Reporters Jack Arute, Gary Gerould and Dr. Jerry Punch will round out ABC's on-air lineup.

Mike Joy and the two-time champion of NASCAR's top division, Ned Jarrett, return for the IMS Radio Network's call of the race at 12:30 p.m. (EDT, 11:30 a.m. locally).

Leading up to Brickyard 400 Race Day, expanded daily television coverage will be aired by ESPN2 in addition to live qualification coverage on ESPN and a three-hour live merchandise special Friday night on cable channel QVC.

ESPN, with its final "The Road to the Brickyard" special scheduled Saturday (July 27), will air 2½ hours of live qualification coverage on Thursday and Friday of race week. ESPN has also scheduled a one-hour live pre-race show for Race Day.

The network's coverage will be augmented by live practice and qualifying programming on ESPN2, which starts on Wednesday of race week. ESPN2 will also carry a merchandise special on Wednesday in addition to its on-track shows. "RPM 2Night", ESPN2's daily racing program, will originate at the Brickyard's Garage Area July 28-Aug. 3.

The IMS Radio Network has again scheduled its call-in program, "Brickyard Live", for Wednesday and Thursday evenings from the Indianapolis Motor Speedway motel. The program features NASCAR Winston Cup competitors and Brickyard 400 personalities. Also, the radio network will carry live qualifying coverage for Thursday's Busch Pole Qualifying runs and qualifying wrap-ups on Thursday and Friday of race week as the field is set.

The IMS Radio Network broadcast will be carried by 400 stations nationwide and by LeSea Broadcasting and the Armed Forces Radio Network around the world.



Brickyard Feels Like A Backyard To Jeff Gordon

For Immediate Release

Jeff Gordon entered the inaugural Brickyard 400 in 1994 as the best-known unknown driver on the NASCAR Winston Cup stock car circuit.

With hometown roots in nearby Pittsboro, Ind., Gordon grew up dreaming about racing at the Indianapolis Motor Speedway. His boyhood dream came true on Aug. 6, 1994, when NASCAR ran its first race at the historic 2.5-mile track.

A second-year driver who had just turned 23, Gordon earned his place in the record books by scoring a .53-second victory over Brett Bodine in the 1994 Brickyard 400. Last year, he won the Busch Pole with a track record speed of 172.536 mph and returns to the third Brickyard 400 as the defending NASCAR Winston Cup champion.

The driver of the No. 24 DuPont Automotive Finishes Chevrolet Monte Carlo will turn 25 years old the day after this year's Brickyard 400, and there's no need to ask him what he wants for a birthday gift.

"We want to win again, and we're working hard for it," Gordon said. "We're focused. We've been talking all year about how we want to win another Brickyard 400."

Gordon leads all drivers with five victories this season, and he's third in the series standings, 80 points behind his Hendrick Motorsports teammate Terry Labonte entering Sunday's DieHard 500 at Talladega Superspeedway. Gordon and Labonte share the series lead with four poles each in 1996.

Winning the Brickyard 400 pole is also important to Gordon, but he doesn't want to make it quite as exciting as last year's qualifying run when the rear end of his car pitched sideways coming out of the fourth turn and almost wrecked.

"That lap made for great highlights, but it easily could have made the bloopers," Gordon said. "It certainly wasn't the position I wanted to put myself in. I knew it was a pretty big slip.

"I was going for the pole, and I thought I was going to make a big fool of myself. I was trying to get everything out of it I could, and I got that and a little bit more."

Gordon will have to get a little more out of it this year if he wants another Brickyard pole. The track has been repaved and test speeds are faster than Gordon's '95 record lap.

"They're going to break the track record this year, so my lap last year won't mean much for much longer," Gordon said. "Maybe everything will go our way like it did in '94 and we can win the pole and the race this year. That'll be a tall order. Based on practice speeds, some of those other guys are going to be strong, but we'll sure give it our best shot."

First-round time trials for the Brickyard 400 begin at 1 p.m. EST, local time on Thursday, Aug. 1. The race begins at 12 noon local time on Saturday, Aug.3 with ABC providing live TV coverage. The Indianapolis Motor Speedway Radio Network's live race coverage will begin at 12:30 p.m. (11:30 a.m. local time).

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Earnhardt Going For The Gold Again At Brickyard

For Immediate Release

INDIANAPOLIS, July 24, 1996 -- Defending Brickyard 400 champion Dale Earnhardt has won 70 races and more than \$27 million in 528 career NASCAR Winston Cup starts.

The seven-time series champion from Kannapolis, N.C., ranks sixth on NASCAR's career victory list, and no one has won more money in a stock car than the 45-year-old driver of the No. 3 GM Goodwrench Service Monte Carlo.

Earnhardt won \$565,600 in the 1995 Brickyard 400, his largest payday in 18 full seasons of NASCAR Winston Cup competition. The victory also provided a healthy dose of momentum in his pursuit of a record-breaking eighth NASCAR Winston Cup title.

With top 10 finishes in 10 of the final 12 races last season, Earnhardt came up just 34 points behind 1995 series champion Jeff Gordon. Currently trailing leader Terry Labonte by 12 points entering Sunday's DieHard 500 at Talladega Superspeedway, Earnhardt hopes to use the third Brickyard 400 Aug. 3 as a springboard to NASCAR's gold medal in 1996.

"The Brickyard 400 is one of the races everybody wants to win," Earnhardt said. "It would have been nice to win it first, but just winning it is quite an accomplishment."

Showers almost postponed last year's race, and several victory lane shots were snapped in twilight. Earnhardt's constant grin provided plenty of light for the cameras.

"It was just about dark when we did victory lane, but I didn't care," Earnhardt said. "We could have done it in the dark, in the rain, whatever. It didn't matter as long as we were there."

"It was sort of a weird day with the rain and the delay. Then we worked all day long getting to the front. The guys did a great pit stop and put us out front."

"That was the key to winning the race. After that, we just did our job. We ran the car as smooth and straight as we could and made every lap count."

Earnhardt led the final 27 laps and scored a .37-second victory over Rusty Wallace. Earnhardt finished fifth behind Wallace in the inaugural Brickyard 400 in 1994, and he figures Wallace will be one of the drivers to beat again this year at Indianapolis.

"The Brickyard is an historical place, and it's a great place to win a race," Earnhardt said. "To be one of only two guys to win it is great. Jeff (Gordon) and I need to try to win it again this year so there'll still only be two winners."

Earnhardt tested for the second time this season this week at Indianapolis. The Richard Childress Racing team, with more than 500 total testing laps at Indy this summer, isn't taking any chances on a lackluster performance in NASCAR's most lucrative race.

"The second half of our season is usually our strong suit," Earnhardt said. "Right now, we've got to rebound from a couple of tough races at New Hampshire and Pocono. We need to do well at Talladega and go into Indy with some momentum. We'll do everything we can to do the best we can. We just want to go race hard and win."

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Labonte Hopes For Change Of Fortune At Brickyard

For Immediate Release

INDIANAPOLIS, July 25, 1996 -- Terry Labonte has yet to crack the top 10 in the first two Brickyard 400s, but the 39-year-old driver of the No. 5 Kellogg's Corn Flakes Chevrolet has made a habit of scoring top 10 NASCAR Winston Cup finishes this season.

In fact, Labonte and Hendrick Motorsports teammate Jeff Gordon share the series lead with 13 top 10s each in 17 races heading into Sunday's DieHard 500 at Talladega Superspeedway. That consistency has vaulted Labonte to the top of the series standings for the first time since 1985, and the 1984 champion hopes to become the 16th driver in NASCAR history to win more than one title.

Labonte, a Corpus Christi, Texas, native, became the sport's Ironman earlier this season when he broke Richard Petty's streak of 513 consecutive starts. Now Labonte, who'll make his 524th consecutive start this weekend, would like to help Petty retain another record.

Dale Earnhardt and Petty each have won seven NASCAR Winston Cup championships, and Labonte is standing in the way of Earnhardt's eighth. With a tenuous 12-point advantage over Earnhardt entering Sunday's race at Talladega, Labonte says he's not feeling any pressure.

"There's probably a lot more pressure on Dale to win this championship than (on) me," Labonte said. "They expect Dale to win it, and besides, I've already got my record this year."

"Seriously, I'm not worried about the pressure. If we've got fuel pressure and oil pressure, that's all I'm worried about."

The Winston Cup title paid \$150,000 when Labonte won it in 1984, but he'll earn 10 times that if he can hold on and capture the 1996 crown.

"There's a big difference between now and '84," Labonte said. "I already had that money spent before I won it in '84. I don't have a penny of this spent."

Labonte moved from 30th to first in a span of 14 races this season after he opened the year with finishes of 24th and 34th at Daytona and Rockingham, respectively. He took the points lead with a sixth-place finish at Loudon, N.H., on July 14, and retained it despite a 16th-place performance last week at Pocono.

With a fourth-place finish earlier this season at Talladega, Labonte hopes to enter the third annual Brickyard 400 on Aug. 3 as the series points leader.

Then he and the No. 5 Kellogg's team, led by crew chief Gary DeHart, will go to work at Indy and try to improve on 12th and 13th-place finishes in 1994 and 1995, respectively.

"Indy changes more than any track we go to, and you can only judge off people who tested there when you were there," Labonte said. "I thought we were decent, but we didn't have any speed. We were about a second off from the fastest times, and we couldn't find that extra second."

"We'll need to find it before the race because we can't afford to be that far off. We've finished second five times this year, and two of those easily could have been wins. It'd sure be nice to run that well at the Brickyard and have a shot to win. With a little luck, I think we can be competitive."

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Brickyard 400 Offers \$4.7 Million In Cash And Prizes

For Immediate Release

INDIANAPOLIS, July 26, 1996 -- With the addition of more than \$600,000 in cash, prizes and lap-leader money announced today by the Indianapolis Motor Speedway, the total prize posting package for the third Brickyard 400 stands at \$4,777,721 -- \$4,622,721 in cash and \$150,000 worth of merchandise.

It is the largest race payoff in NASCAR Winston Cup history, with the winner guaranteed more than \$500,000.

The 1996 Speedway awards program is in addition to the \$4,168,721 in posted awards on the NASCAR entry blank for the Aug. 3 race. Last year's cash payoff was \$4,447,015, with winner Dale Earnhardt collecting \$565,600 plus other merchandise.

This year in addition to the \$277,825 winner's purse on the entry form, the Brickyard 400 champion receives \$200,000 from PPG Industries as part of its Winner's Trophy Award and the Thunderbird Winner's Award of \$5,000 plus a Brickyard 400 Formula 271-SR-1 boat valued at \$80,000 and a \$30,000 1997 30th anniversary Chevrolet Camaro Z28 pace car.

Other winner's awards include the champion's ring plus \$10,000 from Herff Jones, the \$25,000 EDS Courage to Lead Award for the winning chief mechanic, the \$10,000 Kodak Photo Finish Award and the \$5,000 NABD/IMI (National Association of Brick Distributors/International Masonry Institute) Best Team on the Bricks Award.

With 38 qualified starters plus up to five provisional spots open in the field, last-place money for this year's Brickyard event is set at a minimum of \$49,070 (positions 38-43).

The Busch Pole Award for the Brickyard 400 is \$40,000. There is also the Busch Pole car owner's award Chevrolet/Tiara custom van valued at \$35,000 plus \$5,000 in cash, a \$5,000 GTE Front Runner Award and a \$5,000 cash award to the winning crew chief from Western Diversified.

Lap-leader awards, funded by the 1996 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. Jeff Gordon led 93 laps to take \$37,200 from the lap-prize fund in the 1994 inaugural and Earnhardt led 28 laps for \$11,200 last year. Gordon has led 128 of the 320 race laps to date.

Gordon, who followed his 1994 inaugural victory with a pole position and a sixth-place finish last year, has collected \$912,200 in cash and prizes through the first two editions of the race and will be shooting to become the first driver to exceed \$1 million in Brickyard 400 earnings this year. Gordon's total of \$613,000 as the inaugural winner's share is both a race and Winston Cup record winner's payoff.

More than 35 companies post awards at each NASCAR Winston Cup event.



Entries To Vie For Spots In Third Brickyard 400 Field

For Immediate Release

INDIANAPOLIS, July 27, 1996 -- Fifty NASCAR Winston Cup cars are entered and will bid for starting spots in the third Brickyard 400 according to a list of entries released today by the Indianapolis Motor Speedway.

Drivers seeking to divide more than \$4.7 million worth of posted cash and prizes, and be presented with the winner's PPG Trophy, include 1994 winner and 1995 Busch polesitter Jeff Gordon, 1995 victor Dale Earnhardt and inaugural Busch Pole winner Rick Mast.

Fourteen of the last 16 Winston Cup championships are represented on the list, including Gordon (1995), Earnhardt (1980-86-87-90-91-93-94), Rusty Wallace (1989), Bill Elliott (1988), Darrell Waltrip (1981-82-85) and Terry Labonte (1984).

Practice starts Wednesday in preparation for qualifying Thursday and Friday at the 2½-mile Speedway oval. The race for the PPG Trophy is scheduled for 12:15 p.m. (local time) Saturday, Aug. 3, broadcast live by ABC Sports television and the IMS Radio Network.

Thirty of the drivers listed on entries have made both Brickyard 400 starting fields to date. The entries include 30 Fords, 15 Chevrolets and five Pontiacs.

The fastest 25 qualifiers in Thursday's Busch Pole qualifying secure spots in the field. Another 13 cars will be added after second-round qualifying Friday. Four additional starting spots are available through provisionals, plus a 43rd spot, if needed, for a past Winston Cup champion who fails to make the lineup through qualifying.

Several connections exist with the track's Indianapolis 500, led by A.J. Foyt, the four-time "500" winner who will bid for his second Brickyard start.

Also on that list is John Andretti, the only driver to start both an Indianapolis 500 and Brickyard 400 in the same year (1994). Foyt is the only other driver entered who has competed in both races at the Speedway.

Wally Dallenbach Jr., whose father competed in 13 Indianapolis 500s, is entered. The younger Dallenbach made the inaugural Brickyard 400 field in 1994.

Ron Hemelgarn, whose car won the Indianapolis 500 in May with Buddy Lazier aboard, and his Indy Racing League sponsor, Delta Faucet, will be associated for the second straight year in the Brickyard 400 with the Spam/Melling Engine Parts Ford driven by Lake Speed. Cale Yarborough, owner of Jeremy Mayfield's No. 98 RCA Ford, and Bobby Allison, owner of No. 12 Derricke Cope's Badcock Ford, are both former Winston Cup Champions who have driven in the Indianapolis 500.

With the inclusion of newcomer Eric Smith on the entry list, the Brickyard 400 field could have the first driver of that surname ever to make a starting field at the Speedway.

Greg Sacks, who qualified 13th and 16th in the first two editions of the race, has the fastest speed in testing sessions at 177.340 miles per hour, followed by Derrike Cope at 176.915 mph. The track record for Winston Cup cars is 172.536 mph by Gordon a year ago.

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Brickyard's New Pavement

Impress The King

INDIANAPOLIS, July 28, 1996 -- Richard Petty, the most successful driver in NASCAR Winston Cup history with 200 career victories and seven national championships, has seen just about every race track in the country and raced on most of them.

He retired in 1992 and never got to compete at the Indianapolis Motor Speedway, but the 56-year-old legend from Level Cross, N.C., says the newly-resurfaced 2.5-mile track is the smoothest racing layout he's ever seen.

"It's as smooth as glass," Petty said. "When they paved it, they started ... on the front stretch and went all the way around and never stopped even if they had to pave at night. There was no stopping."

"That's how particular they were in laying that track. I can't believe how smooth it is. They did a heck of a job."

The paving of the track last fall was accomplished first by milling up three inches of the old surface, put down in summer of 1988. That was replaced by three inches of special-mix asphalt in separate strips a little over 12 feet wide and two-and-a-half-miles long. The seams are so closely matched they are barely perceptible. A new "Yard of Bricks" start-finish line, using bricks from the track's original 1909 surface, was installed. Built in 1909, the track pavement today is more than a foot thick and includes the original bricks underneath several layers of asphalt paving.

Since Petty won't ever compete as a driver at the Brickyard, the next best thing would be seeing Bobby Hamilton win his first NASCAR Winston Cup race in Petty's famous No. 43 STP Pontiac at the Indianapolis Motor Speedway. Hamilton and company tested recently at the Brickyard but didn't have a lot to show for their hard work.

"We had a good test. We just had a bad wreck," Richard Petty said. "We were making a long run to see how far we could go on fuel and how much we fell off and a tire went flat. There was no saving it."

Petty had plenty of chances for saves during 35 seasons and a NASCAR record 1,185 career starts. No one will ever come close to breaking that record with NASCAR's current 31-race season schedule. But Petty says he wishes he could have stayed around long enough to compete in the inaugural Brickyard 400.

"That would have been a lot of fun, but they waited until I quit before they ran it," Petty said. Petty did however take three "ceremonial" laps at the Brickyard -- in excess of 151 miles per hour -- during the 1993 NASCAR Winston Cup Indy test.

"It's important to NASCAR and to the sponsors for us to go to places like Indianapolis," Petty said. "We're expanding to places where our people (sponsors) can sell their products."

"From a monetary standpoint, Indy is the biggest race we run, and it would sure be a great place for Bobby to get his first win."



Brickyard 400 Qualifying Mark In Jeopardy, Test Times Quick

For Immediate Release

INDIANAPOLIS, July 29, 1996 -- Based on recent Brickyard 400 test sessions at the Indianapolis Motor Speedway, Jeff Gordon's 1995 record qualifying lap of 172.536 miles per hour at the historic 2.5-mile track won't last long when Busch Pole qualifying begins on Thursday, Aug. 1.

Gordon edged Bobby Hamilton for the Brickyard pole last season by less than a tenth of a second. But Gordon's time of 52.163 seconds has been shattered by many drivers during recent practice sessions. The newly resurfaced track, a different Goodyear radial and removal of rumble strips in the corners should produce a qualifying lap in excess of 177 mph.

Greg Sacks clocked the fastest unofficial lap during testing on July 9 in the No. 29 Wacky Racing Chevrolet Monte Carlo. Sacks turned in a lap of 50.750 seconds or 177.340 mph. Sterling Marlin was second fastest on that day at 176.748 mph.

Rick Mast, pole winner of the inaugural Brickyard 400, tested three different Pontiacs during that practice session and returned this week for a final Brickyard 400 tuneup.

Mast says the newly resurfaced track is as smooth as glass, but maintains that removing the rumble strips -- saw-cuts on the inside edge of the track -- is the big reason for the increased speeds.

"If you can keep your left wheel on the white line, you're going to run about the same speed we ran there last year," Mast said. "If you move down two and a half feet, where the rumble strips were before, and put the left sides down close to the grass, it's about a second faster or maybe more."

"To me, it's like a different race track now. The pole will probably be a second and a half faster. It'll probably be a 50.60-second lap."

Mast credits his pole run at Indy in 1994 as a big turning point in his career.

"Every autograph session I do, I still have to sign something from that race," Mast said. "There must be 10 million zillion things out there they made to sign for that inaugural Brickyard 400."

Kyle Petty says the track, tires and removal of the rumble strips will play a big part in the pole speed, but the 36-year-old, third-generation NASCAR driver warns not to forget about Mother Nature.

"If the weather's good and the track is shaded right, it's going to be fast," Petty said. "If it's a 95-degree day and it's been hot for a week, it's going to be slow. Some people had really good weather to test on up there and some people had really bad days. The first day we were up there the best lap was just at the pole speed from '95. Then the next day, it was a 51 flat just because the weather was better."

Gordon expects his track record to be broken, but he's not so sure it'll be shattered.

"We tested there three days, and I don't know what the pole speed is going to be," Gordon said. "We were at least a second, almost two seconds off from the fastest guys who tested there."

"We were faster than anybody when we were there, and I thought it was a pretty good test. I'll be real surprised if those other guys come back and run as fast as they did."

"I heard the weather was ideal when they were there, but I find it hard to believe it was a second or second and a half faster. We'll find out when we get there and we're all together."

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Daily Trackside Report Tuesday July 30, 1996

For Immediate Release

Welcome to the third annual Brickyard 400 at the Indianapolis Motor Speedway, the 19th race of the 1996 NASCAR Winston Cup Series. Notes, quotes, trivia, historical information and other items will appear on these pages through Sunday, Aug. 4.

Brickyard 400 information will be available on the Internet this week, starting Wednesday. The Web address is: <http://www.brickyard.com/400>. Last year's race became the first 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.

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.

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

- Qualifying draw for order at 12:30 p.m. Wednesday.
- One-lap qualifying Thursday to determine positions 1-25 (fastest 25 locked into field).
- One-lap qualifying Friday for remaining cars to determine positions 26-38 (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 current 1996 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), Terry Labonte (Hendrick Motorsports), Dale Earnhardt (Richard Childress) and Dale Jarrett (Robert Yates), 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 Jeff Gordon and car owner Hendrick Motorsports. If Gordon 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 Sterling Marlin (Morgan-McClure Motorsports), who is fifth in current NASCAR Winston Cup points.

SCHEDULE OF EVENTS:

Wednesday, July 31

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. 1

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 -- NASCAR Winston Cup practice
1 p.m. -- Qualifying to determine positions 1-25.

Friday, Aug. 2

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 26-38.
To follow -- One-hour practice as time permits.

Saturday, Aug. 3

12 a.m. -- Credential gate 9A 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 3rd Annual Brickyard 400.

The Busch Pole winner of the Brickyard 400 can win \$45,600 in Unocal 76 Challenge bonus prize money by winning the race. Unocal 76, official fuel supplier to NASCAR, posts \$7,600 at every NASCAR Winston Cup race payable to the winner of the event if he's also the pole winner. If the award is not claimed, it "rolls over" at the next race. Jeff Gordon was the last winner at the UAW-GM Teamwork 500 June 16 at Pocono and the Brickyard 400 is the sixth race since that time.

NASCAR WINSTON CUP SERIES POINT STANDINGS

Top 10 Winston Cup Points

| | Points | Wins |
|--------------------|--------|------|
| 1. Jeff Gordon | 2,631 | 6 |
| 2. Terry Labonte | 2,622 | 1 |
| 3. Dale Earnhardt | 2,608 | 2 |
| 4. Dale Jarrett | 2,549 | 2 |
| 5. Sterling Marlin | 2,285 | 2 |
| 6. Ricky Rudd | 2,260 | 0 |
| 7. Rusty Wallace | 2,247 | 4 |
| 8. Ken Schrader | 2,216 | 0 |
| 9. Mark Martin | 2,192 | 0 |
| 10. Ernie Irvan | 2,188 | 1 |

Unocal 76 Point Fund Standings

| | |
|-----------------|-------|
| Dale Earnhardt | 2,608 |
| Sterling Marlin | 2,285 |
| Bobby Hamilton | 2,029 |

Sears Diehard Racer Award

| | Miles Completed |
|---------------|-----------------|
| Kyle Petty | 6,690.485 |
| Jimmy Spencer | 6,468.884 |
| Rick Mast | 6,450.915 |

Rookie of the Year

| | |
|-----------------|-----|
| Johnny Benson | 173 |
| Randy MacDonald | 31 |
| Stacy Compton | 19 |

Manufacturers Championship

| | Points | Wins |
|-----------|--------|------|
| Chevrolet | 139 | 11 |
| Ford | 129 | 7 |
| Pontiac | 74 | 0 |



Daily Trackside Report July 31, 1996

By virtue of Jeff Gordon taking the 1995 Winston Cup championship, the Hendrick Motorsports hauler carrying the #24 DuPont Refinishes Chevrolet was the first to pull into the Red Lot behind Gasoline Alley at 5:58 a.m. today, with Mike Belden of Concord, N.C. at the wheel and a television cameraman riding with him. It was Belden's first time to have the honor of being "first in." Each of the last two years, "Mountain Man" Jim Baldwin of Lansing, N.C., was first into the Red Lot after Dale Earnhardt's two straight Winston Cup titles. "We love coming to Indy," Belden said. "We like the track and Jeff likes the track. It's always fun to come to a place where you know you can do well." The first car out of a transporter at 7:02 a.m. was the #24 of Gordon and it was also first in Gasoline Alley a minute later.

Of the 51 cars on the original entry list, 48 cars had checked in through NASCAR registration as of 10 a.m. today. From the original entry list, cars not on the grounds were #19 Loy Allen Jr., #49 Eric Smith and #63 with no driver assigned. According to NASCAR officials, #19 and #63 were listed as scratches for the weekend. The number for the car assigned to Steven Seligman has changed from #65 to #57.

The 1996 Brickyard 400 Media Guide and a Brickyard 400 statistics and record package are available from the press room office.

From Winston Cup Racing Updates, 1996 Brickyard 400 Indianapolis Edition:

- Dale Earnhardt has finished 12th or lower in four of the last six races. Earnhardt has fallen from a 136-point Winston Cup lead after Race No. 12 at Dover to 23 points behind leader Jeff Gordon six races later. Earnhardt has started 11th or better in the last six races.
- There have been seven different winners in the first 18 races (Jeff Gordon at Richmond, Darlington, Bristol, Dover, Pocono and second Talladega, Rusty Wallace at Martinsville, Sears Point, Michigan and second Pocono, Dale Earnhardt at Rockingham and Atlanta, Sterling Marlin at Talladega and second Daytona, Dale Jarrett at Daytona and Charlotte, Ernie Irvan at Loudon and Terry Labonte at North Wilkesboro).
- There have been 10 different Busch Pole winners in the first 18 races (Terry Labonte at Rockingham, Richmond, North Wilkesboro and Sears Point, Jeff Gordon at Charlotte, Dover, Pocono and second Daytona, Mark Martin at Bristol and second Pocono, Ricky Craven at Martinsville and Loudon, Dale Earnhardt at Daytona, Johnny Benson at Atlanta, Ward Burton at Darlington, Ernie Irvan at Talladega, Bobby Hamilton at Michigan and Jeremy Mayfield at second Talladega).
- Terry Labonte leads all drivers with 14 starts from a top-15 starting position.

- Jeff Gordon has eight front-row starts this season, four from the pole and four from the outside.
- Mark Martin has started from the top 10 in 11 races this season. Bobby Labonte has seven top-10 starts in the last eight races.
- Dale Earnhardt and Jeff Gordon are the only drivers with 11 top-five finishes in the first 18 races of the season.
- Jeff Gordon leads all drivers with 14 top-10 finishes in the first 18 races, followed by Terry Labonte with 13, Dale Earnhardt with 12 and Dale Jarrett with 11. Gordon has led at least one lap in each of the last 11 races.
- Ernie Irvan has posted five straight top-five finishes.
- Ricky Rudd (sixth) and Jeff Burton (12th) are the only drivers of the top 40 in Winston Cup points who have no DNFs this season. John Andretti and Derrike Cope lead all drivers with eight DNFs each this season.
- Chevrolets have led 3,125 of a possible 5,164 laps this season, followed by Ford with 1,723 and Pontiac with 316.
- Greg Sacks posted the fastest testing speed at Indianapolis with a lap of 177.340 miles per hour, followed by Derrike Cope at 176.915 mph.
- Five drivers -- Dale Earnhardt, Jeff Gordon, Bill Elliott, Morgan Shepherd and Rusty Wallace -- have each scored top-10 finishes in both Brickyard 400s to date.
- Jeff Gordon and Dale Jarrett have each led at least one lap in 11 of 13 superspeedway races this season. Jarrett has scored more Winston Cup points on superspeedways than any other driver, three more than Dale Earnhardt (1,891-1,888).
- Bobby Hillin Jr., Dave Marcis, Rick Mast, Kyle Petty and Hut Stricklin are seeking their first top-10 finish of 1996.
- Jimmy Spencer has five top-10 finishes in the past seven races and has risen from 21st to 15th in the Winston Cup standings during that period.
- Terry Labonte leads all active drivers with 524 consecutive starts.
- Dale Earnhardt has won at least one race each season for 15 consecutive years (1982-1996). Rusty Wallace has won at least one race each season for 11 consecutive years (1986-1996). Ricky Rudd is looking to extend his streak of 13 consecutive years and Bill Elliott is looking to extend his streak of 12 consecutive years.
- 58 drivers have made at least one Winston Cup start this season.

Kenny Irwin Jr. leads the USAC Silver Crown championship standings going into tonight's 100-miler at Indianapolis Raceway Park. Irwin Jr. has 605 points, followed by Jimmy Sills with 427 and Dave Darland with 410.

The Winston Media Luncheon was held at 11 a.m. today in Chalet 2B, with drivers Jeff Gordon, John Andretti and Mike Skinner on hand.

JEFF GORDON: "It's always exciting for me to be here because I have a lot of fans. I can't tell you how many people have asked me, 'How has your life changed since you won the Brickyard?' And it really has. We'd sure love to be back in the winner's circle again."

MIKE SKINNER: "It's great to be here at the Brickyard. I wish it would be under better circumstances. We'll try our best to keep the car clean and out of trouble. If we can get the car good, we'll be in the race at the end."

JOHN ANDRETTI: "I wake up every Monday morning thinking our season will turn around and this race can do that for you. I'm really proud of all out guys. They keep giving us better and better race cars, so hopefully our luck will turn around. It means a lot for me to be here at Indianapolis."

Dale Earnhardt came to the Trackside Conference Room for a press conference at 12:15 p.m.

DALE EARNHARDT: (Opening comments): "I went to apologize to you and Indianapolis for getting out of your press day so easily. I'm going to hang around with Skinner and try to help out as far as practice today. I may try to practice some tomorrow and possibly try to qualify the car. But I want to thank everybody for all their concern and phone calls and best wishes and well wishes over the week after Sunday. I came through it pretty good I think after seeing the films and the replays and going up and looking at the car Monday after we got back from Birmingham. The car did its job and kept me safe and I was okay to a point. I've got a few broken things but they're going to heal up in time. Dr. (Terry) Trammell's going to see me this afternoon and help me with a few things that'll maybe make me more comfortable in the car for practice tomorrow. Other than that, feeling pretty good...just a little sore in places I've never been sore."

(About starting race to get points): "I don't think it's the time for me to be trying to rebuild the point system or redesign it or anything. NASCAR has it where it's pretty fair for everybody. You've got to drive the race to get credit for it. I wouldn't want somebody to drive the race and I get credit for it when they did the work. So, it's really not fair. You should have to get in the car and start the race to get points. If they see to restructure it some way, then they need to do it, not me. I'd be more interested in restructuring restrictor-plate racing, myself."

(Chances of someone else qualifying car Thursday): "It possibly could. I won't know until I get in the car and see how I feel. I got in the car up at Richard's shop on Monday. I felt fairly comfortable even though I was pretty sore at the time and I'm fairly sore now. I don't want to take a chance and do something to injure myself or to take a chance and hurt somebody else or endangering somebody else's life. There's a lot of guys out there with me that I gotta think about. I'm going to take it easy and we're going to put a lot of focus on Mike practicing the car today and get him comfortable and get him as fast as we can get him going and look forward to the race. Our focal point is the race. Tomorrow's practice and qualifying is, I'd say a little extra, if we can do that. At this point, I feel like I can possibly do that. If I go out and practice in the morning and can run a decent speed to where it would get in the race, I may try to qualify it. If I don't run a speed that I feel like I can get in the race...Richard and I will talk about that. That's something Richard and I have to decide."

(How aware was he during wreck?): "When the car turned abruptly sideways, I knew I was going to hit the wall. When I hit the wall is when I broke my sternum. When the car got up on its side and got up in the air a little bit, it was spinning around. I saw a flash. Another car hit me at

the same time, so it was probably Derrike (Cope). Then there was a big crash and the car went airborne again and that's when I broke my collarbone and bruised my pelvis. That was when the #3 car hit me. And then the car sat back down on its wheels and was spinning around. The #29 car went by to my left and then a red car hit the front end. I assumed at that point...from the replay, I couldn't tell much...it was either Schrader or the #94. Then I came to find out it was Schrader. He said, 'I seen you and I aimed for ya.' The car stopped. The smoke was rolling out from under the dash because the wires were burning because the dash was knocked down in the car so far from the top collision. I switched the battery switch off. I started trying to unbuckle my helmet. I knew my collarbone was hurt. At about the same time, the safety crews and NASCAR...Steve Peterson and Buster Auten got to me. Like I told 'em, 'Don't cut the top off...I think I can get out.' So they worked with me and pulled me out of the car. And then I tried to...well, I wanted to lay down. I didn't want to stand up. But I couldn't because it hurt too bad starting to lay down. My chest hurt too bad, so I said, 'Just walk me to the ambulance.' That's why I was walking instead of laying on the stretcher. I didn't want to walk."

(How much convincing will he need to get out of the car?): "I don't think it'll take much convincing. And, too, with any broken bones...I broke my clavicle and sternum is broken in two. If I would happen to get in another crash, it could put me even further back in my career as far as this championship we're running for. If I can just maybe go to the first caution or get out the first lap, whatever Richard and I decide, then I'll get out of the car and Skinner'll get in, we'll try to hold our own and get the most we can get. That's basically what we want to try to do...hold our own through this period until I can recuperate and maybe be 100 percent or close to 100 percent in two or three races. I think here and Watkins Glen are going to be the races that I'm going to have to have relief or full relief as a driver. Then hopefully at Michigan, I can run the whole race."

(How much did physical condition keep him from having worse injuries?): "I think being in good shape is a plus for anything...I'm telling you, I feel safe in our race cars, I feel safe in the seats and the harnesses and the sensing equipment I use, open-face helmet. If I'd had a full-face helmet, I think I would've hurt my neck. And I have no neck injuries. I held on to the steering wheel completely the whole time. I was bouncing around in the car but I was still braced in there pretty good. I was comfortable with that and I don't have any second thoughts or I wish I had this or I wish I had that. I think I had the safest everything I had in that car and a safe race car when it was all over."

(About his seat): "I think I would've had some major neck and back injuries if I'd had a stiffer-style seat that a lot of other guys use. The seat I have...the belts are holding me in that seat. The seat is not holding me in that seat. After a crash like that, you'd think I'd have multiple belt burns and everything. I have no marks on me from the belts. I have no marks on me from the lap belts. I feel comfortable. I feel like our seat is one of the safest for me -- it may not be for anybody else -- but it is for me. I get out of the car a lot of times when a lot of other guys would be hurt...and not saying they're any softer than I am, but the stiffness of their seats hurt them before they'd hurt me."

(How aware was he of moments before the accident?): "When I came through the tri-oval, I knew the #4 car was on my right rear and the #28 was right behind me. And the last glance I saw of the #28, he was to the inside of my left rear. And then the car turned abruptly to the right. I knew the #4 car was the only possible answer there. Why, I didn't know. I wouldn't think he

would've done it on purpose. I knew at that point, when it was all over and they were carrying me, was riding down pit road in the ambulance, it was going through my mind what happened. It had to be some accident, something broke on his car, somebody turned him, something happened to him for him to do what happened. There was no way he would turn into the car at that point without some reason."

(How will he work with Mike Skinner?): "Us testing the car up here and trying different springs and stuff, I know which way the car went when we changed things. If he needs me to talk about the track, the entering of the corner, how he's driving the track, I'll be there for him. I guarantee you, even up in the tests, Rick Mast got in my car and drove it a little bit and helped me. Anybody who can help anybody is going to be a plus. I just want to be there...I didn't have to come up here today. I didn't have to come until tomorrow. I came up here to be with Richard and the team and to help out if I could during practice with Mike and the car. The same car won the race up here last year. I know the car well. I know the setups on the car and what the car reacts to so maybe I can help out. My focus is to get him as comfortable in that race car and go as fast as he possibly can for a long time. We're not about qualifying today. We're running the car for race setups. And that's what we're going to be doing today and Friday."

