



1997 SCHEDULE OF EVENTS

Wednesday, July 30

Opening Winston Cup Practice Session
Practice 1 - 5 p.m.
Public Gates Open 9 a.m. \$5 Admission
IMS Hall of Fame Museum Open 9 a.m. - 6 p.m. \$2
*Credential Gates Open 5 a.m.

Thursday, July 31

Busch Pole Qualifying and Practice
Practice 9:30 - 11:30 a.m. \$10 Admission
Busch Pole Qualifying 1:30 p.m. (Positions 1-25, 1 lap)
Public Gates Open 7 a.m. \$10 Admission
IMS Hall of Fame Museum Open 7 a.m. - 6 p.m. \$2
*Credential Gates Open 5 a.m.

Friday, August 1

Practice & 2nd Round Qualifying
Practice 10 - 11:30 a.m. \$10 Admission
Qualifying 1:30 p.m. (Positions 26-38, 1 lap)
Final Practice after qualifying for 1 hour
Public Gates Open 7 a.m.
IMS Hall of Fame Museum Open 7 a.m. - 6 p.m. \$2
*Credential Gates Open 5 a.m.

Saturday, August 2

The Fourth Running of the Brickyard 400

12:15 p.m. (400 miles, 160 laps on 2 ½ mile oval)

Public Gates Open 6 a.m.

Reserved Seating Sold Out - No General Admission Race Day

TV: ABC Sports Live (noon CDT)

RADIO: IMS Radio Network Live

IMS Hall of Fame Museum Open 6 a.m. - 6 p.m. \$2

*Credential Gates Open Midnight

Schedule Subject to Change

All Times Local (same as Central Daylight)

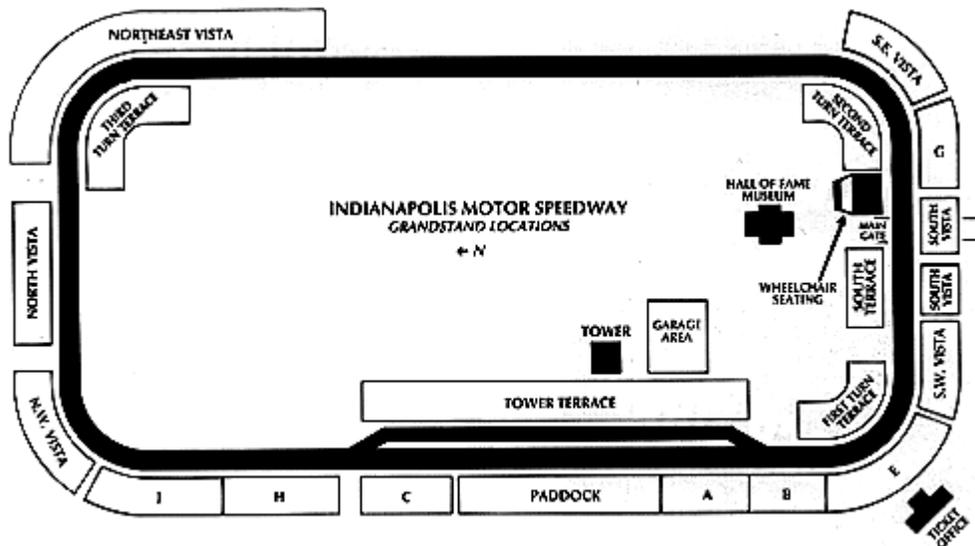


TICKET INFORMATION

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. Reserved seats for the 1997 Brickyard 400 are sold out. Tickets for practice and qualifying are available at the gate, or in advance from the above address.



Pennzoil Pontiac Race Preview:

Johnny Benson Heads for the Brickyard

21 July 1997

Johnny Benson on Indianapolis

Pennzoil Pontiac driver Johnny Benson returns to the Indianapolis Motor Speedway for the fourth annual Brickyard 400 on Saturday Aug. 2. The 2.5-mile oval is the scene of Benson's most impressive performance of his first season with Bahari' Racing. The 1996 Rookie of the Year started 14th and climbed through the field before finishing eighth. Benson led 72 laps -- the most of any driver in race history. He posted the second quickest lap time during the July 7-10 test session at IMS.

Impressions of the Indianapolis Motor Speedway

"All during the week last year I kept hearing about this place. When we tested there were just a lot of empty grandstands. Then when we practiced and qualified there were more people, but I still kind of felt this was just another race track. Then on race morning when we took the convertible ride around the track I was amazed. I couldn't believe all the people who filled the grandstands all the way around the track. At the start of the race I swear you could almost hear them cheering. Until that moment I had never even watched a race here in person, so it was something I won't forget."

Last Year's Race

"Our car was fast. We were good on the corners and still fast on the long straight-a-ways. We were also surprised how we could draft with cars a lot better than they could draft with us. I could go wherever I wanted lap after lap and the Pennzoil car was pretty predictable. That is really all you ever hope for in a car. Fast and predictable."

Should You Have Won?

"Should've, would've, could've. We had an opportunity."

You Ran Among the Leaders Until the Final Pitstop

"If we could have gotten away with a two-tire pit stop there at the end we would have been OK. But there was a heavy vibration so we had to change four tires. The stop wasn't our best and then I stalled the engine for just a half second. Plus, we were tight when we resumed racing, but we came from mid-pack to eighth before we ran out of time."

Qualifying

"I would like to qualify in the top ten this time when we go back, but I would take 14th again if the Pennzoil Pontiac runs just as good as last year."

Passing

"This place is definitely hard to pass on. We showed we can pass last year, but it would be nice to not have to pass as many cars. It's a comfort thing."

Learning Indy

"When we tested at Indy last year and we weren't that good. We brought a different car to the race and ran good. Last month we were pretty good. So, hopefully we are starting to figure it out, but you aren't going to learn Indy in one day. It takes time."

Speeds At Indy

"For a stock car, we are getting down the front and back stretches there pretty fast. It's those corners that are the toughest. We don't have the downforce of an Indy car. Roberto Guerrero told me the other day that he doesn't have to lift the accelerator in an Indy car around here. Heck, we have to hit the brake before we go through the corner. It's harder to drive the track without the downforce. One little slip in a corner can kill your time here. You need the whole combination of handling and horsepower at Indy."

Tires

"Goodyear made a great tire for here last year. This year's tire seems a little bit quicker, and the cars handle a little bit better. But the track is going to be different on race week because of the temperature and rubber so we will just have to see. The purpose of our test was to get a good baseline so we can adjust race week without too many problems."

Rule Changes Since Last Year

"They changed the airboxes that controls the air to the carburetor. They also narrowed the front of the cars compared to last year. We can't flare the fenders as much. That will make us quicker on the straight-aways, but it also makes the car harder to turn. We will have the same Pennzoil Pontiac we raced at Indy last year. We have had to change the car a little bit because of the new rule changes, but we think we have it back to where it was last year."

Possible Rumble Strips

"We went to see the differences in the rule changes. They don't want us in the grass so they added 18 inches of asphalt down on the bottom. And, they are in the process of adding rumble strips. I heard they were going to be an inch-and-a-half tall. If they do that it will definitely keep you off the grass. They showed us where they were going to put them. We tried to practice like they were there. I wish they wouldn't use the rumble strips. We will deal with whatever they do. These cars are so sensitive to air that we need that extra room near the grass to get air on the fenders and create enough downforce so we can pass another car."

Is Indy a Pontiac Track?

"This Pennzoil Pontiac we are going to race at Indy is a short track car that we found runs good at all the flatter tracks as most Pontiacs seem to do. We don't understand that. It's not winning, but it sure seems to run better on the flat tracks."

Benson's Career at Indianapolis

1996

	S	F	LC	TL	Status	Money
Brickyard 400 (Indianapolis)	14	8	160	160	Running	\$166,485

For More Information

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BROADCAST SCHEDULE SET FOR BRICKYARD 400 TV AND RADIO

For Immediate Release Countdown to the Brickyard

INDIANAPOLIS, July 21, 1997 -- Programming for the Brickyard 400, which is also NASCAR's richest and largest purse in Winston Cup racing, has been set for race week, and will be highlighted by the live broadcast of the race on the ABC Network and the Indianapolis Motor Speedway Radio Network. ABC Sports will feature Bob Jenkins and 1973 NASCAR Winston Cup champion Benny Parsons in the Booth for the 1 p.m. (EDT, 12 Noon local time) start of the fourth running of the Brickyard 400 on Saturday, August 2.

The veteran ABC broadcast duo of Jenkins and Parsons will be joined by reporters Jack Arute, Bill Weber, and Dr. Jerry Punch to round out the on-air lineup.

Mike Joy and Ned Jarrett, the two-time champion of NASCAR's top division, and father of 1996 Brickyard 400 winner Dale Jarrett will return to call the race for the IMS Radio Network at 12:00 p.m. (EDT, 11 a.m. local time).

Live practice coverage will be aired by ESPN2 in addition to live qualification coverage on ESPN and a live Brickyard 400 merchandise special Thursday night on cable channel QVC. ESPN will air "The Road to the Brickyard" specials on Sunday, June 29, Saturday, July 12 and Saturday July 26.

In addition, ESPN will air a one-hour Brickyard 400 special program immediately preceding the race and a two-hour race recap on Sunday following the Brickyard 400. RPM2Night, the ESPN daily racing program, will broadcast live from the Brickyard's Garage area from Wednesday, July 30 through Saturday, August 2.

The IMS Radio Network has again scheduled its call-in program, "Brickyard Live" for Wednesday and Thursday evenings from the Brickyard Crossing Golf Resort. 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 500 stations nationwide and by LeSea Broadcasting and the Armed Forces Radio Network around the world.

The Brickyard 400 is presented by Chevrolet, Miller Lite, Monsoon and Pennzoil. All reserved seats for the 1997 race are sold out, and general admission tickets are not available on race day. General admission tickets are available on practice (\$5 per person over 5 years of age) and qualifying days (\$10 per person over 5 years). A \$25 three-day (Wednesday-Friday) practice and qualifying pass allows daily in-and-out privileges and is available through the IMS ticket office. 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.

..BY97-02..

DEFENDING CHAMP JARRETT READY TO RUMBLE AGAIN AT BRICKYARD

For Immediate Release Countdown to the Brickyard

INDIANAPOLIS, July 22, 1997 -- Dale Jarrett's goal is simple for the fourth Brickyard 400 on Aug. 2 at the Indianapolis Motor Speedway. He wants to become the first driver to win back-to-back NASCAR Winston Cup races at the historic 2.5-mile oval.

"I'll cherish last year's win the rest of my life," Jarrett said. "It's very gratifying and something I'll always remember. Obviously, there's great history and great tradition at Indy, but it's also an incredible amount of money. It's the most money of any race that we run, and that is great motivation. We'd really like to win it again."

Jarrett won \$564,035 in the 1996 Brickyard 400, and that was his largest purse ever. It provided a healthy portion of his season winnings of more than \$2.9 million in a year when he also took checkered flags in the Daytona 500 and Coca-Cola 600 at Charlotte.

The 40-year-old driver of the No. 88 Quality Care Ford Thunderbird owned by Robert Yates had a shot at the Winston Million last season -- a bonus paid for winning three of the circuit's Big Four races in a single season -- but he came up short in the Mountain Dew Southern 500 at Darlington later in the season.

"We won four races last season, and they all were big to me," Jarrett said. "To win at Daytona, Charlotte and Indy in the same year was just incredible. Just knowing where I came from to get to that point meant so much to me."

Jarrett led twice for 11 of 160 laps in the 1996 Brickyard 400, and he ended up battling his teammate Ernie Irvan for the victory. Irvan led four times for 39 laps, but Jarrett passed Irvan on lap 154 and held on to win under caution after Ken Schrader's spin on the last lap brought out the yellow flag.

"I was just looking for that one opportunity (to pass)," Jarrett said. "I didn't care if it was with 15 to go, 10 to go, it was just whenever it came about. When it happened, it was like Ernie got into turn one a little bit hard. He got up and his car wouldn't turn, so I found a groove right down on the bottom and started making my car turn. When I got out front and got the clean air, my car was a lot better and didn't push nearly as much."

Jarrett finished third in the 1996 NASCAR Winston Cup standings, 89 points behind champion Terry Labonte. After 17 of 32 races in '97, Jarrett held fourth place and trailed leader Labonte by 165 points.

With back-to-back victories at Atlanta and Darlington early in the season, Jarrett sat atop the standings for six races. Through the first half of the season, Jarrett had led the most laps in five of 16 races and led more laps and miles than any other driver on the circuit. He scored 11 top 10 finishes in his first 16 starts and had nine top fives.

"We're still chasing the championship, but those three guys ahead of us (Labonte, Jeff Gordon and Mark Martin) are going to be tough," Jarrett said. "Another win at the Brickyard would be great motivation and head us in the right direction-- not to mention that big check you get for winning."

First-round qualifying for the Brickyard 400 begins at 1:30 p.m. local time on Thursday, July 31. The race begins at 12:15 p.m. (EST) local time on Saturday, August 2 and will be broadcast live by ABC. The Indianapolis Motor Speedway Radio Network's live race coverage will begin at 12 p.m. (EST).

..BY97-03..

IRVAN HOPES LADY LUCK RIDING SHOTGUN AT THE BRICKYARD

For Immediate Release Countdown to the Brickyard

INDIANAPOLIS, July 23, 1997 -- In his two previous Brickyard 400's, Ernie Irvan hasn't been able to buy a break, so the 38-year-old California native figures it's time for Lady Luck to ride shotgun in his No. 28 Texaco/Havoline Ford Thunderbird on Aug. 2 at the Indianapolis Motor Speedway.

Irvan led four times for 39 laps in last year's Brickyard 400. He held the advantage from laps 139 - 153 until his Robert Yates teammate Dale Jarrett passed him with seven laps remaining and held on for the victory in the 160-lap race at the historic 2.5-mile oval.

The runner-up finish was worth \$267,285 for Irvan, and that remains the largest single-race purse of his career. But, like everyone who races at the Brickyard, Irvan wanted to win.

"It was heartbreaking," Irvan said. "It was more heartbreaking than getting that flat tire in 1994."

Irvan led laps 156 - 160 in the inaugural Brickyard 400 in 1994 until a flat tire forced him to the pits after a door-to-door battle with eventual winner Jeff Gordon. Irvan finished 17th, one lap off the pace, in 1994.

Injuries sustained in an accident during practice at Michigan International Speedway in 1995 prevented Irvan from competing in the second annual Brickyard 400, but he came back loaded for bear last season.

"I was happy just to go back and race again," Irvan said. "It was a great battle with Dale Jarrett last year, just like it was a great battle with Jeff Gordon in '94. Maybe we can get a break this year and win it. We just fell a little bit short last year. We really wanted to go to victory lane, but you can't win 'em all. The Brickyard 400 sure would be a nice one to win."

Irvan won earlier this season at Michigan. He held 16th place in the series standings through the first 16 races with six top 10s and five DNFs. He's managed to finish both of his starts at the Brickyard, but he has yet to find the way to victory lane.

"It was my race to win and my race to lose both times, and I ended up losing both of them," Irvan said. "We'll win some like that, and we'll lose some like that. I don't really care how we win 'em as long as we win. Everybody puts a lot of emphasis on winning the Brickyard 400. It's one of our biggest races of the season, and if we can get just a little bit of luck on our side, I think we'll have a real good shot at it this year."

..BY97-04..

GORDON GUNNING FOR THIRD STRAIGHT BRICKYARD POLE

For Immediate Release Countdown to the Brickyard

INDIANAPOLIS, July 24, 1997 -- Jeff Gordon will attempt to win his third straight pole position for the Brickyard 400 NASCAR Winston Cup race when first-round time trials begin on July 31.

Gordon, who grew up in nearby Pittsboro, Ind., will once again try to thrill fans when qualifying gets under way in preparation for the richest purse in Winston Cup racing on Aug. 2. Gordon broke his 1995 qualifying record last year with a lap of 176.419 mph. That shattered his old record by more than 1.1 seconds.

The 25-year old Hendrick Motorsports driver isn't sure he can better that mark this year.

"I wasn't even thinking about sitting on the pole last year," Gordon said. "We were hoping for a top five or a top 10, and we were going to have to hang it out to do that. It turned out we got a whole lot more than we bargained for. We tried to get as much as we could out of it, and that's what we did."

Gordon won the inaugural Brickyard 400 in 1994 after starting from the third position. He ended up 37th in the 40-car field last year after an accident on lap 40 knocked his No. 24 DuPont Automotive Finishes Monte Carlo out of the race.

"I just went into the corner and blew a right front tire," he said. "It was pretty disappointing because you get such high expectations going into the Brickyard 400. That wasn't such a good birthday present last year."

Gordon turns 26 on Aug. 4, two days after this year's race. His biggest purse came in 1994 when he won \$613,000 for taking the checkered flag in the inaugural race. Winning the Brickyard 400 pole is also quite lucrative. Gordon has one pole to his credit in '97. He captured the pole and won the Coca-Cola 600 at Charlotte.

Winning from the pole at Indianapolis would be quite a windfall.

"That's what we're going to try to do," Gordon said. "Winning the pole will be difficult. We haven't won many poles this year, but we'd sure like to win one at Indy."

Gordon's seven victories led the circuit through the first 17 events of the season. No one else had recorded more than two wins. And Gordon trailed Hendrick Motorsports teammate Terry Labonte by only three points after 17 of 32 events.

"We've still got to work on our consistency," Gordon commented. "We win a bunch of races, but we have trouble finishing some, too. Our biggest concern is running for the championship."

Gordon has won more races than any driver on the circuit since 1995. He won seven that year, 10 in '96 and has seven victories to his credit already in '97. He's won almost one-third of the races (24) in his past 79 starts.

Led by veteran crew chief Ray Evernham and his team of Rainbow Warriors, Gordon and Hendrick Motorsports teammate Labonte may be the cars to beat for the title again this season. But 1996 Brickyard 400 winner Dale Jarrett, Mark Martin, Jeff Burton and Dale Earnhardt also are still in the hunt.

"It looks like it's going to be a fight to the finish again," Gordon said. "I just hope we can be a part of it. I'd sure like to become the first driver to win two Brickyard 400's and a second championship would be great, too. Winning the Brickyard 400 and the championship would be awesome. No one has ever done that in the same season, so maybe we can be the first."

..BY97-05..

PAIN, NO GAIN FOR EARNHARDT IN LAST YEAR'S BRICKYARD 400

For Immediate Release

INDIANAPOLIS, July 25, 1997 -- Injuries sustained in a racing accident at Talladega Superspeedway last July prevented Dale Earnhardt from successfully defending his 1995 Brickyard 400 title and winning a record eighth NASCAR Winston Cup championship in 1996.

Currently riding the longest winless streak of his career, Earnhardt would like nothing better than to park his No. 3 GM Goodwrench Service Plus Monte Carlo in victory circle after 160 laps in the 1997 edition of the Brickyard 400 on Aug. 2 at the historic Indianapolis Motor Speedway.

Earnhardt qualified 12th for last season's race and completed five laps before stopping at the first caution. Mike Skinner, Earnhardt's current Richard Childress Racing teammate, came on in relief for the injured driver and finished 15th in the 40-car field.

Terry Labonte took over the points lead from Earnhardt after that race, and the seven-time champion never led again in 1996. Earnhardt came back the next week to win the pole and finish sixth in the road race at Watkins Glen, but 46-year old, Kannapolis, N.C., native admitted he may have hindered his recovery by returning too soon after the accident last season.

"Climbing out of that car at Indy last year was the hardest thing I've ever done," Earnhardt said. "My job is to drive that race car, and I wanted to drive it but I just couldn't. Then I try to play the hero the next week and go out and win the pole and lead a bunch of laps at Watkins Glen. If I had been healthy, I really think I could have won that race."

Crew chief Larry McReynolds took over for the No. 3 GM Goodwrench team in '97 after working on Robert Yates' Fords for several seasons. The transition took longer than McReynolds expected, but the team is expecting strong runs in the second half of the season. Only 214 points behind leader Labonte with 15 races remaining, Earnhardt could still challenge for the 1997 championship.

"Dale hasn't forgot how to win, and I can't tell you he's just as hungry and trying just as hard as he ever did," McReynolds said. "We had a good three-day test at the Brickyard, and I think we're going to be ready to give 'em a run for their money."

Childress recalled the days leading up to last year's race after the mishap at Talladega, and he doesn't have many fond memories of those hours.