(Feeling when he was upside down): "You're waiting for the next bump, crash, boom, bam, really. You know it's going to hit and you know it's probably going to hurt. You're just holding on, waiting. The car stayed on its left side for a long time before Robert (Pressley) hit it. It hit the wall, then spun around on its left side and it slid down and Derrike hit it and it spun around again on the left side. It stayed on the left side of that car for a long time and there was a lot of fire and sparks coming in the car at that point. I could see the asphalt. The small red place I have on my cheek is from the window net. At one point, my head got into that. But there's no ground marks on the window net or shows that it was into the pavement or anything. Everything did its job. But you're just waiting for the next thud or bump or bam. And you're hoping you'll soon stop. I thought I had till Schrader hit me and I slid a little more. Another point, I talked with Al (Unser) Jr. Monday. We had called and talked to (Roger) Penske and talked to Al about possibly driving the car. It was just a tough decision for him. He really wanted to do it but he's in a points race too. He's one point out of it and had a test scheduled for Saturday. He said Roger and him talked about it and they could change but he really felt bad about it if he'd do it because both teammates (Paul Tracy and Emerson Fittipaldi) are hurt. He's racing for that championship, so he said, 'Can I have a rain check?' So he took a rain check on it. Mike Skinner's our best bet. He's worked with Richard and the team. He knows what's happening with the team. He knows our focus here. He knows what we want to accomplish. He has a situation set for next year so he's not worrying about proving anything to try to get a ride. So, we're really comfortable with Mike. We feel that he'll do a good job on Saturday. And that's what our focus is."

(About windshield roll bar during crash): "I just knew it was a hard crash. The one car I could see was Derrike's car that flashed and clipped the top and the front end. I think he did partial damage to the top. I think he took the hood off the car. But then when the #33 hit, that's when it pushed the top and the dash down in the car. And it also pushed the carburetor and air cleaner and everything else down into the engine, too. It pretty much ruined the race car and everything on it. Richard made a museum piece out of it. If he didn't, I was going to take it. You walk away from that, it's a pretty good testimony to your physical fitness and the safety of your race car and the equipment you use."

(Is pain worse this time than other injuries?): "It's been so long ago, you sorta forget how that is. I reckon it's sorta like falling off a bike. You get your nerve back up to get back on it, you're okay until you fall again. It's painful. I've had some tough days since Sunday. I was sorer last night and this morning than I was the day before. I think this is sorta the turning point, that it'll start getting better from here on. Dr. (Terry) Trammell's going to work with me this afternoon. He has some little tricks that he can use on the skin and the areas that are hurt that maybe will relieve the pain while I'm driving and help with the seat belts and the shoulder harness and Bill Simpson's got some stuff we're going to try and we'll be doing that this afternoon and in the morning and just get where I can comfortably practice. To say it hurts any less or any more, I just know I don't want to hurt like this any more."

(Has he talked to Ernie Irvan?): "No comment."

(What would he do to break up the 'packs' at Daytona and Talladega?): "Take the restrictor plate off."

(What about speeds then?): "If they don't want to go that fast, don't race."

RICHARD CHILDRESS: (Options to use Mike Skinner here Thursday): "Anything we do here tomorrow, we'll do with Dale and if we need something to do with the car, we'll get Dave Marcis to help us. We're still, in the run for the (NASCAR Supertruck) championship and we're going to try to keep him focused over there tomorrow." **(First words to Dale after crash):** "As good as I can remember, the scariest part to me...I saw him turn and go into wall. But I thought car caught more of the left side, but what it did is it impacted, flipped back around and caught the back of the car so we were real lucky there that it didn't get a real hard side lick. He went out of sight flipping. I kinda put my head down and said a little prayer there and then I started asking him, 'Dale, talk to us.' I kept asking him, 'Talk to us.' He didn't come back and come to find out is he cut the radio communication in two. He actually could hear us at that point and I started talking to Teresa. Teresa was doing great. She was doing better than I was. She was trying to calm me down. We're all fortunate to have him here today talking to us."

At the 12:30 p.m. draw for qualifying order, in which the top 40 draw in order of owner points and other cars draw in order of car number, 48 cars selected spots for Thursday's Busch Pole single-lap qualifying lineup. Winston Cup point leader and 1994 Brickyard 400 winner Jeff Gordon drew 43rd. Second-place point holder Terry Labonte's team drew 46th. Dale Earnhardt's team drew 12th. Jimmy Spencer's team, the 15th to select, drew first off the line. Steven Seligman's team was the last to draw and got fifth off the line.

At 1 p.m., #25 Ken Schrader was first on the track for practice, followed by #94 Bill Elliott.

Winston Cup practice:

- 1:01 p.m. -- #25 Ken Schrader turned a lap at 170.004 miles per hour.
- 1:06 p.m. -- #3 Mike Skinner took the track for the first time.
- 1:09 p.m. -- #11 Brett Bodine turned a lap at 172.025 mph, fastest of the day.
- 1:16 p.m. -- #88 Dale Jarrett turned a lap at 172.463 mph, fastest of the day.

- 1:23 p.m. -- Yellow, debris, south short chute
- 1:26 p.m. -- Green.
- 1:33 p.m. -- #25 Schrader turned a lap at 173.054 mph, fastest of the day.
- 1:42 p.m. -- Yellow, #12 Derrike Cope smoking in the pit exit lane.
- 1:47 p.m. -- #9 Lake Speed turned a lap at 173.167 mph, fastest of the day.
- 2:05 p.m. -- Yellow, debris on backstretch.
- 2:07 p.m. -- Green.
- 2:09 p.m. -- #25 Schrader turned a lap at 173.284 mph, fastest of the day.
- 2:32 p.m. -- #1 Rick Mast turned a lap at 174.250 mph, fastest of the day.

3 p.m. -- After two hours of practice, 11 drivers had unofficially broken the track qualifying record of 172.536 miles per hour set by Jeff Gordon a year ago. Rick Mast was the fastest at 174.250 mph after only 12 practice laps. Others who had surpassed the mark were Morgan Shepherd, Ken Schrader, Lake Speed, Jeremy Mayfield, Bobby Hillin Jr., Ernie Irvan, Jeff Burton, Terry Labonte, Rusty Wallace and Mark Martin. Forty-seven cars have been on the track to this point, running 675 laps.

- 3:36 p.m.--Yellow, #10 Ricky Rudd smoking in Turn 4
- 3:54 p.m. -- Green.
- 4:01 p.m. -- #90 Dick Trickle turned a lap at 174.112 mph, second fastest of the day.
- 4:03 p.m. -- #28 Ernie Irvan became the third driver over 174 mph with a lap at 174.058, third fastest of the day.
- 4:04 p.m. -- #29 Greg Sacks turned a lap at 174.297 mph, fastest of the day.
- 4:05 p.m. -- #6 Mark Martin turned a lap at 174.965 mph, fastest of the day.
- 4:10 p.m. -- After three hours, 10 minutes of practice, 18 drivers had unofficially broken the track qualifying record set by Gordon in 1995. The seven additional drivers to the 3 p.m. report were Greg Sacks, Dick Trickle, Brett Bodine, Michael Waltrip, Kyle Petty, Jeff Gordon and Dale Jarrett.
- 4:23 p.m. -- #1 Rick Mast turned a lap at 174.517 mph, second fastest of the day.
- 4:41 p.m. -- #2 Rusty Wallace turned a lap at 174.537 mph, second fastest of the day.
- 4:50 p.m. -- #1 Rick Mast turned a lap at 174.622 mph, second fastest of the day.
- 4:52 p.m. -- #9 Lake Speed turned a lap at 174.737, second fastest of the day.
- 4:56 p.m. -- #94 Bill Elliott turned a lap at 174.672 mph, third fastest of the day.
- 5 p.m. -- Track closed.

At 4:50 p.m., the temperature was 80 degrees with 48 percent humidity and west winds at 13 miles per hour.

A total of 34 drivers unofficially broke the track record of 172.536 miles per hour set by Jeff Gordon in qualifying a year ago. A total of 1,315 laps were run today by 48 cars. #02 Robby Faggart ran the most laps with 52. #44 Jeff Purvis ran the fewest with 11. There were four yellows for 28 minutes.

MARK MARTIN: (About fast lap): "When we ran it today, it wasn't that important to us to have the fastest time in practice. At that time, we weren't thinking about it. We were thinking about the risk associated with running on the ragged edge. We have a great race car. We found that out six weeks ago in testing and again today. Obviously, we got a good lap and we have two hours of practice time tomorrow. That will be plenty of time. We'll probably make a couple more simulated qualifying laps tomorrow." **(Is there more speed?):** "Maybe, but sometimes if you go for more, you give more than you get. These drivers drive these cars faster than they can go. That's what makes it interesting. We've won practice here and ordinarily that isn't much, but here at Indy, that's something special. Streaks start with one and Indy is the one we want to win. It would be incredible to win here."

MIKE SKINNER: "Wow, what a place. Dave Marcis took myself and several other rookies around in a van and we talked about where you let off and on. I really had a great time out there. We never blocked the car off all day. We concentrated all day on race setup and I adapted to the car pretty quickly, so we worked with the shocks and struts and just race day setups. Dale (Earnhardt) talked to me when I came in the garage today. I couldn't have asked for someone to help me more. He said, 'Hey, if you wreck this one, no problem, we'll get the other one off the truck.'"

A.J. FOYT: "It went all right. We were trying a lot of things real quick today. We have run faster. This is the motor I tested with. We're changing the motor for tomorrow. We really didn't have time to cool down the car at the end. We're not really disappointed. I've been out there for a little while. I think there's a little bit left in me. We ran in testing a little over 172. I didn't want to look like a fool out there today and back it into the fence or something. I was driving where I was comfortable."

BILL ELLIOTT: "Tomorrow is another day. We ran at the most opportune time of the day...1 o'clock, 2 o'clock tomorrow, I think you are going to see times pretty close to the same as what you see here. I don't think you're going to see much difference."

LAKE SPEED: (About going faster Thursday): "Hard to tell, really. I think we can but whether we actually can do it all depends on the tires. The tires are a lot alike but not every set is alike. If you change the balance on the car and get a good set of tires and the condition is just right, I believe we can go faster...just a little bit."



Performance History

July 31, 1996

Final

| R | Car | Driver | Make | :--Today Combined--: | | | :--Event Combined--: | | | Date | |
|-------------|-----|----------------------|-----------|----------------------|--------|---------|----------------------|--------|---------|---------|--|
| | | | | Laps | Time | Speed | Laps | Time | Speed | Best | |
| 1 | 6 | Martin, Mark | Ford | 22 | 51.439 | 174.965 | 22 | 51.439 | 174.965 | 7/31/96 | |
| 2 | 9 | Speed, Lake | Ford | 26 | 51.506 | 174.737 | 26 | 51.506 | 174.737 | 7/31/96 | |
| 3 | 94 | Elliott, Bill | Ford | 39 | 51.525 | 174.672 | 39 | 51.525 | 174.672 | 7/31/96 | |
| 4 | 1 | Mast, Rick | Pontiac | 21 | 51.540 | 174.622 | 21 | 51.540 | 174.622 | 7/31/96 | |
| 5 | 2 | Wallace, Rusty | Ford | 29 | 51.565 | 174.537 | 29 | 51.565 | 174.537 | 7/31/96 | |
| 6 | 5 | Labonte, Terry | Chevrolet | 20 | 51.572 | 174.513 | 20 | 51.572 | 174.513 | 7/31/96 | |
| 7 | 87 | Nemechek, Joe | Chevrolet | 26 | 51.574 | 174.507 | 26 | 51.574 | 174.507 | 7/31/96 | |
| 8 | 77 | Hillin Jr, Bobby | Ford | 13 | 51.599 | 174.422 | 13 | 51.599 | 174.422 | 7/31/96 | |
| 9 | 37 | Andretti, John | Ford | 25 | 51.604 | 174.405 | 25 | 51.604 | 174.405 | 7/31/96 | |
| 10 | 98 | Mayfield, Jeremy | Ford | 23 | 51.627 | 174.327 | 23 | 51.627 | 174.327 | 7/31/96 | |
| 11 | 29 | Sacks, Greg | Chevrolet | 23 | 51.636 | 174.297 | 23 | 51.636 | 174.297 | 7/31/96 | |
| 12 | 4 | Marlin, Sterling | Chevrolet | 26 | 51.644 | 174.270 | 26 | 51.644 | 174.270 | 7/31/96 | |
| 13 | 42 | Petty, Kyle | Pontiac | 33 | 51.665 | 174.199 | 33 | 51.665 | 174.199 | 7/31/96 | |
| 14 | 90 | Trickle, Dick | Ford | 21 | 51.691 | 174.112 | 21 | 51.691 | 174.112 | 7/31/96 | |
| 15 | 75 | Shepherd, Morgan | Ford | 24 | 51.705 | 174.064 | 24 | 51.705 | 174.064 | 7/31/96 | |
| 16 | 28 | Irvan, Ernie | Ford | 25 | 51.707 | 174.058 | 25 | 51.707 | 174.058 | 7/31/96 | |
| 17 | 88 | Jarrett, Dale | Ford | 22 | 51.710 | 174.048 | 22 | 51.710 | 174.048 | 7/31/96 | |
| 18 | 25 | Schrader, Ken | Chevrolet | 29 | 51.733 | 173.970 | 29 | 51.733 | 173.970 | 7/31/96 | |
| 19 | 16 | Musgrave, Ted | Ford | 34 | 51.746 | 173.926 | 34 | 51.746 | 173.926 | 7/31/96 | |
| 20 | 21 | Waltrip, Michael | Ford | 21 | 51.803 | 173.735 | 21 | 51.803 | 173.735 | 7/31/96 | |
| 21 | 7 | Bodine, Geoff | Ford | 24 | 51.823 | 173.668 | 24 | 51.823 | 173.668 | 7/31/96 | |
| 22 | 11 | Bodine, Brett | Ford | 29 | 51.823 | 173.668 | 29 | 51.823 | 173.668 | 7/31/96 | |
| 23 | 22 | Burton, Ward | Pontiac | 25 | 51.837 | 173.621 | 25 | 51.837 | 173.621 | 7/31/96 | |
| 24 | 41 | Craven, Ricky | Chevrolet | 27 | 51.864 | 173.531 | 27 | 51.864 | 173.531 | 7/31/96 | |
| 25 | 17 | Waltrip, Darrell | Chevrolet | 26 | 51.897 | 173.420 | 26 | 51.897 | 173.420 | 7/31/96 | |
| 26 | 99 | Burton, Jeff | Ford | 32 | 51.906 | 173.390 | 32 | 51.906 | 173.390 | 7/31/96 | |
| 27 | 24 | Gordon, Jeff | Chevrolet | 23 | 51.921 | 173.340 | 23 | 51.921 | 173.340 | 7/31/96 | |
| 28 | 43 | Hamilton, Bobby | Pontiac | 36 | 52.008 | 173.050 | 36 | 52.008 | 173.050 | 7/31/96 | |
| 29 | 15 | Dallenbach Jr, Wally | Ford | 25 | 52.075 | 172.828 | 25 | 52.075 | 172.828 | 7/31/96 | |
| 30 | 33 | Pressley, Robert | Chevrolet | 32 | 52.107 | 172.722 | 32 | 52.107 | 172.722 | 7/31/96 | |
| 31 | 8 | Stricklin, Hut | Ford | 24 | 52.120 | 172.678 | 24 | 52.120 | 172.678 | 7/31/96 | |
| 32 | 30 | Benson Jr, Johnny | Pontiac | 23 | 52.120 | 172.678 | 23 | 52.120 | 172.678 | 7/31/96 | |
| 33 | 81 | Wallace, Kenny | Ford | 19 | 52.131 | 172.642 | 19 | 52.131 | 172.642 | 7/31/96 | |
| 34 | 12 | Cope, Derrike | Ford | 19 | 52.137 | 172.622 | 19 | 52.137 | 172.622 | 7/31/96 | |
| 35 | 23 | Spencer, Jimmy | Ford | 25 | 52.209 | 172.384 | 25 | 52.209 | 172.384 | 7/31/96 | |
| 36 | 10 | Rudd, Ricky | Ford | 18 | 52.292 | 172.110 | 18 | 52.292 | 172.110 | 7/31/96 | |
| 37 | 18 | Labonte, Bobby | Chevrolet | 22 | 52.344 | 171.939 | 22 | 52.344 | 171.939 | 7/31/96 | |
| 38 | 78 | McDonald, Randy | Ford | 24 | 52.468 | 171.533 | 24 | 52.468 | 171.533 | 7/31/96 | |
| 39 | 50 | Foyt, A. J. | Ford | 31 | 52.496 | 171.442 | 31 | 52.496 | 171.442 | 7/31/96 | |
| 40 | 44 | Purvis, Jeff | Chevrolet | 11 | 52.527 | 171.340 | 11 | 52.527 | 171.340 | 7/31/96 | |
| 41 | 46 | Compton, Stacy | Chevrolet | 26 | 52.589 | 171.138 | 26 | 52.589 | 171.138 | 7/31/96 | |
| 42 | 95 | Bradberry, Gary | Ford | 34 | 52.646 | 170.953 | 34 | 52.646 | 170.953 | 7/31/96 | |
| 43 | 3 | Skinner, Mike | Chevrolet | 83 | 52.714 | 170.733 | 83 | 52.714 | 170.733 | 7/31/96 | |
| 44 | 27 | Keller, Jason | Ford | 37 | 52.826 | 170.371 | 37 | 52.826 | 170.371 | 7/31/96 | |
| 45 | 71 | Marcis, Dave | Chevrolet | 28 | 52.971 | 169.904 | 28 | 52.971 | 169.904 | 7/31/96 | |
| 46 | 91 | Barfield, Ron | Ford | 44 | 53.053 | 169.642 | 44 | 53.053 | 169.642 | 7/31/96 | |
| 47 | 02 | Faggart, Robby | Chevrolet | 52 | 53.544 | 168.086 | 52 | 53.544 | 168.086 | 7/31/96 | |
| 48 | 57 | Seligman, Steven | Ford | 14 | 55.874 | 161.077 | 14 | 55.874 | 161.077 | 7/31/96 | |
| Total Laps: | | | | 1315 | | | | 1315 | | | |



Daily Trackside Report August 1, 1996

Ron Futrel, sports director of KTNV-TV, Las Vegas, won the second annual Brickyard 400 Charity Challenge for Legends cars Wednesday in the RCA Dome. Futrel led all but eight laps of the 25-lap event, sponsored by the corporate sponsors of the Brickyard 400. Joe Webb, WCPO-TV, Cincinnati, was second, followed by Joe Schmit, KSTP-TV, Minneapolis, and Hendrik Sybrandy, KMGH-TV, Denver. Futrel selected for the winner's donation: \$5,000 to Opportunity Village in Las Vegas and \$5,000 to the Arthritis Foundation. Scott Hoke, WRTV-TV, Indianapolis, led the first eight laps but did not finish because of suspension failure. Defending champion Matt Underwood, WEWS-TV, Cleveland, spun early, recovered to third, but spun again late in the race. In addition to the winner's donation, each driver designated \$5,000 to charitable organizations. Drivers were representatives of ABC affiliates. The event was conducted with officials and teams from the Hoosier Legends Cars Series.

Winston Cup practice:

- 9:29 a.m. -- #24 Jeff Gordon turned a lap at 172.387 miles per hour, fastest of the day, with a trap speed of 193.
- 9:30 a.m. -- #16 Ted Musgrave turned a lap at 172.844 mph, fastest of the day, with a trap speed of 191.
- 9:36 a.m. -- #44 Jeff Purvis turned a lap at 173.080 mph, fastest of the day, with a trap speed of 192.
- 9:38 a.m. -- #87 Joe Nemechek turned a lap at 174.007, fastest of the day, with a trap speed of 193.
- 9:39 a.m. -- #88 Dale Jarrett turned a lap at 174.142 mph, fastest of the day, with a trap speed of 191.
- 9:44 a.m. -- #90 Dick Trickle turned a lap at 174.327 mph, fastest of the day, with a trap speed of 193.
- 9:45 a.m. -- #3 Dale Earnhardt made first appearance on the track.
- 9:45 a.m. -- #4 Sterling Marlin turned a lap at 175.404 mph, fastest of the week, with a trap speed of 194.
- 9:55 a.m. -- By this time, #3 Dale Earnhardt had run four practice laps with a top speed of 172.032 mph. A team spokesman said the team was adjusting the steering wheel a half-inch to make it more comfortable for Earnhardt, who would probably return to practice.
- 9:59 a.m. -- #25 Ken Schrader turned a lap at 175.627, fastest of the week, with a trap speed of 194.
- 10:22 a.m. -- Yellow, debris.

- 10:26 a.m. -- Green.
- 10:30 a.m. -- #28 Ernie Irvan turned a lap at 175.658 mph, fastest of the week, with a trap speed of 194.
- 10:31 a.m. -- Yellow, debris.
- 10:33 a.m. -- As of this time, six drivers had exceeded 175 mph: #28 Ernie Irvan, #25 Ken Schrader, #1 Rick Mast, #4 Sterling Marlin, #9 Lake Speed, #21 Michael Waltrip.
- 10:34 a.m. -- Green.
- 10:42 a.m. -- #5 Terry Labonte became the seventh driver to exceed 175 mph with a lap at 175.087.
- 11:02 a.m. -- #75 Morgan Shepherd became the eighth driver to exceed 175 mph with a lap at 175.016.
- 11:04 a.m. -- #3 Dale Earnhardt turned a lap at 174.557 mph on his ninth lap of practice for the week.
- 11:09 a.m. -- #88 Dale Jarrett became the ninth driver to exceed 175 mph with a lap at 175.333.
- 11:11 a.m. -- #87 Joe Nemechek turned a lap at 175.981 mph, fastest of the week, with a trap speed of 195, and became the 10th driver to exceed 175 mph.
- 11:14 a.m. -- #30 Johnny Benson Jr. became the 11th driver to exceed 175 mph with a lap at 175.223.
- 11:15 a.m. -- Yellow, debris at the starting line, as #37 John Andretti brushed wall in Turn 4 and drove around to Gasoline Alley.
- 11:18 a.m. -- Green.
- 11:21 a.m. -- #16 Ted Musgrave became the 12th driver to exceed 175 mph with a lap at 175.370.
- 11:24 a.m. -- #25 Ken Schrader turned a lap at 175.822 mph, second fastest of the week.
- 11:26 a.m. -- #77 Bobby Hillin Jr. turned a lap at 175.981, tying him with #87 Joe Nemechek for fastest of the week, with a trap speed of 193.
- 11:28 a.m. -- #6 Mark Martin became the 13th driver to exceed 175 mph with a lap of 175.785, fourth fastest of the week.
- 11:28 a.m. -- #2 Rusty Wallace became the 14th driver to exceed 175 mph with a lap at 175.264.
- 11:29 a.m. -- Track closed.

Regarding identical top practice speeds posted by Joe Nemechek and Bobby Hillin Jr.: If two drivers posted identical speeds for the pole position (or any other spot in the starting lineup), the tie would be broken and preference given the team higher in owner point standings. It has happened for the pole only once in NASCAR Winston Cup history, in 1968, at Darlington's Southern 500. Both Charlie Glotzbach and Cale Yarborough posted identical speeds. At the time, the position went to the first of the two qualifiers and Glotzbach was awarded the pole.

Mike Skinner, in No. 3 Wednesday, logged the most laps (83) of any driver in practice leading up to today's Busch Pole qualifying, 14 more than Robby Faggart in No. 02.

Slowest qualifying speed to make the 1995 Brickyard 400 field was 168.143 miles per hour by Jimmy Spencer. All but one of the 48 cars that have practiced have exceeded that speed. A total of 2,071 practice laps have been run over the two days, 5,177.5 miles.

Ernie Irvan's No. 28 has a sticker in the right rear window that reads "In Memory of Scott Brayton and his Winning Spirit."

DOUG BAWEL (President, Jasper Motorsports, which fields Bobby Hillin Jr.'s car): "It's an honor to come this far but we've got our work cut out for us."

JOE NEMECHEK: "We had a real good lap. We were just trying to be consistent out there. The speedway changes so suddenly with the cloud cover and temperature changes, you can go from fastest to 10th pretty quick. We feel we have a shot at the pole."

WISH-TV and other CBS affiliates will air the rain-delayed DieHard 500 race at Talladega at 1 p.m. Sunday (EST).



Performance History August 1, 1996

| R | Car | Driver | Make | :--Today Combined--: | | | :--Event Combined--: | | | Date |
|-------------|-----|----------------------|-----------|----------------------|--------|---------|----------------------|--------|---------|---------|
| | | | | Laps | Time | Speed | Laps | Time | Speed | |
| 1 | 77 | Hillin Jr, Bobby | Ford | 9 | 51.142 | 175.981 | 22 | 51.142 | 175.981 | 8/01/96 |
| 2 | 87 | Nemechek, Joe | Chevrolet | 9 | 51.142 | 175.981 | 35 | 51.142 | 175.981 | 8/01/96 |
| 3 | 25 | Schrader, Ken | Chevrolet | 19 | 51.188 | 175.822 | 48 | 51.188 | 175.822 | 8/01/96 |
| 4 | 6 | Martin, Mark | Ford | 13 | 51.199 | 175.785 | 35 | 51.199 | 175.785 | 8/01/96 |
| 5 | 28 | Irvan, Ernie | Ford | 12 | 51.236 | 175.658 | 37 | 51.236 | 175.658 | 8/01/96 |
| 6 | 9 | Speed, Lake | Ford | 17 | 51.238 | 175.651 | 43 | 51.238 | 175.651 | 8/01/96 |
| 7 | 5 | Labonte, Terry | Chevrolet | 20 | 51.248 | 175.617 | 40 | 51.248 | 175.617 | 8/01/96 |
| 8 | 1 | Mast, Rick | Pontiac | 10 | 51.291 | 175.469 | 31 | 51.291 | 175.469 | 8/01/96 |
| 9 | 4 | Marlin, Sterling | Chevrolet | 15 | 51.298 | 175.445 | 41 | 51.298 | 175.445 | 8/01/96 |
| 10 | 16 | Musgrave, Ted | Ford | 12 | 51.320 | 175.370 | 46 | 51.320 | 175.370 | 8/01/96 |
| 11 | 88 | Jarrett, Dale | Ford | 9 | 51.331 | 175.333 | 31 | 51.331 | 175.333 | 8/01/96 |
| 12 | 2 | Wallace, Rusty | Ford | 21 | 51.351 | 175.264 | 50 | 51.351 | 175.264 | 8/01/96 |
| 13 | 30 | Benson Jr, Johnny | Pontiac | 18 | 51.363 | 175.223 | 41 | 51.363 | 175.223 | 8/01/96 |
| 14 | 21 | Waltrip, Michael | Ford | 10 | 51.410 | 175.063 | 31 | 51.410 | 175.063 | 8/01/96 |
| 15 | 75 | Shepherd, Morgan | Ford | 14 | 51.424 | 175.016 | 38 | 51.424 | 175.016 | 8/01/96 |
| 16 | 98 | Mayfield, Jeremy | Ford | 18 | 51.432 | 174.988 | 41 | 51.432 | 174.988 | 8/01/96 |
| 17 | 24 | Gordon, Jeff | Chevrolet | 16 | 51.436 | 174.975 | 39 | 51.436 | 174.975 | 8/01/96 |
| 18 | 90 | Trickle, Dick | Ford | 11 | 51.455 | 174.910 | 32 | 51.455 | 174.910 | 8/01/96 |
| 19 | 11 | Bodine, Brett | Ford | 15 | 51.468 | 174.866 | 44 | 51.468 | 174.866 | 8/01/96 |
| 20 | 42 | Petty, Kyle | Pontiac | 16 | 51.471 | 174.856 | 49 | 51.471 | 174.856 | 8/01/96 |
| 21 | 29 | Sacks, Greg | Chevrolet | 9 | 51.528 | 174.662 | 32 | 51.528 | 174.662 | 8/01/96 |
| 22 | 3 | Earnhardt, Dale | Chevrolet | 9 | 51.559 | 174.557 | 9 | 51.559 | 174.557 | 8/01/96 |
| 23 | 18 | Labonte, Bobby | Chevrolet | 18 | 51.598 | 174.425 | 40 | 51.598 | 174.425 | 8/01/96 |
| 24 | 7 | Bodine, Geoff | Ford | 16 | 51.609 | 174.388 | 40 | 51.609 | 174.388 | 8/01/96 |
| 25 | 15 | Dallenbach Jr, Wally | Ford | 21 | 51.645 | 174.267 | 46 | 51.645 | 174.267 | 8/01/96 |
| 26 | 99 | Burton, Jeff | Ford | 17 | 51.655 | 174.233 | 49 | 51.655 | 174.233 | 8/01/96 |
| 27 | 22 | Burton, Ward | Pontiac | 15 | 51.700 | 174.081 | 40 | 51.700 | 174.081 | 8/01/96 |
| 28 | 10 | Rudd, Ricky | Ford | 14 | 51.736 | 173.960 | 32 | 51.736 | 173.960 | 8/01/96 |
| 29 | 12 | Cope, Derrike | Ford | 14 | 51.753 | 173.903 | 33 | 51.753 | 173.903 | 8/01/96 |
| 30 | 23 | Spencer, Jimmy | Ford | 19 | 51.784 | 173.799 | 44 | 51.784 | 173.799 | 8/01/96 |
| 31 | 95 | Bradberry, Gary | Ford | 15 | 51.798 | 173.752 | 49 | 51.798 | 173.752 | 8/01/96 |
| 32 | 37 | Andretti, John | Ford | 15 | 51.810 | 173.712 | 40 | 51.604 | 174.405 | 7/31/96 |
| 33 | 33 | Pressley, Robert | Chevrolet | 22 | 51.870 | 173.511 | 54 | 51.870 | 173.511 | 8/01/96 |
| 34 | 8 | Stricklin, Hut | Ford | 15 | 51.877 | 173.487 | 39 | 51.877 | 173.487 | 8/01/96 |
| 35 | 43 | Hamilton, Bobby | Pontiac | 20 | 51.971 | 173.174 | 56 | 51.971 | 173.174 | 8/01/96 |
| 36 | 17 | Waltrip, Darrell | Chevrolet | 17 | 51.974 | 173.164 | 43 | 51.897 | 173.420 | 7/31/96 |
| 37 | 44 | Purvis, Jeff | Chevrolet | 15 | 51.999 | 173.080 | 26 | 51.999 | 173.080 | 8/01/96 |
| 38 | 41 | Craven, Ricky | Chevrolet | 17 | 52.084 | 172.798 | 44 | 51.864 | 173.531 | 7/31/96 |
| 39 | 78 | McDonald, Randy | Ford | 7 | 52.100 | 172.745 | 31 | 52.100 | 172.745 | 8/01/96 |
| 40 | 81 | Wallace, Kenny | Ford | 19 | 52.135 | 172.629 | 38 | 52.131 | 172.642 | 7/31/96 |
| 41 | 94 | Elliott, Bill | Ford | 13 | 52.254 | 172.236 | 52 | 51.525 | 174.672 | 7/31/96 |
| 42 | 50 | Foyt, A. J. | Ford | 20 | 52.284 | 172.137 | 51 | 52.284 | 172.137 | 8/01/96 |
| 43 | 46 | Compton, Stacy | Chevrolet | 19 | 52.706 | 170.759 | 45 | 52.589 | 171.138 | 7/31/96 |
| 44 | 91 | Barfield, Ron | Ford | 23 | 52.806 | 170.435 | 67 | 52.806 | 170.435 | 8/01/96 |
| 45 | 27 | Keller, Jason | Ford | 26 | 52.810 | 170.422 | 63 | 52.810 | 170.422 | 8/01/96 |
| 46 | 71 | Marcis, Dave | Chevrolet | 22 | 52.888 | 170.171 | 50 | 52.888 | 170.171 | 8/01/96 |
| 47 | 02 | Faggart, Robby | Chevrolet | 17 | 53.018 | 169.754 | 69 | 53.018 | 169.754 | 8/01/96 |
| 48 | 57 | Seligman, Steven | Ford | 18 | 54.572 | 164.920 | 32 | 54.572 | 164.920 | 8/01/96 |
| 49 | 3 | Skinner, MIke | Chevrolet | 0 | 0.000 | 0.000 | 83 | 52.714 | 170.733 | 7/31/96 |
| Total Laps: | | | | 756 | | | | 2071 | | |



Chronological Qualification Summary August 1, 1996

| Time | Car | Driver | Make | Time | Speed |
|------|-----|----------------------|-----------|--------|----------------------------------|
| 1:02 | 27 | Keller, Jason | Ford | 52.693 | 170.801 |
| 1:04 | 44 | Purvis, Jeff | Chevrolet | 52.368 | 171.861 |
| 1:06 | 90 | Trickle, Dick | Ford | 51.664 | 174.203 (NTR) |
| 1:08 | 23 | Spencer, Jimmy | Ford | 51.597 | 174.429 (NTR) |
| 1:10 | 91 | Barfield, Ron | Ford | 52.889 | 170.168 |
| 1:12 | 33 | Pressley, Robert | Chevrolet | 51.971 | 173.174 |
| 1:14 | 37 | Andretti, John | Ford | 51.676 | 174.162 |
| 1:16 | 57 | Seligman, Steven | Ford | 55.165 | 163.147 |
| 1:18 | 1 | Mast, Rick | Pontiac | 51.406 | 175.077 (NTR) |
| 1:20 | 8 | Stricklin, Hut | Ford | 51.513 | 174.713 |
| 1:22 | 95 | Bradberry, Gary | Ford | 52.372 | 171.848 |
| 1:24 | 25 | Schrader, Ken | Chevrolet | 51.298 | 175.445 (NTR) |
| 1:26 | 11 | Bodine, Brett | Ford | 51.607 | 174.395 |
| 1:28 | 02 | Faggart, Robby | Chevrolet | 53.539 | 168.102 |
| 1:30 | 3 | Earnhardt, Dale | Chevrolet | 51.455 | 174.910 |
| 1:32 | 4 | Marlin, Sterling | Chevrolet | 51.443 | 174.951 |
| 1:34 | 94 | Elliott, Bill | Ford | 51.390 | 175.131 |
| 1:36 | 6 | Martin, Mark | Ford | 51.159 | 175.922 (NTR) |
| 1:39 | 12 | Cope, Derrike | Ford | 52.049 | 172.914 |
| 1:41 | 77 | Hillin Jr, Bobby | Ford | 51.328 | 175.343 |
| 1:43 | 81 | Wallace, Kenny | Ford | 51.877 | 173.487 |
| 1:45 | 30 | Benson Jr, Johnny | Pontiac | 51.465 | 174.876 |
| 1:47 | 18 | Labonte, Bobby | Chevrolet | 51.628 | 174.324 |
| 1:49 | 41 | Craven, Ricky | Chevrolet | 52.098 | 172.751 |
| 1:51 | 16 | Musgrave, Ted | Ford | 51.600 | 174.419 |
| 1:53 | 99 | Burton, Jeff | Ford | 51.715 | 174.031 (Bumps #57 Seligman) |
| 1:55 | 28 | Irvan, Ernie | Ford | 51.502 | 174.750 (Bumps #02 Faggart) |
| 1:57 | 46 | Compton, Stacy | Chevrolet | 52.607 | 171.080 (Bumps #91 Barfield) |
| 1:59 | 78 | MacDonald, Randy | Ford | 52.308 | 172.058 (Bumps #27 Keller) |
| 2:01 | 88 | Jarrett, Dale | Ford | 51.647 | 174.260 (Bumps #46 Compton) |
| 2:03 | 98 | Mayfield, Jeremy | Ford | 51.592 | 174.446 (Bumps #95 Berry) |
| 2:05 | 29 | Sacks, Greg | Chevrolet | 51.439 | 174.965 (Bumps #44 Purvis) |
| 2:08 | 15 | Dallenbach Jr, Wally | Ford | 51.589 | 174.456 (Bumps #78 MacDonald) |
| 2:10 | 21 | Waltrip, Michael | Ford | 51.873 | 173.501 (Bumps #41 Craven) |
| 2:12 | 87 | Nemechek, Joe | Chevrolet | 51.331 | 175.333 (Bumps #12 Cope) |
| 2:14 | 17 | Waltrip, Darrell | Chevrolet | 51.960 | 173.210 (Bumps #33 Pressley) |
| 2:16 | 50 | Foyt, A. J. | Ford | 52.445 | 171.608 (DNQ) |
| 2:18 | 42 | Petty, Kyle | Pontiac | 51.455 | 174.910 (Bumps #17 D.Waltrip) |
| 2:20 | 7 | Bodine, Geoff | Ford | 51.785 | 173.796 (Bumps #81 Wallace) |
| 2:22 | 9 | Speed, Lake | Ford | 51.183 | 175.840 (Bumps #21 M.Waltrip) |
| 2:24 | 10 | Rudd, Ricky | Ford | 52.061 | 172.874 (DNQ) |
| 2:26 | 75 | Shepherd, Morgan | Ford | 52.210 | 172.381 (DNQ) |
| 2:28 | 22 | Burton, Ward | Pontiac | 52.007 | 173.054 (DNQ) |
| 2:30 | 24 | Gordon, Jeff | Chevrolet | 51.015 | 176.419 (NTR) (Bumps #7G.Bodine) |
| 2:32 | 2 | Wallace, Rusty | Ford | 51.515 | 174.706 (Bumps #99 J.Burton) |
| 2:34 | 71 | Marcis, Dave | Chevrolet | 52.508 | 171.402 (DNQ) |
| 2:36 | 5 | Labonte, Terry | Chevrolet | 51.413 | 175.053 (Bumps #37 Andretti) |
| 2:38 | 43 | Hamilton, Bobby | Pontiac | 52.332 | 171.979 (DNQ) |



Daily Trackside Report August 1, 1996 Quotes

Quotes from Thursday's qualifying:

JEFF GORDON (#24 DuPont Refinishes Chevrolet): "I'm shocked and overwhelmed more every day and did not even think I'd see this room today. I felt ready for race conditions, but the car was loose or tight. Me and the team really started communicating, put in the qualifying motor, but no blazing speeds. I was hoping for top 10, and thought it would take everything I had looking at the fast times. The car stuck pretty good, better than it was all day. I went into turn one hard, and let it float and it stuck. I thought, 'this is all right.' Then it stuck off two. I saw the rpm gain over yesterday and today, and thought 'well, I made it half way, let's see about three and four. I can slide or spin out like last year.' But I got through nice and straight and hoped it was good enough." (About his surprise at being faster than last year): "Not really. The track has been repaved and the test speeds were faster. I actually thought it would be more. But it's the fastest speeds we've seen for a while." (About the fans cheering at the beginning of his run): "I was focused leaving pit road. The fans are great, I know they're there. But I wanted to hear them after, not before. I knew the pressure was on. We expect a lot of ourselves. We made a total team effort, but hearing people down pit lane is a great feeling. I heard crowds cheering after, but I didn't know for sure until I saw the speed on the board and I knew the crowd reaction was for real. I've dreamed for years of coming to this race track. The Indy 500 is something I've wanted to do since 1980 or '81 watching the cars go around here. I never thought I'd run any car around a lap here. When they said Brickyard 400 at Indy, it lit fire and sparks in me and it still does every time I come here." (About the temperature during the qualifying run): "It was definitely a thought. I looked at the clouds hoping for more. But clouds or sun, you still have to get your best lap. You have to work harder. We decided to take what we can get, that's what we did and it happened anyway. Magic things happen here for me and this was one of those magic things." (About the practice run): "Normally we don't get this much practice. No we weren't happy after yesterday, but we didn't stop working." (About the track here): "You've got to drive hard, even experienced drivers will tell you this place will scare the heck out of you. A driver can't do it all, and the team really stepped up to the plate. Things started clicking today. Ray had that look in his eye. I had that look in my eye. Then watch out, things start to happen. We just hope it works for Saturday." (About marking turns): "I feel what the car is able to do. I get past one marker at a time. I've been using a little too much brake and uncomfortable in turns one and three. I told myself to just get through one corner and then the next. And it worked. This is about the advantage of pole position. Last year was a disadvantage. "From now until Saturday, we need to stay focused. Once qualifying is over, you're happy. But tomorrow, we throw the setup out the window and start over. I don't think it's that much advantage. In front is important though. Track position is too important to pass up." (Comparing last season to this season): "Last year, we had a good car and it went away, we fell to pieces. This year we start off with a good car and

continue to get better. I communicate with the team. It's important to stay focused. It's the one place that we've improved. On race day, it's more than a fast car, it's pits, strategy, staying calm, and what this team is capable of doing."

RICK MAST (#1 Hooters Pontiac): "We came here and tested a couple of weeks ago. My race set-up is good, and the qualifying set-up was OK. The balance just was not right. Qualifying worked good enough, as long as I can see the front of the pack, we'll be OK on Saturday."

RUSTY WALLACE (#2 Miller Ford): "We are running good. We got a real good race car. This is the car we won Pocono with so we think we have a great shot to win this thing on Saturday. We started a lot further back last year and finished second, so we feel really good."

ROBBY FAGGART (#02 Chevrolet): "The run wasn't as good as I expected. I was using too much brake and overshot in the corners a little bit. I hope to improve the time tomorrow."

RICHARD CHILDRESS (Owner #3 GM Goodwrench Service Chevrolet): (About Dale running on race day): "He will start the race Saturday. We'd like him to run to the first caution. But nothing's worth getting hurt worse. We'll see how he feels in two days." (How he felt): "I asked Dale after the first two laps (of practice) how he felt. He said, 'I felt a lot more than I thought I would.'" (About qualifying): "We told him to run comfortable laps and we're real happy with it." (About testing): "Testing wasn't great. But we knew the conditions we were working with. We worked on race set up. Then went and ran 87 laps yesterday. We're going to make the best of it." (About cockpit changes between Dale and Mike Skinner): "The main thing was the belt and steering wheel, Mike wanted the steering wheel lower." (About Dale running the entire race): "I don't think so. He didn't think he could run to the first caution. Dale gave me his word that he wouldn't put himself in any situation and we've also got too many points to be knocked out."

STERLING MARLIN (#4 Kodak Film Chevrolet): "You just have to be perfect here, and it's hard to put everything together. We were loose out there and we just didn't do as good as we thought. We're going to run a lot before the race, it pays a lot to win here, so we want to be ready. (About track position.): The Indy track is real important. You really have to set a guy up good to pass here without braking." (About testing.): "We tested 2 days for Goodyear and then 3 more days. We're a little off from where we tested but we'll have to get better."

TERRY LABONTE (#5 Kellogg's Corn Flakes Chevrolet): "The lap was okay but not near as quick as I had hoped for. This is a tough place to qualify, but at least you can see the front from where we are."

MARK MARTIN (#6 Valvoline Ford): (About being on the pole as of now): "Being the fastest so far doesn't matter a whole lot. It seems kind of premature for us to be in here (the trackside press conference room): I guess I'm just starting to see how much racing means here at Indy. I guess we haven't done very well the past two years to notice." (About the car he qualified today): "My car was slightly different from my simulated qualifying car yesterday. NASCAR's rules have these cars so close, it's not a matter of who has the best car. It's a matter of who gets a great lap." (About the year so far): "This year has been a real disappointment. I've spent a whole lot of Sundays in the garage and you can't do that when you're running for a Winston Cup championship." (Did the car feel better to you today than in past years here?): "It doesn't feel

good. I'm driving it on the verge of out of control. And that doesn't make the car feel good, it makes me feel like I'm fixin' to wreck. The other times here, the car felt good, but we qualified 14th. This time, I'm just about driving out of control, but the lap times are prettier." (How important is starting position in this race?): "You could win from anywhere. You could win from the last spot. It'd be hard, but you can. It'd sure have to be your day." (How does this year compare to past years at the Brickyard?): "I wasn't very enthusiastic with all this when we was starting 14th. Sitting in a press conference explaining why you're not running well is not fun." "Being fast so far doesn't count for much. I'm starting to realize what a big deal racing here at Indy is. I'm real proud to be working with Jack Roush, Valvoline and all the people that support me. The first 14 races didn't go well, but things are turning around. We had a good run. The car was slightly different today than yesterday, but only very, very slightly. We picked up five hundredths of a second. The car was a little on the tight side. Yesterday it was a little on the loose side. This year has been disappointing, but the car has continually gotten better. The team gets an A+ for spectacular. This is about marking the turns. Some drivers have places or marks but I drive by feel in the first turn, how much grip or how hard I can push it to the next corner. You have to break slightly for turns 2 and 4 and more for 1 and 3." (About his car compared to the last two years here): "It doesn't feel better, but the time is better."

GEOFF BODINE (#7 QVC Ford): "'Bout what we been practicing. No big surprises. (Got anymore in the car?): "More! That's all we got. Now we'll get ready for the race."

HUT STRICKLIN (#8 Circuit City Ford): "It was a decent lap. In fact the car was a lot better than I was. We crashed the car badly at Pocono going for the pole. I didn't want that to happen again, so we played it safe. Now we can concentrate on race day set-up."

LAKE SPEED (#9 Spam Ford): "The car was just a little bit too loose today so that kept me a little apprehensive. We just wanted to save the car for the race on Saturday. We've got a great group of guys here, and it seems like every time we go to a track, we keep getting better and better. After practice yesterday, we really thought we had a shot at the pole, but then the weather changed and the clouds rolled in today, so we had to change the set-up a little and change some things around." (About race day set up): "Our car tested as well in the race day set-up as it did in qualifying set-up, so I'm really excited about Saturday. We came up here a few weeks ago and ran under the same conditions as today. The car was very good then, so we thought we had a real legitimate shot at the pole. Yesterday, we ran a lousy lap and came up second, and we thought 'Hmmmm.' It was a pretty good lap. I'm pleased." (Are you surprised with the run?): "Yeah, I'm surprised. I'm surprised we're not on the pole." (About the car you qualified today): "This was the worst car we have. When they said we were taking this car, I said, 'Oh gosh.' You know, you take your sacrificial car to Bristol. We took it to Bristol and it got crashed up so bad, they rebuilt the whole thing. It went from being the worst car to the best -- right this second, it's the best."

RICKY RUDD (#10 Tide Ford): "We've run better. We had a bad run. We had a bad Turn 2 and it ruined our lap."

BRETT BODINE (#11 Lowe's Ford): "At least I got three-fourths of it right. I was too deep and wide in Turn 2 and I couldn't accelerate down the backstretch. A couple of tenths (of a second) is all it takes in this business. The car was better than our time indicated."

DERRIKE COPE (#12 Badcock Ford): " I'm not happy...I don't know, maybe we were running the car too tight. I'm surprised that we ran that slow. We'll have to see what's wrong."

WALLY DALLENBACH, JR. (#15 Hayes Modems Ford): "I'm really pleased about qualifying. I probably get wound up tighter here than anywhere else. I have a lot of respect for this race track, we love running here." (About the race): "You never get enough practice time here, we'll have some time tomorrow to get set up for the race on Saturday."

TED MUSGRAVE (#16 Family Channel/PRIMESTAR Ford): "The time was a little slower than in practice, and I'm not really sure why. After qualifying is done we can look at the paperwork and the trap speeds to see what the problem might be. We put a brand new set of tires on instead of scuffs to see what the difference would be and the car ran pretty good out there."

DARRELL WALTRIP (#17 Parts America Chevrolet): "I'm disappointed. The speed was exactly what we had practiced. You always think you'll pick up a little speed during qualifying, but we didn't pick up any. The car was way loose. It was 5 m.p.h. slower than it was all week. It's really disappointing. I thought I would be in the top 10-15, but we didn't make it. That's when it hurts the worst is when it counts the most."

BOBBY LABONTE (#18 Interstate Batteries Chevrolet): "I'm glad it's over. It was a fine run. It could have been a little better."

WARD BURTON (#22 MBNA America Pontiac): "The car slowed down. It just got too loose. (Going back out to try again?): "I don't know."

JIMMY SPENCER (#23 Camel Cigarettes Ford): "That was the fastest we've run all day, so we're pretty happy. We're mailing hoping we'll be in the Top 25. I think you're gonna see some blistering speeds today. I think you'll see some break the 50-second barrier, which is pretty incredible for Winston Cup racing." (About running at Indy): "I wanted to run Indy car when I first started racing. A lot of drivers say this is just another race. But, yeah, it's another race like Bristol. I sure as heck would rather run here than there. You just look around this place -- it's spic n' span. And the media -- and the fans -- they're incredible. Most of all -- he (Tony George) pays a lot of money."

KEN SCHRADER (#25 Budweiser Chevrolet): "If I could go out and try to qualify again, it would be a lot more fun. I think my speed won't hold up today, we'll probably be about tenth quick. The track is really good, but that time we ran just isn't going to get it (the pole)."

ERNIE IRVAN (#28 Texaco Havoline Ford): (On running fast in practice compared to qualifying run.): "That's probably why you don't want to show everything you have during practice. I was skeptical and cautious about the practice speeds I was running on whether we could do it again. The race is the most important thing though. I'm definitely looking forward to it."

GREG SACKS (#29 Cartoon Network Chevrolet): "The car is real strong, it had a perfect balance. We were four wheel drifting through the corners. We have a great sponsor, I had an instant fan base. As an example, this little kid was looking at me intensely and I waved at him, and he about came out of his shoes."

JOHNNY BENSON (#30 Pennzoil Pontiac): "The conditions are pretty good out there. The speeds are showing that. As far as racing here goes, I haven't done that yet, but I'm looking forward to it. I hope I can stay in the top 15."

ROBERT PRESSLEY (#33 Skoal Bandit Chevrolet): "Well, I'm not very happy. We're in that slot where we don't know what to do. We either keep our time, or requalify tomorrow, just one of those deals."

JOHN ANDRETTI (#37 Kmart/Little Caesars Ford): (About scraping the wall in practice.): "Paint came off but didn't do too much damage. We'll probably have to replace the decals. We've been struggling this morning. Yesterday was pretty good and knew we had some work to do this morning. We're pretty pleased with the time. It was a little slower than yesterday, but yesterday was close to 5 o'clock. I've raced here enough to know what happy hour means and when you have to pick up a tenth of a second, it makes a difference." (On track positions.): Pit position is critical. If you're a Winston Cup Champion, you can pick up spots by having the right pit. We won't have the pick of the litter and track position is a lot here. It's tough to get around guys here. It's tough to pass these guys anywhere we go."

RICKY CRAVEN (#41 Kodiak Chevrolet): "We are kind of in that stage where we are putting it all together. This place is fun, but it has four good opportunities to make a mistake. It is a great race track because it encourages close racing. What can I say? It's the Brickyard. No owner or driver will complain about being in the field on Saturday. This place is pretty special."

KYLE PETTY (#42 Coors Light Pontiac): "This is the first time I've been on that board (scoring pylon) in two years. I'm usually those last numbers past 33. Most of the time, I'm so far down that I haven't even made the board. This is great. I've been praying for six months that we'd make this race. We've been really uncomfortable with the car for a long time and it's just been in the last three or four races that we've started feeling comfortable."

BOBBY HAMILTON (#43 STP Pontiac): "We wasted all our testing time with the other car (car crashed at Pocono). We are struggling with a different car. I think it will race good, but we are going to start way back. We actually ran a little faster than I thought we would."

STACY COMPTON (#46 Monroe Motorsports Chevrolet): "So far the week hasn't gone like we wanted. We got a little loose during qualifying, but we have practice tomorrow and if we can get out there for a few hours we should be OK."

A.J. FOYT (#50 Kennametal Ford): "I just lost it going into Three. I jumped the car sideways and almost hit the wall. I'd been having problems with Turn 1 and when I got through there good, I just got in too hard into Three. I was too pumped up, I guess." (What will you do for tomorrow?) "I'll just straighten out my act. I think we'd have been in today if I hadn't screwed up."

STEVEN SELIGMAN (#57 Matco Tools Ford): "This was a disaster. We've really been fighting the car. The car is not a downforce race car and just doesn't work on this race track. We'll come back tomorrow and give it a shot. Then we will cut the car in half, take the good pieces off and get rid of what's left."

DAVE MARCIS (#71 Prodigy Chevrolet): "It was just too slow. I'm not up to speed, but it was the best we've run since we've been here. I'm having trouble with my entrance to Turn 3, we gained a little today after no gain yesterday. We'll continue to try to improve and requalify tomorrow."

BOBBY HILLIN, JR. (#77 Jasper Engines/Federal-Mogul Ford): (About qualifying run.): "Our motors are super. Our sponsors have stuck with us all year. We went out 8th quick yesterday with a sloppy lap. It was loose in (turn) one, probably with the oil tank. This morning we didn't get out until 10:30 with last minute adjustments. I scuffed 2 sets of tires, had saved 1 set back then went back out and made a banzai run on the 2nd set, but we didn't make any adjustments. It pushed on (turn) 1 and may have cost the pole, but we're super happy. If we get qualifying and pit stops down for races, we'll be a main contender and we hope this is the first step here." (About testing.): "We tested for two and one half days, shook the car down, made adjustments and second day was identical to what we just qualified."

JOE NEMECHEK (#87 Burger King Chevrolet): "I feel pretty good about qualifying. I made a little mistake in Turn 1, when the car got out there we got a little push and I had to choose whether to let up on the gas or hit the wall. If you're going to be on the pole, you can't make any mistakes, we just came up a tick short today." "We'd like to go a little bit faster. I've got a heck of a motor with lots of power. I made a little mistake on one, had to check up and it cost me. But I'm real happy. We've had a really tough year, but we tested and we were fast. We gave up a few tenths of a second qualifying and it really makes a difference, but it was headed for the wall, and you either hit the wall or check up. So I had to let off the gas. Any time you qualify in the top 10 at the Indianapolis Motor Speedway, it's really great." (About track position for the race): "Up in front is good with less wrecks than in the back. But back you can see the leaders, pace yourself and see what you need to do."

DALE JARRETT (#88 Quality Care/Ford Credit Ford): "Qualifying was a long way from what it should have been today. I had a really good lap going before, and we could have been up in the front until we hit the wall. I guess it just wasn't meant to be."

DICK TRICKLE (#90 Heilig-Meyers Ford): (About the run.): "I was 3-tenths of a second off and I don't know if it was the sun coming out or whatever but it was turning sideways on me. I did good in practice but qualifying was loose or something. I feel pretty bad for the team. I hadn't run on these tires. I got loose off (turns) 1 and 4 and couldn't throttle up like I wanted to. I did drive the car hard but it didn't stay underneath me. The team worked so hard and the qualifying lap wasn't what we wanted."

RON BARFIELD (#91 New Holland Tractor Ford): "We've just had a time here lately. We haven't been up to speed all week. We had tested as low as 52.20, but we've just been running slow. The car has been tight all week and we got a little high at times. The track is not as good up high. We're just going to keep trying and trying."

BILL ELLIOTT (#94 McDonald's Ford): "A Brickyard would mean a lot. We'll just have to see what Saturday brings us. The track has a lot of grip, Goodyear brought a good tire. With the rumble strips being gone, it helps, I feel good. We came here to test after Loudon, and I was sick. We were going to run three days, but we headed back home after one. We didn't have a good set-up when I left. I was really disappointed."

JEREMY MAYFIELD (#98 RCA Ford): "Boy, I tell ya, it's like a relief! I'm glad qualifying's over. I feel good about it. I got a little loose -- looser than I wanted to be."

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Daily Trackside Report August 2, 1996

Notes on Thursday's qualifying:

- Rick Mast became the first driver to hold the Indianapolis Motor Speedway's Winston Cup track record twice. He was on the pole for the inaugural Brickyard 400 at an average speed of 172.414 miles per hour and set a track record, at the time of his run Thursday, of 175.077. Mast also becomes the first to hold the track record in two different makes of cars. He drove a Ford to the 1994 Brickyard 400 pole and qualified a Pontiac Thursday.
- Jeff Gordon became the second driver to hold the IMS Winston Cup track record twice. He was on the pole for the second Brickyard 400 at a record 172.536 miles per hour and captured the 1996 pole at an average speed of 176.419.
- Jeff Gordon's track record speed of 176.419 miles per hour would've been a track record within the day of May 15, 1971, 25 years ago. On that day in qualifying for the Indianapolis 500, A.J. Foyt set a one-lap track record 174.656 that was broken later in the day by Mark Donohue at 178.607 and Peter Revson at 179.354.

Track temperatures Thursday from Goodyear tire engineers: 9:30 a.m. -- 124 degrees (sunny); 11:30 a.m. -- 116 degrees (cloudy); 1:30 p.m. -- 115 degrees (cloudy); 1:45 p.m. -- 120 degrees (sunny); 2 p.m. -- 111 degrees (cloudy); 2:30 p.m. -- 119 degrees (sunny).

A NASCAR bulletin dated July 24 boosted the entry blank posted awards for the Brickyard 400 by \$67,826, spread across the field.

Three familiar NASCAR names -- Donnie and Bobby Allison and Cale Yarborough -- have their own histories at the Indianapolis Motor Speedway. Bobby Allison drove in the "500" in 1973 and 1975 for Roger Penske.

BOBBY ALLISON: "There's not a lot to reminisce about. I only ran in '73 and '75. In '73, I only went half a lap. We had done a lot of preparation two to three months before the event. We were pretty pleased with our qualification and even though Penske had a deal with Traco Engines, they failed fairly regularly. Gary Bettenhausen was the other team driver and he was faster than I was. Then my engine blew on the green flag. So a month-and-a-half building up to Indy goes down the tubes. It was pretty much a downer. Mike Hiss was Penske's driver in '74. I tested for Roger and was 13 miles an hour faster in the Indy car than Mike. So then he (Penske) really hounded me (to drive Indy cars). I led a lap here in '75. I don't think any other NASCAR driver has done that in Indy cars. I was passing Foyt to get back on the lead lap halfway through the race and that Traco

engine blew up. I really like this track. I like the layout. I really never was the kind of guy who had to have high banking to feel like I was racing. I really like this place."

Winston Cup practice:

- 10:01 a.m. -- #43 Bobby Hamilton turned a lap at 172.848 miles per hour, fastest of the day among not-yet qualified drivers.
- 10:02 a.m. -- #21 Michael Waltrip turned a lap at 173.337 miles per hour, fastest of the day among not-yet-qualified drivers. #3 Mike Skinner, as scheduled, took the track in the #3 car qualified by Dale Earnhardt.
- 10:16 a.m. -- Yellow, debris.
- 10:19 a.m. -- Green.
- 10:21 a.m. -- Bobby Hillin in the #77 Jasper Engines Ford was on his third lap of practice when he had an apparent engine failure going into Turn 1, did a half-spin 300 feet to hit the outside wall with the left side, went along and off the wall 140 feet with a half-spin to come to a stop in the middle of the track at the exit of Turn 1. The car, in which he had qualified Thursday for fifth starting position. Hillin suffered a bruised left foot and bruised left chest and was examined and released from Hanna Medical Center. The car sustained damage to the left side and the crew immediately unloaded the backup car. Leaving the trackside hospital, Hillin said, "I'm fine. I've got a bruised left foot and a bruised side...We'll take our backup car out and start at the back. It's terrible -- we qualified so well. The car we have isn't as strong as this one, but if we get out this afternoon and get some good practice in, we could have a good run Saturday." When asked about the qualified car, "It's done. It's finished."
- 10:37 a.m. -- Green.
- 10:44 a.m. -- #87 Joe Nemechek came to pit road, leaking fluids.
- 10:47 a.m. -- #10 Ricky Rudd turned a lap at 173.893 miles per hour, fastest of the day among not-yet-qualified drivers. #3 Dale Earnhardt took the track in the #3 car.
- 11:03 a.m. -- The top five of the session are now not-yet-qualified drivers -- Ricky Rudd, Michael Waltrip, Jeff Purvis, Bobby Hamilton and Ron Barfield.
- 11:13 a.m. -- #75 Morgan Shepherd turned a lap at 174.034 miles per hour, fastest of the day among not-yet-qualified drivers.
- 11:13 a.m. -- #12 Derrike Cope turned a lap at 174.152 miles per hour, fastest of the day among not-yet-qualified drivers.
- 11:21 a.m. -- #95 Gary Bradberry turned a lap at 174.405 miles per hour, fastest of the day among not-yet-qualified drivers.
- 11:28 a.m. -- Track closed. There were two yellows for 19 minutes.

Standing on times for today's qualifying: #37 John Andretti, #99 Jeff Burton, #7 Geoff Bodine, #21 Michael Waltrip, #81 Kenny Wallace, #17 Darrell Waltrip, #33 Robert Pressley, #41 Ricky Craven.

Notes on Thursday's qualifying:

- Time and speed differences deciding pole position: 1994 -- Rick Mast bested Dale Earnhardt by .209 of a second or .688 of a mile per hour; 1995 -- Jeff Gordon bested Bobby Hamilton by .095 of a second or .314 of a mile per hour; 1996 -- Jeff Gordon bested Mark Martin by .144 of a second or .497 of a mile per hour.
- Time and speed difference between fastest and slowest first-day locked in qualifiers by year: 1994 (positions 1-20) -- 1.034 seconds, 3.349 miles per hour; 1995 (positions 1-25) -- .789 of a second, 2.571 miles per hour; 1996 (positions 1-25) -- .649 of a second, 2.216 miles per hour.
- In 1994, five drivers stood on their first-day qualifying times and all made the field. In 1995, second-day qualifying was rained out.

With the announcement of Mike Skinner as a possible relief driver for Dale Earnhardt in the Brickyard 400 Saturday, the following is a list of some relief driver/race winners in prior Winston Cup events:

- 1961 -- At the inaugural Bristol race, Johnny Allen was in the winning car at the finish, which had been started by Jack Smith.
- 1963 -- At Bristol, Fred Lorenzen started a car, Ned Jarrett then drove the most laps in it and Lorenzen was back in it at the finish for the win.
- 1965 -- In the Atlanta 500, Marvin Panch started a car, which had A.J. Foyt driving at the finish to the victory.
- 1966 -- At the World 600 at Charlotte, Panch again was the starter of the winning car that contained Richard Petty at the finish.
- 1970 -- In the World 600, Donnie Allison, after finishing fourth in the Indianapolis 500, started the winning car, which was turned over to Lee Roy Yarbrough, who took it to the finish.
- 1971 -- In the caution-free Volunteer 500 at Bristol which is the fastest race ever run at Bristol, Charlie Glotzbach started the winning car and had relief help from Raymond "Friday" Hassler.
- 1979 -- In July at Talladega, Donnie Allison started the winning car, which was driven to victory by Darrell Waltrip.
- 1979 -- The last time Dale Earnhardt missed a race because of injury occurred because of injuries suffered at Pocono in this year. He missed four races. In the Southern 500 at Darlington, David Pearson was the substitute driver for Earnhardt and won the 104th of his 105 victories.

Under NASCAR Winston Cup rules, a driver must take the green on the track in order to earn all Winston Cup points and credit for the car's performance.

In 1970, Donnie Allison drove an A.J. Foyt entry to fourth place in the Indianapolis 500 and earned Rookie of the Year honors. He finished sixth the following year in his last "500" appearance.

DONNIE ALLISON: "In '70, I started off on a bad foot because I was getting instructions from A.J. and USAC about my rookie test. A.J. said, 'They're gonna tell you to do this but I'm telling you what to do.' So, I did what USAC told me and I spun on my very first time on the race track. At that time they made all the rookies stay down on the painted line, so I did. A.J. got very very mad at me and went to them (USAC) and raised holy hell. USAC got me back up there and I completed my rookie test without ever coming back into the pits, which is very unusual at that time. Second time I was out there (on the race track), I never came back in. That was a pretty shaky start for me. I was trying to do everything I could... do what USAC wanted... being from NASCAR as an outsider. (Then) I spun the car in practice and hit the wall in Turn 3. It ran pretty decent before that. It took eight days to fix the car and then we ran quite a bit faster. I qualified the car in '70. I really had a good race. I raced all day. I raced with Bobby Unser and Mario Andretti for probably the last 15 laps of the race and beat them both. I was really pleased with the job that was done with the car and how I drove it and how we did and, of course, I was very glad to win the Rookie of the Year. In '71, I came with the Coyote that year, a year-old race car and I couldn't get it up to the speed I needed to get. In matter of fact, A.J. and I got into an awful big argument about how fast it went. He told me how fast he had run the car the year before. I told him to get in and drive it. A.J. wanted to go out and run the car and I told him I'd give him a mile per hour because of a break in the windshield (windscreen). So he goes out and runs the car and didn't go as fast as I did. So he had a new car, also, and took that car out and ran 173. He said, 'Take it to the garage and have them fit you in that car.' So I did. Then I went out on the track and pulled into the qualifying line and A.J. said, 'We're going to withdraw that old car and drive this one.' I'd had all of four laps in this car. Andy Granatelli wanted to bump A.J. Foyt's car -- it didn't matter who was driving. So A.J. withdrew it before that could happen. I went out in that car and did pretty well. We finished sixth in that race."

CHRONOLOGICAL NASCAR WINSTON CUP QUALIFYING

Standing On Times:

| Car Driver | Car Name | Speed | Time | Rank |
|---------------------|---------------------------|-------------|--------|------|
| #37 John Andretti | Kmart/Little Caesars Ford | 174.162 mph | 51.676 | 26 |
| #99 Jeff Burton | Exide Batteries Ford | 174.031 mph | 51.715 | 27 |
| # 7 Geoff Bodine | QVC Ford | 173.796 mph | 51.785 | 28 |
| #21 Michael Waltrip | Citgo Ford | 173.501 mph | 51.873 | 29 |
| #81 Kenny Wallace | Square D / TIC Ford | 173.487 mph | 51.877 | 30 |
| #17 Darrell Waltrip | Parts America Chevrolet | 173.210 mph | 51.960 | 32 |
| #33 Robert Pressley | Skoal Bandit Chevrolet | 173.174 mph | 51.971 | 33 |
| #41 Ricky Craven | Kodiak Chevrolet | 172.751 mph | 52.098 | 34 |

CHRONOLOGICAL NASCAR WINSTON CUP QUALIFYING

| Time | Car | Driver | Car Name | Speed | Time | Rank |
|-----------|-----|--|------------------------------|-------------|--------|------|
| 1:05 p.m. | #43 | Bobby Hamilton | STP Pontiac | 172.954 mph | 52.037 | 33 |
| 1:07 p.m. | #71 | Dave Marcis | Prodigy Chevrolet | 170.448 mph | 52.807 | 35 |
| 1:09 p.m. | #22 | Ward Burton | MBNA America Pontiac | 173.274 mph | 51.941 | 31 |
| 1:11 p.m. | #27 | Jason Keller | Ford | 171.979 mph | 52.332 | 36 |
| 1:12 p.m. | #75 | Morgan Shepherd | Remington Arms Ford | 172.927 mph | 52.045 | 35 |
| 1:14 p.m. | #10 | Ricky Rudd | Tide Ford | 173.154 mph | 51.977 | 34 |
| | | (Bumps #71 Marcis) | | | | |
| 1:17 p.m. | #44 | Jeff Purvis | MCA Records Chevrolet | 171.341 mph | 52.535 | DNQ |
| | | (Brushed south chute wall on qualifying run) | | | | |
| 1:19 p.m. | #50 | A.J. Foyt | Kennametal Ford | 170.396 mph | 52.818 | DNQ |
| 1:21 p.m. | #78 | Randy MacDonald | Diamond Rio Ford | 171.324 mph | 52.532 | DNQ |
| 1:23 p.m. | #12 | Derrike Cope | Badcock Ford | 173.154 mph | 51.977 | 35 |
| | | (Bumps #27 Keller) | | | | |
| 1:25 p.m. | #02 | Robby Faggart | Chevrolet | 170.882 mph | 52.668 | DNQ |
| 1:27 p.m. | #95 | Gary Bradberry | Shoney's Restaurant Ford | 174.584 mph | 51.551 | 26 |
| | | (Bumps #41 Craven) | | | | |
| 1:29 p.m. | #57 | Steve Seligman | Matco Tools Ford | 167.713 mph | 53.663 | DNQ |
| 1:31 p.m. | #91 | Ron Barfield | New Holland Tractor Ford | 172.741 mph | 52.101 | DNQ |
| 1:33 p.m. | #46 | Stacy Compton | Monroe Motorsports Chevrolet | 171.067 mph | 52.611 | DNQ |

POST QUALIFICATION QUOTES:

ROBBY FAGGART (#02 Chevrolet): "We picked up some speed today but not quite enough to get in. This is my first time here. But I still did pretty good...just not enough to get in. We're going to try to come back next year...but (next year) is 365 days."

RICKY RUDD (#10 Tide Ford): (about problems): "It's been a struggle since we've been here. We keep missing it on qualifying setup." (About the track): "It (the car) is a little quicker today. The track is slower. I think we can race good. The track surface today has a lot of black on it." (About starting in the back): "It's a little bit of a concern. The car is pushing in dirty air. You can come from dead last and win. We had our work cut out for us. We're backwards. We can race good but not qualify. We come here to try to win two races, the pole being the first one and the race, the second." (About his setup during testing): "We worked basically in testing with race setup. We found out we should've spent more time with qualifying setups. We have to work really good so we can keep the front end sticking and move up in traffic." (About drafting here): "We have been having trouble in all the corners." (About the Brickyard 400): "It definitely is still special. Being the first one on the track to test, maybe that's why it's so special to me. The pay is an awful lot of money here, seeing as how I'm an owner and a driver. " (About tomorrow): "I think you're going to see a fight to hold on to the lead." (About his no DNFs this year): "At the start of the season, we weren't competitive. We've completed 99 percent of our laps and we've been missing the accidents. We feel a win is not impossible."

DERRIKE COPE (#12 Badcock Ford): "The car was pushing. In practice this morning, it was better but at least this afternoon, it was better than yesterday."

WARD BURTON (#22 MBNA America Pontiac): "We lost four-tenths (of a second) yesterday. It was too loose. We changed gear and chassis today but it's still a bit off. The track feels slower than yesterday but the lap felt better than yesterday. We can't get a break right now. Hopefully,

we'll be in the race and have a good run tomorrow." (About track position during race): "Track position is a lot here. There's only one groove."

JASON KELLER (#27 Ford): "We just ran too slow. Everybody worked real hard and I'm just disappointed, but better luck next time, right?"

BOBBY HAMILTON (#43 STP Pontiac): "We qualified today with our race setup. The car was running really good out there. The car went better today with our race setup than yesterday with our qualifying setup. We lost the car we were testing here at Pocono but with the car we have, we feel ready for the race."

JEFF PURVIS (#44 MCA Records Chevrolet): "The car was a little tight out there. When you don't make it the first round, you're going to be under the wire to get it done. I think we had a good shot to make it. We just came up a little short."

STACY COMPTON (#46 Monroe Motorsports Chevrolet): "My guys got a heart of gold. We blew a motor this morning and only had 45 minutes to get one back in. When we got it back in, it just wasn't fast enough. Today just wasn't our day."

A.J. FOYT (#50 Kennametal Ford): "I'm very discouraged and disappointed. The car was okay this morning but we lost about three miles per hour all around the track...I just found out now that they had to raise up the front a half-inch following inspection. So that's what the difference was." (Will he try again in another Winston Cup race?): "I don't know what I'm going to do. It's according to how I feel and what's going on."

STEVEN SELIGMAN (#57 Matco Tools Ford): "Well, what can I say? We needed 10 miles an hour and picked up seven. And we got it all right now. This morning in practice, we were totally off, just like we've been all week. Everybody did the best they could with what we have. If we had started the week where we are now, we'd be in the show. Now, we'll just go home and start over."

DAVE MARCIS (#71 Prodigy Chevrolet): "This run was even worse than yesterday's."

MORGAN SHEPHERD (#75 Remington Arms Ford): "We don't understand what happened to the car. It was real fast in practice and then became very loose. At least we got in the race."