We put Dale in the car to see if he needed a flak jacket or whatever when we first got to Indy, and I could see something in his eyes," Childress said. "I knew if his body would let him, we'd have to pry him out of the car in that race. He was just hurting too much, and Mike Skinner did a good job. We were real fortunate to have someone like Mike standing by to step in the car. I know he felt some pressure, but we tried to make it as easy on both of them as we could."

The Brickyard 400 is presented by Chevrolet, Miller Lite, Monsoon and Pennzoil. All reserved seats for the 1997 race are sold out, and general admission tickets are not available on race day. General admission

tickets are available on practice (\$5 per person over 5 years of age) and qualifying days (\$10 per person over 5 years). A \$25 three-day (Wednesday-Friday) practice and qualifying pass allows daily in-and-out privileges and is available through the IMS ticket office. 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.

..BY97-06..

BRICKYARD FINISH HELPED LABONTE WIN '96 CHAMPIONSHIP

For Immediate Release

INDIANAPOLIS, July 28, 1997 -- Terry Labonte's stretch run for the 1996 NASCAR Winston Cup championship began with a third-place finish in the 1996 Brickyard 400 at Indianapolis Motor Speedway.

Labonte's No. 5 Kellogg's Chevrolet Monte Carlo out of the Hendrick Motorsports stables had never finished in the top 10 at Indianapolis until last season. Labonte scored top five finishes in 11 of the final 13 races in '96, giving him a 37-point victory over Hendrick teammate Jeff Gordon for the '96 title.

Leaving the Brickyard last season with a 61-point lead over Dale Earnhardt, Labonte held the advantage for the next five races and then came back to take the lead for good after a third-place showing at North Carolina Motor Speedway in Rockingham with two races remaining. Still looking for his first victory in '97, Labonte regained the points lead again after his seventh-place finish at New Hampshire on July 13. He held a tenuous three-point advantage over Gordon after 17 of 32 events.

"We were very consistent in the last half of the season in '96, and I think our finish in the Brickyard 400 went a long way toward helping us win the championship," Labonte said. "One of our goals for the season was to finish in the top 10 at the Brickyard. We were able to do that for the first time, but we were really sweating it."

"I'm not sure we had a third-place car, but we worked on the car every pit stop and made some chassis adjustments and got better. We were close at the end. We weren't good enough to win, but we were close."

Labonte has been close in '97 with three runner-up finishes. He finished second twice at Daytona and scored a runner-up finish in the inaugural California 500. Labonte leads the circuit with 13 top 10 finishes, and that consistency keeps the 40-year old Corpus Christi, Texas, native ahead of the pack.

"We knew we had enough fuel to finish the race, and if the caution hadn't come out, it would probably have come down to us and another car on gas mileage," Labonte said. "That was our only chance to win. We gambled a little bit, stayed out and got good track position. We probably could have won a couple of races already this season if we had gambled on fuel mileage. And we could have run out and ended up looking pretty dumb sitting on the backstretch without fuel with just a couple of flaps left in the race."

"We want to win a race, and we also want to win the championship again. We've got a lot of racing left this season, and I'm not sure if we can have a streak of top five finishes down the stretch like we did last year. We're going to try to win some races, and we'd really like to park our Kellogg's Chevy in victory lane at the Brickyard. It's one of the biggest races of the season, and it sure pays a lot of money. I've never won that much money at one time; I'd really like to see what it feels like."

..BY97-07..

FORMER WINNERS GORDON, EARNHARDT, JARRETT HEADLINE BRICKYARD 400 ENTRIES

For Immediate Release

INDIANAPOLIS, July 23, 1997 -- Former winners Jeff Gordon, Dale Earnhardt and Dale Jarrett head the entry list for the fourth Brickyard 400 NASCAR Winston Cup race Aug. 2 at the Indianapolis Motor Speedway.

A total of 52 cars are on the entry list and drivers will bid for 38 starting spots through qualifying July 31-Aug. 1 at the 2 1/2-mile oval. Up to five provisional starters may be added. Practice starts Wednesday, July 30.

Gordon won the inaugural Brickyard 400 in 1994, Earnhardt took the second edition in 1995 and Jarrett won last year, taking over from Robert Yates Racing teammate Ernie Irvan in the closing stages. In addition to being the defending winner, Jarrett comes to the Brickyard event after winning the series' last outing at Pocono.

Jarrett comes to Indianapolis leading the series in miles led (1,919.367), times led (45) and laps led (1,502) and is second in races led (12 to Gordon's 14) and miles run (7,376.023 to Earnhardt's 7,411.979).

Thirty-one drivers have competed in all three Brickyard 400s to date and all are entered. Three drivers -- Gordon, Earnhardt and Elliott -- have led all three Brickyard races, Earnhardt's lead in 1996 coming through the effort of relief driver Mike Skinner. Of the three, only Elliott is looking for his first Brickyard 400 win after finishing third, fourth and 10th.

Of the entries, owner/drivers Darrell Waltrip and Bill Elliott are fielding a second car. Waltrip's second machine will be driven by Rich Bickle. Elliott's additional entry is for Ron Barfield Jr.

Robby Gordon will attempt to become the fifth Indianapolis 500 veteran to make a Brickyard 400 field, following John Andretti, A.J. Foyt, Danny Sullivan and Geoff Brabham.

Jeff Gordon will be shooting for his third straight Brickyard 400 Busch Pole in qualifying. Rick Mast won the inaugural pole at the Speedway.

Posted awards for the Brickyard 400 total \$4,490,311 plus additional postings from the Speedway totaling \$325,000. The additions include \$200,000 to the winner from PPG Industries, sponsor of the winner's PPG Trophy. Jeff Gordon took home \$613,000 for the inaugural win, Earnhardt got \$565,600 for the 1995 triumph and Jarrett picked up a check for \$584,035 for last year's victory. Gordon became the first driver to earn more than \$1 million in Brickyard 400 competition last year, pushing his three-year total to \$1,049,791.

The race, which has been sold out since last August, will be aired live by ABC Sports and the Indianapolis Motor Speedway Radio Network.

..BY97-08..

BRICKYARD 400 OFFERS \$4.8 MILLION IN CASH AND PRIZES

For Immediate Release

INDIANAPOLIS, July 29, 1997 -- The prize posting package for the fourth Brickyard 400 will be the largest in NASCAR Winston Cup history and will total more than \$4,815,311, including \$330,000 from the Indianapolis Motor Speedway, officials announced today.

Inaugural Brickyard 400 winner Jeff Gordon took home \$613,000, while Dale Earnhardt got \$565,600 for his 1995 triumph and Jarrett picked up a check for \$584,035 for last year's victory. Gordon became the first driver to earn more than \$1 million in Brickyard 400 competition last year, pushing his three-year total to \$1,049,791.

In addition to the posted \$287,700 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, a 1997 Chevrolet Monte Carlo pace car replica, a custom painted Brickyard 400 Falcon 2270 BR boat and an Eagle Custom Trailer valued at \$80,000 and \$5,000 cash from Thunderbird Products. Other winner's awards include the \$10,000 Photo Finish award from Eastman Kodak Company, \$5,000 to the winning Chief Mechanic and \$5,000 to the winning team from Premier Farnell Corp., and the \$5,000 Winning Engine Builder award from Crower Racing Products.

Other Brickyard 400 awards include the \$10,000 Fastest Race Lap award from Fastlane Footwear to the driver recording the fastest race lap, the \$5,000 GTE Front Runner award to each of the front row drivers, the \$5,000 Youngest Starting Driver award from Ameritech, and the Canon Quick Start award of \$5,000 to the leader of lap five from Canon U.S.A. Inc.

Brickyard 400 rookie awards include \$5,000 to the fastest rookie qualifier from the American Dairy Assn., \$5,000 from Marsh Supermarkets to the highest finishing rookie, the \$5,000 top starting rookie award from Olinger Distributing Company, Inc., and the \$5,000 Rookie Top Wrench award from Raybestos to the chief mechanic of the top starting rookie.

The Busch pole winner's car owner will receive a customized 1997 Chevrolet van valued at \$35,000, the leader of race lap 81 will receive \$5,000 from the Robert Bosch Corp. in commemoration of their 81st year at the Brickyard, Snap-On Tools will give \$5,000 to be divided among the top five finishers of the race, Bell Sports will award a \$5,000 Safety Award to the driver who demonstrates superior safe driving skills, and Earl's Performance Products will give the Efficiency Award of \$5,000 to the team that runs the most miles during pit stops.

Lap-leader awards, funded by the 1997 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 2-1/2-mile oval. Jeff Gordon led 93 laps and received \$37,200 from the lap-prize fund in the 1994 Brickyard 400, Dale Earnhardt led 28 laps for \$11,200 last year, and Dale Jarrett took home \$4400 from the 1996 Brickyard 400 race.

The fourth Brickyard 400 NASCAR Winston Cup weekend begins with live practice coverage Wednesday, July 30 on ESPN2 from 2:00 - 4:00 p.m. (EDT), followed by live qualification coverage on

ESPN on Thursday, July 31 from 2:00 - 4:00 p.m. (EDT). The Brickyard 400 has been sold out since last August, and will be run on Saturday, August 2, beginning at 1:00 p.m. (EDT), telecast live by ABC Sports. The IMS Radio Network will also carry the race live on several hundred stations. The Brickyard 400 is presented by Chevrolet, Miller Lite, Monsoon and Pennzoil.

..BY97-09..

"BRICKYARD AUTHENTICS" WILL OPEN SECOND STORE WEDNESDAY AT INDIANAPOLIS INTERNATIONAL AIRPORT

For Immediate Release

INDIANAPOLIS, July 29, 1997 _ The second "Brickyard Authentics" store will open Wednesday at Indianapolis International Airport, offering a variety of licensed products and auto racing memorabilia in time for this year's Brickyard 400.

The new store will join the highly-successful "Brickyard Authentics" store that opened in November 1996, at Circle Centre mall in downtown Indianapolis, which was the first off-site retail store owned and operated by the Indianapolis Motor Speedway.

"Our first store at Circle Centre has exceeded expectations, and the opening of our second store at the airport is a natural development to serve the many thousands of visitors who want to purchase items related to the world-famous Indianapolis Motor Speedway," said Tony George, president of the Speedway.

The new store, located near the entrance of the B and C concourses, will share a similar design to the Circle Centre store. Visitors will cross a "Yard of Bricks" themed to the track's start-finish line, while passing under a three-dimensional "Winged Wheel" logo and flags. They will be greeted by the sight of a replica of the USAir/Jasper Engines No. 77 car, driven by Greg Sacks in the 1994 Brickyard 400. Other themed elements in the store are derived from landmarks at the Indianapolis Motor Speedway, home of the two largest single-day sporting events in the world.

"We believe that our airport location will serve a whole different market than Circle Centre, giving persons whose destination is neither downtown nor the Speedway a chance to take home something from the world-renowned Indianapolis Motor Speedway," said George. The Official Trackside Gift Shops are open year-round at the Speedway's Hall of Fame Museum.

In addition to merchandise, the store will feature items from the collection of the Hall of Fame Museum at the Speedway, as well as current point standings and race information from the Indy Racing League and NASCAR. Large screens will feature racing highlights for customers.

Hours for the new store will be 6:30 a.m. to 9:30 p.m. daily.

JARRETT SETS UNOFFICIAL STOCK CAR MARK AT SPEEDWAY

For Immediate Release

INDIANAPOLIS, July 30, 1997 _ Dale Jarrett, the defending Brickyard 400 winner, lapped the Indianapolis Motor Speedway at 178.980 miles an hour Wednesday on the first day of Brickyard 400 practice, the fastest unofficial stock-car lap ever turned at the historic 2 1/2-mile oval.

Jarrett's lap came just 12 minutes from the scheduled end of practice as 51 cars went out to prepare for Thursday's Busch Pole qualifying.

"The biggest difference is the repaving in the corners," Jarrett said. "That translates to people getting through the corners better. Our fast lap came very late in the day. We really didn't plan on even trying to take a qualifying-like lap.

Ernie Irvan was second fastest at 177.943, followed by Wally Dallenbach Jr., at 177.144, Ted Musgrave at 176.908, Lake Speed at 176.706, Steve Grissom at 176.478 and Robby Gordon at 176.460.

Those seven drivers were faster than the track record of 176.419 miles an hour set last Aug. 1 by pole winner Jeff Gordon.

"I don't foresee running that fast tomorrow," Jarrett added. "I think someone will definitely break the record tomorrow, but I don't think it'll be me. I think I'm 20th in the qualifying order. I just don't think I can do it in the heat of the day.

Irvan talked about track position for Race Day.

"Track position is really important here," he said. "If you qualify up front, you can dictate your day. There aren't a lot of cautions here. This is a race that has long greens, so track position is critical."

Dallenbach Jr., has a history at the Speedway. His father raced in 13 Indianapolis 500s.

"I've spent many months of May here," he recalled. "I always thought I'd be racing here at the Indianapolis 500. I just never dreamed as a kid that it'd be in a stock car. Maybe we can finally get the Dallenbach names on a trophy here."

Both Mike Skinner and Lake Speed hit the wall during the day, but both were uninjured and are expected to be ready for qualifying Thursday.

The top 25 positions will be decided Thursday. Positions 26 through 38 will be set in qualifying Friday, plus as many as four regular provisionals and a champions provisional which could take the field to 43 starters.

..97BY-11..

IRVAN EDGES NEMECHEK FOR BRICKYARD 400 POLE

For Immediate Release

INDIANAPOLIS, July 31, 1997 -- Ernie Irvan toured the Indianapolis Motor Speedway oval at an track stock-car record average speed of 177.736 miles an hour Thursday to capture the pole position for the Brickyard 400 NASCAR Winston Cup race.

Irvan just edged Joe Nemechek by .053 of a second in the closest pole battle in the four-year history of the race. Nemechek's speed was 177.550.

Defending winner Dale Jarrett was third at 177.494, followed by Darrell Waltrip at 176.866 and Dale Earnhardt at 176.536.

Irvan follows in the footsteps of Rick Mast (1994) and Jeff Gordon (1995 and 1996) as pole winners for the event. It was the 18th pole of his Winston Cup career and his first since April 26, 1996 at Talladega, Ala.

"I'm really relieved," Irvan said. "It's been a pretty tough week. We unloaded the car and it was uncompetitive. The guys worked on the motors and got it down the straightaways real fast. I told them I had it going through the corners as fast as it was going to go and that they needed to get me some speed down the straights. They did a great job."

In all, five drivers bettered Jeff Gordon's previous track record of 176.419 miles an hour set last year. Waltrip was the first, then Jarrett took command before Irvan nailed down the No. 1 starting spot.

The top 25 drivers were locked into the field Thursday. Positions 26-38 will be filled by second round time trials at 1 p.m. Friday.

Mike Skinner, in sixth, was the fastest rookie qualifier at 176.415. Ron Barfield, driving a car owned by Bill Elliott, made his first Winston Cup field by qualifying 23rd at 175.087.

Robby Gordon, who starts in 11th spot after qualifying at 176.074, becomes the second driver to start the Indianapolis 500 and Brickyard 400 in the same year and the fifth Indy 500 veteran to make a Brickyard 400 field. John Andretti was the first to double in 1994 and "500" vets A.J. Foyt, Danny Sullivan and Geoff Brabham also started the inaugural Brickyard.

Jeff Gordon, the pole winner the past two years at Indy, qualified at 175.056 to start 24th -- the same spot that Jarrett started en route to his 1996 Brickyard 400 victory.

The race begins at 12:15 p.m. (EST) Saturday and will be aired live by ABC Sports and the Indianapolis Motor Speedway Radio Network.

...97BY-12...

GREEN FASTEST SECOND-ROUND QUALIFIER FOR BRICKYARD 400

For Immediate Release

INDIANAPOLIS, August 1, 1997 -- Rookie Jeff Green, the last driver to attempt during Friday's second-round qualifying, was the fastest of the final time-trial session for Saturday's Brickyard 400 with a lap at 176.153 and the field will roll away with a record-tying 43 starters.

Green's lap came at the conclusion of a flurry in which the final five drivers in line bumped their way into the field. He starts 26th in the field.

Lake Speed was second fastest at 175.210 to make his fourth straight Brickyard lineup.

Reigning NASCAR Winston Cup champion Terry Labonte is in the 38th and final spot attained through qualifying. Rusty Wallace, the 1989 series titlist, was bumped and joined the field through a champion's provisional. Kyle Petty, Jimmy Spencer, Ricky Craven and Brett Bodine also joined the field through provisional.

The 43-car field ties the number to compete in the inaugural Brickyard 400 in 1994.

The difference in time from pole winner Ernie Irvan and 38th-place starter Terry Labonte is .899 of a second, the closest spread in Brickyard 400 history. The previous mark was 1.3 seconds from first to 38th in 1996.

Mike Wallace posted the fastest qualifying time ever for a car to miss the Brickyard 400 field. His time of 51.567 seconds around the 2 1/2-mile oval was just .031 of a second behind Labonte.

Saturday's lineup has all three former Brickyard 400 winners -- Jeff Gordon, Dale Earnhardt and Dale Jarrett, plus eight first-time Brickyard 400 starters -- Mike Skinner, David Green, Robby Gordon, Chad Little, Ron Barfield Jr., Jeff Green, Ed Berrier and Rick Wilson.

The 38-car field average is a record 175.663 miles an hour, breaking the mark of 174.435 set a year ago.

In all, 27 drivers are starting their fourth straight stock-car event at the Speedway.

The race is scheduled for 12:15 p.m. (EST) Saturday and will be aired live by ABC Sports and the Indianapolis Motor Speedway Radio Network.

..97BY-13..

STRATEGY HELPS RUDD TO BRICKYARD 400 WIN

For Immediate Release

INDIANAPOLIS, August 2, 1997 -- Ricky Rudd gambled by staying out when other leaders made late "splash-and-go" fuel stops and held back Bobby Labonte to capture the fourth running of the Brickyard 400 NASCAR Winston Cup race Saturday at the Indianapolis Motor Speedway.

Rudd had led for only a lap earlier in the race when leaders Dale Jarrett and Jeff Gordon came to pit road for five-second fuel stops. He then survived a restart with three laps to go to take the victory as Jarrett and Gordon charged frantically back to take third and fourth place, respectively.

For the win, Rudd got \$571,000 in posted awards. Labonte got \$242,275 for second, Jarrett collected \$223,900 for third and Gordon got \$223,675 for fourth.

Rudd's margin of victory over Labonte was .183 of a second, a Brickyard 400 record. The previous mark was .37 of a second in 1995, when Dale Earnhardt beat Rusty Wallace to the line.

"Unbelievable," Rudd said. "It's hard to put it in words. I've won 17 or 18 Winston Cup races but this race here, it's incredible. As a kid, I ran go-karts just down the road. I dreamed of racing here but I thought it'd been in an Indy car. I never dreamed I'd be in a stock car. Then, you're doing a victory lap in a convertible around this place. It's incredible."

There were 19 lead changes among 11 drivers, led by pole winner Ernie Irvan, who led a Brickyard 400 record 39 laps at the opening of the race.

Gordon continues to lead the Winston Cup standings with 2,834 points, followed by Mark Martin with 2,755, Jarrett with 2,687 and Terry Labonte, who bowed out Saturday in 40th place after engine problems, with 2,603.

Five drivers led the Brickyard 400 for the first time -- Jeff Burton, Wally Dallenbach Jr., Mike Skinner, Jimmy Spencer and Ricky Craven, the latter coming from 41st starting position to take the point.

Twenty-three cars finished on the lead lap, breaking the event record of 21 set in 1996. Bill Elliott and Ken Schrader continued their streaks of completing every lap of all four Brickyard 400s to date. Elliott finished eighth and Schrader wound up 11th.

Gordon is now the only driver to lead all four Brickyard 400s, Elliott and Dale Earnhardt failing to lead for the first time.

Although four accidents occurred during the race, only Rich Bickle was transported to Methodist Hospital. Bickle was awake and alert and complaining of back pain.

Rudd averaged 130.828 over the 400-mile distance. Irvan had the race's fastest leading lap at 172.506 on Lap 22.

..BY97-14..

1997 Brickyard 400 Entry List

Car	YR	Driver	Hometown	Car Name	Owner(s)	Team	Crew Chief
1	0	Jerry Nadeau	Epping, NH	R & L Carriers Pontiac	Richard Jackson	Precision Products	Gil Martin/Ed Jones
2	3	Rusty Wallace	St. Louis, MO	Miller Lite Ford	Roger Penske	Penske South	Robin Pemberton
3	3	W Dale Earnhardt	Kannapolis, NC	GM Goodwrench Service Plus Chevrolet	Richard Childress	Richard Childress Racing	Larry McReynolds
4	3	Sterling Marlin	Columbia, TN	Kodak Film Chevrolet	Larry McClure	Morgan- McClure	Larry McClure
5	3	Terry Labonte	Corpus Christi, TX	Kellogg's/ Quaker State/ Starburst/ GMAC Chevrolet	Rick Hendrick	Hendrick Motorsports	Gary DeHart
6	3	Mark Martin	Batesville, AR	Valvoline Ford	Jack Roush	Roush Racing	Jimmy Fennig
7	3	Geoff Bodine	Chemung, NY	QVC Ford	Geoff Bodine	Bodine Racing	Pat Tryson
8	3	Hut Stricklin	Calera, AL	Circuit City Ford	William & Mickey Stavola	Stavola Brothers	Richard Broome
9	3	Lake Speed	Jackson, MS	Melling Engine Parts Ford	Harry S. Melling	Melling Racing	Jeff Buice
10	3	Ricky Rudd	Chesapeake, VA	Tide Ford	Ricky Rudd	Rudd Performance Motorsports	Jim Long
11	3	Brett Bodine	Chemung, NY	Close Call Ford	Brett Bodine	BDR Motorsports	Donnie Richeson
12	1	Jeff Purvis	Clarksville, TN	Opryland USA Chevrolet	Dennis Adcock	Dennis Adcock	Dennis Adcock
15	TBA		Ford	Bud Moore	Bud Moore Engineering	Jimmy Means	
16	3	Ted Musgrave	Evanston, IL	Family Channel/ PRIMESTAR Ford	Jack Roush	Roush Racing	James Ince
17	3	Darrell Waltrip	Franklin, TN	Parts America Chevrolet	Darrell Waltrip	DarWal, Inc.	Jeff Hammond
18	3	Bobby Labonte	Corpus Christi, TX	Interstate Batteries Pontiac	Joe Gibbs	Joe Gibbs Racing	Jimmy Makar
21	3	Michael Waltrip	Owensboro, KY	CITGO Ford	Glenn Wood	Wood Brothers	Leonard Wood
22	3	Ward Burton	South Boston, VA	MBNA America Pontiac	Bill Davis	Bill Davis Racing	Chris Hussey
23	3	Jimmy Spencer	Berwick, PA	Camel Cigarettes Ford	Travis Carter	Travis Carter Motorsports	Donnie Wingo
24	3	WJeff Gordon	Pittsboro, IN	DuPont Refinishes Chevrolet	Rick Hendrick	Hendrick Motorsports	Ray Evernham
25	2	Ricky Craven	Newburgh, ME	Budweiser Chevrolet	Rick Hendrick	Hendrick Motorsports	Andy Graves
26	2	Rich Bickle	Edgerton, WI	KFC Team Twister Chevrolet	Darrell Waltrip	DalWal, Inc.	Jeff Hammond
27	0	Rick Wilson	Bartow, FL	Ford	David Blair	David Blair Motorsports	TBD
28	2	Ernie Irvan	Salinas, CA	Texaco Havoline Ford	Robert Yates	Robert Yates Racing	Mark Reno
29	0	Jeff Green	Owensboro, KY	Cartoon Network Chevrolet	Gary Bechtel	Diamond Ridge Racing	Fuge/ Gulbranson
30	1	Johnny Benson, Jr.	Grand Rapids, MI	Pennzoil Pontiac	C.G. Rider/ Lowrance Harry	Bahari Racing	Doug Hewitt
31	0	Mike Skinner	Ontario, CA	Lowe's Chevrolet	Richard Childress	Richard Childress Racing	Kevin Hamlin

33	3	Ken Schrader	Fenton, MO	Skoal Chevrolet	Andy Petree	Skoal Bandit Racing	Andy Petree
36	3	Derrick Cope	Spanaway, WA	Skittles Pontiac	Nelson Bowers II	Nelson Bowers/ MB Motorsports	Ryan Pemberton
37	3	Jeremy Mayfield	Owensboro, KY	Kmart/RC Cola Ford	Michael Kranefuss/ Carl Haas	Kranefuss/ Haas Racing	Paul Andrews
40	0	Robby Gordon	Orange, CA	Coors Light Chevrolet	Felix Sabates	Sabco Racing	Mike Hillman
41	1	Steve Grissom	Gadsden, AL	Kodiak Chevrolet	Larry Hedrick	Larry Hedrick Motorsports	Charley Pressley
42	3	Joe Nemechek	Lakeland, FL	BellSouth Chevrolet	Felix Sabates	Sabco/Nemco Racing	Tony Glover
43	3	Bobby Hamilton	Nashville, TN	STP Pontiac	Richard Petty	Petty Enterprises	Robbie Loomis
44	3	Kyle Petty	Randleman, NC	Hot Wheels Pontiac	Kyle Petty/ David N. Evans	Petty Enterprises	Bobby Kennedy
46	2	Wally Dallenbach, Jr.	Basalt, CO	First Union Chevrolet	Carolyn Sabates	Sabco Racing	Brad Noffsinger
61	0	Tim Steele	Coopersville, MI	HS Die/ Cimling Ford	Harold Steele	Harold Steele	TBD
71	2	Dave Marcis	Wausau, WI	Realtree Camouflage Chevrolet	Dave Marcis	Marcis Racing	Englehart/ Piette
75	3	Rick Mast	Rockbridge Baths, VA	Remington Arms Ford	Butch Mock	Butch Mock Motorsports	Butch Mock
77	3	Morgan Shepherd	Conover, NC	Jasper Engines/ Federal-Mogul Ford	Doug Bawel	Jasper Motorsports	Terry Wooten
78	3	Bobby Hillin, Jr.	Midland, TX	Hanes Ford	Wilson/ Inman Motorsports	Wilson/ Inman Motorsports	Bill Hayes
81	2	Kenny Wallace	St. Louis, MO	Square D Ford	Filbert Martocci	Filmar Racing	Newt Moore
88	3	W Dale Jarrett	Conover, NC	Quality Care/ Ford Credit Ford	Robert Yates	Robert Yates Racing	Todd Parrott
90	2	Dick Trickle	Wisconsin Rapids, WI	Heilig-Meyers Ford	W.C. Donlavey, Jr.	Swansboro Motorsports	Tom Baldwin, Jr.
91	3	Greg Sacks	Mattituck, NY	Chevrolet	Joseph A. Falk/ LJ Racing	Pro-Tech Motorsports	Todd Myers
92	0	Ron Barfield, Jr.	Florence, SC	New Holland Ford	Bill Elliott	Elliott Motorsports	TBD
94	3	Bill Elliott	Dawsonville, GA	McDonald's Ford	Bill Elliott	Elliott Racing	Mike Beam
95	0	Ed Berrier	High Point, NC	Shoney's Inn Chevrolet	Earl Sadler	Sadler Racing	Lee Leslie
96	0	David Green	Owensboro, KY	Caterpillar Chevrolet	Howard McCall	American Equipment Motorsports	Kirk Shelmerdine
97	0	Chad Little	Spokane, WA	John Deere Pontiac	Greg Pollex	Mark Rypien Motorsports	Harold Holly
98	3	John Andretti	Indianapolis, IN	RCA Ford	Cale Yarborough	Yarborough Motorsports	Tony Furr
99	3	Jeff Burton	South Boston, VA	Exide Batteries Ford	Jack Roush	Roush Racing	Buddy Parrott

W= Former Brickyard 400 Winner **Legend:** Chevrolet= Chev Monte Carlo; Ford= Ford Thunderbird; Pontiac= Pontiac Grand Prix **Tire:** Goodyear

DAILY TRACKSIDE REPORT

DAY 1 -- WEDNESDAY, JULY 30, 1997

Welcome to the fourth Brickyard 400 at the Indianapolis Motor Speedway, the 19th race of the 1997 NASCAR Winston Cup Series. Notes, quotes, trivia, historical information and other items will appear on these pages through Sunday, Aug. 3.

Brickyard 400 information will be available on the Internet this week, starting Wednesday. The Web address is: <http://www.brickyard.com>. The Speedway became the first in the country to provide this service at the 1995 Brickyard 400. 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 the Brickyard Pavilion near the Brickyard Crossing Lake (Hulman and Seventh Street).

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 the 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 1997 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), Mark Martin (Roush Racing), Terry Labonte (Hendrick Motorsports) 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 Terry Labonte and car owner Hendrick Motorsports. If Labonte 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 Jeff Burton (Roush Racing), who is fifth in current NASCAR Winston Cup points.

Preliminary Press Conference Schedule: 8:30 a.m. Thursday Shell press conference, Shell chalet outside Turn 4. ` 11 a.m. Thursday Ford press conference, Trackside Conference Room 12:15 p.m. Thursday QVC press conference, Trackside Conference Room 8:30 a.m. Friday Texaco breakfast, Brickyard Crossing Golf Resort and Inn 11 a.m. Friday Tabasco press conference, Trackside Conference Room

Chevrolet held a media luncheon and golf outing at Brickyard Crossing Golf Resort today prior to Wednesday's opening of Brickyard 400 practice. Darrell Waltrip was among the Winston Cup drivers who participated.

DARRELL WALTRIP: "This is a fun day it sets the stage for the whole weekend. Last year, I won the golf tournament and didn't win the race. This year, I'm going to lose the golf tournament and win the race." (about it being "special" to come to the Speedway): "To me, especially, having raced in this area as a kid. I remember driving down 16th Street, hearing the cars running and thinking, "Man! What would it be like to be in there?" I remember Les Richter (longtime NASCAR executive) called me and asked me if I wanted to run Indy. I told him, "No, I'm too old.' He said, "No, dummy, in a stock car.' To do that the first time at that test to see what our cars would do; boy, was that exciting. Then when I qualified for that first race, I could see the fans throwing hats and yelling. To them, making the race is a big deal because they're used to Bubble Day, that mentality, that drama. They were just excited that I made the race. I thought I must've won the pole and I came around and looked at the pylon and I was 28th. It hasn't worn off to me and I hope it hasn't worn off with the fans. It's not just another race."

At 6 a.m., the Winston Cup transporters rolled into the garage parking lot, led by the #5 Hendrick Motorsports hauler driven by Bob Holt of Denver, N.C. by virtue of Terry Labonte and the team winning the 1996 Winston Cup championship. "We took off about one o'clock yesterday and rolled into town around midnight," Holt said. "I stopped at a local truck stop to doll up the truck. We want it to look nice for the sponsors, Mr. Hendrick and ourselves because the fans can see the truck from their seats. Having that first parking position is the highest honor in Winston Cup. It has a lot of benefits." Holt has been the transporter driver for the Hendrick for the last six years of an 18-year racing career. He's no stranger to the Indianapolis Motor Speedway, having served as transporter driver and fueler for drivers Teo Fabi and John Andretti for a team fielded by the late Al Holbert in the '80s. "With these fellows, I do the windshield," Holt said. "It's a lot easier." As the first driver into position for the Brickyard 400, Holt joins the list of "Mountain Man" Jim Baldwin of Lansing, N.C., who led the haulers in 1994 and 1995 by virtue of Dale Earnhardt's Winston Cup titles, and Mike Belden of Concord, N.C., who led the way in 1996 via Jeff Gordon's title the previous year.

As the haulers unloaded at 7 a.m., some were watching to see whose car would be first into Gasoline Alley. "It'll be the #24 car," said a representative from another team. "It's the first one in every week." At 7:03 a.m., the #24 entry of Jeff Gordon was the first to be pushed into the garage area.

From Bob Latford's "The Inside Line":

--26 different drivers have led the Brickyard 400 but only three Dale Earnhardt, Bill Elliott and Jeff Gordon have led all three years. Earnhardt's streak was kept alive in 1996 when relief driver Mike Skinner led Lap 25.

--Of 62 drivers who have started at least one 1997 Winston Cup race, 26 have started all of them. --38 different drivers have led a 1997 Winston Cup event and 33 have posted at least one top-10 finish. 23 different drivers have a top-five finish.

--The Brickyard 400 pays a minimum \$53,830 to each starter. That's more than Lee Petty earned in all of 1959 when he won the inaugural Daytona 500, ten other races and the title.

--The UNOCAL Bonus the sport's "skins game" has grown to \$60,800 if this year's pole winner can go on to win the Brickyard 400, a feat that hasn't been done.

--The Indianapolis Motor Speedway is the 17th different facility to host a Winston Cup event in '97.

--Seven drivers are credited with completing all 1,200 miles of Brickyard competition Rusty Wallace, Terry Labonte, Bill Elliott, Dale Earnhardt, Morgan Shepherd, Ken Schrader and Ted Musgrave.

--Although sixth in points, Dale Earnhardt has completed all but 21 miles of a possible 7,433 this season. Dale Jarrett has completed all but 57 miles.

--Of the 18 Winston Cup races to date in 1997, 17 have finished under the green. The total margin of victory in those 17 races over 7,433 miles of racing is 25.37 seconds. The widest margin of victory was Jeff Burton's 5.392-second win over Dale Earnhardt at New Hampshire. The closest finish has been John Andretti's win over Terry Labonte at Daytona by just .029 of a second.

--The most cars running at the finish this season was 40 at Martinsville. The fewest was 28 at Atlanta.

--The most drivers leading a race so far this season has been 15 at the first Pocono event. The fewest has been three at Martinsville.

--The most lead changes has been 27 at Charlotte. The fewest has been four at Martinsville.

--The most cars on the lead lap so far has been 26 at Sears Point. The fewest has been three at Richmond.

--The fewest cautions in a race has been none at Talladega. The most has been 20 at Bristol.

--Busch Pole winners have won only three races this season Dale Jarrett at Darlington, Mark Martin at Sears Point and Jeff Gordon at Charlotte.

At today's Winston Welcome Lunch at the Brickyard Pavilion, Speedway President Tony George presented original bricks from the track to Jeff Gordon, Dale Earnhardt and Dale Jarrett, the first three winners of the Brickyard 400.

JEFF GORDON: "Before you redid your golf course over there, I found one, so I DO have one. It's a real honor for me to have won the inaugural race and it'll certainly go down in MY history as (special)."

DALE EARNHARDT: "Since I haven't won the biggest race in our series, the Daytona 500, this is the biggest win of my career."

DALE JARRETT: "I'd like to thank Bill France and Tony George for getting together a few years ago and give us the opportunity to race at this great facility. This is something I'll always cherish."

Glenn Jarrett will substitute for his father, Ned, in the broadcast booth with anchor Mike Joy for the Indianapolis Motor Speedway Radio Network broadcast of the Brickyard 400. The elder Jarrett is recovering from hernia surgery. The rest of the network's broadcast team will be Jerry Baker in Turn 1, Gary Lee in Turn 2, Mike King in Turn 3, Dave DeSpain in Turn 4, Vince Welch, Randy Pemberton and Doug Rice on pit road and Chris Economaki as a special pit commentator. Joy will host the network's one-hour "Brickyard Live" show at 8 tonight from Brickyard Crossing Golf Resort and Inn.

First Brickyard 400 Practice Notes (all speeds unofficial):

Track Record: 176.419 by Jeff Gordon, Aug. 1, 1996.

1:00 p.m. -- #94 Bill Elliott was first out, followed by #16 Ted Musgrave, #37 Jeremy Mayfield,

1:13 p.m. -- #16 Musgrave completed the first lap of practice.

1:04 p.m. -- #33 Schrader turned a lap at 170.036 miles an hour, fastest of session.

1:07 p.m. -- #81 K. Wallace turned a lap at 170.862, fastest of session.

1:08 p.m. -- #81 K. Wallace turned a lap at 171.393, fastest of session.

1:09 p.m. -- #43 Hamilton turned a lap at 171.661, fastest of session.

1:13 p.m. -- #27 Wilson turned a lap at 171.887, fastest of session.

1:14 p.m. -- #98 Andretti turned a lap at 172.302, fastest of session.

1:15 p.m. -- #37 Mayfield turned a lap at 172.361, fastest of session. #88 Jarrett turned a lap at 172.632, fastest of session.

1:16 p.m. -- #42 Nemechek turned a lap at 172.990, fastest of session.

1:20 p.m. -- #9 Speed turned a lap at 173.521, fastest of session.

1:25 p.m. -- #75 Mast turned a lap at 173.977, fastest of session.

1:31 p.m. -- #33 Schrader turned a lap at 174.189, fastest of session.

1:54 p.m. -- #16 Musgrave turned a lap at 175.002, fastest of session.

1:55 p.m. -- #28 Irvan turned a lap at 175.067, fastest of session.

1:57 p.m. -- #9 Speed turned a lap at 176.142, fastest of session.

2:05 p.m. -- #33 Schrader turned a lap at 175.326, second fastest of session.

2:24 p.m. -- #17 D. Waltrip lodged cone under front end in warmup lane. Officials removed it.

2:40 p.m. -- #5 T. Labonte became the last driver to take the track for practice.

2:41 p.m. -- #9 Speed turned a lap at 176.706 with a trap speed of 196, fastest of session and first to unofficially break the track record.

3:00 p.m. - Track temperature was 130 degrees, according to Goodyear tire engineers.

3:11 p.m. -- #28 Irvan turned a lap at 175.510 with a trap speed of 196, second fastest of session.

3:19 p.m. -- #10 Rudd turned a lap at 175.353 with a trap speed of 195, third fastest of session.

3:22 p.m. -- #33 Schrader turned a lap at 175.493 with a trap speed of 196, third fastest of session.

3:27 p.m. - YELLOW, debris on front stretch.

3:32 p.m. - GREEN. 3:37 p.m. - #42 Nemechek turned a lap at 176.036 with a trap speed of 196, second fastest of session. YELLOW, debris.

3:41 p.m. - GREEN. 3:47 p.m. - YELLOW, #31 Skinner slid off Turn 3 and hit the outside wall backwards in the north short chute. Skinner was uninjured. At the same time, #94 Elliott had an oil leak into Turn 1. The backup #31 car was offloaded from the transporter at 3:55 p.m. with car owner Richard Childress supervising.

MIKE SKINNER: "I'm not really sure what happened. They radioed to me that they were about to throw a yellow for oil on the track. I don't know if I got into that or what. It just got extremely loose."

4:08 p.m. - GREEN. 4:14 p.m. -- #33 Schrader turned a lap at 176.022 with a trap speed of 195, third fastest of session.

4:15 p.m. -- #28 Irvan turned a lap at 176.429 with a trap speed of 196, second fastest of the day and the second driver to unofficially break the track record.

4:18 p.m. -- #6 Martin turned a lap at 176.246 with a trap speed of 196, third fastest of the session.

4:25 p.m. -- #46 Dallenbach Jr., turned a lap at 177.144 with a trap speed of 198, the fastest stock-car lap ever run at the Speedway.

4:30 p.m. - Track temperature was 121 degrees, according to Goodyear tire engineers.

4:38 p.m. -- #16 Musgrave turned a lap at 176.908 with a trap speed of 198, second fastest of the session and fourth driver to unofficially break the track record.

4:43 p.m. - YELLOW, debris. 4:46 p.m. -- #28 Irvan turned a lap at 177.943, fastest stock-car lap ever run at the Speedway.

4:48 p.m. -- #88 Jarrett turned a lap at 178.980, fastest stock-car lap ever run at the Speedway.

4:52 p.m. - YELLOW, #9 Speed hit the outside wall in Turn 4. END OF SESSION.

The Winston Leader Bonus continued to grow after the Pennsylvania 500 at Pocono and an extra \$40,000 will be on the line for the Brickyard 400 for any driver who wins the race and leads the Winston Cup point standings at the conclusion of the event. The bonus, sponsored by R. J. Reynolds Tobacco Co.,

begins at \$10,000 and increases by that same amount each race until there is a winner. A total of \$150,000 of the \$320,000 season jackpot has been awarded this season with Jeff Gordon and Dale Jarrett being the only two winners. Gordon has won \$120,000 this season, including the second-highest payout in Winston Leader Bonus history. He claimed \$80,000 after his win in the Pocono 500, but that was only half the record \$160,000 he collected in 1996 after winning the DieHard 500.

The QVC press conference originally scheduled for 12:15 p.m. Thursday has been canceled. STP announced today that a second "Paint The King's Car" contest will be held for U.S. high school students in grades 9 through 12. The first, conducted last year, drew more than 6,000 entries from all 50 states and nine foreign countries. The winning entry came from Lars Ericksson, a Swedish NASCAR fan and his color scheme is being carried this season on the #43 STP/Petty car. Entry form and contest information will be available next month and be sent to instructors of more than 24,000 high school art classes. The contest will run until Oct. 31.