RANDY MCDONALD (#78 Diamond Rio Ford): "It's the opportunity of a lifetime to be here and race. Nobody comes here to wear a driver's suit and sign autographs. There's obvious disappointment. We had a motor problem. We changed it and ran one lap at 52.20 this morning. The car was really loose, so we made some chassis adjustments and it wasn't enough. The guys and I did the best we could under the circumstances. I would've liked to have been the first Canadian to be in the race. Hopefully, everyone will understand and see the promise and commitment for the future."

RON BARFIELD (#91 New Holland Tractor Ford): "We picked up a lot of speed today, but we still needed more time to work on the car. We'll get back to the shop and work on it and probably come back next year."

GARY BRADBERRY (#95 Shoney's Restaurant Ford): (about the run): "I'll ya, after the way things went this morning, we're really excited about this. Really, in a way, it's a shock. The car's a little bit tight. We've been having so many problems that to come around quickest today is really great." (He had a top 20 speed if he qualified Thursday): "Yeah, somebody just told me that. Really, I'm not going to complain about being 26th. I've never seen this place before, so everything considered, this is really great. I have never seen a place like this, where you make a slight change, or you get a slight push, and you lose seven-tenths (of a second) and you can hardly feel it as a driver. That tells you how smooth this track is. This is the toughest track by far that I've ever run on." (About racing at Indy): "I came here 10 or 12 years ago when I was running short tracks and I was on my way to a race up north and we stopped here. I took a bus tour of this place. My mom and me were pulling my race car then, so that shows you how far we've come. I couldn't imagine then how it would be to run 200 miles an hour down that straightaway and then have to take an almost 90-degree turn. I found out today." (Is there anyone to go to for advice?): "Me and Hut Stricklin are real good friends. In the last few years, Ricky Rudd and I have been talking. I talked to him yesterday and he said I was talking to the wrong guy because I was faster than him."

Final Winston Cup practice:

- 2:05 p.m. -- Final practice started.
- 2:29 p.m. -- #24 Jeff Gordon turned a lap at 171.644 miles per hour, fastest of the session, with a trap speed of 190.
- 2:41 p.m. -- YELLOW, #43 Bobby Hamilton did a half-spin to hit the outside wall in Turn 2, then came off the wall with a half-spin to a stop just down the backstretch. Hamilton got out of the car and was examined for a bruised right leg at Hanna Medical Center and released. The car sustained heavy front-end damage. The crew prepared a backup car which Hamilton ran earlier this season and returned to practice. "I wrecked," Hamilton said. "The track got a little looser than yesterday. It just snapped out from under me. I'm doing okay. They wouldn't let me go (from Hanna) if I wasn't. They're back there working on another car now. It's a good car."
- 2:55 p.m. -- Green.
- 2:57 p.m. -- #8 Hut Stricklin turned a lap at 171.894 miles per hour, fastest of the session, with a trap speed of 193.
- 2:58 p.m. -- YELLOW, #17 Darrell Waltrip stalled, burned piston.
- 3:02 p.m. -- Green. #95 Gary Bradberry was the last of the 40 starters to take the track for the final practice.
- 3:07 p.m. -- #42 Kyle Petty turned a lap at 172.391 miles per hour, fastest of the session, with a trap speed of 194.
- 3:09 p.m. -- #25 Ken Schrader turned a lap at 172.005 miles per hour, second fastest of the session, with a trap speed of 193.
- 3:13 p.m. -- Track closed. There were two yellows for 18 minutes.

Notes on the Brickyard 400 field:

- Johnny Benson and Gary Bradberry are the only first-time Brickyard 400 starters
- Time and speed separation between fastest and slowest qualifier in Brickyard 400 starting field, by year:
 - 1994 -- Fastest: Rick Mast, 52.200 seconds, 172.414 mph
-- Slowest: A.J. Foyt, 53.382, 168.596
Difference: 1.182 seconds, 3.818 mph.
 - 1995 -- Fastest: Jeff Gordon, 52.163 seconds, 172.536 mph
Slowest: Jimmy Spencer, 53.526, 168.143
Difference: 1.363 seconds, 4.393 mph.
 - 1996 -- Fastest: Jeff Gordon, 51.015 seconds, 176.419 mph
Slowest: Morgan Shepherd, 52.045, 172.927
Difference: 1.030 seconds, 3.492 mph.
- The 1996 field is the closest in the Brickyard 400's three-year history.
- All 38 Brickyard 400 qualifiers bested the previous track record of 172.536 miles per hour set by Jeff Gordon a year ago. For the 1972 Indianapolis 500, all 33 starters bested the existing track record set by Peter Revson in 1971 of a four-lap average of 178.696 mph. The 1971 Indianapolis 500 pole was won by Bobby Unser at a four-lap average of 195.940 mph and the slowest qualifier in the field was Cale Yarborough at 178.864 mph.
- Of the eight drivers who stood on their Thursday qualifying speeds, seven made the field. Ricky Craven stood on his time, missed and took a provisional to become the 39th starter. Craven was the first driver in the three years of the Brickyard 400 to stand on their time for second-round qualifying and miss the field as a qualifier.

Procedure for qualifiers Bobby Hillin Jr. and Bobby Hamilton if they use backup cars: They will leave the starting grid in their original qualified positions, fifth for Hillin and 37th for Hamilton. On the parade lap, if they're in backup cars, they will fall to the rear of the field. They will be credited with starting in their original positions.

Track temperatures from Goodyear tire engineers: 10 a.m., 105 degrees; 11 a.m., 117 degrees; 1 p.m., 130 degrees.

Post-Final Practice Quotes:

KYLE PETTY (#42 Coors Light Pontiac): (when told he was fastest of session): "Yeah, I'll give you a quote: You're kiddin'. We scuffed some tires but I caught a draft down the backstretch and a draft down the front and I can thank Ricky Craven and Ricky Rudd for that."

KEN SCHRADER (#25 Budweiser Chevrolet): "It was a good practice. It's a whole different thing pulling laps together and then running laps out there with everyone else. We didn't make many changes today, matter of fact, we haven't made many changes since we've gotten off the truck. This is definitely the best car we've had since we've been here." (Schrader asked who was fastest of the session. The reply was Kyle Petty. "Well, then we were first in class," Schrader said.)

HUT STRICKLIN (#8 Circuit City Ford): "We're feeling pretty good now. This morning, we were bad, so we had a meeting in the trailer and we all kind of put our heads together. We had a pretty good idea where we went wrong, but we went back to our notes anyway to see what we'd done here in the past and at Pocono in the past. Basically, we now have our Pocono setup. I'm surprised how well that setup works on this race track. The drafting is the hardest thing to get used to on this race track. You hear the Indy car guys talk about it and it's true. First, we thought it was just the Fords that were experiencing it but now we know the Chevies are, too. I guess I won't have any trouble sleeping tonight, but then again, I never do."

JEFF GORDON (#24 DuPont Refinishes Chevrolet): "It feels pretty good right now. That doesn't always mean anything either, when it comes to the race. This track is so unpredictable...you can have a real good car on one part of the track and not on another. But so far, the car feels really comfortable. I feel comfortable today but that doesn't mean I'll feel comfortable tomorrow. If it does, we'll have a lot of fun." (About the race): "One thing this crew has shown is that we're able to stay with it and be there at the end." (About a second win): "Anything can happen. We're just praying it'll be a clean, safe race." (About track): "It seems to be a little better to pass on. I believe the track has 'widened' a bit and that'll make it a better race. Track position is very important. Once you get stuck behind somebody, you're in trouble. That's why I'm happy I'm starting up front."

TERRY LABONTE (#5 Kellogg's Corn Flakes Chevrolet): "Yeah, we're not quite as good as we need to be. We're a little too loose. We just need to get it to handle better for the race."



Performance History August 2, 1996

Morning Session

| R | Car | Driver | Make | :--Today Combined--: | | | :--Event Combined--: | | | Date | |
|-------------|-----|----------------------|-----------|----------------------|--------|---------|----------------------|--------|---------|---------|--|
| | | | | Laps | Time | Speed | Laps | Time | Speed | | |
| 1 | 95 | Bradberry, Gary | Ford | 15 | 51.604 | 174.405 | 64 | 51.604 | 174.405 | 8/02/96 | |
| 2 | 12 | Cope, Derrike | Ford | 16 | 51.679 | 174.152 | 49 | 51.679 | 174.152 | 8/02/96 | |
| 3 | 75 | Shepherd, Morgan | Ford | 22 | 51.714 | 174.034 | 60 | 51.424 | 175.016 | 8/01/96 | |
| 4 | 10 | Rudd, Ricky | Ford | 8 | 51.756 | 173.893 | 40 | 51.736 | 173.960 | 8/01/96 | |
| 5 | 21 | Waltrip, Michael | Ford | 34 | 51.889 | 173.447 | 65 | 51.410 | 175.063 | 8/01/96 | |
| 6 | 33 | Pressley, Robert | Chevrolet | 8 | 51.902 | 173.404 | 62 | 51.870 | 173.511 | 8/01/96 | |
| 7 | 44 | Purvis, Jeff | Chevrolet | 15 | 51.967 | 173.187 | 41 | 51.967 | 173.187 | 8/02/96 | |
| 8 | 43 | Hamilton, Bobby | Pontiac | 22 | 52.018 | 173.017 | 78 | 51.971 | 173.174 | 8/01/96 | |
| 9 | 22 | Burton, Ward | Pontiac | 22 | 52.062 | 172.871 | 62 | 51.700 | 174.081 | 8/01/96 | |
| 10 | 91 | Barfield, Ron | Ford | 11 | 52.069 | 172.848 | 78 | 52.069 | 172.848 | 8/02/96 | |
| 11 | 24 | Gordon, Jeff | Chevrolet | 31 | 52.093 | 172.768 | 70 | 51.436 | 174.975 | 8/01/96 | |
| 12 | 5 | Labonte, Terry | Chevrolet | 29 | 52.182 | 172.473 | 69 | 51.248 | 175.617 | 8/01/96 | |
| 13 | 78 | McDonald, Randy | Ford | 6 | 52.226 | 172.328 | 37 | 52.100 | 172.745 | 8/01/96 | |
| 14 | 50 | Foyt, A. J. | Ford | 11 | 52.276 | 172.163 | 62 | 52.276 | 172.163 | 8/02/96 | |
| 15 | 27 | Keller, Jason | Ford | 21 | 52.281 | 172.147 | 84 | 52.281 | 172.147 | 8/02/96 | |
| 16 | 99 | Burton, Jeff | Ford | 36 | 52.296 | 172.097 | 85 | 51.655 | 174.233 | 8/01/96 | |
| 17 | 1 | Mast, Rick | Pontiac | 26 | 52.340 | 171.953 | 57 | 51.291 | 175.469 | 8/01/96 | |
| 18 | 81 | Wallace, Kenny | Ford | 18 | 52.356 | 171.900 | 56 | 52.131 | 172.642 | 7/31/96 | |
| 19 | 6 | Martin, Mark | Ford | 45 | 52.368 | 171.861 | 80 | 51.199 | 175.785 | 8/01/96 | |
| 20 | 02 | Faggart, Robby | Chevrolet | 27 | 52.383 | 171.811 | 96 | 52.383 | 171.811 | 8/02/96 | |
| 21 | 25 | Schrader, Ken | Chevrolet | 41 | 52.395 | 171.772 | 89 | 51.188 | 175.822 | 8/01/96 | |
| 22 | 37 | Andretti, John | Ford | 24 | 52.415 | 171.707 | 64 | 51.604 | 174.405 | 7/31/96 | |
| 23 | 41 | Craven, Ricky | Chevrolet | 24 | 52.422 | 171.684 | 68 | 51.864 | 173.531 | 7/31/96 | |
| 24 | 94 | Elliott, Bill | Ford | 35 | 52.455 | 171.576 | 87 | 51.525 | 174.672 | 7/31/96 | |
| 25 | 16 | Musgrave, Ted | Ford | 30 | 52.475 | 171.510 | 76 | 51.320 | 175.370 | 8/01/96 | |
| 26 | 46 | Compton, Stacy | Chevrolet | 23 | 52.478 | 171.500 | 68 | 52.478 | 171.500 | 8/02/96 | |
| 27 | 4 | Marlin, Sterling | Chevrolet | 21 | 52.503 | 171.419 | 62 | 51.298 | 175.445 | 8/01/96 | |
| 28 | 29 | Sacks, Greg | Chevrolet | 18 | 52.507 | 171.406 | 50 | 51.528 | 174.662 | 8/01/96 | |
| 29 | 23 | Spencer, Jimmy | Ford | 24 | 52.508 | 171.402 | 68 | 51.784 | 173.799 | 8/01/96 | |
| 30 | 88 | Jarrett, Dale | Ford | 28 | 52.533 | 171.321 | 59 | 51.331 | 175.333 | 8/01/96 | |
| 31 | 42 | Petty, Kyle | Pontiac | 29 | 52.547 | 171.275 | 78 | 51.471 | 174.856 | 8/01/96 | |
| 32 | 9 | Speed, Lake | Ford | 32 | 52.586 | 171.148 | 75 | 51.238 | 175.651 | 8/01/96 | |
| 33 | 2 | Wallace, Rusty | Ford | 30 | 52.608 | 171.077 | 80 | 51.351 | 175.264 | 8/01/96 | |
| 34 | 3 | Skinner, MIke | Chevrolet | 24 | 52.617 | 171.047 | 107 | 52.617 | 171.047 | 8/02/96 | |
| 35 | 11 | Bodine, Brett | Ford | 27 | 52.638 | 170.979 | 71 | 51.468 | 174.866 | 8/01/96 | |
| 36 | 28 | Irvan, Ernie | Ford | 28 | 52.642 | 170.966 | 65 | 51.236 | 175.658 | 8/01/96 | |
| 37 | 7 | Bodine, Geoff | Ford | 31 | 52.647 | 170.950 | 71 | 51.609 | 174.388 | 8/01/96 | |
| 38 | 8 | Stricklin, Hut | Ford | 16 | 52.664 | 170.895 | 55 | 51.877 | 173.487 | 8/01/96 | |
| 39 | 18 | Labonte, Bobby | Chevrolet | 19 | 52.675 | 170.859 | 59 | 51.598 | 174.425 | 8/01/96 | |
| 40 | 17 | Waltrip, Darrell | Chevrolet | 9 | 52.730 | 170.681 | 52 | 51.897 | 173.420 | 7/31/96 | |
| 41 | 15 | Dallenbach Jr, Wally | Ford | 32 | 52.774 | 170.539 | 78 | 51.645 | 174.267 | 8/01/96 | |
| 42 | 3 | Earnhardt, Dale | Chevrolet | 4 | 52.790 | 170.487 | 13 | 51.559 | 174.557 | 8/01/96 | |
| 43 | 30 | Benson Jr, Johnny | Pontiac | 17 | 52.820 | 170.390 | 58 | 51.363 | 175.223 | 8/01/96 | |
| 44 | 87 | Nemechek, Joe | Chevrolet | 14 | 52.829 | 170.361 | 49 | 51.142 | 175.981 | 8/01/96 | |
| 45 | 77 | Hillin Jr, Bobby | Ford | 2 | 52.846 | 170.306 | 24 | 51.142 | 175.981 | 8/01/96 | |
| 46 | 90 | Trickle, Dick | Ford | 25 | 52.868 | 170.235 | 57 | 51.455 | 174.910 | 8/01/96 | |
| 47 | 98 | Mayfield, Jeremy | Ford | 14 | 52.926 | 170.049 | 55 | 51.432 | 174.988 | 8/01/96 | |
| 48 | 71 | Marcis, Dave | Chevrolet | 24 | 52.931 | 170.033 | 74 | 52.888 | 170.171 | 8/01/96 | |
| 49 | 57 | Seligman, Steven | Ford | 14 | 55.866 | 161.100 | 46 | 54.572 | 164.920 | 8/01/96 | |
| Total Laps: | | | | 1082 | | | | 3153 | | | |



Chronological Qualification Summary August 2, 1996

| Time | Car | Driver | Make | Time | Speed |
|------------------------|-----|------------------|-----------|--------|----------------------------|
| 1:05 | 43 | Hamilton, Bobby | Pontiac | 52.037 | 172.954 |
| 1:07 | 71 | Marcis, Dave | Chevrolet | 52.802 | 170.448 |
| 1:09 | 22 | Burton, Ward | Pontiac | 51.941 | 173.274 |
| 1:11 | 27 | Keller, Jason | Ford | 52.332 | 171.979 |
| 1:12 | 75 | Shepherd, Morgan | Ford | 52.045 | 172.927 |
| 1:14 | 10 | Rudd, Ricky | Ford | 51.977 | 173.154 (Bumps #71 Marcis) |
| 1:17 | 44 | Purvis, Jeff | Chevrolet | 52.535 | 171.314 (DNQ) |
| 1:19 | 50 | Foyt, A. J. | Ford | 52.818 | 170.396 (DNQ) |
| 1:21 | 78 | MacDonald, Randy | Ford | 52.532 | 171.324 (DNQ) |
| 1:23 | 12 | Cope, Derrike | Ford | 51.977 | 173.154 (Bumps #27 Keller) |
| 1:25 | 02 | Faggart, Robby | Chevrolet | 52.668 | 170.882 (DNQ) |
| 1:27 | 95 | Bradberry, Gary | Ford | 51.551 | 174.584 (Bumps #41 Craven) |
| 1:29 | 57 | Seligman, Steven | Ford | 53.663 | 167.713 (DNQ) |
| 1:31 | 91 | Barfield, Ron | Ford | 52.101 | 172.741 (DNQ) |
| 1:33 | 46 | Compton, Stacy | Chevrolet | 52.611 | 171.067 (DNQ) |
| PROVISIONAL QUALIFIERS | | | | | |
| | 41 | Craven, Ricky | Chevrolet | | |
| | 71 | Marcis, Dave | Chevrolet | | |

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Performance History August 2, 1996

Afternoon Session

| R | Car | Driver | Make | :--Today Combined--: | | | :--Event Combined--: | | | Date Best | |
|-------------|-----|----------------------|-----------|----------------------|--------|---------|----------------------|--------|---------|--------------|--|
| | | | | Laps | Time | Speed | Laps | Time | Speed | | |
| 1 | 42 | Petty, Kyle | Pontiac | 23 | 52.207 | 172.391 | 101 | 51.471 | 174.856 | 8/01/96 | |
| 2 | 25 | Schrader, Ken | Chevrolet | 35 | 52.324 | 172.005 | 124 | 51.188 | 175.822 | 8/01/96 | |
| 3 | 8 | Stricklin, Hut | Ford | 26 | 52.358 | 171.894 | 81 | 51.877 | 173.487 | 8/01/96 | |
| 4 | 24 | Gordon, Jeff | Chevrolet | 24 | 52.385 | 171.805 | 94 | 51.436 | 174.975 | 8/01/96 | |
| 5 | 5 | Labonte, Terry | Chevrolet | 21 | 52.437 | 171.635 | 90 | 51.248 | 175.617 | 8/01/96 | |
| 6 | 23 | Spencer, Jimmy | Ford | 21 | 52.437 | 171.635 | 89 | 51.784 | 173.799 | 8/01/96 | |
| 7 | 6 | Martin, Mark | Ford | 29 | 52.442 | 171.618 | 109 | 51.199 | 175.785 | 8/01/96 | |
| 8 | 88 | Jarrett, Dale | Ford | 25 | 52.457 | 171.569 | 84 | 51.331 | 175.333 | 8/01/96 | |
| 9 | 18 | Labonte, Bobby | Chevrolet | 26 | 52.469 | 171.530 | 85 | 51.598 | 174.425 | 8/01/96 | |
| 10 | 28 | Irvan, Ernie | Ford | 23 | 52.481 | 171.491 | 88 | 51.236 | 175.658 | 8/01/96 | |
| 11 | 99 | Burton, Jeff | Ford | 29 | 52.483 | 171.484 | 114 | 51.655 | 174.233 | 8/01/96 | |
| 12 | 4 | Marlin, Sterling | Chevrolet | 26 | 52.491 | 171.458 | 88 | 51.298 | 175.445 | 8/01/96 | |
| 13 | 22 | Burton, Ward | Pontiac | 30 | 52.539 | 171.301 | 92 | 51.700 | 174.081 | 8/01/96 | |
| 14 | 1 | Mast, Rick | Pontiac | 29 | 52.549 | 171.269 | 86 | 51.291 | 175.469 | 8/01/96 | |
| 15 | 2 | Wallace, Rusty | Ford | 32 | 52.567 | 171.210 | 112 | 51.351 | 175.264 | 8/01/96 | |
| 16 | 7 | Bodine, Geoff | Ford | 25 | 52.573 | 171.191 | 96 | 51.609 | 174.388 | 8/01/96 | |
| 17 | 81 | Wallace, Kenny | Ford | 23 | 52.688 | 170.817 | 79 | 52.131 | 172.642 | 7/31/96 | |
| 18 | 12 | Cope, Derrike | Ford | 18 | 52.692 | 170.804 | 67 | 51.679 | 174.152 | 8/02/96 | |
| 19 | 98 | Mayfield, Jeremy | Ford | 23 | 52.698 | 170.784 | 78 | 51.432 | 174.988 | 8/01/96 | |
| 20 | 10 | Rudd, Ricky | Ford | 28 | 52.700 | 170.778 | 68 | 51.736 | 173.960 | 8/01/96 | |
| 21 | 94 | Elliott, Bill | Ford | 19 | 52.717 | 170.723 | 106 | 51.525 | 174.672 | 7/31/96 | |
| 22 | 9 | Speed, Lake | Ford | 27 | 52.722 | 170.707 | 102 | 51.238 | 175.651 | 8/01/96 | |
| 23 | 3 | Skinner, Mike | Chevrolet | 23 | 52.729 | 170.684 | 130 | 52.617 | 171.047 | 8/02/96 | |
| 24 | 95 | Bradberry, Gary | Ford | 10 | 52.738 | 170.655 | 74 | 51.604 | 174.405 | 8/02/96 | |
| 25 | 90 | Trickle, Dick | Ford | 30 | 52.749 | 170.619 | 87 | 51.455 | 174.910 | 8/01/96 | |
| 26 | 15 | Dallenbach Jr, Wally | Ford | 21 | 52.763 | 170.574 | 99 | 51.645 | 174.267 | 8/01/96 | |
| 27 | 21 | Waltrip, Michael | Ford | 19 | 52.773 | 170.542 | 84 | 51.410 | 175.063 | 8/01/96 | |
| 28 | 17 | Waltrip, Darrell | Chevrolet | 11 | 52.773 | 170.542 | 63 | 51.897 | 173.420 | 7/31/96 | |
| 29 | 30 | Benson Jr, Johnny | Pontiac | 22 | 52.777 | 170.529 | 80 | 51.363 | 175.223 | 8/01/96 | |
| 30 | 37 | Andretti, John | Ford | 29 | 52.824 | 170.377 | 93 | 51.604 | 174.405 | 7/31/96 | |
| 31 | 11 | Bodine, Brett | Ford | 26 | 52.835 | 170.342 | 97 | 51.468 | 174.866 | 8/01/96 | |
| 32 | 75 | Shepherd, Morgan | Ford | 28 | 52.838 | 170.332 | 88 | 51.424 | 175.016 | 8/01/96 | |
| 33 | 43 | Hamilton, Bobby | Pontiac | 8 | 52.863 | 170.251 | 86 | 51.971 | 173.174 | 8/01/96 | |
| 34 | 16 | Musgrave, Ted | Ford | 24 | 52.899 | 170.136 | 100 | 51.320 | 175.370 | 8/01/96 | |
| 35 | 87 | Nemechek, Joe | Chevrolet | 21 | 52.942 | 169.997 | 70 | 51.142 | 175.981 | 8/01/96 | |
| 36 | 41 | Craven, Ricky | Chevrolet | 24 | 52.943 | 169.994 | 92 | 51.864 | 173.531 | 7/31/96 | |
| 37 | 77 | Hillin Jr, Bobby | Ford | 22 | 52.949 | 169.975 | 46 | 51.142 | 175.981 | 8/01/96 | |
| 38 | 33 | Pressley, Robert | Chevrolet | 23 | 52.982 | 169.869 | 85 | 51.870 | 173.511 | 8/01/96 | |
| 39 | 29 | Sacks, Greg | Chevrolet | 22 | 52.987 | 169.853 | 72 | 51.528 | 174.662 | 8/01/96 | |
| 40 | 71 | Marcis, Dave | Chevrolet | 21 | 53.301 | 168.852 | 95 | 52.888 | 170.171 | 8/01/96 | |
| 41 | 3 | Earnhardt, Dale | Chevrolet | 0 | 0.000 | 0.000 | 13 | 51.559 | 174.557 | 8/01/96 | |
| 42 | 44 | Purvis, Jeff | Chevrolet | 0 | 0.000 | 0.000 | 41 | 51.967 | 173.187 | 8/02/96 | |
| 43 | 91 | Barfield, Ron | Ford | 0 | 0.000 | 0.000 | 78 | 52.069 | 172.848 | 8/02/96 | |
| 44 | 78 | McDonald, Randy | Ford | 0 | 0.000 | 0.000 | 37 | 52.100 | 172.745 | 8/01/96 | |
| 45 | 50 | Foyt, A. J. | Ford | 0 | 0.000 | 0.000 | 62 | 52.276 | 172.163 | 8/02/96 | |
| 46 | 27 | Keller, Jason | Ford | 0 | 0.000 | 0.000 | 84 | 52.281 | 172.147 | 8/02/96 | |
| 47 | 02 | Faggart, Robby | Chevrolet | 0 | 0.000 | 0.000 | 96 | 52.383 | 171.811 | 8/02/96 | |
| 48 | 46 | Compton, Stacy | Chevrolet | 0 | 0.000 | 0.000 | 68 | 52.478 | 171.500 | 8/02/96 | |
| 49 | 57 | Seligman, Steven | Ford | 0 | 0.000 | 0.000 | 46 | 54.572 | 164.920 | 8/01/96 | |
| Total Laps: | | | | 946 | | | | 4099 | | | |



Official Starting Lineup August 2, 1996

| SP | Driver | Car Name | Time | Speed |
|----|--------------------------|-----------------------------------|--------|----------|
| 1 | 24 Jeff Gordon | DuPont Refinishes Chevrolet | 51.015 | 176.419* |
| 2 | 6 Mark Martin | Valvoline Ford | 51.159 | 175.922 |
| 3 | 9 Lake Speed | Spam Ford | 51.183 | 175.840 |
| 4 | 25 Ken Schrader | Budweiser Chevrolet | 51.298 | 175.445 |
| 5 | 77 Bobby Hillin | Jasper Engines/Federal-Mogul Ford | 51.328 | 175.343 |
| 6 | 87 Joe Nemechek | Burger King Chevrolet | 51.331 | 175.333 |
| 7 | 94 Bill Elliott | McDonald's Ford | 51.390 | 175.131 |
| 8 | 1 Rick Mast | Hooters Pontiac | 51.406 | 175.077 |
| 9 | 5 Terry Labonte | Kellogg's Corn Flakes Chevrolet | 51.413 | 175.053 |
| 10 | 29 Greg Sacks | Cartoon Network Chevrolet | 51.439 | 174.965 |
| 11 | 4 Sterling Marlin | Kodak Film Chevrolet | 51.443 | 174.951 |
| 12 | 3 Dale Earnhardt | GM Goodwrench Service Chevrolet | 51.455 | 174.910 |
| 13 | 42 Kyle Petty | Coors Light Pontiac | 51.455 | 174.910 |
| 14 | 30 Johnny Benson | Pennzoil Pontiac | 51.465 | 174.876 |
| 15 | 28 Ernie Irvan | Texaco Havoline Ford | 51.502 | 174.750 |
| 16 | 8 Hut Stricklin | Circuit City Ford | 51.513 | 174.713 |
| 17 | 2 Rusty Wallace | Miller Ford | 51.515 | 174.706 |
| 18 | 15 Wally Dallenbach, Jr. | Hayes Modems Ford | 51.589 | 174.456 |
| 19 | 98 Jeremy Mayfield | RCA Ford | 51.592 | 174.446 |
| 20 | 23 Jimmy Spencer | Camel Cigarettes Ford | 51.597 | 174.429 |
| 21 | 16 Ted Musgrave | Family Channel/PRIMSTAR Ford | 51.600 | 174.419 |
| 22 | 11 Brett Bodine | Lowe's Ford | 51.607 | 174.395 |
| 23 | 18 Bobby Labonte | Interstate Batteries Chevrolet | 51.628 | 174.324 |
| 24 | 88 Dale Jarrett | Quality Care/Ford Credit Ford | 51.647 | 174.260 |
| 25 | 90 Dick Trickle | Heilig-Meyers Ford | 51.664 | 174.203 |
| 26 | 95 Gary Bradberry | Shoney's Restaurant Ford | 51.551 | 174.584 |
| 27 | 37 John Andretti | Kmart/Little Caesars Ford | 51.676 | 174.162 |
| 28 | 99 Jeff Burton | Exide Batteries Ford | 51.715 | 174.031 |
| 29 | 7 Geoff Bodine | QVC Ford | 51.785 | 173.796 |
| 30 | 21 Michael Waltrip | Citgo Ford | 51.873 | 173.501 |
| 31 | 81 Kenny Wallace | Square D / TIC Ford | 51.877 | 173.487 |
| 32 | 22 Ward Burton | MBNA America Pontiac | 51.941 | 173.274 |
| 33 | 17 Darrell Waltrip | Parts America Chevrolet | 51.960 | 173.210 |
| 34 | 33 Robert Pressley | Skoal Bandit Chevrolet | 51.971 | 173.174 |
| 35 | 10 Ricky Rudd | Tide Ford | 51.977 | 173.154 |
| 36 | 12 Derrike Cope | Badcock Ford | 51.977 | 173.154 |

| | | |
|-----------------------|---------------------|----------------|
| 37 43 Bobby Hamilton | STP Pontiac | 52.037 172.954 |
| 38 75 Morgan Shepherd | Remington Arms Ford | 52.045 172.927 |
| 39 41 Ricky Carven | Kodiak Chevrolet | Provisional |
| 40 71 Dave Marcis | Prodigy Chevrolet | Provisional |

* New Track Record

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Daily Trackside Report Race Notes August 3, 1996

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 third Brickyard 400 NASCAR Winston Cup race.

ORDER OF THE DAY:

- 6:00 a.m. - Public gates open
- 6:15 a.m. - Pit gate open
- 7:30 a.m. - Band concert
- 10:00 a.m. - Indiana State University Band on track
- 10:30 a.m. - NASCAR Show Car lap
- 10:45 a.m. - Race cars at starting positions
- 11:10 a.m. - IMS/Festival Lap with distinguished guests
- 11:30 a.m. - Driver introductions, awards presentations 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 Rhett Akins
- 12:07 p.m. - F-16 flyover, Indiana Air National Guard
- 12:09 p.m. - Command, "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 third 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 Brickyard 400 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 81st running of the event, has been scheduled for Sunday, May 25, 1997.

Next year's Brickyard 400, the fourth running of the event, is scheduled for Saturday, August 2, 1997.

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.

Speedway Qualifying Awards:

- Busch Pole Award, \$40,000 -- #24 Jeff Gordon
- GTE "Front Runner" Awards, \$5,000 each -- #24 Jeff Gordon, #6 Mark Martin
- Tiara "Pole Position Car Owner" Award, \$5,000 plus \$35,000 Chevrolet/Tiara van -- #24 Rick Hendrick
- Western Diversified "Busch Pole Winning Chief Mechanic" Award, \$5,000 -- #24 Ray Evernham
- Ameritech PagesPlus "Youngest Starting Driver" Award, \$5,000 -- #24 Jeff Gordon
- Raybestos "Rookie Wrench" Award, \$5,000 -- #30 Doug Hewitt
- T.P. Donovan "Top Starting Rookie" Award, \$5,000 -- #30 Johnny Benson Jr.
- American Dairy Association "Fastest Rookie" Award, \$5,000 -- #30 Johnny Benson Jr.

At 10 a.m., the temperature was 82 degrees, relative humidity was 68 percent, winds from the east at 3 mph.

The 1996 Chevrolet Camaro pace car for the third Brickyard 400 will be driven by NASCAR official Elmo Langley. Chief starter for the third Brickyard 400 will be NASCAR official Doyle Ford. Both are serving for their third straight year.

Brickyard 400 Starting Positions of 1996 Winston Cup Race Winners to Date:

- 1st -- Jeff Gordon (6 wins)
- 9th -- Terry Labonte (1 win)
- 11th -- Sterling Marlin (2 wins)
- 12th -- Dale Earnhardt (2 wins)
- 15th -- Ernie Irvan (1 win)
- 17th -- Rusty Wallace (4 wins)
- 24th -- Dale Jarrett (2 wins)

ABC Sports is again televising the Brickyard 400 live nationally. The network has 21 cameras around the 2 ½-mile oval plus another in a helicopter. They'll feed images back to five ABC production trucks with a crew of 275 on-air, production and support personnel.

36 of the 40 starters have led races during the 1996 NASCAR Winston Cup season and 18 of them are prior Brickyard 400 lap leaders. Only six have not posted a top-10 finish in the prior 18 1996 Winston Cup races to date. More than half the field -- 24 of 40 -- have won in Winston Cup competition. The drivers in the starting field have a combined total of 380 Winston Cup victories.

According to team representative Larry Camp, Joe Gibbs' winner's ring from Super Bowl XXVI was stolen at 5:30 p.m. Thursday from the Interstate Batteries souvenir rig. "I've always let everyone look at the ring and have the opportunity to hold it because they (the fans) were the ones who helped me get it," Gibbs said. "It could've been someone who just got carried away, so we're offering a reward for its return, no questions asked." Contact number is 704/875-2895 for Joe Gibbs Racing in Charlotte, N.C. The ring is a size 11 with "Gibbs Coach" on one side and the three Lombardi Trophies on the other. As head coach of the Washington Redskins, Gibbs won Super Bowls XVII, XXII and XXVI.

Drivers Meeting:

--Pit road speed limit for the Brickyard 400 is 55 miles per hour.

--Pace car speed under caution for the Brickyard 400 is 65 miles per hour.

Per NASCAR rules: Bobby Hillin, starting fifth, and Bobby Hamilton, starting 37th, will start backup cars in the Brickyard 400. They have taken their original starting positions in the lineup and will fall to the rear of the field on the parade lap. They will be credited in all official designations with their original starting positions.

Per NASCAR rules: If a relief driver is used, all official statistics and Winston Cup points earned will be credited to the driver who starts the car and takes the green flag on the track. The green flag is scheduled the second time the field comes to the starting line.

NASCAR will permit eight men over the wall on pit stops for the Brickyard 400, an additional man to clean windshields.

BRICKYARD 400 RACE RUNNING:

- 12:09 p.m. -- Starting command, "Gentlemen, Start Your Engines," given by Mary Fendrich Hulman, Chairman Emeritus of the Speedway.
- 12:12 p.m. -- Pace cars and field away.
- 12:15 p.m. -- Field completes parade lap; #77 Hillin, #43Hamilton fall to rear of field.
- 12:17 p.m. -- Green flag.
- **Lap 1:** #24 Gordon to lead in Turn 1. Gordon leads the first lap from the pole as he did starting from the pole in 1995 as the defending winner. This is the 16th Winston Cup race Gordon has led this season.
- **Lap 3:** #24 Gordon leads #6 Martin by .1 second.
- **Lap 4:** #6 Martin to lead in Turn 3, the first time Martin has led at Indianapolis.
- **Lap 6: YELLOW:**
 - #33 Pressley spun in Turn 2, #71 Marcis, #77 Hillin also involved. #71 Marcis to pits, right front tie rod and control arm damaged, returned to track. #33 Pressley, #77 Hillin pitted for tires, returned to track.
- **Lap 7:** (at 12:23 p.m.)

#3 Earnhardt to pit road as first to make pit stop. Earnhardt out of car, Mike Skinner takes over at wheel. The pit stop took 1:10 to make the driver switch, car did not lose lap. This is the first driver exchange in Brickyard 400 history.