Twelve drivers have made all three Brickyard 400 fields through the first round of Busch Pole qualifying. They are Brett Bodine, Dale Earnhardt, Bill Elliott, Jeff Gordon, Dale Jarrett, Bobby Labonte, Sterling Marlin, Mark Martin, Rick Mast Greg Sacks, Hut Stricklin and Rusty Wallace. If second-round qualifying had not been rained out in 1995, Jarrett, Stricklin and Wallace would not have been first-round qualifiers and the list would shrink to nine.

POST-PRACTICE QUOTES

DAY 1 -- WEDNESDAY, JULY 30, 1997

DALE JARRETT: "It's a brand-new car. It's the best I've had in a long time. The car sticks real well and that's the reason for the speed. Only three have won and when we leave, I hope it's still only three. I'm the first Ford winner and I hope I'm the first to repeat. The afternoon time, the track was cool. I hope that they would let me keep that time. We were just using today as a test day." (Explain why so many drivers broke speed records today) "The biggest difference is the repaving in the corners; that translates to people getting through the corners better. Our fast lap came very late in the day. We really didn't plan on even trying to take a qualifying-like lap. The track had cooled off quite a bit. Turn 1 was almost completely shaded and Turn 2 was quick. I don't foresee running that fast tomorrow. I think someone will definitely break the record tomorrow, but I don't think it'll be me. I think I'm 20th in the qualifying order. I just don't think I can do it in the heat of the day." (Why were Terry Labonte and Jeff Gordon not running fastest today?) "I wouldn't worry about those guys they're gonna be on top tomorrow. This is a day for testing. I wouldn't start feeling sorry for them yet." (About qualifying here) "All it takes (to not do well here) is not getting through Turn 2 or Turn 4. I had a great run last year, but I got so excited, I hit the wall coming off (Turn) 4. We went from having a car I thought would qualify in the top three and we ended up starting 20th." (Can you win starting from the back) "That's the fun and beauty of this place; it's trying to maneuver your way around someone else. It's following somebody and watching him, dogging him lap after lap." (About bringin a new car) "This is a brand new car. At home, I was talking to my friends and they'd say, 'You're taking the Pocono car, right, since it's won three races?' When I tell them no, they look at me like I'm totally stupid. We think we know what we're doing. We wanted to bring a car that would do well on a flat track. From the first moment I drove it, I felt it was a car that could win here." (About the possibility of winning here again) "It'd be tremendous. That's our goal to become the first two-time champion here. But it gets tougher each year, because people learn a little more each year what it takes to do well here. On the other hand, there are only three people out there who know what it really takes to in at this place." (How did it feel coming back here as defending champion?) "I walked over from the hotel this morning, just to take it all in. And it was extremely special. Walking over, my determination to win became more intense."

ERNIE IRVAN: (About his mother who is hospitalized) "My mom's in the hospital. She had an ulcer and the ulcer erupted. Now she's in a coma. They have the ulcer fixed, but that's the least of the problems now. I was at the hospital with her this morning...I came here to do a job. That's what my mom would want me to do. There's nothing I can do there. The doctors are doing all they can. It's all in God's hands." (About the importance of track position here) "Track position is really important here. If you qualify up front, you can dictate your day. There's not a lot of cautions here -- This is a race that has long greens so track position is critical." (About his future) "There are lots of opportunities for Ernie Irvan now. I want to get in a position like I'm in now; to keep winning races. The team I'm with, they're big time racers. They're dedicated to winning. There is nothing they like more than winning a pole and winning races. That's what Ernie Irvan wants to do, too."

WALLY DALLENBACH, JR.: (About racing here, given the history of his father's experience here) "I've spent many months of May here. As a kid, every birthday that came around, you'd wish your dad would win the Indy 500. I always thought I'd be racing here at the Indianapolis 500, I just never dreamed as a kid that it'd be in a stock car. Maybe we can finally get the Dallenbach name on the trophy here."

(About his chances here) "You've got to remember; this team is only 11 races old. It's a young team. A lot of the guys are younger than me. But it's a good team. It's the best equipment and the best opportunity Wally Dallenbach has ever had." (About qualifying) "I used to hate qualifying. I used to lay in bed at night worrying about qualifying. But when you have good equipment and a good team, qualifying becomes a lot more fun."

TED MUSGRAVE: "The track is real good and the speed was good. The track's holding together good and didn't affect the speeds. It's typical Indy...the track is faster when the temperatures go down. The car's running great and I feel pretty good right now."

ROBBY GORDON: "We're fairly happy. It's not quite as quick as we've been but we're in the top 10 right now. We had a problem unloading our car out of the trailer. It definitely made a difference in the way the car handled. We had to change some suspension points. Today, we chased a loose car most of the afternoon. At the end of the day, we were pretty happy where we ended up. Now we have to change motors, put our qualifying motor in and go at it tomorrow."

KEN SCHRADER: "We just got to get better. The car is not as good as when we tested. We got to get faster. We should though. The improvements to the track are really good. It does not seem to affect the car at all."

BOBBY HAMILTON: "The day went really good. The track was a little slick. I think they put some lime down on the track. After 30 minutes, it was back to normal. We worked real hard to get back where we were in testing. Tomorrow usually tells the tale. We have to wait till tomorrow and see where we're at. They did a good job. The different colors mess you up a little bit. Once you get used to it, it's fine."

1997 Brickyard 400

Performance History - Open Practice

Wednesday July 30, 1997

(By Session's Best Speed)

R	Car	Driver	Make	:----- Session-----:			:--Event Combined--:		Date Best	
				Laps	Time	Speed	Laps	Time		Speed
1	88	Jarrett, Dale	Ford	17	50.285	178.980	17	50.285	178.980	7/30/97
2	28	Irvan, Ernie	Ford	18	50.578	177.943	18	50.578	177.943	7/30/97
3	46	Dallenbach Jr, W	Chevy	10	50.806	177.144	10	50.806	177.144	7/30/97
4	16	Musgrave, Ted	Ford	38	50.874	176.908	38	50.874	176.908	7/30/97
5	9	Speed, Lake	Ford	14	50.932	176.706	14	50.932	176.706	7/30/97
6	41	Grissom, Steve	Chevy	22	50.998	176.478	22	50.998	176.478	7/30/97
7	40	Gordon, Robby	Chevy	20	51.003	176.460	20	51.003	176.460	7/30/97
8	33	Schrader, Ken	Chevy	26	51.023	176.391	26	51.023	176.391	7/30/97
9	6	Martin, Mark	Ford	21	51.065	176.246	21	51.065	176.246	7/30/97
10	42	Nemechek, Joe	Chevy	20	51.126	176.036	20	51.126	176.036	7/30/97
11	43	Hamilton, Bobby	Pontiac	27	51.178	175.857	27	51.178	175.857	7/30/97
12	44	Petty, Kyle	Pontiac	32	51.238	175.651	32	51.238	175.651	7/30/97
13	98	Andretti, John	Ford	25	51.238	175.651	25	51.238	175.651	7/30/97
14	99	Burton, Jeff	Ford	24	51.260	175.575	24	51.260	175.575	7/30/97
15	91	Sacks, Greg	Chevy	27	51.271	175.538	27	51.271	175.538	7/30/97
16	26	Bickle, Rich	Chevy	32	51.295	175.456	32	51.295	175.456	7/30/97
17	10	Rudd, Ricky	Ford	16	51.325	175.353	16	51.325	175.353	7/30/97
18	3	Earnhardt, Dale	Chevy	19	51.352	175.261	19	51.352	175.261	7/30/97
19	27	Wilson, Rick	Ford	26	51.414	175.050	26	51.414	175.050	7/30/97
20	5	Labonte, Terry	Chevy	13	51.454	174.914	13	51.454	174.914	7/30/97
21	17	Waltrip, Darrell	Chevy	24	51.458	174.900	24	51.458	174.900	7/30/97
22	92	Barfield, Ron	Ford	30	51.484	174.812	30	51.484	174.812	7/30/97
23	36	Cope, Derrike	Pontiac	34	51.586	174.466	34	51.586	174.466	7/30/97
24	31	Skinner, Mike	Chevy	11	51.637	174.294	11	51.637	174.294	7/30/97
25	29	Green, Jeff	Chevy	22	51.641	174.280	22	51.641	174.280	7/30/97
26	75	Mast, Rick	Ford	21	51.720	174.014	21	51.720	174.014	7/30/97
27	30	Benson Jr, Johnny	Pontiac	20	51.722	174.007	20	51.722	174.007	7/30/97
28	37	Mayfield, Jeremy	Ford	27	51.747	173.923	27	51.747	173.923	7/30/97
29	21	Waltrip, Michael	Ford	27	51.757	173.890	27	51.757	173.890	7/30/97
30	2	Wallace, Rusty	Ford	31	51.766	173.859	31	51.766	173.859	7/30/97
31	4	Marlin, Sterling	Chevy	24	51.775	173.829	24	51.775	173.829	7/30/97
32	94	Elliott, Bill	Ford	31	51.784	173.799	31	51.784	173.799	7/30/97
33	24	Gordon, Jeff	Chevy	25	51.805	173.728	25	51.805	173.728	7/30/97
34	18	Labonte, Bobby	Pontiac	26	51.832	173.638	26	51.832	173.638	7/30/97
35	90	Trickle, Dick	Ford	31	51.894	173.430	31	51.894	173.430	7/30/97
36	22	Burton, Ward	Pontiac	28	51.915	173.360	28	51.915	173.360	7/30/97
37	11	Bodine, Brett	Ford	35	51.991	173.107	35	51.991	173.107	7/30/97
38	12	Purvis, Jeff	Chevy	17	51.996	173.090	17	51.996	173.090	7/30/97
39	23	Spencer, Jimmy	Ford	36	52.050	172.911	36	52.050	172.911	7/30/97
40	96	Green, David	Chevy	21	52.056	172.891	21	52.056	172.891	7/30/97
41	97	Little, Chad	Pontiac	30	52.060	172.877	30	52.060	172.877	7/30/97
42	8	Stricklin, Hut	Ford	28	52.099	172.748	28	52.099	172.748	7/30/97
43	61	Steele, Tim	Ford	19	52.178	172.486	19	52.178	172.486	7/30/97
44	81	Wallace, Kenny	Ford	30	52.308	172.058	30	52.308	172.058	7/30/97
45	95	Berrier, Ed	Chevy	35	52.330	171.985	35	52.330	171.985	7/30/97
46	25	Craven, Ricky	Chevy	25	52.350	171.920	25	52.350	171.920	7/30/97
47	78	Hillin, Bobby	Ford	22	52.356	171.900	22	52.356	171.900	7/30/97
48	7	Bodine, Geoff	Ford	22	52.357	171.897	22	52.357	171.897	7/30/97
49	77	Shepherd, Morgan	Ford	29	52.402	171.749	29	52.402	171.749	7/30/97
50	71	Marcis, Dave	Chevy	29	52.515	171.380	29	52.515	171.380	7/30/97
51	1	Wallace, Mike	Pontiac	24	52.924	170.055	24	52.924	170.055	7/30/97
				Total	1261		1261			

DAILY TRACKSIDE REPORT

DAY 2 -- THURSDAY, JULY 31, 1997

POLE DAY

Second Brickyard 400 Practice Notes (all speeds unofficial):

Track Record: Fastest practice lap turned yesterday by #88 Jarrett of 178.980 miles an hour. The track record prior to yesterday was set by Jeff Gordon of 176.419 on August 1, 1996.

9:30 a.m. -- Green flag for practice session. David Green, #96, was the first car out, and #16 Musgrave completed the first lap of practice.

9:35 a.m. -- #4 Marlin has posted a lap at 175.871 miles an our, fastest of session.

9:36 a.m. -- #75 Mast turned a lap at 175.929, fastest of session.

9:39 a.m. -- #10 Rudd turned a lap at 176.284, fastest of session.

9:43 a.m. -- #43 Hamilton turned a lap at 176.229, second fastest of session.

9:44 a.m. -- #40 Robby Gordon turned a lap at 176.776, fastest of session.

9:45 a.m. -- #46 Dallenbach turned a lap at 176.301, second fastest of session. By 9:50 a.m., 37 cars have participated in the practice session.

9:53 a.m. -- #28 Irvan turned a lap of 177.704, fastest of session.

9:56 a.m. -- #33 Schrader turned a lap of 176.644, third fastest of session.

9:59 a.m. -- #42 Nemechek turned a lap of 177.326, second fastest of session. Before 10 a.m. 31 Skinner is practicing in a backup car, running a lap of 173.910 before returning to the pits.

10:05 a.m. -- YELLOW, debris.

10:07 a.m. -- GREEN again.

10:09 a.m. -- #88 Jarrett, fastest in practice yesterday at 178.980, is on track for practice, becoming the 51st car to participate in the session.

10:10 a.m. -- #88 Jarrett turned a lap of 178.285, fastest of the session.

10:15 a.m. -- #10 Rudd improves to 176.866, fourth fastest of session.

10:18 a.m. -- #99 Jeff Burton turned a lap of 176.581, seventh fastest.

At 10:20 Robert Yates entries #88 Jarrett and #28 Irvan are fastest in session, while Sabco cars #42 Nemechek, #40 R Gordon, and #46 Dallenbach are 3rd, 5th, and 10th quick, respectively.

10:29 a.m. -- YELLOW, debris in south short chute. Green flag at 10:32.

10:35 a.m. -- #6 Martin turned a lap at 176.429, ninth fastest of session.

10:44 a.m. -- #26 Bickle turned a lap at 177.452, third fastest.

10:46 a.m. -- #92 Barfield turned a lap at 176.685 for eighth fastest. Jeff Burton, #99, is now fifth fastest at 177.043.

11:18 a.m. -- #24 Jeff Gordon turned a lap 176.942 for sixth fastest of session.

11:27 a.m. -- #43 Hamilton turned a lap at 177.781 for second quick. Barfield in the #92 brushed the wall in turn 4 but continued, no yellow.

11:41 a.m. -- #33 Schrader turned a lap at 176.967 for seventh fastest of the session. Dallenbach #46 has improved to 176.929, ninth quick.

11:47 a.m. -- #28 Irvan turned a lap at 178.508, fastest of the session. Seventeen drivers unofficially broke the track stock-car record during the session.

Two NASCAR Winston Cup gasmen turned into Indy Racing League fuelers for last Saturday's inaugural VisionAire 500, the first race for Indy-style cars at Charlotte Motor Speedway.

MIKE BELDEN (gasman for #24 Jeff Gordon) fueled for IRL rookie Greg Ray at Charlotte. "It was neat," he said. "It's basically the same (as fueling in NASCAR), but IRL has bigger towers. (would you do it again?) "Yes. They want me back next year."

Danny "Chocolate" Myers, the gasman for #3 Dale Earnhardt, fueled for IRL rookie Affonso Giaffone, who finished fourth for Chitwood Motorsports. He also welcomed the IRL contingent at the Race Day chapel service.

DANNY MYERS: "As far as fueling the car, I'm not going to say it's any harder or any easier," Myers said. "Steve Sharp (the regular Chitwood fueler) stepped down. That's his job, he's done it for 20 years and he let me fuel that car. Then A.J. (Foyt) needed a fuel guy so he fueled for A.J. and that's something he wanted to do all his life. It was sort of a dream come true for two people. Five years ago, I came to Indy second-round qualifying. Some of these guys slammed the door, wouldn't let you in the garage. Then I go to the IRL race at Charlotte and everybody was just as nice, took us on their truck, showed us their motors. Not just that team (Chitwood) but ALL the teams. I probably had no less than 12- 15 guys who had done it offer their help. IRL officials who had done it offered their help. Before we did it, we heard, "That's dangerous." The most dangerous part about it was not getting hit by bicycles or golf carts. It was really laid back on Race Day. I can't say enough about the people. I got a plan. They said, "Would you like to do this again?" I'd like to be the first crew guy to do the Indianapolis 500 and World 600. That's something I'd really like to do."

How many vehicles does it take to run the Brickyard 400? A lot even if you don't count the NASCAR Winston Cup race cars.

The sanctioning body, Indianapolis Motor Speedway, race teams, car rental agencies and supporting industrial firms all contribute to the need for more than 400 vehicles necessary to hold the race, excluding fans, media and concessionaires.

NASCAR alone requires a dozen cars and trucks for its registration, inspection, scoring and fire trucks with the latter doubling for transportation used by inspectors and other officials.

Competitors utilize the greatest number of vehicles needed. Each of the 51 race teams need an 18-wheel transporter to get from their shops to the famed "Brickyard". Once on site, they must pick up cars and vans from area rental agencies or loaners from dealerships. Each of the 51 teams entered uses five such cars or vans: One each for the driver, owner and crew chief; one for crewmen who arrive on opening day and another for the race day crew, which flies in race morning.

It takes 12 semi-trailers and another four cube vans to transport the 2,200 racing tires and special mounting machines Goodyear requires to provide rubber to the teams. The tire mounting staff also must have "rides" from their area motels to the track. Add 15 cars to the mix.

To fuel the race cars, UNOCAL brought in two huge tanker trucks and has three cars to move its staff about the area.

Four parts trucks carry the special equipment and supplies from track to track. There are also six semis on site who carry the racing wheels and huge pit wagons - "war wagons"- to each track and back to their home areas in the Carolinas.

Add to that the vehicles which carry items like spark plugs, ignition system, safety clothing and equipment and you get 366 vehicles before we get to the safety and emergency equipment supplied by the Speedway.

Included in this number are 32 track clean-up trucks to correct debris, oil spills and other unsafe conditions on the 2.5 mile oval and are augmented by a broom sweeper truck and six jet track drying trucks that can also blow rubber bits and lesser debris from the racing surface. (or help dry the track in the event of a sudden midwestern rain shower).

Strategically stationed around the track are 14 of the facility's fire and safety trucks, each staffed by firemen and paramedics.

A stable of 11 retrieval trucks, resplendent in their yellow and white livery, are on hand throughout the weekend, set to move in case of mishaps. The fleet included five wreckers and six "roll back" trucks. The roll backs can pick up and return a car to the garage area which is too severely damaged to be towed by the wreckers.

To start the race and pace the field during caution periods, the track supplies two Chevrolet Monte Carlo pace cars specially equipped with flashing strobe lights. Both are used prior to the start to let the race drivers check their tachometer reading while running at the pit road speed limit which will be enforced

during the race. The second pace car will drop off prior to the starter's green flag but will stand by as a backup during the race.

A final set of vehicles is a fleet of six staffed ambulances. How many vehicles does it take? 438, not counting the 40-plus race cars.

Kenny Irwin Jr. came from the next-to-last starting position to win Thursday night's USAC Silver Crown Series DuPont 100, the first of three races at Indianapolis Raceway Park run in conjunction with the Brickyard 400. Irwin, starting 28th after a pinched fuel line kept him from qualifying, worked his way methodically to the front for the victory. Action at IRP continues tonight with the NASCAR Craftsman Truck Series Cummins 200 at 8:30 p.m. On Friday, the Busch Grand National Series cars take the track for the Kroger NASCAR 200, which starts at 8 p.m. Irwin will vie for a triple-win weekend by competing in all three events.

When John Andretti won the Pepsi 400 at Daytona it made him the ninth driver to win both a NASCAR Winston Cup and National Championship (or their successors) race in their career. The select group he joins includes A.J. Foyt, Parnelli Jones, John's uncle Mario Andretti, Johnny Rutherford, Dan Gurney, Jim Hurtubise, Mark Donohue and Johnny Mantz. Young Andretti was the 150th driver to win in NASCAR's major league since its inaugural event in Charlotte, N.C., in June 1949. The first Champ car event dates to 1911.

Coming in to the track this morning, IMS public-address announcer Jim Phillippe was stopped in traffic at the Brickyard Crossing Golf Resort and Inn gate. A young man knocked on his window and asked for a ride, and Phillippe obliged. Phillippe asked where he was going and he said, "NASCAR garage." The young man asked, "What do you do here?" Phillippe replied that he was a public-address announcer. "I'm Ward Burton," the young man replied. "He was a nice young man," said Phillippe, laughing. "I went back in the garage and talked to him later."

The crew of #92 Ron Barfield Jr., reported after practice that damage to the car from a brush with the fourth-turn wall was cosmetic and the car would be ready for Busch Pole qualifying.

On Thursday night, Ford announced that Taurus will replace Thunderbird in NASCAR Winston Cup competition in 1998. Ford conducted a press conference this morning in the Trackside Conference Room.

BRUCE CAMBERN (director, Ford SVO): "It's about 98% complete right now. There's still some work on the nose and tail. We had an idea late last year that the Thunderbird would be discontinued, but the information we had at the time was that it would happen at the end of the 1998. So, we initiated a program...in fact it started during the NASCAR banquet. In March, we found out it (Thunderbird) was going to be discontinued at the end of this year, which put the program in high gear and put a lot of pressure on everybody involved in it."

Post-Qualifying Notes:

- This is Ernie Irvan's 18th career NASCAR Winston Cup pole and first of the season. His last pole came April 26, 1996 at Talladega.
- Irvan follows Rick Mast (1994) and Jeff Gordon (1995 and 1996) in earning Brickyard 400 pole honors.
- Irvan's margin over second-fastest Joe Nemechek was 53/1,000ths of a second. That's the closest battle for the pole in Brickyard 400 history. Closest previous was in 1995, when Jeff Gordon beat Bobby Hamilton for the pole by 0.095 of a second.
- Irvan is the 13th different driver to win a pole in the first 19 races of 1997.
- Less than 72/100ths of a second separated Irvan's lap with that of 25th-fastest Bobby Labonte.
- 47 of the 51 cars which took time exceeded Rick Mast's pole-winning effort of 172.414 for the inaugural Brickyard 400 in 1994.
- Five drivers broke the previous track record of 176.419 set last year by Jeff Gordon. The drivers, in the order they qualified, were Darrell Waltrip, Dale Jarrett, Ernie Irvan, Dale Earnhardt and Joe Nemechek.
- Ford (Irvan) and Chevrolet (Nemechek) share the front row. The fastest Pontiac was driven by Bobby Hamilton to 12th.
- Nemechek, nicknamed "Front Row Joe", has now qualified for the top two starting positions on five occasions in 1997. His previous front-row starts in 1997 are second at Martinsville and Michigan, then on the pole at California and two weeks ago at Pocono. It's his third front-row start in the last five races.
- Irvan's best previous start in the Brickyard 400 was 15th a year ago.
- Nemechek's best previous start in the Brickyard 400 was sixth in both 1995 and 1996.
- Dale Jarrett's third-place starting position is his best in the Brickyard 400, beating his 14th-place start in 1994.
- Darrell Waltrip's fourth-place starting position is his best in the Brickyard 400, beating his 20th-place start in 1995.
- Mike Skinner, the highest-qualifying rookie in sixth position, made the third row an all-Richard Childress Racing row. Starting inside of Skinner is Dale Earnhardt, who started outside the front row in the inaugural Brickyard 400.
- The highest qualifier from a single-car stable is seventh-place Ricky Rudd. Irvan and Yates teammate Jarrett are starting first and third, while Nemechek (highest of the three Sabco cars with Robby Gordon 11th and Wally Dallenbach Jr. 14th) starts second and fourth-place qualifier Darrell Waltrip is also owner of the #26 of Rich Bickle, which qualified 10th.

--Ron Barfield qualified 23rd in the second Bill Elliott-owned machine to make his first-ever Winston Cup field. Mike Skinner is making his first Brickyard 400 start although he drove relief for Dale Earnhardt a year ago. David Green is also a first-time Brickyard 400 starter, as are Robby Gordon and Chad Little.

--Robby Gordon becomes the second driver to compete in the Indianapolis 500 and the Brickyard 400 in the same season. John Andretti did it in 1994.

--Robby Gordon becomes the fifth Indianapolis 500 veteran to make a Brickyard 400 field. The previous four are John Andretti, A.J. Foyt, Danny Sullivan and Geoff Brabham.

--Seven drivers have now made all four Brickyard 400s through first-round qualifying. They are Dale Earnhardt, Bill Elliott, Jeff Gordon, Dale Jarrett, Bobby Labonte, Sterling Marlin and Rick Mast.

--This is Jeff Gordon's worst starting position in the Brickyard 400 after a third-place start in 1994 and poles in 1995 and 1996. He's starting 24th, the same position Dale Jarrett won from in 1996.

--Two-time Winston Cup champion (1984, 1996) Terry Labonte's 31st fastest time and 1989 Winston Cup champion Rusty Wallace's 36th fastest time enhanced the possibility of a 43-car starting field. Per NASCAR rules, one champion's provisional is set aside for the most recent Winston Cup champion to miss the show through qualifying. Both have regular provisionals available. Positions 26-38 will be decided at 1 p.m. Friday. Only the fastest 13 will nail down spots through time trials, whether they stand on today's time or re-attempt. Four regular provisionals, based on current car owner points, will get positions 39-42.

--Goodyear tire engineers reported track temperatures of 105 degrees at 9:30 a.m., 118 degrees at 11 a.m., 130 degrees at 2 p.m. and 128 degrees at 3:00 p.m. (Time trials started at 1:34 p.m. and concluded at 3:13 p.m.)

The top five drivers in Thursday's final practice session did not qualify in the top 25 today. The fastest in the afternoon practice were:

#9 Lake Speed	175.726
#77 Morgan Shepherd	175.514
#29 Jeff Green	175.278
#78 Bobby Hillin Jr.	174.027
#36 Derrike Cope	173.994

Thirty-eight cars participated in the session. There was one yellow for three minutes for moisture on the track between Turns 1 and 2.

END THURSDAY NOTES

BUSCH POLE QUALIFYING QUOTES DAY 2 – THURSDAY, JULY 31, 1997

RICH BICKLE (#26 KFC Team Twister Chevrolet Monte Carlo) – Qualified 10th - Was the first of 51 drivers to attempt take a qualifying run - "I think it's a disadvantage going out first but the track was slick. I pushed and I got a little bit loose off of (turn) two. I was hanging on. To come here and to run as good as we have the first time. I've got to thank Darrell Waltrip and the whole team for giving me this opportunity. The Kentucky Fried Chicken people came on board and we were fourth quickest in practice this morning. If we make the top twenty-five, I'll be tickled to death because this is very hard to do."

BICKLE WAS HEADED OVER TO INDIANAPOLIS RACEWAY PARK TO QUALIFY FOR THE NASCAR CRAFTSMAN TRUCK SERIES CUMMINS 200 BY INDIANA DODGE DEALERS.

"We went over there (IRP) to practice. We ran fast in practice so now I go back over there to practice again and we qualify tonight."

JEFF GREEN (#29 Cartoon Channel Chevrolet Monte Carlo) - Did not qualify; 42nd fastest - "That wasn't good. I about spun out going to the green (flag). I about spun out in the corner. It's just a lot loose. I don't know if that set of tires just didn't agree with the track at this time or what. I'm pretty disappointed right now. I had a top-ten car I thought going into this deal, but now we're going to have to go again probably."

BOBBY HAMILTON (#43 STP Pontiac Grand Prix) - Qualified 12th - "It's not a big surprise. Everybody stayed off of the track for about an hour or so. All the cars are slowing down a lot. That's a good enough time to get us in the top twenty-five. This thing's ready to race. That's the main thing."

KEN SCHRADER (#33 Skoal Bandit Chevrolet Monte Carlo) - Qualified 8th - "We slowed up a little bit too much I think and didn't get a lap we were comfortable with. I missed the line a little bit in (turn) two. We lost a lot of time in two. I just didn't get it together."

JEFF BURTON (#99 Exide Batteries Ford Thunderbird) - Did not qualify; 27th fastest - "It's a real shame. We've been real good all day. We just didn't guess right for the weather. We had a conversation about it. We just didn't make the right changes. I just had to hang on. I tried to run hard. It might have been better to try to run easy but I ran like I have all day and I just couldn't do it."

STERLING MARLIN (#4 Kodak Gold Film Chevrolet Monte Carlo) – Qualified 13th - "It was a pretty good lap. We had a little bit left this morning. The guys really hadn't tuned on the motor that hard. They beat on it a little bit and the car got through the corners pretty good. We tightened up a little bit anticipating that the track was going to be a little bit slick. It drove pretty good. It was a just a little bit loose. We gave it all we had."

MARK MARTIN (#6 Valvoline Ford Thunderbird) - Did not qualify; 26th fastest - "We haven't had it since we've been here. We've been racing really good wherever we go."

POST-QUALIFICATION QUOTES DAY 2 – THURSDAY, JULY 31, 1997

JEFF GREEN (#29 Cartoon Network Chevrolet): "I don't understand what happened. We had a great car this morning. It was like we got in somebody else's car this afternoon."

BOBBY HAMILTON (#43 STP Pontiac): "It went good. Everything's lovely. The track got hotter but we expected that. It's only going to get worse, but we feel good."

RICK MAST (#75 Remington Arms Ford): "We got the car a little too loose. The track got hotter so we loosened it up a little. We probably should have left it alone. We'll be all right for the race."

DARRELL WALTRIP (#17 Parts America Chevrolet): "I am tickled to death! We didn't think we'd be on the pole. Our goal was only to get the two cars in. This is a real bonus. I knew it was a decent lap, but I didn't know it was good enough for the pole. The car was good. It surprised me, it surprised the crew. I haven't been this happy in a long time. Man, I can't remember when I've been this happy. When was it? Maybe 1992. This is big – this is gonna be the start of something big!" (Will the speed hold for the pole?) "No, it won't hold." (How do you feel about the fan response?) "The people up here -- I tell ya, it's like being at home. I love this! I guess it's because I'm almost a neighbor. You know, I grew up just down in Kentucky. I raced at a lot of tracks around here -- Salem, Winchester. In fact, some of the guards here joke around with me and say, "Hey! Race like you did back at Salem! " (How did you race back in Salem?) "I was bold, brave and I didn't know that you could go through those guard rails. I guess that made me dumb, too." (Did Rich Bickle, who qualified earlier, give you suggestions based on track conditions?) "Rich said there were some things with air pressure that he would change, so we made an adjustment and it really helped me. It's one of those times when two cars is better than one. Rich as to go run a truck race tonight and I wanted to go watch him without being a nervous wreck. Now, I can go, just sit back and watch him win that race." (About running at the Indianapolis Motor Speedway) "You know I've been watching races from this place all my life. I always wanted to run here, but I was never brave enough to go in an Indy car. So, doing this in a stock car is the best of both worlds! I get a lot more excited about this race than Daytona. I always wanted to race here. Some of the guys may be too young to appreciate it, but I've seen a lot of great racing here. There have been great triumphs and great tragedies here. I get cold chills -- I literally get chills -- when I walk around the garage area here." (What did your friends in North Carolina think about the IRL race that was just run in Charlotte?) "They were so impressed with the racing. I don't know if you saw any of that race or not, but I watched it and those guys were really dicing around at the end there. Seventy of my team were there. They were really impressed with the quality of the racing. They're purists and they're pretty critical of other series, but they were really impressed."

MICHAEL WALTRIP (#21 CITGO Ford): "Our car picked up (in qualifying). We changed the car a lot after practice, then we watched everybody getting loose out there, but we kept it the way it was. We did make a little, teeny change before we went out to qualify. It's not great but it's a long ways from where we started. I'm happy with the way the car ran -- it really stuck."

ERNIE IRVAN (#28 Texaco Havoline Ford): (from press conference after pole was decided) "I'm really relieved. It's been a pretty tough week. We unloaded the car and it was uncompetitive. The guys worked tremendous on the motors and got it down the straightaways real fast. I told them I had it going through

the corners as fast as it was going to go and that they needed to get me some speed down the straights. They did a great job." ... "There's no doubt in my mind that this car is faster than what we showed. If we went out again next week to qualify, I'm sure we could do better. That's a good feeling." ... (on his qualifying run) "I wasn't about to wreck but I was pushing real bad in turn two. Turn three went OK but in turn four it just didn't stick real good. It wasn't t one of those deals like Jeff Gordon hanging it out there a couple years ago but that's the way the run went in the eyes of Ernie Irvan." ... "This place is in the top five of tough tracks we run on. You have to do so many things right. It's real tough to go fast on." ... (on trying to win the race for his ill mother) "There's a whole assortment of people who have worked really hard to share in this win. My mom is one of them. She runs my fan club, which isn't the easiest job in the world and not the hardest job in the world. If anyone ever calls my fan club with a bad thing to say about Ernie Irvan, they probably get hung up on. That's my mom." ... (on seeking another ride for '98 since his contract with Robert Yates will not be renewed) "Right now there are a lot of options for Ernie Irvan. I'm trying to check those options and make an educated guess of what's the best decision."

ROBERT YATES (owner of car #28): "You ' feel like you're a complete race team unless you win a pole. Obviously, this pole has a lot of side benefits. Nemechek has pushed us out of a couple poles this season. The guys on the 28 team were down there with a lot of things crossed when he went out." ... (on the awkwardness of having a lame-duck driver win the pole) "It is awkward. A lot of things could be said. After the accident (in 1994 that seriously injured Irvan), we're trying to take things a day at a time. We're trying to take this year and really do something with it. It's not easy but it's a decision I made. Days like this make you think again. ... I can't back up, won't back up. We've learned that tomorrow might be the last day we do anything, so let's just enjoy this one."

JIMMY SPENCER (#23 Camel Ford): "It was not good at all. The track got so hot and we really got loose. We've tried to qualify for three days and I messed up all three days. Hopefully I can get it right tomorrow."

RON BARFIELD JR. (#92 New Holland Ford): "The car was excellent off the truck...I might have run a little better, but I had so many things going through my mind. I probably left a little bit on the table...If we get through this day and we're still in the top 25, we're gonna go back and have a really good meeting figuring out a race setup. We haven't even talked about race setup." (About running at the Indianapolis Motor Speedway) "This is the biggest crowd I've ever run in front of, by far...Man, the history of this place, the mystique. I just hope we're here racing on Saturday...I got in the car and automatically, the butterflies started. I said to the guys, 'Somebody come and talk to me or something and help me get my mind off this. " (About the incident that took place in this morning's practice session) "In the last practice, I got into the grass in Turn 4. I hit it pretty hard, but the guys jumped in and banged out the sides. They said it wasn't t too bad, but I think they were trying to build my confidence."

RICKY CRAVEN (#25 Budweiser Chevrolet): "It just didn't run. We've been loose since we've been here. We haven't had a good lap yet. We'll keep battling and go out tomorrow."

HUT STRICKLIN (#8 Circuit City Ford): "We've tried 14 different shock combinations, 14 different spring combinations. Every combination we try, we can't run better than 52 (seconds) flat. Even when the track loses two-tenths of a second, we're still running 52 flat. Man, it's frustrating. It's almost like a restrictor plate race for us. It's like we're locked into that speed regardless what we do. We're missing it something awful."

WALLY DALLENBACH JR. (#46 First Union Chevrolet): "We're a little bit

disappointed in today's run. We're happy, but disappointed. This is about the slowest we've gone. When it gets this hot, the track gets slick. We just missed it a little bit. We'll probably stay in the top 15, so we'll be okay for race day. Pit stops will be really important. It's a long race, so we'll be okay. Given my dad's history here, I want to win here more than anywhere else. We've got a lot of months of May invested in this place."

CHAD LITTLE (#97 John Deere Pontiac): "I'm very happy. We're one of the few to pick up in qualifying over practice. Whenever you can get locked in nowadays, it's really important. Now we can concentrate on the race set-up. It makes it easier for the race. For us in this stage of our program, it feels like we're on the front row."

JOHNNY BENSON JR. (#30 Pennzoil Pontiac): "We had hoped to run 51.1, but we didn't. We ran 51.3. We made some changes after practice but it didn't help much. We're happy getting in on the first day. If we race half as good as last year, we'll be OK."

DALE EARNHARDT (#3 GM Goodwrench Service Plus Chevrolet): "We're really happy. The guys worked real hard. The car's been good all week. Larry's (McReynolds) been a little bit on edge -- he was a little nervous. He wasn't sure it could go much faster. I knew the car was capable. I sort of saved myself for qualifying...The car was there and the driver didn't mess up so we'll start up front instead of 24th." (About the fan's response when he got out of the car after qualifying) "It was great. It really was. When you don't win -- you all don't keep count, but I do -- it's important how the fans support you. They've supported us throughout this drought and that's really important."

KEN SCHRADER (#33 Skoal Chevrolet): (about whether IMS is a stock-car track): "I don't look at tracks as stock-car tracks. It's just a race track -- an asphalt oval we run a race car on. . . . We're ok (in qualifying). We need to worry about the race. I think we'll be 12th, 15th. It wasn't near as good a lap as we needed."

JEFF BURTON (#99 Exide Batteries Ford): "We have a fast car. We just didn't guess right."

STERLING MARLIN (#4 Kodak Film Chevrolet): "We hit on something in the last 15 minutes of practice. We adjusted the car for the weather. . . . We hope to stay in the top 10. We only lost about 15/100ths -- a lot of teams lost a half a second." (On the race) "It's hard to pass. Track position is important. We had a real good setup last year. I think if we can set the car up like last year we'll be real good."

MARK MARTIN (#6 Valvoline Ford): "That was about all we had (about car performance). Typically we have been off on qualifying. This place is no exception. Typically, we race better than we qualify."

DAVID GREEN (#96 Caterpillar Chevrolet): (On qualifying) "We were testing here, and that's about what we ran. I'm fairly happy with that. They paved and changed the look of the track (since testing). It being a different color caught me off guard a little bit. We had to change engines this morning and lost practice time. Qualifying was the first lap on that engine. . . . It wasn't a pretty lap but sometimes the ugly ones are the fastest. Everyone was saying the same thing -- slick, slick, slick. . . . We made an adjustment or two to compensate for a slick race track." (On Indy) "As a rookie the pressure is pretty astronomical. You try not to focus on the money it pays and how many fans there are. People have no idea how tough it is here. It's a big relief (to be in the field). Now we have to work on race setup and we don't have any book on that. "

RICK MAST (#75 Remington Arms Ford): "We took a gamble. Things can change dramatically with the weather. We knew the sun was heating the track up and was loosening up the car. We'll be ok (with qualifying position)."

JEFF GORDON (#24 DuPont Refinishes Chevrolet): "When you don't qualify good the first thing you do is focus on the race. The new pavement here has really caused us a struggle. We had a really good setup. We weren't expecting the pole but we thought we could get the top 5, top 10 in qualifying. We did think that we brought a car that was good for the race, and I still feel that way. But this new pavement that we put in, it really threw us for a loop. We worked all day yesterday and all day today. We finally started getting some speed out of the car, getting comfortable to where I could drive it a little bit harder through the corners and get a little more speed in the corners. After that last practice it seems to have fallen off a little bit. But for the first time I've been tight all weekend, and it happened to come at a bad time, in qualifying. I basically had to have a perfect lap to get in the top 10 today and I didn't so I'll start 20-something."

STEVE GRISSOM (#41 Kodiak Chevrolet): "It's been pretty decent in practice. The guys on the Kodiak team work extremely hard." (On qualifying) "Not too bad. The track s changed from this morning. We've done a good job of compensating for it (the changes). I would have liked to have gone a tick faster. Our whole goal was to get a good competitive qualifying run and make the field the first day. Every time you come to Indianapolis it's pretty awesome (because of the fans). This big a turnout for qualifying -- if this doesn't give you goosebumps, nothing does." (On the race) "Fuel mileage, pit strategy, all come into play."

GEOFF BODINE (#7 QVC Ford): "We're not happy. The track has changed quite a bit. Obviously, we haven't caught up with it. Everyone's going much slower than what they practiced at. We're gonna find out what's wrong with this car. Any ideas? We're not gonna give up. We'll keep trying."

DALE JARRETT (#88 Quality Care/Ford Credit Ford): "We left a little on the table...maybe enough for Ernie or some of the other guys. I got conservative in on getting into Turn 1. The track got slick. I wanted to make sure I got through. I didn't want to mess something up. (about the Yates cars): "It shows the job our guys do in the shop...that they can make the cars as good as they did for Ernie and I both." (about the team situation): "It shows professionalism of everyone at Yates Racing. It's in everyone s best interests to give the most they have. They're all true professionals." (about Irvan): "It's a difficult time. Knowing Ernie and Kim s belief in God, their prayers will be answered. If anyone knows about getting through adversity, it's Ernie. Hopefully, all this will work out for the best and his Mom will be well and he ll get a ride real soon." (is this one of your better tracks?): "This is a race track I enjoy. It presents a real challenge, the track changes during the day and I enjoy it because of the challenge it presents."

GREG SACKS (#91 LJ Racing Chevrolet): "I'm disappointed. We had been quite a bit faster in practice on Wednesday. Of course, everyone else has slowed down. With the heat, the track does not have as much grip. I wasn't satisfied with my qualifying run. We'll go get 'em tomorrow."