EARNHARDT: "I was just trying to be careful. The car is real comfortable. I wasn't in a lot of pain. The plan was for me to go out and get him (Skinner) in. It was hard to get out of there...that's my life." (Earnhardt was waving and smiling to the crowd on his way back to the garage.)

- **Lap 8: Green**
- **Lap 9:** #24 Gordon under #6 Martin for lead, Turn 1.
- **Lap 10:** #6 Martin low under #24 Gordon down front straight, #9 Speed under #6 Martin to make it three-wide at line, #6 Martin to lead, #9 Speed to second, Turn 1.
- **Lap 10:** #17 Darrell Waltrip out, engine.

WALTRIP: "I'm very disappointed. It was a great race car. I want to emphasize that. Something just broke in the motor. We don't know what it is."

- **Lap 15:** #3 Skinner now in 33rd position.
- **Lap 18:** #71 Marcis black flagged, to pits, to garage for repairs of damage from earlier accident.
- **Lap 23:** #24 Gordon to pits, into Gasoline Alley entrance, heavy right front damage, crew working on car at Gasoline Alley entrance, car pushed to garage.

GORDON: "I didn't hit it (the wall) real hard. We may be able to get back out there and run some laps. I blew a right front tire. The car was starting to handle pretty good. I don't know why I did it. You know, they kept telling us to stay off the grass. Guys were racing in the grass all the time and those staples are in there. I wonder if I ran over one of those."

#9 Speed to lead for first time. Speed also led five laps of the 1994 inaugural Brickyard 400. This marks his first Winston Cup lap led in 1996.

- **Lap 24: SECOND YELLOW:**

oil, Turn 4. All lead lap cars to pit road. #6 Martin, four tires, fuel, 21.2 seconds. #9 Speed, four tires, fuel, 22.2 seconds.

- **Lap 25:** #3 Skinner led the lap on pit road marking the first time a relief driver has led a lap of the Brickyard 400. Earnhardt is credited with leading the lap.
- **Lap 26:** #25 Schrader takes lead after pit stops.
- **Lap 28:** #4 Marlin to lead.
- **Lap 29:** #94 Elliott to lead.
- **Lap 31:** #42 Petty to lead.

- **Lap 32:** #30 Benson took lead in his first Brickyard 400 start, becoming eighth different lap leader of the day.

- **Lap 38:**THIRD YELLOW:

#42 Petty hit wall in Turn 4, came across track and collided with #4 Marlin to inside of track, went back to hit outside wall, came back to hit inside wall and came to a stop at the pit entrance. #4 Marlin heavy front, right-side damage, towed to garage.

MARLIN: "Kyle cut a tire...nothing he could do, nothing I could do. I'm very disappointed. Take out the DNF and we'd be in the top of the points."

UPDATE: Petty was transported to Methodist Hospital for further evaluation. He was awake and alert with left kneem chest and neck pains.

- **Lap 40:** There have been eight lead changes to this point among nine drivers, with four Chevrolets, three Fords and two Pontiacs taking a turn at the front by the one-quarter mark of the race. #30 Benson, #42 Petty and #6 Martin have led the Brickyard 400 for the first time. #9 Speed, #25 Schrader, #4 Marlin each led their second brickyard 400. #24 Gordon, #3 Earnhardt (Skinner) and #94 Elliott have led all three Brickyard 400s.

- **Lap 43:** #6 Martin, four tires, fuel, 12.27 seconds. #5 T. Labonte, four tires, fuel, 24.6 seconds. #30 Benson, two tires, fuel, 10 seconds.

- **Lap 47: GREEN:** #29 Sacks receives detention penalty for pulling ahead to reach pit road. 34 cars on lead lap.

- **Lap 48:** Leaders: #30 Benson, #6 Martin, #94 Elliott, #28 Irvan, #99 Jeff Burton.

- **Lap 51:** #77 Hillin now seventh in backup car after dropping to rear for start.

- **Lap 54:** #30 Benson leads lap at average speed of 169.779 mph. Lap 55: #30 Benson leads #6 Martin by .3 of a second. 34 cars remain on lead lap separated by 14.9 seconds. **NOTE:** Pontiac did not lead a lap in the 1994 race and had two cars lead for a total of two laps in 1995. Through this lap, #30 Benson had led 24 laps and #42 Petty had led one lap in Pontiacs in 1996.

- **Lap 60:** #30 Benson led his 28th lap of the day, at \$400 per lap in lap prize money. He had led only 22 laps previously this season, his first in Winston Cup competition.

- **Lap 62:** #71 Marcis returns to track after repairs, down 42 laps (at 1:35 p.m.) "We're trying to fix it to get back out there and earn some points," Marcis said during the lengthy repair. Lap 63: #30 Benson leads #6 Martin by .2 of a second.

- **Lap 65:** Leaders -- #30 Benson, #6 Martin, #94 Elliott, #28 Irvan, top four separated by one second.

- **Lap 68:** #33 Pressley reported smoking.

- **Lap 72:** #28 Irvan around #6 Martin for second.

- **Lap 73:** #28 Irvan passes #30 Benson in Turn 4 for lead.

- **Lap 75:** Leaders -- #28 Irvan, #30 Benson, #6 Martin, #94 Elliott, #99 Jeff Burton. **NOTE:** Prior to today, the most consecutive laps led by a driver in his first Brickyard 400 start was 26 by Jeff Gordon in 1994 (laps 106-131). First-time Brickyard 400 starter Johnny Benson led 41 consecutive laps (32-72) before giving up the lead to Ernie Irvan on lap 73.
- **Lap 78:** #3 Skinner to pits, four tires, fuel, 22.07 seconds. #9 Speed, two tires, fuel, 13.9 seconds.
- **Lap 80:** 21 of 40 starters on lead lap.
- **Lap 81:** #30 Benson, two tires, fuel, 13 seconds. #2 R. Wallace, four tires, fuel, 21 seconds. #23 Spencer, two tires, fuel, 16.58 seconds.
- **Lap 82:** #28 Irvan to pits, four tires, fuel, 21.39 seconds. #6 Martin, four tires, fuel, 20.8 seconds. #25 Schrader, two tires, fuel, 16 seconds.
- **Lap 83:** #30 Benson takes lead.
- **Lap 84:** #22 W. Burton out, engine, sixth DNF of season. After pit stops, 31 cars back on lead lap.

W. BURTON: "I'm real disappointed. I think a bearing in the engine locked up. We haven't had any luck. The results haven't shown how well we run. We're just not as consistent as we want to be."

- **Lap 85:** #87 Nemechek comes to pits for stop-and-go penalty for tire rolling across pit road on pit stop. **NOTE:** #42 Kyle Petty's DNF was only his second of the season.
- **Lap 90:** Leaders -- #30 Benson, #28 Irvan, #23 Spencer, #94 Elliott, #99 Jeff Burton. **NOTE:** The nine-lap caution period for the Petty-Marlin accident was the longest caution in a Brickyard 400. Previously, the longest was five laps on three different caution periods in 1994.
- **Lap 97:** Track temperature from Goodyear tire engineers is 112 degrees.
- **Lap 98:** #24 Gordon returned to track after lengthy repairs in garage.
- **Lap 100:** Leaders -- #30 Benson, #28 Irvan, #23 Spencer, #6 Martin, #88 Jarrett. **NOTE:** Benson is top lap leader of race with 59 at this point.
- **Lap 104:** #24 Gordon to pits, Gasoline Alley.
- **Lap 108:** #28 Irvan under #30 Benson for lead, south short chute. #30 Benson has led 69 laps and has gained the five Winston Cup bonus points for laps led. **NOTE:** At 2:16 p.m., the temperature was 82 degrees under partly cloudy skies.
- **Lap 110:** #28 Irvan leads #30 Benson by .6 of a second.
- **Lap 111:** #24 Gordon returned to track.
- **Lap 113:** #8 Stricklin, four tires, fuel, 26.8 seconds, tire rolled across pit road, stop-and-go penalty called by officials. **NOTE:** A Goodyear tire spokesperson said tire engineers had examined the right front of #24 Gordon and found evidence of several small cuts and a puncture. As a precaution, they have reminded teams of recommended cold air pressure for the right front. On #42 Petty, engineers are unable to remove the tire from the car at the track. The tire will be examined later.

- **Lap 113:** #99 J. Burton, four tires, fuel, 22.2 seconds.
- **Lap 114:** #94 Elliott, two tires, fuel, 11 seconds. #23 Spencer, four tires, fuel, 21.3 seconds. #9 Speed, four tires, fuel, 21.1 seconds.
- **Lap 116:** #3 Skinner, two tires, fuel, 13.6 seconds.
- **Lap 117:** #2 Wallace, two tires, fuel, 15.1 seconds. #28 Irvan, two tires, fuel, 12.2 seconds.
- **Lap 118:** #6 Martin, four tires, fuel, 21 seconds. #30 Benson to lead.
- **Lap 120:** #30 Benson, right-side tires, fuel, 12.19 seconds.
- **Lap 121:** #98 Mayfield, four tires, fuel, 21.2 seconds. #25 Schrader, two tires, fuel, 13.6 seconds. #10 Rudd to lead, for first time ever at Indianapolis, leading his eighth race of season.
- **Lap 122:** #41 Craven pushed by crew down pit road to Gasoline Alley. #28 Irvan to lead.

CRAVEN: "It's not a driveshaft, it's a broken pinion. At least we ran in the top 20. I'm satisfied. At least we ran respectable." (The crew is trying to repair car to return.)

- **Lap 123:** #24 Gordon to garage.
- **Lap 125: FOURTH YELLOW:**
debris, Turn 1, rubber from tire on #43 Hamilton.
- **Lap 126:** All leaders to pits. #30 Benson, left-side tires, fuel, 12.5 seconds. #88 Jarrett, fuel only, 7.87 seconds. #28 Irvan, fuel only, 10.1 seconds. #98 Mayfield, fuel only, 5.67 seconds.
- **Lap 127:** #16 Musgrave, fixed air dam, 57.78 seconds. #5 T. Labonte to lead for first time he's led at Indianapolis and the 13th Winston Cup race he's led this season.
- **Lap 130: GREEN.** Leaders -- #5 T. Labonte, #10 Rudd, #88 Jarrett, #28 Irvan, #6 Martin. #41 Craven returned to track.
- **Lap 132:** #88 Jarrett to second, #28 Irvan to third.
- **Lap 133:** #5 T. Labonte turned a leading lap at 170.503 mph. #28 Irvan turns his best lap of race at 171.340 mph.
- **Lap 134:** #28 Irvan, in hird, turned the lap at 171.096 mph.
- **Lap 135:** #88 Jarrett takes lead in Turn 4 from #5 T. Labonte, #28 Irvan to second.
- **Lap 139:** #28 Irvan takes lead from #88 Jarrett, Robert Yates entries are 1-2. **NOTE:** When #88 Dale Jarrett took the lead on lap 135, he became the sixth driver to lead a Brickyard 400 for the first time. He is the 13th driver to lead today, tying the Brickyard 400 record for greatest number of different lap leaders set in 1994.

UPDATE: Kyle Petty has been released from Methodist Hospital in good condition with bruised left leg and back.

- **Lap 140:** Leaders -- #28 Irvan, #88 Jarrett, #5 T. Labonte, #6 Martin, #75 Shepherd.
- **Lap 143:** #28 Irvan, in lead, turned Lap at 168.833. 23 cars on lead lap.
- **Lap 149:** #28 Irvan turned leading Lap at 169.501 mph., Jarrett running second, nose-to-tail.
- **Lap 150:** Leaders -- #28 Irvan, #88 Jarrett, #5 T. Labonte, #6 Martin, #75 Shepherd. Temperature is 82 degrees at 3 p.m.
- **Lap 153:** #81 K. Wallace smoking, turned into pit warmup lane.
- **Lap 154:** #88 Jarrett took lead in Turn 2 from #28 Irvan. #41 Craven to garage.
- **Lap 157:** #88 Jarrett turned leading Lap at 169.511 mph.
- **Lap 159: FIFTH YELLOW:**
#33 Pressley hit wall, Turn 4. #88 Jarrett won race back to waving white and yellow flags, maintains lead.
- **Lap 160:** #88 Jarrett wins Brickyard 400 under caution over #28 Irvan, #5 T. Labonte, #6 Martin, #75 Shepherd.

Items of Note:

- Time of Race: 2:52:00.476. Average Speed: 139.528 mph
- There were 18 changes among 13 drivers.
- Winner #88 Jarrett led twice for 11 laps, including final seven laps. The fewest laps led by a Brickyard 400 winner prior to today was 28 by Dale Earnhardt in 1995.
- No margin of victory, under caution.
- There were five caution flags for 21 laps.
- There were 32 cars running at the finish.
- #75 Shepherd got his best finish of season, beating his previous best of sixth.
- #1 Mast got his best finish of season with ninth, beatng his previous best of 10th.
- It was the second 1-2 finish for Robert Yates cars, reversing finish at New Hampshire four races ago.
- In 1994, Ernie Irvan led for the last time on lap 155. Today, he lost the lead to Dale Jarrett on lap 154.

END RACE RUNNING



Daily Trackside Report Race Quotes August 3, 1996

POST-RACE QUOTES:

DALE JARRETT, 1996 Brickyard 400 Winner (#88 Quality Care/Ford Credit Ford): "On the first stop, everybody else took on two tires. We elected to put on four. It worked for us. I knew we had a pretty good car and even when we took on four tires, they (the leaders) never got too far away from me that I couldn't see 'em. At the end, I was a little bit tight. I was concerned about Ernie and I should have been. When he passed me, my car was a little tight. I was afraid I might not get another chance to get him, so when I had the opportunity, I took it. He got into Turn 1 kind of hard and couldn't get a good turn. I was able to, and once I passed him and got into clean air, it went even better." (About winning at the Indianapolis Motor Speedway) "To win here, it's a dream. To win Daytona, Charlotte and here in one year is just incredible. This is a day I'll cherish for the rest of my life...I'll never forget this moment no matter what happens in my career...I can remember my dad taking me to watch the Indianapolis 500 on closed circuit TV in Charlotte...Reflecting back, and knowing where I came from, to get to this point is very gratifying...I just thought back to 1971 when I raced at Hickory Speedway. I didn't know if I would make it in racing, but I knew that it was what I wanted to do...To give you an idea, I finished ninth that night and made \$25...I don't know why God decided this is Dale Jarrett's year but we may as well go ahead and win some more and take that million off their hands. I'm sure they're tired of it sitting there collecting interest." (When did you realize how much money this race was worth?) "When they announced the purse. I'm sure that's why my dad (Two-time Winston Cup Champion Ned Jarrett) is in here (trackside conference room) expecting me to pay some of it back...We're building a new house, so we need the money. I have three kids to support and a son who's racing now, so I can definitely use the money." (Some drivers said Schrader dumped some oil on the track and Ernie said he slid in it, giving you the opportunity to pass him. Did you notice oil on the track?) "My car slid too. In fact, I almost hit Ernie. I thought we were just too high on the turn. The opportunity to pass him came to me and I had to take it." (At one time, you considered playing golf professionally. What if you had chosen golf over racing?) "I thought I'd have better opportunities in racing with the Jarrett name. If I'd have chosen golf, I'd probably be starving. Whether it's on the racetrack or on the golf course or on the football field or playing Monopoly with (wife) Kelly and the kids, I want to win." (You've been through some hard times racing. Have you ever considered giving up?) "I've been down from time to time, but never enough to quit. I know there are guys out here that have more talent than me, but I never let that bother me. I decided I was going to make it in this business. I've tried to use each and every race I'm in to learn something." (Several drivers seemed to have problems with their tires. Did you have any problems?) "The tires were good all day. The car was a little loose -- especially on new tires. I had to be real easy with the throttle. We ran just as fast with two new tires as when I had four new tires, so that shows you how good the tires were."

TODD PARROTT (Crew chief, #88 Quality Care/Ford Credit Ford): (Did you share info with the #28 team?) "Leading up to qualifying, they made some gains and went a little better -- mainly in shocks and they shared it with us. Then we did something with springs -- I won't tell you what -- that made us go better. When they found some speed, they shared it with us. If anybody was here Thursday night, they would have seen more Texaco shirts in our garage than Quality Care shirts. They were all in our garage helping us fix the car -- straightening the panels out (after Jarrett hit the wall Thursday). We work together. It shows how close our teams are." (Did you talk to the #28 team toward the end of the race?) "We've got the radios so we can switch channels and listen to the other team...At one point, I got on the radio and said, 'Okay, baby, you got 18 to go. You can get him.' Then I looked down and said, 'Oh, s***!' I was on the 28's channel." (Is there one team that is favored in the stable?) "We've got two drivers, two sponsors and one car owner. There's no A team or B team. It doesn't matter who won. If we had come in second, I'd have been tickled to death." (How does it feel to be this successful in your first year as crew chief?) "Dale's been in racing a long time and he's paid his dues. I guess I've paid my dues too, but to come out the first year and win Daytona -- in fact just to win -- it's awesome. I'm very appreciative." (About Jarrett crashing into the wall Thursday) "When he hit the wall Thursday, they wanted to use the backup car and I said, 'No. We're gonna knock the dents out and take it out and win.'" (About winning at the Indianapolis Motor Speedway) "It's awesome. I was here in '94 when Al Jr. sat on the pole. I was working for (Roger) Penske and he flew us up here on the jet. When we came back for the race, I said, 'Man, this place is unbelievable.'" (About the emotions of winning) "The first person I see in Victory Lane is my mom -- she beat me there. And then I saw my dad (a former crew chief) and he said, 'You're unbelievable.'"

NED JARRETT (Father of Dale Jarrett and two-time Winston Cup champion - 1961 and 1965): (About his son winning the race): "I was calling it (the race) on the network and it went to yellow. I don't think I could have called the finish -- I was more nervous today than I have ever been before and probably more choked up. I know how much he (Dale) wanted it and how much he worked for it and how much Todd (crew chief Todd Parrott) and the team worked for it. It's such a meaningful thing...It's hard to put into words. I never thought there would be a Jarrett who would win at the Indianapolis Motor Speedway."

RICK MAST (#1 Hooters Pontiac): "We kept coming in and changing this and changing that. Finally, we got to ninth or 10th or whatever, in a position to do something and then we were out of time. So, it's all right."

RUSTY WALLACE (#2 Miller Ford): "We got a seventh and had to work real hard. The car wasn't as good as I wanted. We worked real hard on the shock absorbers all season and today we were really off. The car got very loose and I had to continue to tighten it throughout the race. At least, we've become a lot more consistent."

MIKE SKINNER (#3 GM Goodwrench Service Chevrolet): "We would've loved to have done better today. This was a learning deal for me. It is my first time at Indy. I probably would've liked to have had different shocks on the car but that wasn't what our job was today.' (About success): "I think we were fairly successful. We like to win and when you don't win, it's not really successful. But all in all, I think we were successful. I was shooting for the top 15 even though I thought we could do better than 15th. I really thought we could finish in the top 10." (Nervous before race?): "I wasn't that nervous. The nervousness that I had was for wrecking Dale's car. I

did not want to wreck Dale's car. We had a couple of opportunities where we could have passed three or four. We had a run on some people coming out of the turns but we would've had to go three or four wide to get it done and we didn't want to do that."

TERRY LABONTE (#5 Kellogg's Corn Flakes Chevrolet): "We all talked a couple weeks ago in Daytona that the guy who was going to win this thing was the guy who had the least amount of problems. We all felt bad for Dale (Earnhardt) last week and we all felt bad for Jeff (Gordon) this week. My guys did a good job all day. We finally got the car working a little better toward the end." (About next races on schedule): "We're looking forward to the next several weeks. We usually do fairly well at road courses and at Michigan and those are coming up." (About gambling on fuel): "We knew that that was our shot to win the race. We gambled on having enough fuel even though we gave up some track position. We knew that as our only chance to win the race."

MARK MARTIN (#6 Valvoline Ford): "Our strategy is to win. We just couldn't make the car better. We couldn't."

LAKE SPEED (#9 Spam Ford): "It was a frustrating day. The car didn't run as good as it could've. But as far as the day (conditions), it was just lovely. We ran near the top 10 all day long. It (the car) got a little loose at times but I couldn't have asked for a better car."

RICKY RUDD (#10 Tide Ford): "Well, we never did have track position. Then we had a brake pedal stick. But we went from dead last to where we finished, so we're pretty happy with it."

DERRIKE COPE (#12 Badcock Ford): "We had a pretty good car. We kept plugging along. We were in the top 10 for awhile and then we got behind some cars and couldn't get by. That's the way it goes. It's not unexpected the #28 and #88 did really well...they're fast cars. I'm sure we're going to hear, 'Unfair, unfair'. It wasn't our day. We just needed a little bit more get-up and go."

WALLY DALLENBACH, JR. (#15 Hayes Modems Ford): (About Turn 2): "Two was pretty bad. At this race track, the cars push. We try to get down in the corners so we can use the race track. I told the officials they could come and drive my car if they want to. We're trying to stay low so we don't go up high into the wall. We're trying to keep this a safe race."

BOBBY LABONTE (#18 Interstate Batteries Chevrolet): "It wasn't a lot of fun. There is a lot of staples on the race track. We went a lap down on the yellow for debris. We were trying not to run in the grass. They should've had rumble strips down there."

JIMMY SPENCER (#23 Camel Cigarettes Ford): "It was real frustrating. The car felt a little down on power. With a stronger motor, we could've possibly won the race. We elected to pit towards the end and the others gambled and elected not to. They won the gamble and it was our disadvantage. We'll take 12th right now as that moves us up two spots, so we'll take it."

ERNIE IRVAN (#28 Texaco Havoline Ford): (about comeback from injuries): "I tell ya, this is a lot more heartbreaking than a flat tire we had two years ago. We figured we could come back here and have a good race and we did...just fell a little bit short. I'm happy we got to come back here and race again. We ran the first one and I didn't get to run last year. We just fell short

again." (About last seven laps): "It was a great battle. It's great our team can come out first and second. Last time we did that, I won the race (at New Hampshire). I guess I did it at the wrong time. I got in a little high in Turn 2. I thought I got in the marbles in Turn 1 and just washed up and almost got into the fence and he got by me. I thought I could get him back. He was real good in (Turns) 3 and 4. I was good in (Turns) 1 and 2. We're not going to make any excuses. I had the same race track as everyone else. It is a real disappointment. It was my race to win and my race to lose. I ended up losing it. It was real hard to pass. We were fortunate we had great pit stops. (One of the problems was that) your car didn't handle well behind others. I wasn't giving up. I was giving it my all. We'll win some like that and we'll lose some like that." (About shootout at end): "Larry (McReynolds) kept saying, 'Stay smooth, stay smooth, keep on the bottom.' I think he (Jarrett) would've had a real hard time passing me if I hadn't slipped up. We'll never know that. It's great we can put two competitive race cars out of the same shop and twice this year we finished 1-2. Our two-car team is working well. There're a lot of times we had to go to them at the beginning of the year to have a good setup. This time, they came to us before qualifying. It's great we could put this team together. I would've rather have won here and him won at Loudon but it didn't happen that way." (About driving in grass): "We used the grass some. There's nails down there to hold the grass down. I tried to stay out of there. This place is hard on tires. Whenever you can do a two-tire stop, that's competitive. I think we put a heckuva show on. (About his vision): "I got better vision than 80 percent of all the drivers. You can judge by the way I race. I'm back 100 percent, vision-wise and capable of driving a race car. We all make mistakes. If we didn't, we'd be in another land." (About Talladega): "I didn't know I was taking any heat this week. It was real hard racing last weekend at Talladega and this weekend, it was hard racing again." (About Earnhardt being absent most of the race): "It hurt. When you win a race, you want the most competition that we can have out there. We take chances every day whether it's in our race car or getting in our planes to go home. It was neat seeing him (Earnhardt) back to the race track. I ran with him a little bit. At least, he was here at the race track and able to be here with us."

JOHNNY BENSON (#30 Pennzoil Pontiac): "We're pretty excited. It's great to lead the most laps. I don't know about holding the record for most laps led...I stopped counting after three. I had great pit stops all day until the one we stalled. I stalled the car. When they dropped the jack, I didn't let the clutch out in time. It doesn't take much to get behind. I would have liked to stay in front a little longer but Dale and Ernie were doing pretty good." We were pretty concerned about the tires all day. We kept an eye on them. I don't think we were abusing them. This track produces a lot of heat and you have to be careful. We ran in the grass all day long. It didn't cause many problems. You like to use every bit of track you can. Hopefully, my place in the race will pay big bucks and I can't say enough about how great this place is. The car definitely ran good by itself, but if we got one or two others in front of us, we didn't do as well."

JOHN ANDRETTI (#37 Kmart/Little Caesars Ford): "The setup was off just enough that it was very difficult to pass. If I pulled up beside somebody, I could not get around him. Track position is everything here and I just couldn't get it."

BOBBY HAMILTON (#43 STP Pontiac): "I'm beat. I can hardly catch my breath. The conditions, the heat and humidity and the pressure of trying to be competitive was so exhausting. It was a tough day."

DAVE MARCIS (#71 Prodigy Chevrolet): "We got involved in an accident in Turn 2 early in the race. I thought I made it through and then I got hit. We had to replace the tie rod and control arms. After that, it really didn't run bad. Maybe today's race got the monkey off our backs. I went back out because I have a responsibility to race for the fans and my sponsors."

MORGAN SHEPHERD (#75 Remington Arms Ford): "The car ran good. It just had ignition problems early. That's the reason we had to keep coming in. We got it down pretty much, though." (About heat): "It was hot, but that was because my air hose came off my helmet." (Additional): "The new pavement made the difference. You can get down and around guys. We had ignition problems at the start and it kept missing. We never did completely get it out."

BOBBY HILLIN, JR. (#77 Jasper Engines/Federal-Mogul Ford): "Basically, we were doing very well in a backup car. We had good pit stop strategy and were running pretty well when I ran out of fuel off of Turn 4. I thought I could make it but I didn't. So we got a 15-second penalty, which is why we got a lap down. So we were just trying to stay out of the way of the leader cars, being a lap down, but we came out of here clean and finished better than a lot of cars. We know what we were capable of doing and better finishes are ahead."

KENNY WALLACE (#81 Square D/TIC Ford): "We had good indications about 10 laps in that we were going to have a good day. We moved from 33rd to 26th and the car felt really good. But about then, the car started to get loose and we just couldn't get it fixed. Every time we went in a high-speed corner, the back end wanted to come around. But the guys did a great job chasing it. It's too bad we ended the day with a blown motor, but then again it was a great save by the driver. As Arnold Schwarzenegger said, 'I will be back.'"

JOE NEMECHEK (#87 Burger King Chevrolet): "This was a long day. On the race track, things weren't too bad but then we got penalized a lap for having a tire roll out. I think it's very unfair that we were penalized when everybody else who did the same thing was not. Otherwise, it wasn't too bad. The car was a little off, but we ran all right. It was a pleasure being here. We had a good qualifying run and it was good to make the race. The one thing they've got to do is keep the dirt out of the turns. Because of everybody diving into the grass, the turns were so slick some times, you couldn't do anything. The car would bust loose and go every which way. But the guys did a good job and there was some good racing all day."

DICK TRICKLE (#90 Heilig-Meyers Ford): "I got into a scrimmage on the second pit. We made some adjustments because we were loose at the start. During the yellow, we took advantage of it and then we got the car more on the tight side. During the second or third pit, I'm not sure which one, the #99 car got my toe-out, so I ran with my toe out. We weren't real good then, but we got 23rd out of it. We'll take it. It was a beautiful crowd on a beautiful day. I enjoyed being here."

GARY BRADBERRY (#95 Shoney's Restaurant Ford): "We just came here hoping to get in the show, stay out of trouble and stay out there and we did that. We wanted a top-20 finish and we finished 29th. But, that's all right, we finished."

JEREMY MAYFIELD (#98 RCA Ford): "It wasn't bad. I had a good car, a great car. But I just couldn't capitalize on it. I had a little problem in the pits, but other than that, I had a good day."

JEFF BURTON (#99 Exide Batteries Ford): "We had a great car. After the pit lane crash, we had a bad push the rest of the day. We lost front downforce because of the damaged fender. But we went from 28th to fourth, so that's not so bad."

POST-RACE NOTES:

- Johnny Benson was the top lap leader of the race with 70 leading laps. Benson started 14th and finished eighth. This represents the lowest starting position and lowest finishing position for a driver who was the top lap leader of a Brickyard 400. Benson's 70 leading laps also represents the most led by a driver in a losing effort for a Brickyard 400.
- The lowest starting position from which a driver led the 1996 race was 35th starting position by Ricky Rudd. The race record is held by Harry Gant, who led in 1994 from 42nd spot.
- The greatest position advancement for the 1996 race was 33 positions by Morgan Shepherd, who went from 38th to fifth. In the 1995 race, Shepherd and Dale Jarrett tied for most positions advanced -- 23.
- Dale Jarrett's winning speed of 139.508 mph is the second fastest of the three Brickyard 400s.
- Race winner Dale Jarrett's starting position of 24th was the lowest ever for a Brickyard 400 winner. The previous record was from the 13th starting position by 1995 race winner Dale Earnhardt.
- Five Chevrolet drivers led for a total of 15 laps.
- Six Ford drivers led for a total of 74 laps.
- 2 Pontiac drivers led for a total of 71 laps.
- 35th-place finisher Dave Marcis was the lowest-placed car still running at the finish. Marcis completed only 112 laps, the fewest ever for a driver classified as "running" at the finish of a Brickyard 400.
- 32 of the 40 starters were still running at the finish, the fewest for a Brickyard 400 field. The previous fewest was 36 by the 1994 field (out of 43 starters).
- Dale Jarrett's 1996 Brickyard 400 winnings of \$564,035 nearly double the career earnings of his two-time circuit champion ('61 & '65) father, Ned. The elder Jarrett won \$289,140 in his 13 year, 50 victory Hall of Fame career.
- Second-place finisher Ernie Irvan led the 1996 race on four occasions for a total of 39 laps. The only other driver to have led a Brickyard 400 four times in a losing effort was John Andretti in the 1995 race when he led a total of six laps.
- Jarrett's Brickyard 400 win was the first for Ford. Chevrolet won the previous two. Johnny Benson's eighth-place finish matched Michael Waltrip's 1994 finish for the best finish in a Pontiac.
- Johnny Benson's 70 leading laps today moves him to second place in career Brickyard 400 standings behind Jeff Gordon's 131. Gordon led three laps today.



Unofficial Final Standings August 3, 1996

| FP | SP | Car | Driver | Car Name | Laps |
|----|----|-----|-----------------------|-----------------------------------|------|
| 1 | 24 | 88 | Dale Jarrett | Quality Care/Ford Credit Ford | 160 |
| 2 | 15 | 28 | Ernie Irvan | Texaco Havoline Ford | 160 |
| 3 | 9 | 5 | Terry Labonte | Kellogg's Corn Flakes Chevrolet | 160 |
| 4 | 2 | 6 | Mark Martin | Valvoline Ford | 160 |
| 5 | 38 | 75 | Morgan Shepherd | Remington Arms Ford | 160 |
| 6 | 35 | 10 | Ricky Rudd | Tide Ford | 160 |
| 7 | 17 | 2 | Rusty Wallace | Miller Ford | 160 |
| 8 | 14 | 30 | Johnny Benson | Pennzoil Pontiac | 160 |
| 9 | 8 | 1 | Rick Mast | Hooters Pontiac | 160 |
| 10 | 7 | 94 | Bill Elliott | McDonald's Ford | 160 |
| 11 | 28 | 99 | Jeff Burton | Exide Batteries Ford | 160 |
| 12 | 20 | 23 | Jimmy Spencer | Camel Cigarettes Ford | 160 |
| 13 | 3 | 9 | Lake Speed | Spam Ford | 160 |
| 14 | 36 | 12 | Derrike Cope | Badcock Ford | 160 |
| 15 | 12 | 3 | Dale Earnhardt | GM Goodwrench Service Chevrolet | 160 |
| 16 | 4 | 25 | Ken Schrader | Budweiser Chevrolet | 160 |
| 17 | 18 | 15 | Wally Dallenbach, Jr. | Hayes Modems Ford | 160 |
| 18 | 16 | 8 | Hut Stricklin | Circuit City Ford | 160 |
| 19 | 27 | 37 | John Andretti | Kmart/Little Caesars Ford | 160 |
| 20 | 29 | 7 | Geoff Bodine | QVC Ford | 160 |
| 21 | 21 | 16 | Ted Musgrave | Family Channel/PRIMSTAR Ford | 160 |
| 22 | 22 | 11 | Brett Bodine | Lowe's Ford | 159 |
| 23 | 25 | 90 | Dick Trickle | Heilig-Meyers Ford | 159 |
| 24 | 23 | 18 | Bobby Labonte | Interstate Batteries Chevrolet | 159 |
| 25 | 19 | 98 | Jeremy Mayfield | RCA Ford | 159 |
| 26 | 5 | 77 | Bobby Hillin | Jasper Engines/Federal-Mogul Ford | 159 |
| 27 | 6 | 87 | Joe Nemechek | Burger King Chevrolet | 159 |
| 28 | 30 | 21 | Michael Waltrip | Citgo Ford | 159 |
| 29 | 26 | 95 | Gary Bradberry | Shoney's Restaurant Ford | 158 |
| 30 | 34 | 33 | Robert Pressley | Skoal Bandit Chevrolet | 157 |
| 31 | 37 | 43 | Bobby Hamilton | STP Pontiac | 156 |
| 32 | 10 | 29 | Greg Sacks | Cartoon Network Chevrolet | 154 |
| 33 | 31 | 81 | Kenny Wallace | Square D / TIC Ford | 151 |
| 34 | 39 | 41 | Ricky Carven | Kodiak Chevrolet | 142 |
| 35 | 40 | 71 | Dave Marcis | Prodigy Chevrolet | 112 |
| 36 | 32 | 22 | Ward Burton | MBNA America Pontiac | 82 |
| 37 | 1 | 24 | Jeff Gordon | DuPont Refinishes Chevrolet | 40 |
| 38 | 13 | 42 | Kyle Petty | Coors Light Pontiac | 37 |
| 39 | 11 | 4 | Sterling Marlin | Kodak Film Chevrolet | 37 |
| 40 | 33 | 17 | Darrell Waltrip | Parts America Chevrolet | 9 |



3rd Annual Brickyard 400 UNOFFICIAL Standings

| | | |
|----------|----|---------------|
| Lap: 1 | 24 | Jeff Gordon |
| Lap: 2 | 24 | Jeff Gordon |
| Lap: 4 | 6 | Mark Martin |
| Lap: 10 | 6 | Mark Martin |
| Lap: 20 | 6 | Mark Martin |
| Lap: 30 | 94 | Bill Elliott |
| Lap: 40 | 30 | Johnny Benson |
| Lap: 50 | 30 | Johnny Benson |
| Lap: 60 | 30 | Johnny Benson |
| Lap: 70 | 30 | Johnny Benson |
| Lap: 80 | 28 | Ernie Irvan |
| Lap: 90 | 30 | Johnny Benson |
| Lap: 100 | 30 | Johnny Benson |
| Lap: 110 | 28 | Ernie Irvan |
| Lap: 120 | 30 | Johnny Benson |
| Lap: 130 | 5 | Terry Labonte |
| Lap: 140 | 28 | Ernie Irvan |
| Lap: 150 | 28 | Ernie Irvan |
| Lap: 160 | 88 | Dale Jarrett |

UNOFFICIAL Standings at the End of Lap: 1 (Green)