KENNY WALLACE (#81 SquareD Ford): "I slid into the corners but it's the best since we've been here. We'll change the shocks for tomorrow. I need more sidebite on the corners. Surely this (time) won't make the top 38 so we'll try again tomorrow."

TERRY LABONTE (#5 Kellogg's Chevrolet): "We slowed down a lot more than we should have (from the morning practice). The track got pretty loose."

RUSTY WALLACE (#2 Miller Lite Ford): "My car got real pushy in certain spots. It just wouldn't stick to the track but that's the way it goes." (what if you don't stay in the top 25?): "If we do, we do. If we don't, we don't."

ERNIE IRVAN (#28 Texaco Havoline Ford): (Feel good to have the pole?) "It's not going to feel good until the end of the day. . . . I don't count chickens until they hatch. (On advantage of winning pole) The track is hard to pass on. Guys at the front don't get involved in early wrecks. . . The pole means a lot. I haven't had a pole all year. That gives me bargaining power. " (On qualifying run) "The car didn't stick like it had been. . . . The lap wasn't one I'd write home about. . . . I about wrecked in turn 4. It was about sideways to me. " (On mother in hospital) "There's nothing I can do at the hospital except sit there. . . . She's on a respirator. They said she was on 80% oxygen yesterday when I left. The lungs will quit after a certain amount of time. Now she's on 45% oxygen." (If Saturday is hotter, will paving be a problem?) "Hope it gets cloudy. I'm not sure the race track is going to be a problem. We tested here last week and the track didn't come up. " (Other concerns) "I'm trying to look for a job. I'm kind of in the unemployment line. You know the saying, "When the going gets tough, the tough get going."

TED MUSGRAVE (#16 Family Channel/PRIMESTAR Ford): "Well, you always like to have a better time, but we'll take it. We're not losing much, maybe a half second or more from practice. I'm happy with the car, it feels good. Sure the heat affects the slower speeds. The time and track temperature are critical. We're faster than previous years, with technology, but on a cool day we would have seen 50 (seconds) flat."

DAVE MARCIS (#71 Realtree Camouflage Chevrolet): "We were slow for the last two days. We lost an engine but thanks to Richard Childress we have one. This is only my third lap today. We've got a ways to go. This (qualifying) time isn't gonna cut it. The heat doesn't seem too bad. The car is comfortable, maybe too comfortable."

KYLE PETTY (#44 Hot Wheels Pontiac): "Ain't got nothin' to say."

BRETT BODINE (#11 Close Call Ford): "I just don't have any speed. We just haven't run good here. We're still searching. In this next practice session we're going to change directions on our whole setup. We're going to try to hit it right so we can get some more speed."

BILL ELLIOTT (#94 McDonalds Ford): "Actually, we had a bunch of problems (motor, water pump) and never had a good opportunity to sort the car out. I felt I left a little on the table." (about being in the race): "The biggest thing here is not having problems." (about driving the turns): "I can get through (Turns) 3 and 4 better than (Turns) 1 and 2. If you can get your car working right, you can get through all four corners. The motor yesterday was better. It was cooler and the track was perfect."

MIKE SKINNER (#31 Lowe's Chevrolet): "We're going to have the fabricator make new front fenders for the car. Ain't bad for a backup car. Lost our primary car yesterday practicing a qualifying run, hit some oil and spun it."

RICH BICKLE (#26 KFC Team Twister Chevrolet): "We lost 4/10ths (of a second) since practice. The track was slick. If we get in the 25 we will be tickled. I've been here twice before. To be fourth quick in

practice, the whole crew was pumped. I got really loose off (turn) 2. I might have checked up a little bit. Today's the hardest race. You have to race to get in the race. It's something you dream of. There's everybody in the whole world watching. It ain't the money, to me it's opportunity. Darrell saw something in me and I'm not going to let him down."

JEREMY MAYFIELD (#37 Kmart/RC Cola Ford): "I feel a lot better now. The last two days were terrible. We didn't know what to do, we had changed a bunch of stuff. We're happy to be in the top 25."

WARD BURTON (#22 MBNA America Chevrolet): "Well, we ran a 51.30 in practice and qualified at a 51.50. We're going to stay on that. For whatever reason, the crew is able to get a faster car for the race than qualifying. I think our motor is more up to par when we race. We're going to try to get a good race setup. I think we made the right decision on tires and the wrong decision on gear."

DERRIKE COPE (#36 Skittles Pontiac): (about groove): "I was pleased with the qualifying lap. I got back on the throttle. Maybe it slid but the line was good. It was a pretty calculated lap." (about rumble strips): "I've been using those. I did exactly what I wanted to, I used that as a trailing edge. I clipped those as I come off."

RICKY RUDD (#10 Tide Ford): "The track was treacherous to some guys. Most of those guys got loose. I think we'll be good. It's a lot of fun racing at Indy. There's a lot of guys who put a lot in. We came up a little bit short but we're in the top 10. We're pretty happy with that (time). A lot of intensity goes into qualifying here. Some guys are happy. Some are let down. I'm real happy with what I see right now." (about track position during the race): "I think track position is definitely important here. It's not hard to pass but it's hard to follow. Clean air is important."

JOHN ANDRETTI (#98 RCA Ford): "We got a little aggressive on the motor, but it's not something I'm worried about. We just got to get ready for the race. Even though qualifying is not over with, we're going to work on race setup. (On heat affecting car) "It does, but there's nothing you can do about it. It's Indianapolis."

CALE YARBOROUGH (John Andretti's car owner): "The engine didn't come up to par. We can hear something leak, but we haven't pinpointed it yet. We expected to run much better than this. We'll do better tomorrow."

ROBBY GORDON (#40 Coors Light Chevrolet): "We're safe, locked in on the first day. I'm a little disappointed. I thought we'd be on the front row or in the top five. Now we'll work on race setups. This is a new track for me in a Winston Cup car. We ran a lot better in testing. By lunchtime the first day we were under track records and working on race setups. I was really comfortable on this track. The car got banged up in the trailer (on the way to Indy) and we didn't really get it back 100%."

JOE NEMECHK (#42 BellSouth Chevrolet): "What a day. I'm here at Indy in the front row. This is awesome." (about qualifying): "I hit the rumble strips in Turn one and maybe lost a little bit but it worked out okay. I made up for it in the other corners." (about qualifying position): "One more spot was a hundred grand. This team is awesome. I'm the lucky one who gets to drive the car." (about race day): "You normally don't run too wide here. We just need to finish."

DICK TRICKLE (#90 Heilig-Meyers Ford): "Well, we've been struggling a little bit this week. I felt like I got through one and two good. The car got loose in three and four. We just didn't get a good lap in. I think the track was slicker due to the heat. We adjusted for it, but evidently not enough. "

MORE POST-QUALIFICATION QUOTES

DAY 2 – THURSDAY, JULY 31, 1997

RICK MAST (#75 Remington Arms Ford Thunderbird) - Qualified 17th - "I know all the drivers will be complaining that the track's a lot slicker than it is. The car was a little bit loose in qualifying as hot as it got."

JEFF GORDON (#24 DuPont Automotive Refinishes Chevrolet Monte Carlo) - Qualified 24th - "I'm trying not to go hoarse. I've been talking a lot this week. It wasn't quite what we were looking for. Our worse case scenario during qualifying was whether or not it got tight off. And it got tight off. It looks like the track has caught a lot of guys off guard and it caught us off guard. We picked up over a second in the last practice. We're starting to get where we need to be. We'll find out what happens after qualifying and we'll go to work on the race setup."

DARRELL WALTRIP (#17 Auto Parts America Chevrolet Monte Carlo) - Qualified 4th - "What a thrill! We just wanted to qualify decent. We didn't really think we'd be on the pole or anything and we won't be. There will be cars that will beat that but man....they know that we're here anyway."

YOU MADE SOME CHANGES AFTER RICH BICKLE RAN. THEY MUST HAVE HELPED. -

"That's

just another good indication why you need two cars. Rich came in and said, 'DW, the car was this way, the track was this way.' A couple of minor changes really helped. So he's good and we are, too. I'm so pumped. This is going to be a great weekend. I can't wait. I'm just really excited!"

LAKE SPEED (#9 Delta Faucet Ford Thunderbird) - Did not qualify; 32nd fastest - Crashed his primary car during Wednesday practice. Qualified a back up car. - "When you had a car running as good as we were yesterday in practice. We had really never even made a full-blown qualifying attempt at that time. To lose that car was really devastating to us. We've got a back up car and the guys are working hard trying to get it up to speed. We're not quite there yet. We'll keep working at it. This is a good race team and we'll be able to come back and have a good lap tomorrow."

STEVE GRISSOM (#41 Kodiak Chevrolet Monte Carlo) - Qualified 19th - "That wasn't too bad. The guys on the Kodiak team have done an awesome job and prepared a great car with super motors. The track has changed a little bit from when we were out this morning. They did a great job compensating for it. I just would have liked to have done a little bit more. But still, it's a good lap for us and from here we'll just see what happens and where we wind up. Darrell (Waltrip) and I talked just before I went out. I kinda knew what the track was like for me and for him to go out and run a good lap like he did was pretty amazing. Now Dale Jarrett's come in since and beat him. These guys are pretty awesome. It's neat to be a part of it and to be here at Indianapolis."

TERRY LABONTE (#5 Kellogg's Chevrolet Monte Carlo) - Did not qualify; 31st fastest - "We were a little bit loose. We made some adjustments on it but we didn't do it quite enough. I knew when I left the pits and I was loose coming off (turn) two I was going to be in trouble. It's a good car and I think it will be good in the race. We just missed it a little bit today."

RON BARFIELD (#92 New Holland Ford Thunderbird) - Qualified 23rd - Crashed during Thursday practice. - "This New Holland car is running good today. The last time we went out we put stickers (tires) on the car and I came up off of turn four and I just slapped the wall pretty doggone hard. We got back to the garage and just didn't have enough time to get back out there. In fact, it still has the two right side tires that I hit the wall with on it. We didn't hit it real hard, just enough to stop my momentum. But we'll take that lap. It was a good lap for us. My guys have done a heck of a job. I want to thank New Holland for coming on board with us this year. If they keep hanging with us we're going to be all right."

BILL ELLIOTT (#94 McDonald's Ford Thunderbird) - Qualified 15th - "We've struggled all week. Yesterday we had a motor mess up. We were going to do some qualifying runs so that kind of threw that out the window. This morning we had some other problems with a water pump and stuff. We never got a chance to go out and do what we needed to do. I knew I was better and I felt like the car was better than what I ran here today. Mike (Beam, crew chief) and I talked about it. We just wanted to get a good solid lap in and try to get in the race and then kind of work on it from there. I think everything that could go wrong has gone wrong but fortunately we have a good race car for this weekend. The McDonald's Ford will run good on Saturday."

DAVID GREEN (#96 Caterpillar Chevrolet Monte Carlo) - Qualified 9th - "That's about what we ran in testing here. This weekend the guys have worked their tails off. We changed the motor and changed a little bit of everything. I always look at my practice times and if I can qualify just a tick better than I practice, I'm pretty happy. So today I've got a big smile on my face. Katech does our motors and we just had a little failure earlier with an oil pump. It wasn't the engine's fault. We missed the last fifteen minutes of practice. When I got the checkered flag that was the first lap that's been on this motor. The temperature was up pretty good so I killed it and I guess I killed it at the right time to make a big bang. That was a good lap. I hope that holds up. I guess it will for the first day so I'm pretty happy about that."

WALLY DALLENBACH (#46 First Union Chevrolet Monte Carlo) - Qualified 14th - "We missed it a little bit. We're real disappointed with that. That's the slowest we've run since we've been here. It just seems like we've been having a little bit of trouble with the track today. We changed a few things right before qualifying. We thought it would help it. We lost a little bit of overall grip. We'll worry about Saturday. We've still got a really good race car. This race car we made a lot of long race runs on when we tested here. We should be good Saturday."

RICKY RUDD (#10 Tide Ford Thunderbird) - Qualified 7th - "We're happy with that. We were a little bit tight when we qualified and a little bit tight in practice. We're really happy. This is a pretty intensified moment qualifying here. I was telling those guys on the radio, 'I'm glad that's over with.' More intense than Daytona 500 qualifying. We finished sixth here the last race but we had to struggle from the back to the front. We had some mechanical problems that we were able to come back and fix. This is by far the best race car I ever had here. So hopefully this thing will run up front. This Tide Ford has been pretty fast all week."

MIKE SKINNER (#31 Lowe's Chevrolet Monte Carlo) - Qualified 6th - Crashed primary car during Wednesday practice. Qualified a back up car. - "I've got to take my hat off to this crew. They worked their tails off. I feel for the motor guys. They struggled on this qualifying motor and made the call to take that engine out right before qualifying. They said, 'That thing's blown up it just hasn't thrown anything out of it yet.' We cut the fenders up on the thing. We did everything humanly possible to that car to make it better. It's nowhere near the car that we had yesterday but I'm just glad it looks like we'll make the top twenty-five with that run. Now we can concentrate on the race. Richard (Childress, car owner) has a guy coming

in the morning to put new fenders on it. The guys have done a great job calling pit strategy. We've struggled in the pits a little bit but the guys all want to race and they're going to get better and better and better. Hopefully I'll make us make less mistakes as we go through this second half of the year. I really hope we can do a little bit better. I've made a lot of mistakes and they've made some mistakes but this is a good race team. Richard still has a lot of confidence in us so we're going to keep on digging."

ROBBY GORDON (#40 Coors Light Chevrolet Monte Carlo) - Qualified 11th - "We layed the spoiler down in practice because the car was pushing a little bit. Maybe we shouldn't have done that. It got a little hot. It got a little slick. We were pretty loose in the corners. Pretty good effort for SABCO. What? Three cars in the top fifteen? The guys at the other shop are doing a pretty good job getting us some power. It's unfortunate that we qualified back 11th but Joe (Nemechek) did a good job. He's on the front row. We got a pretty good effort. That will lock us in on first day. Now we can work on race setup the rest of the weekend."

Performance History - Morning Practice

Thursday July 31, 1997

R	Car	Driver	Make	:--- Session -----:		:--Event Combined--:			Date Best	
				Laps	Time	Speed	Laps	Time		Speed
1	28	Irvan, Ernie	Ford	12	50.418	178.508	30	50.418	178.508	7/31/97
2	88	Jarrett, Dale	Ford	6	50.481	178.285	23	50.285	178.980	7/30/97
3	43	Hamilton, Bobby	Pontiac	17	50.624	177.781	44	50.624	177.781	7/31/97
4	26	Bickle, Rich	Chevy	9	50.718	177.452	41	50.718	177.452	7/31/97
5	42	Nemechek, Joe	Chevy	12	50.754	177.326	32	50.754	177.326	7/31/97
6	29	Green, Jeff	Chevy	23	50.812	177.124	45	50.812	177.124	7/31/97
7	99	Burton, Jeff	Ford	21	50.835	177.043	45	50.835	177.043	7/31/97
8	33	Schrader, Ken	Chevy	18	50.857	176.967	44	50.857	176.967	7/31/97
9	24	Gordon, Jeff	Chevy	18	50.864	176.942	43	50.864	176.942	7/31/97
10	46	Dallenbach Jr, Wally	Chevy	14	50.868	176.929	24	50.806	177.144	7/30/97
11	10	Rudd, Ricky	Ford	15	50.886	176.866	31	50.886	176.866	7/31/97
12	40	Gordon, Robby	Chevy	17	50.912	176.776	37	50.912	176.776	7/31/97
13	92	Barfield, Ron	Ford	11	50.938	176.685	41	50.938	176.685	7/31/97
14	4	Marlin, Sterling	Chevy	12	50.957	176.620	36	50.957	176.620	7/31/97
15	9	Speed, Lake	Ford	16	50.983	176.529	16	50.983	176.529	7/31/97
16	41	Grissom, Steve	Chevy	14	51.004	176.457	36	50.998	176.478	7/30/97
17	6	Martin, Mark	Ford	25	51.012	176.429	46	51.012	176.429	7/31/97
18	18	Labonte, Bobby	Pontiac	20	51.046	176.312	46	51.046	176.312	7/31/97
19	75	Mast, Rick	Ford	21	51.066	176.243	42	51.066	176.243	7/31/97
20	16	Musgrave, Ted	Ford	28	51.087	176.170	66	50.874	176.908	7/30/97
21	5	Labonte, Terry	Chevy	17	51.117	176.067	30	51.117	176.067	7/31/97
22	44	Petty, Kyle	Pontiac	22	51.131	176.018	54	51.131	176.018	7/31/97
23	23	Spencer, Jimmy	Ford	20	51.139	175.991	56	51.139	175.991	7/31/97
24	30	Benson Jr, Johnny	Pontiac	14	51.139	175.991	34	51.139	175.991	7/31/97
25	94	Elliott, Bill	Ford	24	51.221	175.709	55	51.221	175.709	7/31/97
26	17	Waltrip, Darrell	Chevy	17	51.231	175.675	41	51.231	175.675	7/31/97
27	31	Skinner, Mike	Chevy	16	51.242	175.637	16	51.242	175.637	7/31/97
28	3	Earnhardt, Dale	Chevy	18	51.258	175.582	37	51.258	175.582	7/31/97
29	27	Wilson, Rick	Ford	18	51.302	175.432	44	51.302	175.432	7/31/97
30	21	Waltrip, Michael	Ford	19	51.311	175.401	46	51.311	175.401	7/31/97
31	22	Burton, Ward	Pontiac	20	51.313	175.394	48	51.313	175.394	7/31/97
32	37	Mayfield, Jeremy	Ford	28	51.321	175.367	55	51.321	175.367	7/31/97
33	2	Wallace, Rusty	Ford	15	51.350	175.268	46	51.350	175.268	7/31/97
34	98	Andretti, John	Ford	23	51.419	175.033	48	51.238	175.651	7/30/97
35	90	Trickle, Dick	Ford	20	51.442	174.954	51	51.442	174.954	7/31/97
36	96	Green, David	Chevy	20	51.445	174.944	41	51.445	174.944	7/31/97
37	36	Cope, Derrike	Pontiac	21	51.501	174.754	55	51.501	174.754	7/31/97
38	95	Berrier, Ed	Chevy	16	51.504	174.744	51	51.504	174.744	7/31/97
39	97	Little, Chad	Pontiac	33	51.514	174.710	63	51.514	174.710	7/31/97
40	7	Bodine, Geoff	Ford	17	51.633	174.307	39	51.633	174.307	7/31/97
41	78	Hillin, Bobby	Ford	23	51.646	174.263	45	51.646	174.263	7/31/97
42	77	Shepherd, Morgan	Ford	20	51.681	174.145	49	51.681	174.145	7/31/97
43	91	Sacks, Greg	Chevy	17	51.821	173.675	44	51.271	175.538	7/30/97
44	12	Purvis, Jeff	Chevy	12	51.894	173.430	29	51.894	173.430	7/31/97
45	11	Bodine, Brett	Ford	24	51.926	173.324	59	51.926	173.324	7/31/97
46	61	Steele, Tim	Ford	19	51.936	173.290	38	51.936	173.290	7/31/97
47	81	Wallace, Kenny	Ford	18	51.965	173.193	48	51.965	173.193	7/31/97
48	1	Wallace, Mike	Pontiac	21	51.993	173.100	45	51.993	173.100	7/31/97
49	8	Stricklin, Hut	Ford	20	52.013	173.034	48	52.013	173.034	7/31/97
50	25	Craven, Ricky	Chevy	18	52.280	172.150	43	52.280	172.150	7/31/97
51	71	Marcis, Dave	Chevy	5	52.922	170.062	34	52.515	171.380	7/30/97
52	9	Speed, Lake	Ford	0	0.000	0.000	14	50.932	176.706	7/30/97
53	31	Skinner, Mike	Chevy	0	0.000	0.000	11	51.637	174.294	7/30/97

Total

924

2185

Performance History - Afternoon Practice

Thursday July 31, 1997

R	Car	Driver	Make	:---Session-----: :-Event Combined--:			Date			
				Laps	Time	Speed		Laps	Time	Speed
1	9	Speed, Lake	Ford	6	51.216	175.726	22	50.983	176.529	7/31/97
2	77	Shepherd, Morgan	Ford	7	51.278	175.514	56	51.278	175.514	7/31/97
3	29	Green, Jeff	Chevy	11	51.347	175.278	56	50.812	177.124	7/31/97
4	78	Hillin, Bobby	Ford	3	51.716	174.027	48	51.646	174.263	7/31/97
5	36	Cope, Derrike	Pontiac	6	51.726	173.994	61	51.501	174.754	7/31/97
6	12	Purvis, Jeff	Chevy	6	51.829	173.648	35	51.829	173.648	7/31/97
7	95	Berrier, Ed	Chevy	6	51.915	173.360	57	51.504	174.744	7/31/97
8	61	Steele, Tim	Ford	15	51.960	173.210	53	51.936	173.290	7/31/97
9	90	Trickle, Dick	Ford	6	51.966	173.190	57	51.442	174.954	7/31/97
10	16	Musgrave, Ted	Ford	32	52.022	173.004	98	50.874	176.908	7/30/97
11	6	Martin, Mark	Ford	27	52.055	172.894	73	51.012	176.429	7/31/97
12	7	Bodine, Geoff	Ford	14	52.070	172.844	53	51.633	174.307	7/31/97
13	71	Marcis, Dave	Chevy	8	52.079	172.814	42	52.079	172.814	7/31/97
14	99	Burton, Jeff	Ford	23	52.080	172.811	68	50.835	177.043	7/31/97
15	3	Earnhardt, Dale	Chevy	15	52.122	172.672	52	51.258	175.582	7/31/97
16	33	Schrader, Ken	Chevy	18	52.142	172.606	62	50.857	176.967	7/31/97
17	43	Hamilton, Bobby	Pontiac	17	52.214	172.368	61	50.624	177.781	7/31/97
18	94	Elliott, Bill	Ford	28	52.223	172.338	83	51.221	175.709	7/31/97
19	41	Grissom, Steve	Chevy	6	52.232	172.308	42	50.998	176.478	7/30/97
20	75	Mast, Rick	Ford	26	52.287	172.127	68	51.066	176.243	7/31/97
21	37	Mayfield, Jeremy	Ford	14	52.299	172.087	69	51.321	175.367	7/31/97
22	5	Labonte, Terry	Chevy	11	52.322	172.012	41	51.117	176.067	7/31/97
23	22	Burton, Ward	Pontiac	17	52.356	171.900	65	51.313	175.394	7/31/97
24	98	Andretti, John	Ford	5	52.372	171.848	53	51.238	175.651	7/30/97
25	18	Labonte, Bobby	Pontiac	22	52.425	171.674	68	51.046	176.312	7/31/97
26	4	Marlin, Sterling	Chevy	10	52.430	171.657	46	50.957	176.620	7/31/97
27	30	Benson Jr, Johnny	Pontiac	13	52.441	171.621	47	51.139	175.991	7/31/97
28	8	Stricklin, Hut	Ford	13	52.509	171.399	61	52.013	173.034	7/31/97
29	21	Waltrip, Michael	Ford	15	52.543	171.288	61	51.311	175.401	7/31/97
30	10	Rudd, Ricky	Ford	22	52.616	171.051	53	50.886	176.866	7/31/97
31	44	Petty, Kyle	Pontiac	21	52.618	171.044	75	51.131	176.018	7/31/97
32	97	Little, Chad	Pontiac	18	52.671	170.872	81	51.514	174.710	7/31/97
33	2	Wallace, Rusty	Ford	22	52.754	170.603	68	51.350	175.268	7/31/97
34	23	Spencer, Jimmy	Ford	15	52.767	170.561	71	51.139	175.991	7/31/97
35	25	Craven, Ricky	Chevy	7	52.921	170.065	50	52.280	172.150	7/31/97
36	92	Barfield, Ron	Ford	25	52.982	169.869	66	50.938	176.685	7/31/97
37	81	Wallace, Kenny	Ford	2	70.197	128.211	50	51.965	173.193	7/31/97
38	88	Jarrett, Dale	Ford	0	0.000	0.000	23	50.285	178.980	7/30/97
39	28	Irvan, Ernie	Ford	0	0.000	0.000	30	50.418	178.508	7/31/97
40	26	Bickle, Rich	Chevy	0	0.000	0.000	41	50.718	177.452	7/31/97
41	42	Nemechek, Joe	Chevy	0	0.000	0.000	32	50.754	177.326	7/31/97
42	46	Dallenbach Jr, Wally	Chevy	0	0.000	0.000	24	50.806	177.144	7/30/97
43	24	Gordon, Jeff	Chevy	0	0.000	0.000	43	50.864	176.942	7/31/97
44	40	Gordon, Robby	Chevy	0	0.000	0.000	37	50.912	176.776	7/31/97
45	9	Speed, Lake	Ford	0	0.000	0.000	14	50.932	176.706	7/30/97
46	17	Waltrip, Darrell	Chevy	0	0.000	0.000	41	51.231	175.675	7/31/97
47	31	Skinner, Mike	Chevy	0	0.000	0.000	16	51.242	175.637	7/31/97
48	91	Sacks, Greg	Chevy	0	0.000	0.000	44	51.271	175.538	7/30/97
49	27	Wilson, Rick	Ford	0	0.000	0.000	44	51.302	175.432	7/31/97
50	96	Green, David	Chevy	0	0.000	0.000	41	51.445	174.944	7/31/97
51	31	Skinner, Mike	Chevy	0	0.000	0.000	11	51.637	174.294	7/30/97
52	11	Bodine, Brett	Ford	0	0.000	0.000	59	51.926	173.324	7/31/97
53	1	Wallace, Mike	Pontiac	0	0.000	0.000	45	51.993	173.100	7/31/97

Total Laps:

532

2717

QUALIFYING ORDER

THURSDAY, JULY 31, 1997

Ps.No.	Driver	Sponsor	Make	
1	29	* Jeff Green	Cartoon Network	Chev
2	43	Bobby Hamilton	STP	Pont
3	33	Ken Schrader	Skoal	Chev
4	12	Jeff Purvis	Opryland USA	Ford
5	99	Jeff Burton	Exide Batteries	Ford
6	4	Sterling Marlin	Kodak	Chev
7	6	Mark Martin	Valvoline	Ford
8	1	Mike Wallace	R&L Carriers	Pont
9	96	* David Green	Caterpillar	Chev
10	75	Rick Mast	Remington Arms	Ford
11	9	Lake Speed	Melling Race	Ford
12	24	Jeff Gordon	DuPont Automotive Refin	Chev
13	27	Rick Wilson		Ford
14	95	Ed Berrier	Shoney's Restaurants	Ford
15	18	Bobby Labonte	Interstate Batteries	Pont
16	41	Steve Grissom	Kodiak	Chev
17	17	Darrell Waltrip	Western Auto	Chev
18	7	Geoff Bodine	QVC	Ford
19	61	Tim Steele	HMS Die/Cimlinc	Ford
20	88	Dale Jarrett	Quality Care/Ford Credit	Ford
21	91	Greg Sacks	Spam/Hormel Foods	Chev
22	21	Michael Waltrip	CITGO	Ford
23	81	Kenny Wallace	Square D	Ford
24	5	Terry Labonte	Kellogg's Corn Flakes	Chev
25	2	Rusty Wallace	Miller Lite	Ford
26	28	Ernie Irvan	Texaco Havoline	Ford
27	23	Jimmy Spencer	Camel Cigarettes	Ford
28	77	Morgan Shepherd	Jasper Engines	Ford
29	92	Ron Barfield	New Holland	Ford
30	16	Ted Musgrave	Family Channel/Primestar	Ford
31	71	Dave Marcis	RealTree	Chev
32	25	Ricky Craven	Budweiser	Chev
33	44	Kyle Petty	Hot Wheels	Pont
34	11	Brett Bodine	Close Call	Ford
35	94	Bill Elliott	McDonald's	Ford
36	8	Hut Stricklin	Circuit City	Ford
37	46	Wally Dallenbach, Jr.	First Union	Chev
38	31	* Mike Skinner	Lowe's	Chev
39	26	Rich Bickle	KFC Team Twister	Chev
40	37	Jeremy Mayfield	KMart/RCA Cola	Ford
41	22	Ward Burton	MBNA	Pont
42	36	Derricke Cope	Skittles	Pont
43	97	Chad Little	John Deere	Pont
44	10	Ricky Rudd	Tide	Ford
45	78	Bobby Hillin	Hanes	Ford
46	30	Johnny Benson	Pennzoil	Pont
47	98	John Andretti	RCA	Ford
48	3	Dale Earnhardt	GM Goodwrench Serv Plus	Chev
49	40	* Robby Gordon	Coors Light	Chev
50	42	Joe Nemechek	BellSouth	Chev
51	90	Dick Trickle	Heilig-Meyers/Simmons	Ford

* Rookie of the Year Contender

QUALIFYING RESULTS

JULY 31, 1997 - POLE DAY

SP	Car	Driver	Car Name	Time	Speed
1	28	Ernie Irvan	Texaco Havoline Ford	50.637	177.736
2	42	Joe Nemechek	BellSouth Chevrolet	50.690	177.550
3	88	Dale Jarrett	Quality Care/Ford Credit Ford	50.706	177.494
4	17	Darrell Waltrip	Parts America Chevrolet	50.886	176.866
5	3	Dale Earnhardt	GM Goodwrench Service Plus Chevrolet	50.981	176.536
6	31	Mike Skinner	Lowe's Chevrolet	51.016	176.415
7	10	Ricky Rudd	Tide Ford	51.083	176.184
8	33	Ken Schrader	Skoal Chevrolet	51.087	176.170
9	96	David Green	Caterpillar Chevrolet	51.093	176.149
10	26	Rich Bickle	KFC Team Twister Chevrolet	51.111	176.087
11	40	Robby Gordon	Coors Light Chevrolet	51.115	176.074
12	43	Bobby Hamilton	STP Pontiac	51.121	176.053
13	4	Sterling Marlin	Kodak Film Chevrolet	51.143	175.977
14	46	Wally Dallenbach Jr.	First Union Chevrolet	51.170	175.884
15	94	Bill Elliott	McDonalds Ford	51.185	175.833
16	37	Jeremy Mayfield	Kmart/RC Cola Ford	51.191	175.812
17	75	Rick Mast	Remington Arms Ford	51.221	175.709
18	21	Michael Waltrip	CITGO Ford	51.232	175.671
19	41	Steve Grissom	Kodiak Chevrolet	51.307	175.415
20	30	Johnny Benson Jr.	Pennzoil Pontiac	51.363	175.223
21	97	Chad Little	John Deere Pontiac	51.386	175.145
22	16	Ted Musgrave	Family Channel/PRIMESTAR Ford	51.391	175.128
23	92	Ron Barfield Jr.	New Holland Ford	51.403	175.087
24	24	Jeff Gordon	DuPont Refinishes Chevrolet	51.412	175.056
25	18	Bobby Labonte	Interstate Batteries Pontiac	51.416	175.043
6		Mark Martin	Valvoline Ford	51.453	174.917
99		Jeff Burton	Exide Batteries Ford	51.467	174.869
27		Rick Wilson	Blair Motorsports Ford	51.478	174.832
98		John Andretti	RCA Ford	51.490	174.791
22		Ward Burton	MBNA America Chevrolet	51.500	174.757
5		Terry Labonte	Kellog's Chevrolet	51.536	174.635
9		Lake Speed	Melling Engine Parts Ford	51.614	174.371
91		Greg Sacks	LJ Racing Chevrolet	51.630	174.317
36		Derrike Cope	Skittles Pontiac	51.639	174.287
23		Jimmy Spencer	Camel Ford	51.647	174.260
2		Rusty Wallace	Miller Lite Ford	51.695	174.098
78		Bobby Hillin Jr.	Hanes Ford	51.712	174.041
90		Dick Trickle	Heilig-Meyers Ford	51.760	173.879
95		Ed Berrier	Shoney's Inn Chevrolet	51.760	173.879
81		Kenny Wallace	SquareD Ford	51.761	173.876
44		Kyle Petty	Hot Wheels Pontiac	51.774	173.832
29		Jeff Green	Cartoon Network Chevrolet	51.790	173.779
77		Morgan Shepherd	Jasper Engines/Federal-Mogul Ford	51.842	173.604
8		Hut Stricklin	Circuit City Ford	52.020	173.010
7		Geoff Bodine	QVC Ford	52.040	172.944
12		Jeff Purvis	OpryLand USA Chevrolet	52.103	172.735
11		Brett Bodine	Close Call Ford	52.142	172.606
71		Dave Marcis	Realtree Camouflage Chevrolet	52.213	172.371
1		Mike Wallace	R&L Carriers Pontiac	52.246	172.262
61		Tim Steele	HS Die/Cimling Ford	52.483	171.484
25		Ricky Craven	Budweiser Chevrolet	52.522	171.357

DAILY TRACKSIDE REPORT

DAY 3 – FRIDAY AUGUST 1, 1997

First Round Qualifying Breakdown:

	Entered	Top 25
Chevrolet	19	12
Ford	24	9
Pontiac	8	4

Brickyard 400 Practice Notes:

Slowest speed among top 25 to make field: 175.043 by #18 Bobby Labonte.

10 a.m. _ GREEN.

10:02 a.m. -- #95 Berrier turned a lap at 173.765, fastest of session among not-yet-qualified drivers.

10:05 a.m. -- #77 Shepherd turned a lap at 175.428, fastest of session among not-yet-qualified drivers.

10:06 a.m. -- #5 T. Labonte turned a lap at 173.963, second fastest of session among not-yet qualified drivers.

10:09 a.m. -- #7 G. Bodine turned a lap at 174.839, second fastest of session among not-yet-qualified drivers.

10:10 a.m. -- #9 Speed turned a lap at 176.111, fastest of session among not-yet-qualified drivers.

10:20 a.m. -- #95 Berrier turned a lap at 175.002, fourth fastest of session among not-yet-qualified drivers.

10:20 a.m. -- #29 J. Green turned a lap at 176.675, fastest of session among not-yet-qualified drivers.

10:20 a.m. -- #90 Trickle turned a lap at 174.054, sixth fastest of session among not-yet-qualified drivers.

10:21 a.m. -- #71 Marcis brushed the wall in the south short chute, and continued to the pits. No yellow.

10:30 a.m. -- #7 G. Bodine turned a lap at 174.951, fifth fastest of session among not-yet-qualified drivers.

10:34 a.m. -- #78 Hillin turned a lap at 174.236, fifth fastest of session among not-yet-qualified drivers.

10:36 a.m. -- #91 Sacks turned a lap at 174.982, fifth fastest of session among not-yet-qualified drivers.

10:36 a.m. -- #81 K. Wallace turned a lap at 174.975, sixth fastest of session among not-yet-qualified drivers.

By 10:40 50 cars had participated in the practice session. The only entry missing so far is #4 Marlin.

10:41 a.m. -- #90 Trickle turned a lap at 175.203, fourth fastest of session among not-yet-qualified drivers.

10:45 a.m. -- #77 Shepherd turned a lap at 176.350, second fastest of session among not-yet-qualified drivers.

10:50 a.m. -- #7 G. Bodine has turned a lap at 175.056, fifth fastest of session among not-yet-qualified drivers.

10:52 a.m. -- #12 Purvis has turned a lap at 174.880, ninth fastest of session among not-yet-qualified drivers.

10:59 a.m. -- #91 Sacks turned a lap at 177.246, fastest of session among not-yet-qualified drivers.

11:07 a.m. -- YELLOW, debris in turn 1. Green flag again at 11:08.

11:10 a.m. -- #9 Speed turned a lap at 176.894, second fastest of session among not-yet-qualified drivers.

11:15 a.m. -- #77 Shepherd has turned a lap at 176.526, fourth fastest of session among not-yet-qualified drivers.

11:15 a.m. -- #95 Berrier has turned a lap at 175.384, fifth fastest of session among not-yet-qualified drivers.

11:18 a.m. -- #21, M. Waltrip pits after showing smoke.

11:20 a.m. -- #12 Purvis turned a lap at 175.111, seventh fastest of session among not-yet-qualified drivers.

11:21 a.m. -- #29 J. Green turned a lap at 177.347, fastest of session among not-yet-qualified drivers.

11:24 a.m. -- #90 Trickle turned a lap at 175.418, fifth fastest of session among not-yet-qualified drivers.

11:28 a.m. -- #44 Petty turned a lap at 175.155, seventh fastest of session among not-yet-qualified drivers.

11:30 a.m. -- END OF SESSION

--Four not-yet-qualified drivers broke the previous track record (Jeff Gordon, 1996, 176.419) during the practice session

#29 Jeff Green (177.347)

#91 Greg Sacks (177.246)

#9 Lake Speed (176.894)

#77 Morgan Shepherd (176.526)

--Additionally, five drivers bettered the Thursday qualifying speed of 25th position starter Bobby Labonte (175.043). Those drivers were #90 Dick Trickle (175.418), #95 Ed Berrier (175.384), #44 Kyle Petty (175.155), #12 Jeff Purvis (175.111) and #7 Geoff Bodine (175.056)

--The spread between first and 25th positions is .779 of a second. The record spread for the top 25 positions in a Brickyard 400 field is .549 of a second in 1996.

Eight drivers stood on their Thursday first-round times for second-round qualifying today. Those drivers are #6 Mark Martin, #99 Jeff Burton, #27 Rick Wilson, #98 John Andretti, #22 Ward Burton, #5 Terry Labonte, #23 Jimmy Spencer, #2 Rusty Wallace. Five drivers stood on their times in 1994, second-round qualifying was rained out in 1995 and eight drivers stood on their times in 1996. The only driver ever to be bumped from a Brickyard 400 field who stood on his time was Ricky Craven a year ago and Craven joined the field in a provisional starting spot, 39th position.

Visitors to the Speedway today included four-time Indianapolis 500 winner A.J. Foyt and 1960 Indianapolis 500 winner Jim Rathmann.

JIM RATHMANN: "I ran the Beach (in a stock car), ran an Oldsmobile. I ran a lot of stock cars, but not much NASCAR. AAA wouldn't let you run both back then. My brother, Dick, won 17 Grand National (later Winston Cup, plus convertibles) races. I go to a lot of them. I've been to Charlotte, go to Darlington once in a while and, of course, I go to Daytona because I live right near there." (NOTE: Rathmann won both ends of the only Indy-style races at Daytona International Speedway in 1959. He said he's attending his fourth Brickyard 400s and also attends the Winston Cup race in Phoenix.)

According to Goodyear tire engineers, track temperatures were 111 degrees at 10 a.m. and 133 degrees at 2 p.m.

Additional lap and television postings today raised the posted awards total to \$4,965,217.

Post-qualifying notes:

--The 38-car qualifying field average is a record 175.663 miles an hour. The previous record was 174.435 miles an hour for the 38-car qualifying field of 1996.

--The difference between the fastest qualifier, Ernie Irvan (50.637 seconds) and the slowest qualifier, Terry Labonte (51.536 seconds) in the 38-car qualifying field is .899 of a second, the closest spread in Brickyard 400 history. The previous mark was 1.030 seconds between the fastest and slowest qualifiers in the 1996 38-car qualifying field.

--Two of the eight drivers who stood on their first-round speeds were bumped from the field in the second round. This is the first time in Brickyard 400 history that two drivers (#23 Jimmy Spencer and #2 Rusty Wallace) who stood on first-round speeds, have been bumped from the same field. Spencer and Rusty Wallace will start 40th and 43rd, respectively, after taking a regular provisional and champions provisional, respectively.

--This is the first time a Winston Cup champion has been the slowest qualifier in a Brickyard 400 field (#5 Terry Labonte (Winston Cup champion, 1984, 1996) and also the first time a Winston Cup champion

(#2 Rusty Wallace (Winston Cup champion, 1989) has started in last position or used a provisional to make a Brickyard 400 field.

--The five provisional starters is a Brickyard 400 record. The 1994 and 1995 races had three each and the 1996 race had two provisionals.

--Mike Wallace posted the fastest qualifying time to ever miss a Brickyard 400 field. His time of 51.567 seconds was just .031 of a second slower than 38th-place starter Terry Labonte. In 1994, Joe Ruttman missed the field by just .003 of a second. In 1995, Jeff Purvis missed the field by .002 of a second. In 1996, Ricky Craven missed the field by .053 of a second but was added through a provisional.

--Second-round qualifying marked the first time that two sets of brothers were bumped in the final time trial round. Brett and Geoff Bodine were bumped, as were Mike and Rusty Wallace. Brett Bodine and Rusty Wallace made the field through provisionals.

--Jeff Green's second-round speed of 176.153 is the fastest second-round qualifying speed ever recorded for a Brickyard 400. The previous fastest was 174.584 by Gary Bradberry in 1996.

--The field contains 18 Chevrolets, 18 Fords and seven Pontiacs. This is the highest number of both Chevrolets and Pontiacs to start a Brickyard 400 field. The highest previous for Chevrolet was 15 in 1994. The highest previous for Pontiac was five in 1994, 1995 and 1996. The total is the fewest for Ford, which had 23 starters in 1994, 1995 and 1996.