AVERAGE SPEED: 161.644 TIME OF RACE: 0:00:55.678

| POS) | Laps Car | | Driver | Lap/Time | Laps | PitStops | Running/ |
|------|----------|-----|---------------------------|----------|------|----------|------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out |
| 1) | 1 | 24 | Jeff Gordon (1) | LEADER | 1 | - | - Running |
| 2) | 1 | 6 | Mark Martin (2) | 0.191 | -- | - | - Running |
| 3) | 1 | 9 | Lake Speed (3) | 0.470 | -- | - | - Running |
| 4) | 1 | 94 | Bill Elliott (7) | 0.587 | -- | - | - Running |
| 5) | 1 | 25 | Ken Schrader (4) | 0.686 | -- | - | - Running |
| 6) | 1 | 87 | Joe Nemechek (6) | 0.859 | -- | - | - Running |
| 7) | 1 | 5 | Terry Labonte (9) | 0.970 | -- | - | - Running |
| 8) | 1 | 4 | Sterling Marlin (11) | 1.217 | -- | - | - Running |
| 9) | 1 | 1 | Rick Mast (8) | 1.368 | -- | - | - Running |
| 10) | 1 | 42 | Kyle Petty (13) | 1.559 | -- | - | - Running |
| 11) | 1 | 29 | Greg Sacks (10) | 1.698 | -- | - | - Running |
| 12) | 1 | 30 | Johnny Benson (14) | 1.792 | -- | - | - Running |
| 13) | 1 | 3 | Dale Earnhardt (12) | 2.334 | -- | - | - Running |
| 14) | 1 | 28 | Ernie Irvan (15) | 2.462 | -- | - | - Running |
| 15) | 1 | 8 | Hut Stricklin (16) | 2.661 | -- | - | - Running |
| 16) | 1 | 2 | Rusty Wallace (17) | 2.800 | -- | - | - Running |
| 17) | 1 | 98 | Jeremy Mayfield (19) | 3.044 | -- | - | - Running |
| 18) | 1 | 15 | Wally Dallenbach Jr. (18) | 3.214 | -- | - | - Running |
| 19) | 1 | 16 | Ted Musgrave (21) | 3.446 | -- | - | - Running |
| 20) | 1 | 23 | Jimmy Spencer (20) | 3.587 | -- | - | - Running |
| 21) | 1 | 18 | Bobby Labonte (23) | 3.592 | -- | - | - Running |
| 22) | 1 | 11 | Brett Bodine (22) | 3.736 | -- | - | - Running |
| 23) | 1 | 90 | Dick Trickle (25) | 3.979 | -- | - | - Running |
| 24) | 1 | 88 | Dale Jarrett (24) | 4.148 | -- | - | - Running |
| 25) | 1 | 37 | John Andretti (27) | 4.263 | -- | - | - Running |
| 26) | 1 | 99 | Jeff Burton (28) | 4.440 | -- | - | - Running |
| 27) | 1 | 7 | Geoff Bodine (29) | 4.616 | -- | - | - Running |
| 28) | 1 | 21 | Michael Waltrip (30) | 4.930 | -- | - | - Running |
| 29) | 1 | 81 | Kenny Wallace (31) | 5.099 | -- | - | - Running |
| 30) | 1 | 22 | Ward Burton (32) | 5.238 | -- | - | - Running |
| 31) | 1 | 17 | Darrell Waltrip (33) | 5.568 | -- | - | - Running |
| 32) | 1 | 95 | Gary Bradberry (26) | 5.676 | -- | - | - Running |
| 33) | 1 | 12 | Derrike Cope (36) | 6.156 | -- | - | - Running |
| 34) | 1 | 10 | Ricky Rudd (35) | 6.309 | -- | - | - Running |
| 35) | 1 | 77 | Bobby Hillin (5) | 6.316 | -- | - | - Running |
| 36) | 1 | 75 | Morgan Shepherd (38) | 6.389 | -- | - | - Running |
| 37) | 1 | 33 | Robert Pressley (34) | 6.694 | -- | - | - Running |
| 38) | 1 | 41 | Ricky Carven (39) | 6.843 | -- | - | - Running |
| 39) | 1 | 71 | Dave Marcis (40) | 7.114 | -- | - | - Running |
| 40) | 1 | 43 | Bobby Hamilton (37) | 7.294 | -- | - | - Running |

LAP LEADERS

1- 1 24 Jeff Gordon

CAUTION FLAGS

UNOFFICIAL Standings at the End of Lap: 2 (Green)

AVERAGE SPEED: 165.475 TIME OF RACE: 0:01:48.778

| POS) | Laps Car | | Driver | Lap/Time | Laps | PitStops | Running/ |
|------|----------|-----|---------------------------|----------|------|----------|------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out |
| 1) | 2 | 24 | Jeff Gordon (1) | LEADER | 2 | - | - Running |
| 2) | 2 | 6 | Mark Martin (2) | 0.123 | -- | - | - Running |
| 3) | 2 | 9 | Lake Speed (3) | 0.850 | -- | - | - Running |
| 4) | 2 | 25 | Ken Schrader (4) | 1.263 | -- | - | - Running |
| 5) | 2 | 94 | Bill Elliott (7) | 1.475 | -- | - | - Running |
| 6) | 2 | 87 | Joe Nemechek (6) | 1.644 | -- | - | - Running |
| 7) | 2 | 5 | Terry Labonte (9) | 1.777 | -- | - | - Running |
| 8) | 2 | 4 | Sterling Marlin (11) | 1.889 | -- | - | - Running |
| 9) | 2 | 1 | Rick Mast (8) | 2.047 | -- | - | - Running |
| 10) | 2 | 42 | Kyle Petty (13) | 2.233 | -- | - | - Running |
| 11) | 2 | 30 | Johnny Benson (14) | 2.619 | -- | - | - Running |
| 12) | 2 | 3 | Dale Earnhardt (12) | 3.401 | -- | - | - Running |
| 13) | 2 | 28 | Ernie Irvan (15) | 3.525 | -- | - | - Running |
| 14) | 2 | 8 | Hut Stricklin (16) | 3.621 | -- | - | - Running |
| 15) | 2 | 29 | Greg Sacks (10) | 3.704 | -- | - | - Running |
| 16) | 2 | 2 | Rusty Wallace (17) | 3.705 | -- | - | - Running |
| 17) | 2 | 98 | Jeremy Mayfield (19) | 3.823 | -- | - | - Running |
| 18) | 2 | 15 | Wally Dallenbach Jr. (18) | 3.893 | -- | - | - Running |
| 19) | 2 | 16 | Ted Musgrave (21) | 4.044 | -- | - | - Running |
| 20) | 2 | 18 | Bobby Labonte (23) | 4.211 | -- | - | - Running |
| 21) | 2 | 23 | Jimmy Spencer (20) | 4.330 | -- | - | - Running |
| 22) | 2 | 11 | Brett Bodine (22) | 4.455 | -- | - | - Running |
| 23) | 2 | 90 | Dick Trickle (25) | 4.894 | -- | - | - Running |
| 24) | 2 | 88 | Dale Jarrett (24) | 5.097 | -- | - | - Running |
| 25) | 2 | 99 | Jeff Burton (28) | 5.324 | -- | - | - Running |
| 26) | 2 | 37 | John Andretti (27) | 5.765 | -- | - | - Running |
| 27) | 2 | 7 | Geoff Bodine (29) | 5.773 | -- | - | - Running |
| 28) | 2 | 81 | Kenny Wallace (31) | 5.827 | -- | - | - Running |
| 29) | 2 | 21 | Michael Waltrip (30) | 5.849 | -- | - | - Running |
| 30) | 2 | 22 | Ward Burton (32) | 6.034 | -- | - | - Running |
| 31) | 2 | 17 | Darrell Waltrip (33) | 6.475 | -- | - | - Running |
| 32) | 2 | 12 | Derrike Cope (36) | 6.873 | -- | - | - Running |
| 33) | 2 | 77 | Bobby Hillin (5) | 6.950 | -- | - | - Running |
| 34) | 2 | 95 | Gary Bradberry (26) | 6.987 | -- | - | - Running |
| 35) | 2 | 75 | Morgan Shepherd (38) | 7.022 | -- | - | - Running |
| 36) | 2 | 10 | Ricky Rudd (35) | 7.258 | -- | - | - Running |
| 37) | 2 | 33 | Robert Pressley (34) | 7.683 | -- | - | - Running |
| 38) | 2 | 41 | Ricky Carven (39) | 7.927 | -- | - | - Running |
| 39) | 2 | 71 | Dave Marcis (40) | 8.213 | -- | - | - Running |
| 40) | 2 | 43 | Bobby Hamilton (37) | 8.346 | -- | - | - Running |

LAP LEADERS

1- 2 24 Jeff Gordon

CAUTION FLAGS

UNOFFICIAL Standings at the End of Lap: 4 (Green)

AVERAGE SPEED: 167.507 TIME OF RACE: 0:03:34.917

| POS) | Laps Car | | Driver | Lap/Time | Laps | PitStops | Running/ |
|------|----------|-----|---------------------------|----------|------|----------|------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out |
| 1) | 4 | 6 | Mark Martin (2) | LEADER | 1 | - | - Running |
| 2) | 4 | 24 | Jeff Gordon (1) | 0.207 | 3 | - | - Running |
| 3) | 4 | 9 | Lake Speed (3) | 0.664 | -- | - | - Running |
| 4) | 4 | 25 | Ken Schrader (4) | 1.022 | -- | - | - Running |
| 5) | 4 | 94 | Bill Elliott (7) | 1.355 | -- | - | - Running |
| 6) | 4 | 5 | Terry Labonte (9) | 1.806 | -- | - | - Running |
| 7) | 4 | 87 | Joe Nemechek (6) | 2.483 | -- | - | - Running |
| 8) | 4 | 4 | Sterling Marlin (11) | 2.626 | -- | - | - Running |
| 9) | 4 | 1 | Rick Mast (8) | 2.843 | -- | - | - Running |
| 10) | 4 | 30 | Johnny Benson (14) | 2.951 | -- | - | - Running |
| 11) | 4 | 42 | Kyle Petty (13) | 3.389 | -- | - | - Running |
| 12) | 4 | 3 | Dale Earnhardt (12) | 4.076 | -- | - | - Running |
| 13) | 4 | 28 | Ernie Irvan (15) | 4.091 | -- | - | - Running |
| 14) | 4 | 2 | Rusty Wallace (17) | 4.772 | -- | - | - Running |
| 15) | 4 | 98 | Jeremy Mayfield (19) | 5.141 | -- | - | - Running |
| 16) | 4 | 8 | Hut Stricklin (16) | 5.294 | -- | - | - Running |
| 17) | 4 | 15 | Wally Dallenbach Jr. (18) | 5.564 | -- | - | - Running |
| 18) | 4 | 23 | Jimmy Spencer (20) | 5.699 | -- | - | - Running |
| 19) | 4 | 16 | Ted Musgrave (21) | 5.874 | -- | - | - Running |
| 20) | 4 | 11 | Brett Bodine (22) | 7.163 | -- | - | - Running |
| 21) | 4 | 18 | Bobby Labonte (23) | 7.249 | -- | - | - Running |
| 22) | 4 | 99 | Jeff Burton (28) | 7.615 | -- | - | - Running |
| 23) | 4 | 88 | Dale Jarrett (24) | 7.790 | -- | - | - Running |
| 24) | 4 | 7 | Geoff Bodine (29) | 8.072 | -- | - | - Running |
| 25) | 4 | 37 | John Andretti (27) | 8.707 | -- | - | - Running |
| 26) | 4 | 81 | Kenny Wallace (31) | 8.912 | -- | - | - Running |
| 27) | 4 | 22 | Ward Burton (32) | 10.014 | -- | - | - Running |
| 28) | 4 | 90 | Dick Trickle (25) | 10.057 | -- | - | - Running |
| 29) | 4 | 10 | Ricky Rudd (35) | 10.084 | -- | - | - Running |
| 30) | 4 | 75 | Morgan Shepherd (38) | 10.152 | -- | - | - Running |
| 31) | 4 | 17 | Darrell Waltrip (33) | 10.219 | -- | - | - Running |
| 32) | 4 | 29 | Greg Sacks (10) | 10.258 | -- | - | - Running |
| 33) | 4 | 33 | Robert Pressley (34) | 10.351 | -- | - | - Running |
| 34) | 4 | 12 | Derrike Cope (36) | 10.510 | -- | - | - Running |
| 35) | 4 | 21 | Michael Waltrip (30) | 10.538 | -- | - | - Running |
| 36) | 4 | 77 | Bobby Hillin (5) | 10.689 | -- | - | - Running |
| 37) | 4 | 41 | Ricky Carven (39) | 11.097 | -- | - | - Running |
| 38) | 4 | 71 | Dave Marcis (40) | 11.282 | -- | - | - Running |
| 39) | 4 | 95 | Gary Bradberry (26) | 11.500 | -- | - | - Running |
| 40) | 4 | 43 | Bobby Hamilton (37) | 11.707 | -- | - | - Running |

LAP LEADERS

1- 3 24 Jeff Gordon
 4- 4 6 Mark Martin

CAUTION FLAGS

UNOFFICIAL Standings at the End of Lap: 10 (Green)

AVERAGE SPEED: 117.040 TIME OF RACE: 0:12:48.965

| POS) | Laps Car | | Driver | Lap/Time | Laps | PitStops | Running/ |
|------|----------|-----|---------------------------|----------|------|----------|-------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out |
| 1) | 10 | 6 | Mark Martin (2) | LEADER | 7 | - | - Running |
| 2) | 10 | 24 | Jeff Gordon (1) | 0.002 | 3 | - | - Running |
| 3) | 10 | 9 | Lake Speed (3) | 0.044 | -- | - | - Running |
| 4) | 10 | 25 | Ken Schrader (4) | 0.424 | -- | - | - Running |
| 5) | 10 | 94 | Bill Elliott (7) | 0.563 | -- | - | - Running |
| 6) | 10 | 5 | Terry Labonte (9) | 0.761 | -- | - | - Running |
| 7) | 10 | 4 | Sterling Marlin (11) | 0.956 | -- | - | - Running |
| 8) | 10 | 1 | Rick Mast (8) | 1.144 | -- | - | - Running |
| 9) | 10 | 87 | Joe Nemechek (6) | 1.845 | -- | - | - Running |
| 10) | 10 | 30 | Johnny Benson (14) | 2.007 | -- | - | - Running |
| 11) | 10 | 28 | Ernie Irvan (15) | 2.366 | -- | - | - Running |
| 12) | 10 | 42 | Kyle Petty (13) | 2.679 | -- | - | - Running |
| 13) | 10 | 2 | Rusty Wallace (17) | 2.863 | -- | - | - Running |
| 14) | 10 | 98 | Jeremy Mayfield (19) | 3.374 | -- | - | - Running |
| 15) | 10 | 15 | Wally Dallenbach Jr. (18) | 3.691 | -- | - | - Running |
| 16) | 10 | 23 | Jimmy Spencer (20) | 3.833 | -- | - | - Running |
| 17) | 10 | 16 | Ted Musgrave (21) | 4.051 | -- | - | - Running |
| 18) | 10 | 18 | Bobby Labonte (23) | 4.714 | -- | - | - Running |
| 19) | 10 | 99 | Jeff Burton (28) | 4.746 | -- | - | - Running |
| 20) | 10 | 8 | Hut Stricklin (16) | 4.869 | -- | - | - Running |
| 21) | 10 | 88 | Dale Jarrett (24) | 4.929 | -- | - | - Running |
| 22) | 10 | 7 | Geoff Bodine (29) | 5.618 | -- | - | - Running |
| 23) | 10 | 37 | John Andretti (27) | 6.526 | -- | - | - Running |
| 24) | 10 | 81 | Kenny Wallace (31) | 6.820 | -- | - | - Running |
| 25) | 10 | 90 | Dick Trickle (25) | 7.046 | -- | - | - Running |
| 26) | 10 | 22 | Ward Burton (32) | 7.245 | -- | - | - Running |
| 27) | 10 | 10 | Ricky Rudd (35) | 7.455 | -- | - | - Running |
| 28) | 10 | 75 | Morgan Shepherd (38) | 7.914 | -- | - | - Running |
| 29) | 10 | 12 | Derrike Cope (36) | 8.604 | -- | - | - Running |
| 30) | 10 | 11 | Brett Bodine (22) | 9.022 | -- | - | - Running |
| 31) | 10 | 95 | Gary Bradberry (26) | 9.148 | -- | - | - Running |
| 32) | 10 | 29 | Greg Sacks (10) | 9.288 | -- | 1 | 6 Running |
| 33) | 10 | 21 | Michael Waltrip (30) | 9.340 | -- | 1 | 6 Running |
| 34) | 10 | 33 | Robert Pressley (34) | 9.453 | -- | 1 | 6 Running |
| 35) | 10 | 77 | Bobby Hillin (5) | 9.496 | -- | 1 | 5 Running |
| 36) | 10 | 3 | Dale Earnhardt (12) | 9.671 | -- | 1 | 6 Running |
| 37) | 10 | 43 | Bobby Hamilton (37) | 10.059 | -- | 1 | 6 Running |
| 38) | 10 | 41 | Ricky Carven (39) | 10.376 | -- | 2 | 7 Running |
| 39) | 10 | 71 | Dave Marcis (40) | 19.300 | -- | 2 | 7 Running |
| 40) | 9 | 17 | Darrell Waltrip (33) | - | 1 11 | -- | 3 9 Running |

LAP LEADERS

1- 3 24 Jeff Gordon
 4- 10 6 Mark Martin

CAUTION FLAGS

1: 5- 7 3 0:06:48
 TOTAL LAPS: 3 0:06:48

UNOFFICIAL Standings at the End of Lap: 20 (Green)

AVERAGE SPEED: 138.719 TIME OF RACE: 0:21:37.590

| POS) | Laps Car | | Driver | Lap/Time | Laps | PitStops | Running/ |
|------|----------|-----|---------------------------|----------|------|----------|------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out |
| 1) | 20 | 6 | Mark Martin (2) | LEADER | 14 | - | - Running |
| 2) | 20 | 9 | Lake Speed (3) | 0.562 | -- | - | - Running |
| 3) | 20 | 24 | Jeff Gordon (1) | 0.858 | 3 | - | - Running |
| 4) | 20 | 25 | Ken Schrader (4) | 2.119 | -- | - | - Running |
| 5) | 20 | 94 | Bill Elliott (7) | 2.443 | -- | - | - Running |
| 6) | 20 | 5 | Terry Labonte (9) | 2.855 | -- | - | - Running |
| 7) | 20 | 4 | Sterling Marlin (11) | 3.673 | -- | - | - Running |
| 8) | 20 | 30 | Johnny Benson (14) | 4.802 | -- | - | - Running |
| 9) | 20 | 28 | Ernie Irvan (15) | 4.970 | -- | - | - Running |
| 10) | 20 | 42 | Kyle Petty (13) | 5.230 | -- | - | - Running |
| 11) | 20 | 2 | Rusty Wallace (17) | 5.463 | -- | - | - Running |
| 12) | 20 | 23 | Jimmy Spencer (20) | 7.254 | -- | - | - Running |
| 13) | 20 | 98 | Jeremy Mayfield (19) | 7.390 | -- | - | - Running |
| 14) | 20 | 99 | Jeff Burton (28) | 7.548 | -- | - | - Running |
| 15) | 20 | 88 | Dale Jarrett (24) | 10.737 | -- | - | - Running |
| 16) | 20 | 87 | Joe Nemechek (6) | 11.415 | -- | - | - Running |
| 17) | 20 | 15 | Wally Dallenbach Jr. (18) | 11.819 | -- | - | - Running |
| 18) | 20 | 16 | Ted Musgrave (21) | 11.974 | -- | - | - Running |
| 19) | 20 | 18 | Bobby Labonte (23) | 12.534 | 1 | - | - Running |
| 20) | 20 | 8 | Hut Stricklin (16) | 12.757 | -- | - | - Running |
| 21) | 20 | 7 | Geoff Bodine (29) | 13.164 | -- | - | - Running |
| 22) | 20 | 22 | Ward Burton (32) | 13.500 | -- | - | - Running |
| 23) | 20 | 37 | John Andretti (27) | 13.747 | -- | - | - Running |
| 24) | 20 | 75 | Morgan Shepherd (38) | 13.974 | -- | - | - Running |
| 25) | 20 | 10 | Ricky Rudd (35) | 14.462 | -- | - | - Running |
| 26) | 20 | 1 | Rick Mast (8) | 15.465 | -- | - | - Running |
| 27) | 20 | 81 | Kenny Wallace (31) | 16.809 | -- | - | - Running |
| 28) | 20 | 12 | Derrike Cope (36) | 16.962 | -- | - | - Running |
| 29) | 20 | 11 | Brett Bodine (22) | 17.165 | -- | - | - Running |
| 30) | 20 | 77 | Bobby Hillin (5) | 17.580 | -- | 1 | 5 Running |
| 31) | 20 | 33 | Robert Pressley (34) | 17.806 | -- | 1 | 6 Running |
| 32) | 20 | 21 | Michael Waltrip (30) | 18.800 | 1 | 1 | 6 Running |
| 33) | 20 | 3 | Dale Earnhardt (12) | 19.102 | -- | 1 | 6 Running |
| 34) | 20 | 41 | Ricky Carven (39) | 21.367 | -- | 2 | 7 Running |
| 35) | 20 | 43 | Bobby Hamilton (37) | 21.697 | -- | 1 | 6 Running |
| 36) | 20 | 90 | Dick Trickle (25) | 24.094 | -- | - | - Running |
| 37) | 20 | 95 | Gary Bradberry (26) | 24.329 | -- | - | - Running |
| 38) | 20 | 29 | Greg Sacks (10) | 24.563 | -- | 1 | 6 Running |
| 39) | 19 | 71 | Dave Marcis (40) | - 1 47 | -- | 3 | 19 Running |
| 40) | 9 | 17 | Darrell Waltrip (33) | - 11 | -- | 3 | 9 Engine |

LAP LEADERS

| | | | |
|-----|----|----|-----------------|
| 1- | 3 | 24 | Jeff Gordon |
| 4- | 15 | 6 | Mark Martin |
| 17- | 17 | 18 | Bobby Labonte |
| 18- | 18 | 21 | Michael Waltrip |
| 19- | 20 | 6 | Mark Martin |

CAUTION FLAGS

| | | | | |
|-------------|----|---|---|---------|
| 1: | 5- | 7 | 3 | 0:06:48 |
| TOTAL LAPS: | 3 | | | 0:06:48 |

UNOFFICIAL Standings at the End of Lap: 30 (Green)

AVERAGE SPEED: 125.256 TIME OF RACE: 0:35:55.590

| POS) | Laps Car | | Driver | Lap/Time | Laps | PitStops | Running/ |
|------|----------|-----|---------------------------|----------|------|----------|------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out |
| 1) | 30 | 94 | Bill Elliott (7) | LEADER | 2 | 1 | 24 Running |
| 2) | 30 | 42 | Kyle Petty (13) | 0.312 | -- | 1 | 24 Running |
| 3) | 30 | 25 | Ken Schrader (4) | 0.455 | 2 | 1 | 24 Running |
| 4) | 30 | 30 | Johnny Benson (14) | 1.003 | -- | 1 | 24 Running |
| 5) | 30 | 4 | Sterling Marlin (11) | 1.398 | 1 | 1 | 24 Running |
| 6) | 30 | 6 | Mark Martin (2) | 1.714 | 17 | 1 | 24 Running |
| 7) | 30 | 5 | Terry Labonte (9) | 1.985 | -- | 1 | 24 Running |
| 8) | 30 | 15 | Wally Dallenbach Jr. (18) | 2.248 | -- | 1 | 24 Running |
| 9) | 30 | 98 | Jeremy Mayfield (19) | 2.690 | -- | 1 | 24 Running |
| 10) | 30 | 9 | Lake Speed (3) | 3.135 | 1 | 1 | 24 Running |
| 11) | 30 | 28 | Ernie Irvan (15) | 3.383 | -- | 1 | 24 Running |
| 12) | 30 | 22 | Ward Burton (32) | 3.669 | -- | 1 | 24 Running |
| 13) | 30 | 99 | Jeff Burton (28) | 3.690 | -- | 1 | 24 Running |
| 14) | 30 | 33 | Robert Pressley (34) | 3.841 | -- | 2 | 24 Running |
| 15) | 30 | 2 | Rusty Wallace (17) | 4.172 | -- | 1 | 24 Running |
| 16) | 30 | 23 | Jimmy Spencer (20) | 4.244 | -- | 1 | 24 Running |
| 17) | 30 | 8 | Hut Stricklin (16) | 4.338 | -- | 1 | 24 Running |
| 18) | 30 | 77 | Bobby Hillin (5) | 4.360 | -- | 2 | 24 Running |
| 19) | 30 | 7 | Geoff Bodine (29) | 4.816 | -- | 1 | 24 Running |
| 20) | 30 | 10 | Ricky Rudd (35) | 5.097 | -- | 1 | 24 Running |
| 21) | 30 | 16 | Ted Musgrave (21) | 5.152 | -- | 1 | 24 Running |
| 22) | 30 | 41 | Ricky Carven (39) | 5.224 | -- | 3 | 24 Running |
| 23) | 30 | 12 | Derrike Cope (36) | 5.357 | -- | 1 | 24 Running |
| 24) | 30 | 88 | Dale Jarrett (24) | 5.487 | -- | 1 | 24 Running |
| 25) | 30 | 87 | Joe Nemechek (6) | 5.642 | -- | 1 | 24 Running |
| 26) | 30 | 18 | Bobby Labonte (23) | 6.505 | 1 | 1 | 24 Running |
| 27) | 30 | 21 | Michael Waltrip (30) | 6.807 | 1 | 2 | 24 Running |
| 28) | 30 | 75 | Morgan Shepherd (38) | 6.941 | -- | 1 | 24 Running |
| 29) | 30 | 11 | Brett Bodine (22) | 7.320 | -- | 1 | 24 Running |
| 30) | 30 | 37 | John Andretti (27) | 7.332 | -- | 1 | 24 Running |
| 31) | 30 | 43 | Bobby Hamilton (37) | 7.412 | -- | 2 | 24 Running |
| 32) | 30 | 1 | Rick Mast (8) | 7.542 | -- | 1 | 24 Running |
| 33) | 30 | 90 | Dick Trickle (25) | 7.661 | -- | 2 | 26 Running |
| 34) | 30 | 3 | Dale Earnhardt (12) | 7.804 | 1 | 2 | 25 Running |
| 35) | 30 | 81 | Kenny Wallace (31) | 8.104 | -- | 2 | 26 Running |
| 36) | 30 | 95 | Gary Bradberry (26) | 9.100 | -- | 2 | 25 Running |
| 37) | 30 | 29 | Greg Sacks (10) | 10.648 | -- | 4 | 26 Running |
| 38) | 22 | 24 | Jeff Gordon (1) | - 8 | 3 | 1 | 22 Running |
| 39) | 19 | 71 | Dave Marcis (40) | - 11 | -- | 3 | 19 Running |
| 40) | 9 | 17 | Darrell Waltrip (33) | - 21 | -- | 3 | 9 Engine |

LAP LEADERS

CAUTION FLAGS

| | | | | | |
|--------|----|-----------------|-----------------------|---|---------|
| 1- 3 | 24 | Jeff Gordon | 1: 5- 7 | 3 | 0:06:48 |
| 4- 15 | 6 | Mark Martin | 2: 23- 26 | 4 | 0:09:09 |
| 17- 17 | 18 | Bobby Labonte | TOTAL LAPS: 7 0:15:57 | | |
| 18- 18 | 21 | Michael Waltrip | | | |
| 19- 23 | 6 | Mark Martin | | | |
| 24- 24 | 9 | Lake Speed | | | |
| 25- 25 | 3 | Dale Earnhardt | | | |
| 26- 27 | 25 | Ken Schrader | | | |
| 28- 28 | 4 | Sterling Marlin | | | |
| 29- 30 | 94 | Bill Elliott | | | |

UNOFFICIAL Standings at the End of Lap: 40 (Yellow)

AVERAGE SPEED: 126.779 TIME OF RACE: 0:47:19.581

| POS) | Laps Car | | Driver | Lap/Time | Laps | PitStops | Running/ |
|------|----------|-----|---------------------------|----------|------|----------|------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out |
| 1) | 40 | 30 | Johnny Benson (14) | LEADER | 9 | 1 | 24 Running |
| 2) | 40 | 6 | Mark Martin (2) | 0.672 | 17 | 1 | 24 Running |
| 3) | 40 | 5 | Terry Labonte (9) | 1.080 | -- | 1 | 24 Running |
| 4) | 40 | 94 | Bill Elliott (7) | 1.729 | 2 | 1 | 24 Running |
| 5) | 40 | 15 | Wally Dallenbach Jr. (18) | 2.685 | -- | 1 | 24 Running |
| 6) | 40 | 9 | Lake Speed (3) | 3.516 | 1 | 1 | 24 Running |
| 7) | 40 | 99 | Jeff Burton (28) | 4.302 | -- | 1 | 24 Running |
| 8) | 40 | 28 | Ernie Irvan (15) | 5.113 | -- | 1 | 24 Running |
| 9) | 40 | 22 | Ward Burton (32) | 6.330 | -- | 1 | 24 Running |
| 10) | 40 | 98 | Jeremy Mayfield (19) | 7.370 | -- | 1 | 24 Running |
| 11) | 40 | 23 | Jimmy Spencer (20) | 8.298 | -- | 1 | 24 Running |
| 12) | 40 | 25 | Ken Schrader (4) | 9.121 | 2 | 1 | 24 Running |
| 13) | 40 | 2 | Rusty Wallace (17) | 9.874 | -- | 1 | 24 Running |
| 14) | 40 | 7 | Geoff Bodine (29) | 10.952 | -- | 1 | 24 Running |
| 15) | 40 | 77 | Bobby Hillin (5) | 11.714 | -- | 2 | 24 Running |
| 16) | 40 | 8 | Hut Stricklin (16) | 12.492 | -- | 1 | 24 Running |
| 17) | 40 | 10 | Ricky Rudd (35) | 13.365 | -- | 1 | 24 Running |
| 18) | 40 | 88 | Dale Jarrett (24) | 14.701 | -- | 1 | 24 Running |
| 19) | 40 | 33 | Robert Pressley (34) | 15.722 | -- | 2 | 24 Running |
| 20) | 40 | 12 | Derrike Cope (36) | 16.772 | -- | 1 | 24 Running |
| 21) | 40 | 75 | Morgan Shepherd (38) | 18.257 | -- | 1 | 24 Running |
| 22) | 40 | 87 | Joe Nemechek (6) | 19.346 | -- | 1 | 24 Running |
| 23) | 40 | 18 | Bobby Labonte (23) | 20.640 | 1 | 1 | 24 Running |
| 24) | 40 | 41 | Ricky Carven (39) | 22.064 | -- | 3 | 24 Running |
| 25) | 40 | 11 | Brett Bodine (22) | 22.732 | -- | 1 | 24 Running |
| 26) | 40 | 21 | Michael Waltrip (30) | 24.139 | 1 | 2 | 24 Running |
| 27) | 40 | 43 | Bobby Hamilton (37) | 25.024 | -- | 2 | 24 Running |
| 28) | 40 | 1 | Rick Mast (8) | 26.127 | -- | 1 | 24 Running |
| 29) | 40 | 90 | Dick Trickle (25) | 26.939 | -- | 2 | 26 Running |
| 30) | 40 | 37 | John Andretti (27) | 28.303 | -- | 1 | 24 Running |
| 31) | 40 | 16 | Ted Musgrave (21) | 29.518 | -- | 1 | 24 Running |
| 32) | 40 | 3 | Dale Earnhardt (12) | 31.808 | 1 | 2 | 25 Running |
| 33) | 40 | 81 | Kenny Wallace (31) | 32.828 | -- | 2 | 26 Running |
| 34) | 40 | 95 | Gary Bradberry (26) | 33.843 | -- | 2 | 25 Running |
| 35) | 40 | 29 | Greg Sacks (10) | 34.602 | -- | 4 | 26 Running |
| 36) | 37 | 42 | Kyle Petty (13) | - 3 | 1 | 1 | 24 Running |
| 37) | 37 | 4 | Sterling Marlin (11) | - 3 | 1 | 2 | 38 Running |
| 38) | 22 | 24 | Jeff Gordon (1) | - 18 | 3 | 1 | 22 Running |
| 39) | 19 | 71 | Dave Marcis (40) | - 21 | -- | 3 | 19 Running |
| 40) | 9 | 17 | Darrell Waltrip (33) | - 31 | -- | 3 | 9 Engine |

LAP LEADERS

CAUTION FLAGS

| | | | | | |
|--------|----|-----------------|-------------|---|---------|
| 1- 3 | 24 | Jeff Gordon | 1: 5- 7 | 3 | 0:06:48 |
| 4- 15 | 6 | Mark Martin | 2: 24- 27 | 4 | 0:09:09 |
| 17- 17 | 18 | Bobby Labonte | 3: 39- 39 | 1 | : : |
| 18- 18 | 21 | Michael Waltrip | TOTAL LAPS: | 8 | 0:15:57 |
| 19- 23 | 6 | Mark Martin | | | |
| 24- 24 | 9 | Lake Speed | | | |
| 25- 25 | 3 | Dale Earnhardt | | | |
| 26- 27 | 25 | Ken Schrader | | | |
| 28- 28 | 4 | Sterling Marlin | | | |
| 29- 30 | 94 | Bill Elliott | | | |
| 31- 31 | 42 | Kyle Petty | | | |
| 32- 40 | 30 | Johnny Benson | | | |

UNOFFICIAL Standings at the End of Lap: 50 (Green)

AVERAGE SPEED: 113.148 TIME OF RACE: 1:06:17.102

| POS) | Laps | Car | Driver | Lap/Time | Laps | PitStops | Running/ |
|------|------|-----|---------------------------|----------|------|----------|-------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out |
| 1) | 50 | 30 | Johnny Benson (14) | LEADER | 18 | 2 | 43 Running |
| 2) | 50 | 6 | Mark Martin (2) | 0.288 | 17 | 2 | 43 Running |
| 3) | 50 | 94 | Bill Elliott (7) | 0.748 | 2 | 2 | 43 Running |
| 4) | 50 | 28 | Ernie Irvan (15) | 0.974 | -- | 2 | 43 Running |
| 5) | 50 | 99 | Jeff Burton (28) | 1.651 | -- | 2 | 43 Running |
| 6) | 50 | 23 | Jimmy Spencer (20) | 2.020 | -- | 2 | 43 Running |
| 7) | 50 | 77 | Bobby Hillin (5) | 2.571 | -- | 3 | 43 Running |
| 8) | 50 | 2 | Rusty Wallace (17) | 2.723 | -- | 2 | 43 Running |
| 9) | 50 | 7 | Geoff Bodine (29) | 2.870 | -- | 2 | 43 Running |
| 10) | 50 | 22 | Ward Burton (32) | 2.984 | -- | 2 | 43 Running |
| 11) | 50 | 88 | Dale Jarrett (24) | 3.760 | -- | 2 | 43 Running |
| 12) | 50 | 9 | Lake Speed (3) | 4.116 | 1 | 2 | 43 Running |
| 13) | 50 | 33 | Robert Pressley (34) | 4.473 | -- | 3 | 43 Running |
| 14) | 50 | 5 | Terry Labonte (9) | 4.735 | -- | 2 | 43 Running |
| 15) | 50 | 15 | Wally Dallenbach Jr. (18) | 5.173 | -- | 2 | 43 Running |
| 16) | 50 | 8 | Hut Stricklin (16) | 5.696 | -- | 2 | 43 Running |
| 17) | 50 | 87 | Joe Nemechek (6) | 5.847 | -- | 2 | 43 Running |
| 18) | 50 | 98 | Jeremy Mayfield (19) | 6.121 | -- | 2 | 43 Running |
| 19) | 50 | 25 | Ken Schrader (4) | 6.294 | 2 | 2 | 43 Running |
| 20) | 50 | 11 | Brett Bodine (22) | 6.431 | -- | 2 | 43 Running |
| 21) | 50 | 12 | Derrike Cope (36) | 6.567 | -- | 2 | 43 Running |
| 22) | 50 | 41 | Ricky Carven (39) | 6.871 | -- | 4 | 43 Running |
| 23) | 50 | 37 | John Andretti (27) | 7.108 | -- | 2 | 43 Running |
| 24) | 50 | 18 | Bobby Labonte (23) | 7.441 | 1 | 2 | 43 Running |
| 25) | 50 | 21 | Michael Waltrip (30) | 7.550 | 1 | 3 | 43 Running |
| 26) | 50 | 90 | Dick Trickle (25) | 7.663 | -- | 3 | 43 Running |
| 27) | 50 | 3 | Dale Earnhardt (12) | 8.331 | 1 | 3 | 43 Running |
| 28) | 50 | 75 | Morgan Shepherd (38) | 8.333 | -- | 2 | 43 Running |
| 29) | 50 | 16 | Ted Musgrave (21) | 8.439 | 1 | 2 | 43 Running |
| 30) | 50 | 1 | Rick Mast (8) | 8.585 | -- | 3 | 46 Running |
| 31) | 50 | 81 | Kenny Wallace (31) | 8.648 | -- | 4 | 46 Running |
| 32) | 50 | 10 | Ricky Rudd (35) | 8.994 | -- | 4 | 46 Running |
| 33) | 50 | 43 | Bobby Hamilton (37) | 9.248 | -- | 3 | 43 Running |
| 34) | 50 | 95 | Gary Bradberry (26) | 9.545 | -- | 4 | 45 Running |
| 35) | 48 | 29 | Greg Sacks (10) | - 2 24 | -- | 6 | 45 Running |
| 36) | 38 | 4 | Sterling Marlin (11) | - 12 | 1 | 2 | 38 Accident |
| 37) | 37 | 42 | Kyle Petty (13) | - 13 | 1 | 1 | 24 Accident |
| 38) | 22 | 24 | Jeff Gordon (1) | - 28 | 3 | 1 | 22 Running |
| 39) | 19 | 71 | Dave Marcis (40) | - 31 | -- | 3 | 19 Running |
| 40) | 9 | 17 | Darrell Waltrip (33) | - 41 | -- | 3 | 9 Engine |

LAP LEADERS

CAUTION FLAGS

| | | | | | | | | | |
|-----|----|----|-----------------|-------------|-----|----|---|---------|---------|
| 1- | 3 | 24 | Jeff Gordon | 1: | 5- | 7 | 3 | 0:06:48 | |
| 4- | 15 | 6 | Mark Martin | 2: | 24- | 27 | 4 | 0:09:09 | |
| 17- | 17 | 18 | Bobby Labonte | 3: | 39- | 47 | 9 | 0:20:36 | |
| 18- | 18 | 21 | Michael Waltrip | TOTAL LAPS: | | | | 16 | 0:36:33 |
| 19- | 23 | 6 | Mark Martin | | | | | | |
| 24- | 24 | 9 | Lake Speed | | | | | | |
| 25- | 25 | 3 | Dale Earnhardt | | | | | | |
| 26- | 27 | 25 | Ken Schrader | | | | | | |
| 28- | 28 | 4 | Sterling Marlin | | | | | | |
| 29- | 30 | 94 | Bill Elliott | | | | | | |
| 31- | 31 | 42 | Kyle Petty | | | | | | |
| 32- | 43 | 30 | Johnny Benson | | | | | | |
| 44- | 44 | 16 | Ted Musgrave | | | | | | |
| 45- | 50 | 30 | Johnny Benson | | | | | | |

UNOFFICIAL Standings at the End of Lap: 60 (Green)

AVERAGE SPEED: 119.782 TIME OF RACE: 1:15:08.180

| POS) | Laps Car | | Driver | Lap/Time | Laps | PitStops | Running/ |
|------|----------|-----|---------------------------|----------|------|----------|-------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out |
| 1) | 60 | 30 | Johnny Benson (14) | LEADER | 28 | 2 | 43 Running |
| 2) | 60 | 6 | Mark Martin (2) | 0.282 | 17 | 2 | 43 Running |
| 3) | 60 | 94 | Bill Elliott (7) | 0.566 | 2 | 2 | 43 Running |
| 4) | 60 | 28 | Ernie Irvan (15) | 0.777 | -- | 2 | 43 Running |
| 5) | 60 | 99 | Jeff Burton (28) | 1.292 | -- | 2 | 43 Running |
| 6) | 60 | 23 | Jimmy Spencer (20) | 1.776 | -- | 2 | 43 Running |
| 7) | 60 | 22 | Ward Burton (32) | 4.386 | -- | 2 | 43 Running |
| 8) | 60 | 2 | Rusty Wallace (17) | 5.346 | -- | 2 | 43 Running |
| 9) | 60 | 7 | Geoff Bodine (29) | 6.027 | -- | 2 | 43 Running |
| 10) | 60 | 88 | Dale Jarrett (24) | 6.130 | -- | 2 | 43 Running |
| 11) | 60 | 77 | Bobby Hillin (5) | 7.538 | -- | 3 | 43 Running |
| 12) | 60 | 9 | Lake Speed (3) | 7.682 | 1 | 2 | 43 Running |
| 13) | 60 | 5 | Terry Labonte (9) | 7.813 | -- | 2 | 43 Running |
| 14) | 60 | 8 | Hut Stricklin (16) | 8.282 | -- | 2 | 43 Running |
| 15) | 60 | 98 | Jeremy Mayfield (19) | 9.523 | -- | 2 | 43 Running |
| 16) | 60 | 15 | Wally Dallenbach Jr. (18) | 10.167 | -- | 2 | 43 Running |
| 17) | 60 | 33 | Robert Pressley (34) | 11.974 | -- | 3 | 43 Running |
| 18) | 60 | 87 | Joe Nemechek (6) | 13.076 | -- | 2 | 43 Running |
| 19) | 60 | 25 | Ken Schrader (4) | 13.297 | 2 | 2 | 43 Running |
| 20) | 60 | 11 | Brett Bodine (22) | 13.464 | -- | 2 | 43 Running |
| 21) | 60 | 75 | Morgan Shepherd (38) | 13.527 | -- | 2 | 43 Running |
| 22) | 60 | 12 | Derrike Cope (36) | 13.762 | -- | 2 | 43 Running |
| 23) | 60 | 37 | John Andretti (27) | 13.970 | -- | 2 | 43 Running |
| 24) | 60 | 41 | Ricky Carven (39) | 14.250 | -- | 4 | 43 Running |
| 25) | 60 | 90 | Dick Trickle (25) | 14.333 | -- | 3 | 43 Running |
| 26) | 60 | 18 | Bobby Labonte (23) | 14.563 | 1 | 2 | 43 Running |
| 27) | 60 | 3 | Dale Earnhardt (12) | 15.641 | 1 | 3 | 43 Running |
| 28) | 60 | 21 | Michael Waltrip (30) | 16.080 | 1 | 3 | 43 Running |
| 29) | 60 | 43 | Bobby Hamilton (37) | 16.152 | -- | 3 | 43 Running |
| 30) | 60 | 16 | Ted Musgrave (21) | 16.333 | 1 | 2 | 43 Running |
| 31) | 60 | 1 | Rick Mast (8) | 16.564 | -- | 3 | 46 Running |
| 32) | 60 | 10 | Ricky Rudd (35) | 16.609 | -- | 4 | 46 Running |
| 33) | 60 | 95 | Gary Bradberry (26) | 21.247 | -- | 4 | 45 Running |
| 34) | 60 | 81 | Kenny Wallace (31) | 22.550 | -- | 4 | 46 Running |
| 35) | 58 | 29 | Greg Sacks (10) | - 2 35 | -- | 6 | 45 Running |
| 36) | 38 | 4 | Sterling Marlin (11) | - 22 | 1 | 2 | 38 Accident |
| 37) | 37 | 42 | Kyle Petty (13) | - 23 | 1 | 1 | 24 Accident |
| 38) | 22 | 24 | Jeff Gordon (1) | - 38 | 3 | 1 | 22 Running |
| 39) | 19 | 71 | Dave Marcis (40) | - 41 | -- | 3 | 19 Running |
| 40) | 9 | 17 | Darrell Waltrip (33) | - 51 | -- | 3 | 9 Engine |

LAP LEADERS

CAUTION FLAGS

| | | | | | |
|--------|----|-----------------|------------------------|---|---------|
| 1- 3 | 24 | Jeff Gordon | 1: 5- 7 | 3 | 0:06:48 |
| 4- 15 | 6 | Mark Martin | 2: 24- 27 | 4 | 0:09:09 |
| 17- 17 | 18 | Bobby Labonte | 3: 39- 47 | 9 | 0:20:36 |
| 18- 18 | 21 | Michael Waltrip | TOTAL LAPS: 16 0:36:33 | | |
| 19- 23 | 6 | Mark Martin | | | |
| 24- 24 | 9 | Lake Speed | | | |
| 25- 25 | 3 | Dale Earnhardt | | | |
| 26- 27 | 25 | Ken Schrader | | | |
| 28- 28 | 4 | Sterling Marlin | | | |
| 29- 30 | 94 | Bill Elliott | | | |
| 31- 31 | 42 | Kyle Petty | | | |
| 32- 43 | 30 | Johnny Benson | | | |
| 44- 44 | 16 | Ted Musgrave | | | |
| 45- 60 | 30 | Johnny Benson | | | |

UNOFFICIAL Standings at the End of Lap: 70 (Green)

AVERAGE SPEED: 124.957 TIME OF RACE: 1:24:01.751

| POS) | Laps Car | | Driver | Lap/Time | Laps | PitStops | Running/ |
|------|----------|-----|---------------------------|----------|------|----------|-------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out |
| 1) | 70 | 30 | Johnny Benson (14) | LEADER | 38 | 2 | 43 Running |
| 2) | 70 | 6 | Mark Martin (2) | 0.339 | 17 | 2 | 43 Running |
| 3) | 70 | 28 | Ernie Irvan (15) | 0.512 | -- | 2 | 43 Running |
| 4) | 70 | 94 | Bill Elliott (7) | 0.947 | 2 | 2 | 43 Running |
| 5) | 70 | 99 | Jeff Burton (28) | 1.538 | -- | 2 | 43 Running |
| 6) | 70 | 23 | Jimmy Spencer (20) | 1.768 | -- | 2 | 43 Running |
| 7) | 70 | 22 | Ward Burton (32) | 2.382 | -- | 2 | 43 Running |
| 8) | 70 | 88 | Dale Jarrett (24) | 6.911 | -- | 2 | 43 Running |
| 9) | 70 | 2 | Rusty Wallace (17) | 10.408 | -- | 2 | 43 Running |
| 10) | 70 | 7 | Geoff Bodine (29) | 10.619 | -- | 2 | 43 Running |
| 11) | 70 | 9 | Lake Speed (3) | 10.876 | 1 | 2 | 43 Running |
| 12) | 70 | 5 | Terry Labonte (9) | 11.215 | -- | 2 | 43 Running |
| 13) | 70 | 8 | Hut Stricklin (16) | 12.625 | -- | 2 | 43 Running |
| 14) | 70 | 98 | Jeremy Mayfield (19) | 13.383 | -- | 2 | 43 Running |
| 15) | 70 | 77 | Bobby Hillin (5) | 14.587 | -- | 3 | 43 Running |
| 16) | 70 | 15 | Wally Dallenbach Jr. (18) | 14.879 | -- | 2 | 43 Running |
| 17) | 70 | 75 | Morgan Shepherd (38) | 15.210 | -- | 2 | 43 Running |
| 18) | 70 | 33 | Robert Pressley (34) | 15.245 | -- | 3 | 43 Running |
| 19) | 70 | 87 | Joe Nemechek (6) | 19.854 | -- | 2 | 43 Running |
| 20) | 70 | 12 | Derrike Cope (36) | 20.434 | -- | 2 | 43 Running |
| 21) | 70 | 37 | John Andretti (27) | 20.631 | -- | 2 | 43 Running |
| 22) | 70 | 11 | Brett Bodine (22) | 21.247 | -- | 2 | 43 Running |
| 23) | 70 | 41 | Ricky Carven (39) | 22.228 | -- | 4 | 43 Running |
| 24) | 70 | 43 | Bobby Hamilton (37) | 22.639 | -- | 3 | 43 Running |
| 25) | 70 | 90 | Dick Trickle (25) | 23.988 | -- | 3 | 43 Running |
| 26) | 70 | 3 | Dale Earnhardt (12) | 25.664 | 1 | 3 | 43 Running |
| 27) | 70 | 21 | Michael Waltrip (30) | 26.182 | 1 | 3 | 43 Running |
| 28) | 70 | 10 | Ricky Rudd (35) | 26.269 | -- | 4 | 46 Running |
| 29) | 70 | 1 | Rick Mast (8) | 26.487 | -- | 3 | 46 Running |
| 30) | 70 | 16 | Ted Musgrave (21) | 27.002 | 1 | 2 | 43 Running |
| 31) | 70 | 18 | Bobby Labonte (23) | 27.345 | 1 | 2 | 43 Running |
| 32) | 70 | 25 | Ken Schrader (4) | 28.949 | 2 | 2 | 43 Running |
| 33) | 70 | 81 | Kenny Wallace (31) | 29.055 | -- | 4 | 46 Running |
| 34) | 70 | 95 | Gary Bradberry (26) | 29.618 | -- | 4 | 45 Running |
| 35) | 68 | 29 | Greg Sacks (10) | - 2 44 | -- | 6 | 45 Running |
| 36) | 38 | 4 | Sterling Marlin (11) | - 32 | 1 | 2 | 38 Accident |
| 37) | 37 | 42 | Kyle Petty (13) | - 33 | 1 | 1 | 24 Accident |
| 38) | 27 | 71 | Dave Marcis (40) | - 43 31 | -- | 3 | 19 Running |
| 39) | 22 | 24 | Jeff Gordon (1) | - 48 | 3 | 1 | 22 Running |
| 40) | 9 | 17 | Darrell Waltrip (33) | - 61 | -- | 3 | 9 Engine |

LAP LEADERS

CAUTION FLAGS

| | | | | | |
|--------|----|-----------------|------------------------|---|---------|
| 1- 3 | 24 | Jeff Gordon | 1: 5- 7 | 3 | 0:06:48 |
| 4- 15 | 6 | Mark Martin | 2: 24- 27 | 4 | 0:09:09 |
| 17- 17 | 18 | Bobby Labonte | 3: 39- 47 | 9 | 0:20:36 |
| 18- 18 | 21 | Michael Waltrip | TOTAL LAPS: 16 0:36:33 | | |
| 19- 23 | 6 | Mark Martin | | | |
| 24- 24 | 9 | Lake Speed | | | |
| 25- 25 | 3 | Dale Earnhardt | | | |
| 26- 27 | 25 | Ken Schrader | | | |
| 28- 28 | 4 | Sterling Marlin | | | |
| 29- 30 | 94 | Bill Elliott | | | |
| 31- 31 | 42 | Kyle Petty | | | |
| 32- 43 | 30 | Johnny Benson | | | |
| 44- 44 | 16 | Ted Musgrave | | | |
| 45- 70 | 30 | Johnny Benson | | | |

UNOFFICIAL Standings at the End of Lap: 80 (Green)

AVERAGE SPEED: 129.133 TIME OF RACE: 1:32:55.638

| POS) | Laps Car | | Driver | Lap/Time | Laps | PitStops | Running/ | |
|------|----------|-----|---------------------------|----------|------|----------|-------------|------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out | |
| 1) | 80 | 28 | Ernie Irvan (15) | LEADER | 8 | 2 | 43 Running | |
| 2) | 80 | 30 | Johnny Benson (14) | 0.344 | 40 | 2 | 43 Running | |
| 3) | 80 | 6 | Mark Martin (2) | 1.338 | 17 | 2 | 43 Running | |
| 4) | 80 | 99 | Jeff Burton (28) | 2.778 | -- | 2 | 43 Running | |
| 5) | 80 | 23 | Jimmy Spencer (20) | 3.276 | -- | 2 | 43 Running | |
| 6) | 80 | 2 | Rusty Wallace (17) | 13.844 | -- | 2 | 43 Running | |
| 7) | 80 | 5 | Terry Labonte (9) | 15.240 | -- | 2 | 43 Running | |
| 8) | 80 | 12 | Derrike Cope (36) | 24.806 | -- | 2 | 43 Running | |
| 9) | 80 | 37 | John Andretti (27) | 25.078 | -- | 2 | 43 Running | |
| 10) | 80 | 87 | Joe Nemechek (6) | 29.676 | -- | 2 | 43 Running | |
| 11) | 80 | 90 | Dick Trickle (25) | 29.857 | -- | 3 | 43 Running | |
| 12) | 80 | 10 | Ricky Rudd (35) | 29.994 | -- | 4 | 46 Running | |
| 13) | 80 | 18 | Bobby Labonte (23) | 33.841 | 1 | 2 | 43 Running | |
| 14) | 80 | 22 | Ward Burton (32) | 35.886 | -- | 3 | 80 Running | |
| 15) | 80 | 25 | Ken Schrader (4) | 36.972 | 2 | 2 | 43 Running | |
| 16) | 80 | 81 | Kenny Wallace (31) | 37.110 | -- | 4 | 46 Running | |
| 17) | 80 | 95 | Gary Bradberry (26) | 38.201 | -- | 4 | 45 Running | |
| 18) | 80 | 88 | Dale Jarrett (24) | 45.243 | -- | 3 | 80 Running | |
| 19) | 80 | 1 | Rick Mast (8) | 45.687 | -- | 4 | 80 Running | |
| 20) | 80 | 75 | Morgan Shepherd (38) | 50.711 | -- | 3 | 80 Running | |
| 21) | 80 | 94 | Bill Elliott (7) | 52.313 | 2 | 3 | 79 Running | |
| 22) | 79 | 16 | Ted Musgrave (21) | - 1 | 1 | 3 | 80 Running | |
| 23) | 79 | 15 | Wally Dallenbach Jr. (18) | - 1 | -- | 3 | 79 Running | |
| 24) | 79 | 41 | Ricky Carven (39) | - 1 | 4 | 5 | 79 Running | |
| 25) | 79 | 7 | Geoff Bodine (29) | - 1 | 4 | 3 | 78 Running | |
| 26) | 79 | 9 | Lake Speed (3) | - 1 | 6 | 1 | 3 | 78 Running |
| 27) | 79 | 98 | Jeremy Mayfield (19) | - 1 | 7 | -- | 3 | 78 Running |
| 28) | 79 | 8 | Hut Stricklin (16) | - 1 | 8 | -- | 3 | 78 Running |
| 29) | 79 | 11 | Brett Bodine (22) | - 1 | 8 | -- | 3 | 79 Running |
| 30) | 79 | 43 | Bobby Hamilton (37) | - 1 | 16 | -- | 4 | 78 Running |
| 31) | 79 | 33 | Robert Pressley (34) | - 1 | 17 | -- | 4 | 78 Running |
| 32) | 79 | 21 | Michael Waltrip (30) | - 1 | 22 | 1 | 4 | 77 Running |
| 33) | 79 | 3 | Dale Earnhardt (12) | - 1 | 26 | 1 | 4 | 78 Running |
| 34) | 79 | 77 | Bobby Hillin (5) | - 1 | 33 | -- | 4 | 78 Running |
| 35) | 77 | 29 | Greg Sacks (10) | - 3 | 8 | -- | 6 | 45 Running |
| 36) | 38 | 4 | Sterling Marlin (11) | - 42 | 1 | 2 | 38 Accident | |
| 37) | 37 | 42 | Kyle Petty (13) | - 43 | 1 | 1 | 24 Accident | |
| 38) | 37 | 71 | Dave Marcis (40) | - 43 | 39 | -- | 3 | 19 Running |
| 39) | 22 | 24 | Jeff Gordon (1) | - 58 | 3 | 1 | 22 Running | |
| 40) | 9 | 17 | Darrell Waltrip (33) | - 71 | -- | 3 | 9 Engine | |

LAP LEADERS

CAUTION FLAGS

| | | | | | |
|--------|----|-----------------|------------------------|---|---------|
| 1- 3 | 24 | Jeff Gordon | 1: 5- 7 | 3 | 0:06:48 |
| 4- 15 | 6 | Mark Martin | 2: 24- 27 | 4 | 0:09:09 |
| 17- 17 | 18 | Bobby Labonte | 3: 39- 47 | 9 | 0:20:36 |
| 18- 18 | 21 | Michael Waltrip | TOTAL LAPS: 16 0:36:33 | | |
| 19- 23 | 6 | Mark Martin | | | |
| 24- 24 | 9 | Lake Speed | | | |
| 25- 25 | 3 | Dale Earnhardt | | | |
| 26- 27 | 25 | Ken Schrader | | | |
| 28- 28 | 4 | Sterling Marlin | | | |
| 29- 30 | 94 | Bill Elliott | | | |
| 31- 31 | 42 | Kyle Petty | | | |
| 32- 43 | 30 | Johnny Benson | | | |
| 44- 44 | 16 | Ted Musgrave | | | |
| 45- 72 | 30 | Johnny Benson | | | |
| 73- 80 | 28 | Ernie Irvan | | | |

UNOFFICIAL Standings at the End of Lap: 90 (Green)

AVERAGE SPEED: 131.593 TIME OF RACE: 1:42:35.327

| POS) | Laps Car | | Driver | Lap/Time | Laps | PitStops | Running/ |
|------|----------|-----|---------------------------|----------|------|----------|----------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out |
| 1) | 90 | 30 | Johnny Benson (14) | LEADER | 47 | 3 | 82 Running |
| 2) | 90 | 28 | Ernie Irvan (15) | 5.085 | 10 | 3 | 82 Running |
| 3) | 90 | 23 | Jimmy Spencer (20) | 5.408 | -- | 3 | 81 Running |
| 4) | 90 | 94 | Bill Elliott (7) | 6.038 | 2 | 3 | 79 Running |
| 5) | 90 | 99 | Jeff Burton (28) | 6.194 | -- | 3 | 81 Running |
| 6) | 90 | 6 | Mark Martin (2) | 6.471 | 17 | 3 | 82 Running |
| 7) | 90 | 88 | Dale Jarrett (24) | 7.863 | -- | 3 | 80 Running |
| 8) | 90 | 9 | Lake Speed (3) | 13.328 | 1 | 3 | 78 Running |
| 9) | 90 | 7 | Geoff Bodine (29) | 14.025 | -- | 3 | 78 Running |
| 10) | 90 | 5 | Terry Labonte (9) | 14.061 | -- | 3 | 82 Running |
| 11) | 90 | 8 | Hut Stricklin (16) | 14.359 | -- | 3 | 78 Running |
| 12) | 90 | 75 | Morgan Shepherd (38) | 14.893 | -- | 3 | 80 Running |
| 13) | 90 | 98 | Jeremy Mayfield (19) | 17.487 | -- | 3 | 78 Running |
| 14) | 90 | 15 | Wally Dallenbach Jr. (18) | 18.313 | -- | 3 | 79 Running |
| 15) | 90 | 2 | Rusty Wallace (17) | 20.568 | -- | 2 | 43 Running |
| 16) | 90 | 12 | Derrike Cope (36) | 20.859 | -- | 3 | 82 Running |
| 17) | 90 | 37 | John Andretti (27) | 22.879 | -- | 2 | 43 Running |
| 18) | 90 | 33 | Robert Pressley (34) | 24.590 | -- | 4 | 78 Running |
| 19) | 90 | 43 | Bobby Hamilton (37) | 24.802 | -- | 4 | 78 Running |
| 20) | 90 | 41 | Ricky Carven (39) | 27.033 | -- | 5 | 79 Running |
| 21) | 90 | 1 | Rick Mast (8) | 29.532 | -- | 4 | 80 Running |
| 22) | 90 | 11 | Brett Bodine (22) | 29.816 | -- | 3 | 79 Running |
| 23) | 90 | 10 | Ricky Rudd (35) | 31.491 | -- | 5 | 83 Running |
| 24) | 90 | 18 | Bobby Labonte (23) | 32.073 | 1 | 3 | 81 Running |
| 25) | 90 | 16 | Ted Musgrave (21) | 32.220 | 1 | 3 | 80 Running |
| 26) | 90 | 3 | Dale Earnhardt (12) | 33.187 | 1 | 4 | 78 Running |
| 27) | 90 | 21 | Michael Waltrip (30) | 39.502 | 1 | 4 | 77 Running |
| 28) | 90 | 90 | Dick Trickle (25) | 40.468 | -- | 4 | 83 Running |
| 29) | 90 | 77 | Bobby Hillin (5) | 40.856 | -- | 4 | 78 Running |
| 30) | 90 | 81 | Kenny Wallace (31) | 41.342 | -- | 5 | 81 Running |
| 31) | 90 | 25 | Ken Schrader (4) | 43.602 | 2 | 3 | 82 Running |
| 32) | 89 | 95 | Gary Bradberry (26) | - 1 7 | -- | 5 | 82 Running |
| 33) | 89 | 87 | Joe Nemechek (6) | - 1 15 | -- | 4 | 86 Running |
| 34) | 87 | 29 | Greg Sacks (10) | - 3 30 | -- | 7 | 79 Running |
| 35) | 82 | 22 | Ward Burton (32) | - 8 | -- | 4 | 82 Out of Race |
| 36) | 47 | 71 | Dave Marcis (40) | - 43 5 | -- | 3 | 19 Running |
| 37) | 38 | 4 | Sterling Marlin (11) | - 52 | 1 | 2 | 38 Accident |
| 38) | 37 | 42 | Kyle Petty (13) | - 53 | 1 | 1 | 24 Accident |
| 39) | 22 | 24 | Jeff Gordon (1) | - 68 | 3 | 1 | 22 Running |
| 40) | 9 | 17 | Darrell Waltrip (33) | - 81 | -- | 3 | 9 Engine |

LAP LEADERS

CAUTION FLAGS

| | | | | | |
|--------|----|-----------------|------------------------|---|---------|
| 1- 3 | 24 | Jeff Gordon | 1: 5- 7 | 3 | 0:06:48 |
| 4- 15 | 6 | Mark Martin | 2: 24- 27 | 4 | 0:09:09 |
| 17- 17 | 18 | Bobby Labonte | 3: 39- 47 | 9 | 0:20:36 |
| 18- 18 | 21 | Michael Waltrip | TOTAL LAPS: 16 0:36:33 | | |
| 19- 23 | 6 | Mark Martin | | | |
| 24- 24 | 9 | Lake Speed | | | |
| 25- 25 | 3 | Dale Earnhardt | | | |
| 26- 27 | 25 | Ken Schrader | | | |
| 28- 28 | 4 | Sterling Marlin | | | |
| 29- 30 | 94 | Bill Elliott | | | |
| 31- 31 | 42 | Kyle Petty | | | |
| 32- 43 | 30 | Johnny Benson | | | |
| 44- 44 | 16 | Ted Musgrave | | | |
| 45- 72 | 30 | Johnny Benson | | | |
| 73- 82 | 28 | Ernie Irvan | | | |
| 83- 90 | 30 | Johnny Benson | | | |

UNOFFICIAL Standings at the End of Lap: 100 (Green)

AVERAGE SPEED: 134.548 TIME OF RACE: 1:51:29.074

| POS) | Laps Comp | Car Num | Driver | Lap/Time Behind | Laps Lead | PitStops Tot | @Lap | Running/ Reason | Out |
|------|-----------|---------|---------------------------|-----------------|-----------|--------------|------|-----------------|---------|
| 1) | 100 | 30 | Johnny Benson (14) | LEADER | 56 | 3 | 82 | Running | |
| 2) | 100 | 28 | Ernie Irvan (15) | 2.925 | 11 | 3 | 82 | Running | |
| 3) | 100 | 23 | Jimmy Spencer (20) | 5.089 | -- | 3 | 81 | Running | |
| 4) | 100 | 6 | Mark Martin (2) | 5.241 | 17 | 3 | 82 | Running | |
| 5) | 100 | 88 | Dale Jarrett (24) | 6.733 | -- | 3 | 80 | Running | |
| 6) | 100 | 99 | Jeff Burton (28) | 7.133 | -- | 3 | 81 | Running | |
| 7) | 100 | 94 | Bill Elliott (7) | 11.261 | 2 | 3 | 79 | Running | |
| 8) | 100 | 5 | Terry Labonte (9) | 15.353 | -- | 3 | 82 | Running | |
| 9) | 100 | 75 | Morgan Shepherd (38) | 17.946 | -- | 3 | 80 | Running | |
| 10) | 100 | 8 | Hut Stricklin (16) | 18.462 | -- | 3 | 78 | Running | |
| 11) | 100 | 9 | Lake Speed (3) | 18.573 | 1 | 3 | 78 | Running | |
| 12) | 100 | 7 | Geoff Bodine (29) | 21.050 | -- | 3 | 78 | Running | |
| 13) | 100 | 15 | Wally Dallenbach Jr. (18) | 22.414 | -- | 3 | 79 | Running | |
| 14) | 100 | 12 | Derrike Cope (36) | 23.167 | -- | 3 | 82 | Running | |
| 15) | 100 | 98 | Jeremy Mayfield (19) | 23.608 | -- | 3 | 78 | Running | |
| 16) | 100 | 2 | Rusty Wallace (17) | 23.855 | -- | 2 | 43 | Running | |
| 17) | 100 | 37 | John Andretti (27) | 26.640 | -- | 2 | 43 | Running | |
| 18) | 100 | 33 | Robert Pressley (34) | 27.528 | -- | 4 | 78 | Running | |
| 19) | 100 | 43 | Bobby Hamilton (37) | 27.692 | -- | 4 | 78 | Running | |
| 20) | 100 | 41 | Ricky Carven (39) | 28.951 | -- | 5 | 79 | Running | |
| 21) | 100 | 1 | Rick Mast (8) | 30.541 | -- | 4 | 80 | Running | |
| 22) | 100 | 11 | Brett Bodine (22) | 32.063 | -- | 3 | 79 | Running | |
| 23) | 100 | 10 | Ricky Rudd (35) | 33.202 | -- | 5 | 83 | Running | |
| 24) | 100 | 16 | Ted Musgrave (21) | 35.494 | 1 | 3 | 80 | Running | |
| 25) | 100 | 18 | Bobby Labonte (23) | 36.262 | 1 | 3 | 81 | Running | |
| 26) | 100 | 3 | Dale Earnhardt (12) | 36.400 | 1 | 4 | 78 | Running | |
| 27) | 100 | 25 | Ken Schrader (4) | 45.519 | 2 | 3 | 82 | Running | |
| 28) | 100 | 77 | Bobby Hillin (5) | 46.977 | -- | 4 | 78 | Running | |
| 29) | 100 | 81 | Kenny Wallace (31) | 50.497 | -- | 5 | 81 | Running | |
| 30) | 100 | 90 | Dick Trickle (25) | 51.696 | -- | 4 | 83 | Running | |
| 31) | 100 | 21 | Michael Waltrip (30) | 52.485 | 1 | 4 | 77 | Running | |
| 32) | 99 | 87 | Joe Nemechek (6) | - 1 | 21 | -- | 4 | 86 | Running |
| 33) | 99 | 95 | Gary Bradberry (26) | - 1 | 26 | -- | 5 | 82 | Running |
| 34) | 97 | 29 | Greg Sacks (10) | - 3 | 48 | -- | 7 | 79 | Running |
| 35) | 82 | 22 | Ward Burton (32) | - 18 | -- | 4 | 82 | Out of Race | |
| 36) | 56 | 71 | Dave Marcis (40) | - 44 | -- | 4 | 57 | Running | |
| 37) | 38 | 4 | Sterling Marlin (11) | - 62 | 1 | 2 | 38 | Accident | |
| 38) | 37 | 42 | Kyle Petty (13) | - 63 | 1 | 1 | 24 | Accident | |
| 39) | 26 | 24 | Jeff Gordon (1) | - 74 | 8 | 3 | 1 | 22 | Running |
| 40) | 9 | 17 | Darrell Waltrip (33) | - 91 | -- | 3 | 9 | Engine | |

LAP LEADERS

CAUTION FLAGS

| | | | | | | | | |
|-----|-----|----|-----------------|-------------|-----|----|---|---------|
| 1- | 3 | 24 | Jeff Gordon | 1: | 5- | 7 | 3 | 0:06:48 |
| 4- | 15 | 6 | Mark Martin | 2: | 24- | 27 | 4 | 0:09:09 |
| 17- | 17 | 18 | Bobby Labonte | 3: | 39- | 47 | 9 | 0:20:36 |
| 18- | 18 | 21 | Michael Waltrip | TOTAL LAPS: | | 16 | | 0:36:33 |
| 19- | 23 | 6 | Mark Martin | | | | | |
| 24- | 24 | 9 | Lake Speed | | | | | |
| 25- | 25 | 3 | Dale Earnhardt | | | | | |
| 26- | 27 | 25 | Ken Schrader | | | | | |
| 28- | 28 | 4 | Sterling Marlin | | | | | |
| 29- | 30 | 94 | Bill Elliott | | | | | |
| 31- | 31 | 42 | Kyle Petty | | | | | |
| 32- | 43 | 30 | Johnny Benson | | | | | |
| 44- | 44 | 16 | Ted Musgrave | | | | | |
| 45- | 72 | 30 | Johnny Benson | | | | | |
| 73- | 82 | 28 | Ernie Irvan | | | | | |
| 83- | 92 | 30 | Johnny Benson | | | | | |
| 93- | 93 | 28 | Ernie Irvan | | | | | |
| 94- | 100 | 30 | Johnny Benson | | | | | |

UNOFFICIAL Standings at the End of Lap: 110 (Green)

AVERAGE SPEED: 137.009 TIME OF RACE: 2:00:25.825

| POS) | Laps Car | | Driver | Lap/Time | Laps | PitStops | Running/ |
|------|----------|-----|---------------------------|----------|------|----------|----------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out |
| 1) | 110 | 28 | Ernie Irvan (15) | LEADER | 14 | 3 | 82 Running |
| 2) | 110 | 30 | Johnny Benson (14) | 0.670 | 63 | 3 | 82 Running |
| 3) | 110 | 6 | Mark Martin (2) | 2.997 | 17 | 3 | 82 Running |
| 4) | 110 | 88 | Dale Jarrett (24) | 3.125 | -- | 3 | 80 Running |
| 5) | 110 | 99 | Jeff Burton (28) | 5.731 | -- | 3 | 81 Running |
| 6) | 110 | 23 | Jimmy Spencer (20) | 7.189 | -- | 3 | 81 Running |
| 7) | 110 | 94 | Bill Elliott (7) | 12.153 | 2 | 3 | 79 Running |
| 8) | 110 | 75 | Morgan Shepherd (38) | 15.813 | -- | 3 | 80 Running |
| 9) | 110 | 8 | Hut Stricklin (16) | 17.375 | -- | 3 | 78 Running |
| 10) | 110 | 9 | Lake Speed (3) | 17.552 | 1 | 3 | 78 Running |
| 11) | 110 | 5 | Terry Labonte (9) | 17.743 | -- | 3 | 82 Running |
| 12) | 110 | 7 | Geoff Bodine (29) | 23.160 | -- | 3 | 78 Running |
| 13) | 110 | 12 | Derrike Cope (36) | 23.742 | -- | 3 | 82 Running |
| 14) | 110 | 2 | Rusty Wallace (17) | 23.939 | -- | 2 | 43 Running |
| 15) | 110 | 98 | Jeremy Mayfield (19) | 24.280 | -- | 3 | 78 Running |
| 16) | 110 | 15 | Wally Dallenbach Jr. (18) | 26.905 | -- | 3 | 79 Running |
| 17) | 110 | 33 | Robert Pressley (34) | 30.280 | -- | 4 | 78 Running |
| 18) | 110 | 1 | Rick Mast (8) | 30.651 | -- | 4 | 80 Running |
| 19) | 110 | 41 | Ricky Carven (39) | 31.789 | -- | 5 | 79 Running |
| 20) | 110 | 43 | Bobby Hamilton (37) | 31.792 | -- | 4 | 78 Running |
| 21) | 110 | 10 | Ricky Rudd (35) | 34.172 | -- | 5 | 83 Running |
| 22) | 110 | 11 | Brett Bodine (22) | 35.169 | -- | 3 | 79 Running |
| 23) | 110 | 16 | Ted Musgrave (21) | 38.391 | 1 | 3 | 80 Running |
| 24) | 110 | 3 | Dale Earnhardt (12) | 38.968 | 1 | 4 | 78 Running |
| 25) | 110 | 18 | Bobby Labonte (23) | 40.371 | 1 | 3 | 81 Running |
| 26) | 110 | 25 | Ken Schrader (4) | 44.301 | 2 | 3 | 82 Running |
| 27) | 110 | 77 | Bobby Hillin (5) | 50.352 | -- | 4 | 78 Running |
| 28) | 109 | 37 | John Andretti (27) | - 1 | -- | 3 | 110 Running |
| 29) | 109 | 81 | Kenny Wallace (31) | - 1 1 | -- | 5 | 81 Running |
| 30) | 109 | 90 | Dick Trickle (25) | - 1 7 | -- | 4 | 83 Running |
| 31) | 109 | 21 | Michael Waltrip (30) | - 1 8 | 1 | 4 | 77 Running |
| 32) | 109 | 87 | Joe Nemechek (6) | - 1 23 | -- | 4 | 86 Running |
| 33) | 109 | 95 | Gary Bradberry (26) | - 1 40 | -- | 5 | 82 Running |
| 34) | 106 | 29 | Greg Sacks (10) | - 4 9 | -- | 7 | 79 Running |
| 35) | 82 | 22 | Ward Burton (32) | - 28 | -- | 4 | 82 Out of Race |
| 36) | 63 | 71 | Dave Marcis (40) | - 47 22 | -- | 5 | 58 Running |
| 37) | 38 | 4 | Sterling Marlin (11) | - 72 | 1 | 2 | 38 Accident |
| 38) | 37 | 42 | Kyle Petty (13) | - 73 | 1 | 1 | 24 Accident |
| 39) | 29 | 24 | Jeff Gordon (1) | - 81 | 3 | 2 | 29 Running |
| 40) | 9 | 17 | Darrell Waltrip (33) | -101 | -- | 3 | 9 Engine |

LAP LEADERS

CAUTION FLAGS

| | | | | | |
|---------|----|-----------------|------------------------|---|---------|
| 1- 3 | 24 | Jeff Gordon | 1: 5- 7 | 3 | 0:06:48 |
| 4- 15 | 6 | Mark Martin | 2: 24- 27 | 4 | 0:09:09 |
| 17- 17 | 18 | Bobby Labonte | 3: 39- 47 | 9 | 0:20:36 |
| 18- 18 | 21 | Michael Waltrip | TOTAL LAPS: 16 0:36:33 | | |
| 19- 23 | 6 | Mark Martin | | | |
| 24- 24 | 9 | Lake Speed | | | |
| 25- 25 | 3 | Dale Earnhardt | | | |
| 26- 27 | 25 | Ken Schrader | | | |
| 28- 28 | 4 | Sterling Marlin | | | |
| 29- 30 | 94 | Bill Elliott | | | |
| 31- 31 | 42 | Kyle Petty | | | |
| 32- 43 | 30 | Johnny Benson | | | |
| 44- 44 | 16 | Ted Musgrave | | | |
| 45- 72 | 30 | Johnny Benson | | | |
| 73- 82 | 28 | Ernie Irvan | | | |
| 83- 92 | 30 | Johnny Benson | | | |
| 93- 93 | 28 | Ernie Irvan | | | |
| 94-107 | 30 | Johnny Benson | | | |
| 108-110 | 28 | Ernie Irvan | | | |

UNOFFICIAL Standings at the End of Lap: 120 (Green)

AVERAGE SPEED: 138.932 TIME OF RACE: 2:09:33.610

| POS) | Laps | Car | Driver | Lap/Time | Laps | PitStops | Running/ |
|------|------|-----|---------------------------|----------|------|----------|------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out |
| 1) | 120 | 30 | Johnny Benson (14) | LEADER | 67 | 4 120 | Running |
| 2) | 120 | 5 | Terry Labonte (9) | 12.539 | -- | 4 121 | Running |
| 3) | 120 | 10 | Ricky Rudd (35) | 22.947 | -- | 5 83 | Running |
| 4) | 120 | 28 | Ernie Irvan (15) | 26.529 | 20 | 4 117 | Running |
| 5) | 120 | 25 | Ken Schrader (4) | 33.574 | 2 | 3 82 | Running |
| 6) | 120 | 88 | Dale Jarrett (24) | 36.250 | -- | 4 115 | Running |
| 7) | 120 | 6 | Mark Martin (2) | 38.329 | 17 | 4 118 | Running |
| 8) | 120 | 99 | Jeff Burton (28) | 40.741 | -- | 4 113 | Running |
| 9) | 120 | 94 | Bill Elliott (7) | 41.600 | 2 | 4 114 | Running |
| 10) | 120 | 23 | Jimmy Spencer (20) | 46.127 | -- | 4 114 | Running |
| 11) | 120 | 90 | Dick Trickle (25) | 54.957 | -- | 4 83 | Running |
| 12) | 120 | 9 | Lake Speed (3) | 56.217 | 1 | 4 114 | Running |
| 13) | 120 | 2 | Rusty Wallace (17) | 57.214 | -- | 3 117 | Running |
| 14) | 120 | 75 | Morgan Shepherd (38) | 59.283 | -- | 4 118 | Running |
| 15) | 120 | 15 | Wally Dallenbach Jr. (18) | 59.286 | -- | 4 113 | Running |
| 16) | 120 | 12 | Derrick Cope (36) | 61.070 | -- | 4 116 | Running |
| 17) | 120 | 7 | Geoff Bodine (29) | 62.925 | -- | 4 113 | Running |
| 18) | 120 | 8 | Hut Stricklin (16) | 64.097 | -- | 4 113 | Running |
| 19) | 120 | 37 | John Andretti (27) | 66.163 | -- | 3 110 | Running |
| 20) | 120 | 33 | Robert Pressley (34) | 66.307 | -- | 5 112 | Running |
| 21) | 120 | 18 | Bobby Labonte (23) | 68.186 | 1 | 4 120 | Running |
| 22) | 120 | 1 | Rick Mast (8) | 69.876 | -- | 5 116 | Running |
| 23) | 120 | 98 | Jeremy Mayfield (19) | 70.189 | -- | 4 115 | Running |
| 24) | 120 | 87 | Joe Nemechek (6) | 70.693 | -- | 4 86 | Running |
| 25) | 120 | 3 | Dale Earnhardt (12) | 71.170 | 1 | 5 115 | Running |
| 26) | 120 | 11 | Brett Bodine (22) | 72.784 | -- | 4 112 | Running |
| 27) | 120 | 16 | Ted Musgrave (21) | 74.406 | 1 | 4 113 | Running |
| 28) | 119 | 77 | Bobby Hillin (5) | - 1 32 | -- | 5 111 | Running |
| 29) | 119 | 81 | Kenny Wallace (31) | - 1 40 | -- | 6 114 | Running |
| 30) | 119 | 43 | Bobby Hamilton (37) | - 1 48 | -- | 6 119 | Running |
| 31) | 119 | 21 | Michael Waltrip (30) | - 1 55 | 1 | 5 111 | Running |
| 32) | 118 | 41 | Ricky Carven (39) | - 2 | -- | 6 119 | Running |
| 33) | 118 | 95 | Gary Bradberry (26) | - 2 48 | -- | 6 117 | Running |
| 34) | 116 | 29 | Greg Sacks (10) | - 4 73 | -- | 8 113 | Running |
| 35) | 82 | 22 | Ward Burton (32) | - 38 | -- | 4 82 | Engine |
| 36) | 74 | 71 | Dave Marcis (40) | - 46 72 | -- | 5 58 | Running |
| 37) | 38 | 4 | Sterling Marlin (11) | - 82 | 1 | 2 38 | Accident |
| 38) | 37 | 42 | Kyle Petty (13) | - 83 | 1 | 1 24 | Accident |
| 39) | 37 | 24 | Jeff Gordon (1) | - 83 31 | 3 | 2 29 | Running |
| 40) | 9 | 17 | Darrell Waltrip (33) | -111 | -- | 3 9 | Engine |

LAP LEADERS

CAUTION FLAGS

| | | | | |
|---------|----|-----------------|----------------|------------------|
| 1- 3 | 24 | Jeff Gordon | 1: 5- 7 3 | 0:06:48 |
| 4- 15 | 6 | Mark Martin | 2: 24- 27 4 | 0:09:09 |
| 17- 17 | 18 | Bobby Labonte | 3: 39- 47 9 | 0:20:36 |
| 18- 18 | 21 | Michael Waltrip | TOTAL LAPS: 16 | 0:36:33 |
| 19- 23 | 6 | Mark Martin | | |
| 24- 24 | 9 | Lake Speed | | |
| 25- 25 | 3 | Dale Earnhardt | | |
| 26- 27 | 25 | Ken Schrader | | |
| 28- 28 | 4 | Sterling Marlin | | |
| 29- 30 | 94 | Bill Elliott | | |
| 31- 31 | 42 | Kyle Petty | | |
| 32- 43 | 30 | Johnny Benson | | |
| 44- 44 | 16 | Ted Musgrave | | |
| 45- 72 | 30 | Johnny Benson | | |
| 73- 82 | 28 | Ernie Irvan | | |
| 83- 92 | 30 | Johnny Benson | | |
| 93- 93 | 28 | Ernie Irvan | | |
| 94-107 | 30 | Johnny Benson | | |
| 108-116 | 28 | Ernie Irvan | 117-120 | 30 Johnny Benson |

UNOFFICIAL Standings at the End of Lap: 130 (Green)

AVERAGE SPEED: 135.120 TIME OF RACE: 2:24:18.973

| POS) | Laps Car | | Driver | Lap/Time | Laps | PitStops | Running/ |
|------|----------|-----|---------------------------|----------|-------|----------|----------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out |
| 1) | 130 | 5 | Terry Labonte (9) | LEADER | 4 | 4 | 121 Running |
| 2) | 130 | 10 | Ricky Rudd (35) | 0.260 | 1 | 6 | 122 Running |
| 3) | 130 | 88 | Dale Jarrett (24) | 0.536 | -- | 5 | 126 Running |
| 4) | 130 | 28 | Ernie Irvan (15) | 1.103 | 25 | 5 | 126 Running |
| 5) | 130 | 6 | Mark Martin (2) | 1.738 | 17 | 5 | 126 Running |
| 6) | 130 | 75 | Morgan Shepherd (38) | 2.264 | -- | 5 | 126 Running |
| 7) | 130 | 33 | Robert Pressley (34) | 2.503 | -- | 6 | 126 Running |
| 8) | 130 | 2 | Rusty Wallace (17) | 2.776 | -- | 4 | 126 Running |
| 9) | 130 | 94 | Bill Elliott (7) | 3.224 | 2 | 5 | 126 Running |
| 10) | 130 | 1 | Rick Mast (8) | 3.735 | -- | 6 | 126 Running |
| 11) | 130 | 8 | Hut Stricklin (16) | 3.977 | -- | 5 | 126 Running |
| 12) | 130 | 99 | Jeff Burton (28) | 4.053 | -- | 5 | 126 Running |
| 13) | 130 | 30 | Johnny Benson (14) | 4.179 | 67 | 5 | 126 Running |
| 14) | 130 | 12 | Derrike Cope (36) | 4.346 | -- | 5 | 126 Running |
| 15) | 130 | 23 | Jimmy Spencer (20) | 4.361 | -- | 5 | 126 Running |
| 16) | 130 | 3 | Dale Earnhardt (12) | 4.503 | 1 | 6 | 126 Running |
| 17) | 130 | 9 | Lake Speed (3) | 5.806 | 1 | 5 | 126 Running |
| 18) | 130 | 25 | Ken Schrader (4) | 6.255 | 2 | 5 | 126 Running |
| 19) | 130 | 15 | Wally Dallenbach Jr. (18) | 6.380 | -- | 5 | 126 Running |
| 20) | 130 | 7 | Geoff Bodine (29) | 6.481 | -- | 6 | 128 Running |
| 21) | 130 | 16 | Ted Musgrave (21) | 6.588 | 1 | 6 | 127 Running |
| 22) | 130 | 11 | Brett Bodine (22) | 7.225 | -- | 5 | 126 Running |
| 23) | 130 | 37 | John Andretti (27) | 7.545 | -- | 4 | 126 Running |
| 24) | 129 | 18 | Bobby Labonte (23) | - 1 | 1 1 | 4 | 120 Running |
| 25) | 129 | 90 | Dick Trickle (25) | - 1 | 1 -- | 6 | 126 Running |
| 26) | 129 | 81 | Kenny Wallace (31) | - 1 | 3 -- | 7 | 126 Running |
| 27) | 129 | 98 | Jeremy Mayfield (19) | - 1 | 4 -- | 6 | 126 Running |
| 28) | 129 | 77 | Bobby Hillin (5) | - 1 | 4 -- | 6 | 126 Running |
| 29) | 129 | 87 | Joe Nemechek (6) | - 1 | 4 -- | 6 | 126 Running |
| 30) | 129 | 21 | Michael Waltrip (30) | - 1 | 5 1 | 6 | 126 Running |
| 31) | 128 | 95 | Gary Bradberry (26) | - 2 | 6 -- | 7 | 125 Running |
| 32) | 128 | 43 | Bobby Hamilton (37) | - 2 | 9 -- | 8 | 126 Running |
| 33) | 125 | 29 | Greg Sacks (10) | - 5 | 11 -- | 9 | 122 Running |
| 34) | 119 | 41 | Ricky Carven (39) | - 11 | -- | 6 | 119 Running |
| 35) | 84 | 71 | Dave Marcis (40) | - 46 | 10 -- | 6 | 81 Running |
| 36) | 82 | 22 | Ward Burton (32) | - 48 | -- | 4 | 82 Engine |
| 37) | 40 | 24 | Jeff Gordon (1) | - 90 | 3 | 3 | 40 Out of Race |
| 38) | 38 | 4 | Sterling Marlin (11) | - 92 | 1 | 2 | 38 Accident |
| 39) | 37 | 42 | Kyle Petty (13) | - 93 | 1 | 1 | 24 Accident |
| 40) | 9 | 17 | Darrell Waltrip (33) | -121 | -- | 3 | 9 Engine |

LAP LEADERS

CAUTION FLAGS

| | | | | | | | | |
|---------|----|-----------------|-------------|------|-----|---------------|---------|---------|
| 1- 3 | 24 | Jeff Gordon | 1: | 5- | 7 | 3 | 0:06:48 | |
| 4- 15 | 6 | Mark Martin | 2: | 24- | 27 | 4 | 0:09:09 | |
| 17- 17 | 18 | Bobby Labonte | 3: | 39- | 47 | 9 | 0:20:36 | |
| 18- 18 | 21 | Michael Waltrip | 4: | 125- | 128 | 4 | 0:09:47 | |
| 19- 23 | 6 | Mark Martin | TOTAL LAPS: | | | | 20 | 0:46:20 |
| 24- 24 | 9 | Lake Speed | | | | | | |
| 25- 25 | 3 | Dale Earnhardt | | | | | | |
| 26- 27 | 25 | Ken Schrader | | | | | | |
| 28- 28 | 4 | Sterling Marlin | | | | | | |
| 29- 30 | 94 | Bill Elliott | | | | | | |
| 31- 31 | 42 | Kyle Petty | | | | | | |
| 32- 43 | 30 | Johnny Benson | | | | | | |
| 44- 44 | 16 | Ted Musgrave | | | | | | |
| 45- 72 | 30 | Johnny Benson | | | | | | |
| 73- 82 | 28 | Ernie Irvan | | | | | | |
| 83- 92 | 30 | Johnny Benson | 117- | 120 | 30 | Johnny Benson | | |
| 93- 93 | 28 | Ernie Irvan | 121- | 121 | 10 | Ricky Rudd | | |
| 94-107 | 30 | Johnny Benson | 122- | 126 | 28 | Ernie Irvan | | |
| 108-116 | 28 | Ernie Irvan | 127- | 130 | 5 | Terry Labonte | | |

UNOFFICIAL Standings at the End of Lap: 140 (Green)

AVERAGE SPEED: 137.118 TIME OF RACE: 2:33:09.179

| POS) | Laps | Car | Driver | Lap/Time | Laps | PitStops | Running/ |
|------|------|-----|---------------------------|----------|------|----------|----------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out |
| 1) | 140 | 28 | Ernie Irvan (15) | LEADER | 27 | 5 | 126 Running |
| 2) | 140 | 88 | Dale Jarrett (24) | 0.336 | 4 | 5 | 126 Running |
| 3) | 140 | 5 | Terry Labonte (9) | 0.703 | 8 | 4 | 121 Running |
| 4) | 140 | 6 | Mark Martin (2) | 0.936 | 17 | 5 | 126 Running |
| 5) | 140 | 75 | Morgan Shepherd (38) | 2.334 | -- | 5 | 126 Running |
| 6) | 140 | 10 | Ricky Rudd (35) | 3.025 | 1 | 6 | 122 Running |
| 7) | 140 | 2 | Rusty Wallace (17) | 3.926 | -- | 4 | 126 Running |
| 8) | 140 | 33 | Robert Pressley (34) | 7.556 | -- | 6 | 126 Running |
| 9) | 140 | 30 | Johnny Benson (14) | 7.958 | 67 | 5 | 126 Running |
| 10) | 140 | 1 | Rick Mast (8) | 8.322 | -- | 6 | 126 Running |
| 11) | 140 | 94 | Bill Elliott (7) | 8.595 | 2 | 5 | 126 Running |
| 12) | 140 | 99 | Jeff Burton (28) | 8.861 | -- | 5 | 126 Running |
| 13) | 140 | 23 | Jimmy Spencer (20) | 9.636 | -- | 5 | 126 Running |
| 14) | 140 | 12 | Derrike Cope (36) | 10.080 | -- | 5 | 126 Running |
| 15) | 140 | 3 | Dale Earnhardt (12) | 10.809 | 1 | 6 | 126 Running |
| 16) | 140 | 9 | Lake Speed (3) | 10.986 | 1 | 5 | 126 Running |
| 17) | 140 | 8 | Hut Stricklin (16) | 11.537 | -- | 5 | 126 Running |
| 18) | 140 | 25 | Ken Schrader (4) | 12.036 | 2 | 5 | 126 Running |
| 19) | 140 | 15 | Wally Dallenbach Jr. (18) | 12.700 | -- | 5 | 126 Running |
| 20) | 140 | 37 | John Andretti (27) | 14.588 | -- | 4 | 126 Running |
| 21) | 140 | 7 | Geoff Bodine (29) | 14.913 | -- | 6 | 128 Running |
| 22) | 140 | 16 | Ted Musgrave (21) | 16.135 | 1 | 6 | 127 Running |
| 23) | 140 | 11 | Brett Bodine (22) | 19.825 | -- | 5 | 126 Running |
| 24) | 139 | 18 | Bobby Labonte (23) | - 1 | 4 | 1 | 4 120 Running |
| 25) | 139 | 90 | Dick Trickle (25) | - 1 | 5 | -- | 6 126 Running |
| 26) | 139 | 77 | Bobby Hillin (5) | - 1 | 9 | -- | 6 126 Running |
| 27) | 139 | 81 | Kenny Wallace (31) | - 1 | 11 | -- | 7 126 Running |
| 28) | 139 | 98 | Jeremy Mayfield (19) | - 1 | 12 | -- | 6 126 Running |
| 29) | 139 | 87 | Joe Nemechek (6) | - 1 | 14 | -- | 6 126 Running |
| 30) | 139 | 21 | Michael Waltrip (30) | - 1 | 20 | 1 | 6 126 Running |
| 31) | 138 | 95 | Gary Bradberry (26) | - 2 | 21 | -- | 7 125 Running |
| 32) | 137 | 43 | Bobby Hamilton (37) | - 3 | -- | 8 | 126 Running |
| 33) | 134 | 29 | Greg Sacks (10) | - 6 | -- | 9 | 122 Running |
| 34) | 129 | 41 | Ricky Carven (39) | - 11 | 53 | -- | 6 119 Running |
| 35) | 92 | 71 | Dave Marcis (40) | - 48 | -- | 7 | 87 Running |
| 36) | 82 | 22 | Ward Burton (32) | - 58 | -- | 4 | 82 Engine |
| 37) | 40 | 24 | Jeff Gordon (1) | -100 | 3 | 3 | 40 Out of Race |
| 38) | 38 | 4 | Sterling Marlin (11) | -102 | 1 | 2 | 38 Accident |
| 39) | 37 | 42 | Kyle Petty (13) | -103 | 1 | 1 | 24 Accident |
| 40) | 9 | 17 | Darrell Waltrip (33) | -131 | -- | 3 | 9 Engine |

LAP LEADERS

CAUTION FLAGS

| | | | | | | | | |
|---------|----|-----------------|-------------|------|-----|---------------|---------|---------|
| 1- 3 | 24 | Jeff Gordon | 1: | 5- | 7 | 3 | 0:06:48 | |
| 4- 15 | 6 | Mark Martin | 2: | 24- | 27 | 4 | 0:09:09 | |
| 17- 17 | 18 | Bobby Labonte | 3: | 39- | 47 | 9 | 0:20:36 | |
| 18- 18 | 21 | Michael Waltrip | 4: | 126- | 129 | 4 | 0:09:47 | |
| 19- 23 | 6 | Mark Martin | TOTAL LAPS: | | | | 20 | 0:46:20 |
| 24- 24 | 9 | Lake Speed | | | | | | |
| 25- 25 | 3 | Dale Earnhardt | | | | | | |
| 26- 27 | 25 | Ken Schrader | | | | | | |
| 28- 28 | 4 | Sterling Marlin | | | | | | |
| 29- 30 | 94 | Bill Elliott | | | | | | |
| 31- 31 | 42 | Kyle Petty | | | | | | |
| 32- 43 | 30 | Johnny Benson | | | | | | |
| 44- 44 | 16 | Ted Musgrave | | | | | | |
| 45- 72 | 30 | Johnny Benson | 117-120 | | 30 | Johnny Benson | | |
| 73- 82 | 28 | Ernie Irvan | 121-121 | | 10 | Ricky Rudd | | |
| 83- 92 | 30 | Johnny Benson | 122-126 | | 28 | Ernie Irvan | | |
| 93- 93 | 28 | Ernie Irvan | 127-134 | | 5 | Terry Labonte | | |
| 94-107 | 30 | Johnny Benson | 135-138 | | 88 | Dale Jarrett | | |
| 108-116 | 28 | Ernie Irvan | 139-140 | | 28 | Ernie Irvan | | |

UNOFFICIAL Standings at the End of Lap: 150 (Green)

AVERAGE SPEED: 138.877 TIME OF RACE: 2:42:00.800

| POS) | Laps Car | | Driver | Lap/Time | Laps | PitStops | Running/ |
|------|----------|-----|---------------------------|----------|------|----------|----------------|
| | Comp | Num | | Behind | Lead | Tot @Lap | Reason Out |
| 1) | 150 | 28 | Ernie Irvan (15) | LEADER | 37 | 5 | 126 Running |
| 2) | 150 | 88 | Dale Jarrett (24) | 0.106 | 4 | 5 | 126 Running |
| 3) | 150 | 5 | Terry Labonte (9) | 1.343 | 8 | 4 | 121 Running |
| 4) | 150 | 6 | Mark Martin (2) | 2.179 | 17 | 5 | 126 Running |
| 5) | 150 | 75 | Morgan Shepherd (38) | 2.271 | -- | 5 | 126 Running |
| 6) | 150 | 10 | Ricky Rudd (35) | 4.668 | 1 | 6 | 122 Running |
| 7) | 150 | 2 | Rusty Wallace (17) | 5.086 | -- | 4 | 126 Running |
| 8) | 150 | 30 | Johnny Benson (14) | 9.965 | 67 | 5 | 126 Running |
| 9) | 150 | 1 | Rick Mast (8) | 10.230 | -- | 6 | 126 Running |
| 10) | 150 | 94 | Bill Elliott (7) | 11.178 | 2 | 5 | 126 Running |
| 11) | 150 | 99 | Jeff Burton (28) | 11.406 | -- | 5 | 126 Running |
| 12) | 150 | 23 | Jimmy Spencer (20) | 13.999 | -- | 5 | 126 Running |
| 13) | 150 | 9 | Lake Speed (3) | 15.894 | 1 | 5 | 126 Running |
| 14) | 150 | 12 | Derrike Cope (36) | 16.009 | -- | 5 | 126 Running |
| 15) | 150 | 33 | Robert Pressley (34) | 17.353 | -- | 6 | 126 Running |
| 16) | 150 | 3 | Dale Earnhardt (12) | 17.797 | 1 | 6 | 126 Running |
| 17) | 150 | 25 | Ken Schrader (4) | 17.963 | 2 | 5 | 126 Running |
| 18) | 150 | 8 | Hut Stricklin (16) | 18.421 | -- | 5 | 126 Running |
| 19) | 150 | 15 | Wally Dallenbach Jr. (18) | 18.965 | -- | 5 | 126 Running |
| 20) | 150 | 37 | John Andretti (27) | 20.712 | -- | 4 | 126 Running |
| 21) | 150 | 7 | Geoff Bodine (29) | 21.206 | -- | 6 | 128 Running |
| 22) | 150 | 16 | Ted Musgrave (21) | 22.148 | 1 | 6 | 127 Running |
| 23) | 150 | 11 | Brett Bodine (22) | 39.516 | -- | 5 | 126 Running |
| 24) | 149 | 90 | Dick Trickle (25) | - 1 9 | -- | 6 | 126 Running |
| 25) | 149 | 18 | Bobby Labonte (23) | - 1 14 | 1 | 4 | 120 Running |
| 26) | 149 | 77 | Bobby Hillin (5) | - 1 17 | -- | 6 | 126 Running |
| 27) | 149 | 98 | Jeremy Mayfield (19) | - 1 19 | -- | 6 | 126 Running |
| 28) | 149 | 81 | Kenny Wallace (31) | - 1 21 | -- | 7 | 126 Running |
| 29) | 149 | 87 | Joe Nemechek (6) | - 1 22 | -- | 6 | 126 Running |
| 30) | 149 | 21 | Michael Waltrip (30) | - 1 34 | 1 | 6 | 126 Running |
| 31) | 148 | 95 | Gary Bradberry (26) | - 2 34 | -- | 7 | 125 Running |
| 32) | 147 | 43 | Bobby Hamilton (37) | - 3 | -- | 9 | 148 Running |
| 33) | 145 | 29 | Greg Sacks (10) | - 5 47 | -- | 9 | 122 Running |
| 34) | 138 | 41 | Ricky Carven (39) | - 12 8 | -- | 6 | 119 Running |
| 35) | 103 | 71 | Dave Marcis (40) | - 47 42 | -- | 7 | 87 Running |
| 36) | 82 | 22 | Ward Burton (32) | - 68 | -- | 4 | 82 Engine |
| 37) | 40 | 24 | Jeff Gordon (1) | -110 | 3 | 3 | 40 Out of Race |
| 38) | 38 | 4 | Sterling Marlin (11) | -112 | 1 | 2 | 38 Accident |
| 39) | 37 | 42 | Kyle Petty (13) | -113 | 1 | 1 | 24 Accident |
| 40) | 9 | 17 | Darrell Waltrip (33) | -141 | -- | 3 | 9 Engine |

LAP LEADERS

CAUTION FLAGS

| | | | | | | |
|---------|----|-----------------|----------------|---------|---------------|---------|
| 1- 3 | 24 | Jeff Gordon | 1: | 5- 7 | 3 | 0:06:48 |
| 4- 15 | 6 | Mark Martin | 2: | 24- 27 | 4 | 0:09:09 |
| 17- 17 | 18 | Bobby Labonte | 3: | 39- 47 | 9 | 0:20:36 |
| 18- 18 | 21 | Michael Waltrip | 4: | 126-129 | 4 | 0:09:47 |
| 19- 23 | 6 | Mark Martin | TOTAL LAPS: 20 | | 0:46:20 | |
| 24- 24 | 9 | Lake Speed | | | | |
| 25- 25 | 3 | Dale Earnhardt | | | | |
| 26- 27 | 25 | Ken Schrader | | | | |
| 28- 28 | 4 | Sterling Marlin | | | | |
| 29- 30 | 94 | Bill Elliott | | | | |
| 31- 31 | 42 | Kyle Petty | | | | |
| 32- 43 | 30 | Johnny Benson | | | | |
| 44- 44 | 16 | Ted Musgrave | | | | |
| 45- 72 | 30 | Johnny Benson | 117-120 | 30 | Johnny Benson | |
| 73- 82 | 28 | Ernie Irvan | 121-121 | 10 | Ricky Rudd | |
| 83- 92 | 30 | Johnny Benson | 122-126 | 28 | Ernie Irvan | |
| 93- 93 | 28 | Ernie Irvan | 127-134 | 5 | Terry Labonte | |
| 94-107 | 30 | Johnny Benson | 135-138 | 88 | Dale Jarrett | |
| 108-116 | 28 | Ernie Irvan | 139-150 | 28 | Ernie Irvan | |

UNOFFICIAL Standings at the End of Lap: 160 (Yellow)

AVERAGE SPEED: 139.528 TIME OF RACE: 2:52:00.476

| POS) | Laps Comp | Car Num | Driver | Lap/Time Behind | Laps Lead | PitStops Tot | @Lap | Running/Reason | Out |
|------|-----------|---------|---------------------------|-----------------|-----------|--------------|------|----------------|---------|
| 1) | 160 | 88 | Dale Jarrett (24) | LEADER | 11 | 5 | 126 | Running | |
| 2) | 160 | 28 | Ernie Irvan (15) | 0.936 | 40 | 5 | 126 | Running | |
| 3) | 160 | 5 | Terry Labonte (9) | 1.388 | 8 | 4 | 121 | Running | |
| 4) | 160 | 6 | Mark Martin (2) | 1.804 | 18 | 5 | 126 | Running | |
| 5) | 160 | 75 | Morgan Shepherd (38) | 2.781 | -- | 5 | 126 | Running | |
| 6) | 160 | 10 | Ricky Rudd (35) | 4.256 | 1 | 6 | 122 | Running | |
| 7) | 160 | 2 | Rusty Wallace (17) | 5.265 | -- | 4 | 126 | Running | |
| 8) | 160 | 23 | Jimmy Spencer (20) | 6.900 | -- | 5 | 126 | Running | |
| 9) | 160 | 30 | Johnny Benson (14) | 6.981 | 68 | 5 | 126 | Running | |
| 10) | 160 | 1 | Rick Mast (8) | 7.281 | -- | 6 | 126 | Running | |
| 11) | 160 | 94 | Bill Elliott (7) | 7.691 | 2 | 5 | 126 | Running | |
| 12) | 160 | 99 | Jeff Burton (28) | 8.246 | -- | 5 | 126 | Running | |
| 13) | 160 | 9 | Lake Speed (3) | 8.686 | 1 | 5 | 126 | Running | |
| 14) | 160 | 12 | Derricke Cope (36) | 9.600 | -- | 5 | 126 | Running | |
| 15) | 160 | 3 | Dale Earnhardt (12) | 11.071 | 1 | 6 | 126 | Running | |
| 16) | 160 | 25 | Ken Schrader (4) | 11.609 | 2 | 5 | 126 | Running | |
| 17) | 160 | 15 | Wally Dallenbach Jr. (18) | 11.798 | -- | 5 | 126 | Running | |
| 18) | 160 | 37 | John Andretti (27) | 12.600 | -- | 4 | 126 | Running | |
| 19) | 160 | 8 | Hut Stricklin (16) | 12.997 | -- | 5 | 126 | Running | |
| 20) | 160 | 7 | Geoff Bodine (29) | 14.708 | -- | 6 | 128 | Running | |
| 21) | 160 | 16 | Ted Musgrave (21) | 15.960 | -- | 6 | 127 | Running | |
| 22) | 159 | 11 | Brett Bodine (22) | - 1 | 4 | -- | 5 | 126 | Running |
| 23) | 159 | 90 | Dick Trickle (25) | - 1 | 9 | -- | 6 | 126 | Running |
| 24) | 159 | 18 | Bobby Labonte (23) | - 1 | 10 | 1 | 4 | 120 | Running |
| 25) | 159 | 98 | Jeremy Mayfield (19) | - 1 | 13 | -- | 6 | 126 | Running |
| 26) | 159 | 77 | Bobby Hillin (5) | - 1 | 16 | -- | 6 | 126 | Running |
| 27) | 159 | 87 | Joe Nemechek (6) | - 1 | 17 | -- | 6 | 126 | Running |
| 28) | 159 | 21 | Michael Waltrip (30) | - 1 | 21 | 1 | 6 | 126 | Running |
| 29) | 158 | 95 | Gary Bradberry (26) | - 2 | 19 | -- | 7 | 125 | Running |
| 30) | 157 | 33 | Robert Pressley (34) | - 3 | -- | 6 | 126 | Running | |
| 31) | 156 | 43 | Bobby Hamilton (37) | - 4 | 18 | -- | 9 | 148 | Running |
| 32) | 154 | 29 | Greg Sacks (10) | - 6 | 9 | -- | 9 | 122 | Running |
| 33) | 151 | 81 | Kenny Wallace (31) | - 9 | -- | 7 | 126 | Running | |
| 34) | 142 | 41 | Ricky Carven (39) | - 18 | -- | 7 | 142 | Pinion | |
| 35) | 112 | 71 | Dave Marcis (40) | - 48 | 8 | -- | 7 | 87 | Running |
| 36) | 82 | 22 | Ward Burton (32) | - 78 | -- | 4 | 82 | Engine | |
| 37) | 40 | 24 | Jeff Gordon (1) | -120 | 3 | 3 | 40 | Tire | |
| 38) | 37 | 42 | Kyle Petty (13) | -123 | 1 | 1 | 24 | Accident | |
| 39) | 37 | 4 | Sterling Marlin (11) | -123 | 1 | 2 | 38 | Accident | |
| 40) | 9 | 17 | Darrell Waltrip (33) | -151 | -- | 3 | 9 | Engine | |

LAP LEADERS

| | | | |
|------|-----|----|-----------------|
| 1- | 3 | 24 | Jeff Gordon |
| 4- | 16 | 6 | Mark Martin |
| 17- | 17 | 18 | Bobby Labonte |
| 18- | 18 | 21 | Michael Waltrip |
| 19- | 23 | 6 | Mark Martin |
| 24- | 24 | 9 | Lake Speed |
| 25- | 25 | 3 | Dale Earnhardt |
| 26- | 27 | 25 | Ken Schrader |
| 28- | 28 | 4 | Sterling Marlin |
| 29- | 30 | 94 | Bill Elliott |
| 31- | 31 | 42 | Kyle Petty |
| 32- | 72 | 30 | Johnny Benson |
| 73- | 82 | 28 | Ernie Irvan |
| 83- | 92 | 30 | Johnny Benson |
| 93- | 93 | 28 | Ernie Irvan |
| 94- | 107 | 30 | Johnny Benson |
| 108- | 116 | 28 | Ernie Irvan |
| 117- | 120 | 30 | Johnny Benson |
| 121- | 121 | 10 | Ricky Rudd |

CAUTION FLAGS

| | | | | |
|--------------------|------|-----|---|-------------------|
| 1: | 5- | 7 | 3 | 0:06:48 |
| 2: | 24- | 27 | 4 | 0:09:09 |
| 3: | 39- | 47 | 9 | 0:20:36 |
| 4: | 126- | 129 | 4 | 0:09:47 |
| 5: | 160- | 160 | 1 | 0:02:21 |
| TOTAL LAPS: | | | | 21 0:48:41 |

| | | | |
|------|-----|----|---------------|
| 122- | 126 | 28 | Ernie Irvan |
| 127- | 134 | 5 | Terry Labonte |
| 135- | 138 | 88 | Dale Jarrett |
| 139- | 153 | 28 | Ernie Irvan |
| 154- | 160 | 88 | Dale Jarrett |