Order of the Day, Saturday, August 2, 1997

10:10 a.m. -- Indiana State University band

10:30 a.m. -- NASCAR show car lap

11:10 a.m. -- IMS Festival parade lap

11:20 a.m. -- "America the Beautiful", Indiana State University band

11:30 a.m. -- Driver introductions, presentation of NASCAR series awards, parade lap

12:03 p.m. -- Invocation, by Rev. Howard Brammer, Traders Point Christian Church

12:06 p.m. -- National Anthem, by Tracy Byrd

12:07 p.m. -- F-16 flyover

12:09 p.m. -- Starting command, balloon release

12:10 p.m. -- Parade lap

12:12 p.m. -- Pace lap

12:15 p.m. -- Start of fourth Brickyard 400

Honorary Starter -- Indianapolis Mayor Steve Goldsmith

Final NASCAR Practice Notes:

2:30 p.m. -- GREEN. #4 Marlin first out.

2:42 p.m. -- YELLOW, debris on backstretch.

2:44 p.m. -- GREEN.

3:30 p.m. -- END SESSION

Top Five -- #16 Musgrave 173.916; #6 Martin 172.768, #42 Nemechek 172.371, #46 Dallenbach Jr. 172.335, #17 D. Waltrip 172.209.

Ted Musgrave came to the Trackside Conference Room after the final session.

TED MUSGRAVE: (about race day setup): "I told the crew after that session just to leave it alone." (about the Speedway): "We've seen it time and time again, it wears off a little bit. The first time was amazing, coming here knowing that the tradition of Indianapolis and all of the history here in these walls, if they could talk, we could be listening for a long time. We're making history ourselves by coming here and I never dreamed I'd never be racing here at Indianapolis, other than if I was an open-wheel racer, which I never would be, I m not brave enough to drive those cars. There's still nothing like Indianapolis." (about pit stops): "I think we're going to put on four tires about every time because we'll be running a full fuel stop and by the time we get fuel we can get four tires on and also track position, the car is really fast by itself and if I get in traffic I get an aerodynamic push just like everyone else gets. If I can get that track position, get up near the front and get some good air on the front of my car, that thing will really go through the corners. I can run away from them. Hopefully we'll take that into consideration too as far as stretching fuel as much as I can and maybe making a pitstop where it will get me out ahead of the pack. I expect the window to be about 40-41 laps."

Twenty-seven drivers will have started all four Brickyard 400s to date: Joe Nemechek, Dale Jarrett, Darrell Waltrip, Dale Earnhardt, Ricky Rudd, Ken Schrader, Bobby Hamilton, Sterling Marlin, Bill Elliott, Jeremy Mayfield, Rick Mast, Michael Waltrip, Ted Musgrave, Jeff Gordon, Bobby Labonte, Lake Speed, Mark Martin, Derrike Cope, Jeff Burton, John Andretti, Ward Burton, Greg Sacks, Terry Labonte, Kyle Petty, Jimmy Spencer, Brett Bodine and Rusty Wallace. Those whose streak ended at three Brickyard 400 fields are Geoff Bodine, Bobby Hillin Jr., Morgan Shepherd and Hut Stricklin.

Mike Skinner s qualifying speed Thursday of 176.415 miles an hour is the fastest ever for a first-time starter in the Brickyard 400. The previous mark prior to this year was 174.876 by Johnny Benson in the first round of 1996 qualifying.

END FRIDAY NOTES

Post Qualifying Quotes

Friday August 1, 1997

DICK TRICKLE (#90 Heilig-Meyers Ford): "We're not in a real good spot. We have to be in the top 38. We're sitting 33rd right now. Hopefully the track will get hotter and hotter and slower. Everybody'll slow down from this morning. We needed to go faster. We lost rpm s, could be the heat, I don't know."

HUT STRICKLIN (#8 Circuit City Ford): "It was no better today. We changed engines, carburetors, intake manifold, some springs, about everything. Everything we've done, regardless, it just runs the same. It's just one of them things. It's frustrating. Everybody wants to be in this race – the drivers, the sponsors, everyone -- but it doesn't look good for us."

RICKY CRAVEN (#25 Budweiser Chevrolet): "I did as bad of a job as I've done all year yesterday in qualifying. I did a little better today. We battled to get the car to where I need it. Then, after that, I had to learn how to drive here. This is my third Brickyard but I haven't done much here." ... "The biggest difference here is the speeds we run on a flat race track. It's been very difficult for me to find a track to reference this one to. I asked (teammate) Jeff Gordon yesterday for some pointers. He always runs well here but he doesn't know why, so he wasn't much help." ... "The most difficult thing about this track is you have to roll out of the gas and roll back in it four times. The later you can get out and the earlier you can get back in relates directly to speed. It's difficult to do and easy to make a mistake. You could miss on one turn and the damage will offset three perfect turns." ... "I don't think I've run as bad anywhere in Winston Cup as I did here yesterday. Anywhere else I would have complained, but this is Indianapolis. I love being here. As bad as I ran yesterday, I still have a sweet spot for this place." ... "There are 19 tracks on our schedule this year. I feel like I have 10 of the tracks figured out. This is one of the nine I don't. Maybe I'm just a slow learner." ... "We're certainly behind but I think you'll see the cars that ran real fast by themselves (in qualifying) may not be so fast in the race. It's a whole different thing when you've got a Ford right behind you and a Pontiac in front of you. And the cars that ran OK in qualifying may run good in the race."

KENNY WALLACE (#81 SquareD Ford): (Where did you find 2 mph?) "The other teams won't tell you, but it's geometry." (On run) "I was wiggly but didn't get out of the gas." (On racing at Indy and pressure) "It means a lot. The toughest thing is how young drivers sometimes don't get second chances. It took a lot of hyperventilating. I went out to the motorhome for a while after I knew the car was right. It's hard to keep your mental attitude watching others qualify. When you come to Indianapolis, the home of the Indy 500, you're stepping on sacred Indian burial grounds. Now we're starting to build traditions."

GREG SACKS (#91 LJ Racing Chevrolet): "Whew! Thank God. . . to be in the field for the Brickyard 400! The Little Joe's Team is awesome. As the track heated, I can't believe how loose the car got. I almost spun on turn two and I really had a handful. And we all know how sensitive the Speedway is to the heat. I'm glad it's over. I was really blessed."

JEFF GREEN (#29 Cartoon Network Chevrolet): "The weather slipped up on us yesterday. Being a rookie I didn't know what I needed to do. We had it (speed) in there yesterday. Just didn't get a good clean lap. . . . The slowest lap we ran was in qualifying yesterday. About spun off turn 4 yesterday coming down for the green. The car was so different between practice and qualifying. When I went into 3 on my warmup lap (today) I knew it was going to be good because it felt just like it did this morning. I

was here in '94 spotting for Michael Waltrip and that was my first time here. We've got a good race car. We may surprise some people. "

BOBBY HILLIN JR. (#78 Hanes Ford): "It's still slick out there. The car is loose -- as loose as it's been since we arrived here. The lack of grip really hurt us."

DERRIKE COPE (#36 Skittles Pontiac): "I've got to give the guys a lot of credit. We found something at the end to pull it out. We got a good lap out of it. Our cars have not qualified well this year, but we've done well in the races. I hustled as much as I could. I'm pleased with the lap. We just had to go out and make it happen...I like this place and I run well here. I just don't qualify well here. We just haven't been able to get the speed out of this car until this morning." (About qualifying second day) "Second round always shows its ugly face. You just have to get in there and get four really good corners." (About the start of the race) "I'm not worried about starting -- I'm just glad that we are starting."

BRETT BODINE (#11 Close Call Ford): "This was the best we've run. We just lack speed. Now that we're in race trim, we should be more competitive. However, starting in that last row means we have a long way to go."

DAVE MARCIS (#71 Realtree Camouflage Chevrolet): "I came up short in Turn 1. I thought I drove 2, 3 and 4 well, but I overdrove Turn 1."

MORGAN SHEPHERD (#77 Jasper Engines/Federal-Mogul Ford): "I'm very disappointed. I finished in the Top 10 in the first three Brickyard 400s. This is a special race. To miss this is truly heart-breaking."

TIM STEELE (#61 HS Die/Cimling Ford): "The car was a little bit loose. We just didn't go fast enough. We were quicker this morning, but we came up short this afternoon."

ED BERRIER (#95 Shoney's Inn Chevrolet): "It's been kind of nerve-wracking. It's been a rough year for us. We hope this will get the ball rolling for us. Yesterday, it seems like everybody else got loose and we got tight...Yesterday, the track just jumped up and bit us. We put on some new tires this morning and ran better...We just got the car handling better today." (About qualifying for the Brickyard 400) "Getting into the race -- that's a race in itself... a big honor to get into one of the biggest races of the year." (About how he got involved with this team) "I've got a good car owner -- Earl Sadler. Sterling Marlin and Jeremy Mayfield got their start with them. They're working it out of their back pockets."

JEFF PURVIS (#12 OpryLand USA Chevrolet): "We struggled early but we knew we had a good race car. We didn't have much practice but I'm happy with my time."

1997 Brickyard 400

Performance History - Morning Practice

Friday August 1, 1997

R	Car	Driver	Make	:---Session-----:			:---Event Combined---:			Date Best
				Laps	Time	Speed	Laps	Time	Speed	
1	29	Green, Jeff	Chevy	12	50.748	177.347	68	50.748	177.347	8/01/97
2	91	Sacks, Greg	Chevy	9	50.777	177.246	53	50.777	177.246	8/01/97
3	9	Speed, Lake	Ford	12	50.877	176.894	34	50.877	176.894	8/01/97
4	77	Shepherd, Morgan	Ford	11	50.984	176.526	67	50.984	176.526	8/01/97
5	90	Trickle, Dick	Ford	16	51.306	175.418	73	51.306	175.418	8/01/97
6	95	Berrier, Ed	Chevy	12	51.316	175.384	69	51.316	175.384	8/01/97
7	44	Petty, Kyle	Pontiac	23	51.383	175.155	98	51.131	176.018	7/31/97
8	12	Purvis, Jeff	Chevy	11	51.396	175.111	46	51.396	175.111	8/01/97
9	7	Bodine, Geoff	Ford	15	51.412	175.056	68	51.412	175.056	8/01/97
10	81	Wallace, Kenny	Ford	6	51.436	174.975	56	51.436	174.975	8/01/97
11	36	Cope, Derrike	Pontiac	15	51.517	174.700	76	51.501	174.754	7/31/97
12	61	Steele, Tim	Ford	12	51.577	174.496	65	51.577	174.496	8/01/97
13	78	Hillin, Bobby	Ford	10	51.654	174.236	58	51.646	174.263	7/31/97
14	5	Labonte, Terry	Chevy	35	51.735	173.963	76	51.117	176.067	7/31/97
15	16	Musgrave, Ted	Ford	23	51.767	173.856	121	50.874	176.908	7/30/97
16	11	Bodine, Brett	Ford	22	51.767	173.856	81	51.767	173.856	8/01/97
17	33	Schrader, Ken	Chevy	48	51.776	173.826	110	50.857	176.967	7/31/97
18	1	Wallace, Mike	Pontiac	20	51.838	173.618	65	51.838	173.618	8/01/97
19	71	Marcis, Dave	Chevy	13	51.875	173.494	55	51.875	173.494	8/01/97
20	37	Mayfield, Jeremy	Ford	40	51.883	173.467	109	51.321	175.367	7/31/97
21	99	Burton, Jeff	Ford	33	51.890	173.444	101	50.835	177.043	7/31/97
22	8	Stricklin, Hut	Ford	18	51.918	173.350	79	51.918	173.350	8/01/97
23	75	Mast, Rick	Ford	41	51.951	173.240	109	51.066	176.243	7/31/97
24	24	Gordon, Jeff	Chevy	23	51.964	173.197	66	50.864	176.942	7/31/97
25	6	Martin, Mark	Ford	43	51.964	173.197	116	51.012	176.429	7/31/97
26	28	Irvan, Ernie	Ford	17	52.076	172.824	47	50.418	178.508	7/31/97
27	43	Hamilton, Bobby	Pontiac	24	52.077	172.821	85	50.624	177.781	7/31/97
28	94	Elliott, Bill	Ford	32	52.114	172.698	115	51.221	175.709	7/31/97
29	18	Labonte, Bobby	Pontiac	40	52.117	172.688	108	51.046	176.312	7/31/97
30	42	Nemechek, Joe	Chevy	42	52.132	172.639	74	50.754	177.326	7/31/97
31	3	Earnhardt, Dale	Chevy	29	52.133	172.635	81	51.258	175.582	7/31/97
32	40	Gordon, Robby	Chevy	32	52.168	172.520	69	50.912	176.776	7/31/97
33	88	Jarrett, Dale	Ford	30	52.235	172.298	53	50.285	178.980	7/30/97
34	22	Burton, Ward	Pontiac	44	52.251	172.246	109	51.313	175.394	7/31/97
35	30	Benson Jr, Johnny	Pontiac	27	52.274	172.170	74	51.139	175.991	7/31/97
36	21	Waltrip, Michael	Ford	28	52.301	172.081	89	51.311	175.401	7/31/97
37	23	Spencer, Jimmy	Ford	21	52.302	172.078	92	51.139	175.991	7/31/97
38	10	Rudd, Ricky	Ford	29	52.365	171.871	82	50.886	176.866	7/31/97
39	97	Little, Chad	Pontiac	28	52.366	171.867	109	51.514	174.710	7/31/97
40	25	Craven, Ricky	Chevy	15	52.417	171.700	65	52.280	172.150	7/31/97
41	17	Waltrip, Darrell	Chevy	21	52.440	171.625	62	51.231	175.675	7/31/97
42	98	Andretti, John	Ford	36	52.442	171.618	89	51.238	175.651	7/30/97
43	2	Wallace, Rusty	Ford	36	52.529	171.334	104	51.350	175.268	7/31/97
44	26	Bickle, Rich	Chevy	26	52.542	171.292	67	50.718	177.452	7/31/97
45	27	Wilson, Rick	Ford	18	52.547	171.275	62	51.302	175.432	7/31/97
46	96	Green, David	Chevy	25	52.558	171.239	66	51.445	174.944	7/31/97
47	41	Grissom, Steve	Chevy	28	52.599	171.106	70	50.998	176.478	7/30/97
48	46	Dallenbach Jr, Wally	Chevy	18	52.615	171.054	42	50.806	177.144	7/30/97
49	31	Skinner, Mike	Chevy	31	52.719	170.716	47	51.242	175.637	7/31/97
50	92	Barfield, Ron	Ford	49	52.760	170.584	115	50.938	176.685	7/31/97
51	4	Marlin, Sterling	Chevy	2	91.726	98.118	48	50.957	176.620	7/31/97
52	9	Speed, Lake	Ford	0	0.000	0.000	14	50.932	176.706	7/30/97
53	31	Skinner, Mike	Chevy	0	0.000	0.000	11	51.637	174.294	7/30/97
Total Laps:							1251			3968

QUALIFYING RESULTS

FRIDAY AUGUST 1, 1997 – SECOND ROUND

Ps.No.	Driver	Sponsor	Make	Lap Time	M.P.H.
26	29	* Jeff Green	Cartoon Network	Chev	0:51.092 176.153
27	9	Lake Speed	Delta Faucet	Ford	0:51.367 175.210
28	12	Jeff Purvis	Opryland USA	Ford	0:51.379 175.169
29	81	Kenny Wallace	Square D	Ford	0:51.400 175.097
30	95	Ed Berrier	Feed the Children	Ford	0:51.425 175.012
31	6	Mark Martin	Valvoline	S Ford	0:51.453 174.917
32	36	Derrick Cope	Skittles	Pont	0:51.458 174.900
33	99	Jeff Burton	Exide Batteries	S Ford	0:51.467 174.869
34	27	Rick Wilson	David Blair Motorsports	S Ford	0:51.478 174.832
35	98	John Andretti	RCA	S Ford	0:51.490 174.791
36	22	Ward Burton	MBNA	S Pont	0:51.500 174.757
37	91	Greg Sacks	LJ Racing	Chev	0:51.520 174.689
38	5	Terry Labonte	Kellogg's Corn Flakes	S Chev	0:51.536 174.635
39	1	Mike Wallace	R&L Carriers	Pont	0:51.567 174.530
40	90	Dick Trickle	Heilig-Meyers/Simmons	Ford	0:51.629 174.321
41	23	Jimmy Spencer	Camel Cigarettes	P S Ford	0:51.647 174.260
42	7	Geoff Bodine	QVC	Ford	0:51.652 174.243
43	2	Rusty Wallace	Miller Lite	P S Ford	0:51.695 174.098
44	78	Bobby Hillin	Hanes	Ford	0:51.700 174.081
45	25	Ricky Craven	Budweiser	P Chev	0:51.713 174.037
46	44	Kyle Petty	Hot Wheels	P Pont	0:51.734 173.967
47	11	Brett Bodine	Close Call	P Ford	0:51.781 173.809
48	61	Tim Steele	HMS Die/Cimlinc	Ford	0:51.805 173.728
49	77	Morgan Shepherd	Jasper Engines	Ford	0:51.831 173.641
50	71	Dave Marcis	RealTree	Chev	0:51.922 173.337
51	8	Hut Stricklin	Circuit City	Ford	0:52.218 172.354

* Rookie of the Year Contender

Track Length : 2.5000 Miles

S = Stood on first round qualifying time

P = Provisional starter

1997 Brickyard 400

Performance History - Final Practice

Friday August 1, 1997

R	Car	Driver	Make	:-----Session-----:			:--Event Combined ----:			Date	Best
				Laps	Time	Speed	Laps	Time	Speed		
1	16	Musgrave, Ted	Ford	31	51.749	173.916	152	50.874	176.908	7/30/97	
2	6	Martin, Mark	Ford	39	52.093	172.768	155	51.012	176.429	7/31/97	
3	42	Nemechek, Joe	Chevy	35	52.213	172.371	109	50.754	177.326	7/31/97	
4	46	Dallenbach Jr, Wally	Chevy	29	52.224	172.335	71	50.806	177.144	7/30/97	
5	17	Waltrip, Darrell	Chevy	22	52.262	172.209	84	51.231	175.675	7/31/97	
6	33	Schrader, Ken	Chevy	38	52.264	172.203	148	50.857	176.967	7/31/97	
7	88	Jarrett, Dale	Ford	26	52.293	172.107	79	50.285	178.980	7/30/97	
8	97	Little, Chad	Pontiac	30	52.296	172.097	139	51.514	174.710	7/31/97	
9	24	Gordon, Jeff	Chevy	26	52.302	172.078	92	50.864	176.942	7/31/97	
10	40	Gordon, Robby	Chevy	26	52.303	172.074	95	50.912	176.776	7/31/97	
11	94	Elliott, Bill	Ford	36	52.333	171.976	151	51.221	175.709	7/31/97	
12	3	Earnhardt, Dale	Chevy	23	52.335	171.969	104	51.258	175.582	7/31/97	
13	37	Mayfield, Jeremy	Ford	29	52.339	171.956	138	51.321	175.367	7/31/97	
14	22	Burton, Ward	Pontiac	29	52.359	171.890	138	51.313	175.394	7/31/97	
15	28	Irvan, Ernie	Ford	31	52.374	171.841	78	50.418	178.508	7/31/97	
16	43	Hamilton, Bobby	Pontiac	24	52.404	171.743	109	50.624	177.781	7/31/97	
17	18	Labonte, Bobby	Pontiac	31	52.414	171.710	139	51.046	176.312	7/31/97	
18	9	Speed, Lake	Ford	12	52.418	171.697	49	50.877	176.894	8/01/97	
19	44	Petty, Kyle	Pontiac	28	52.439	171.628	129	51.131	176.018	7/31/97	
20	5	Labonte, Terry	Chevy	22	52.445	171.608	98	51.117	176.067	7/31/97	
21	99	Burton, Jeff	Ford	38	52.458	171.566	139	50.835	177.043	7/31/97	
22	10	Rudd, Ricky	Ford	26	52.484	171.481	108	50.886	176.866	7/31/97	
23	30	Benson Jr, Johnny	Pontiac	29	52.520	171.363	103	51.139	175.991	7/31/97	
24	4	Marlin, Sterling	Chevy	12	52.580	171.168	60	50.957	176.620	7/31/97	
25	36	Cope, Derrike	Pontiac	33	52.599	171.106	112	51.458	174.900	8/01/97	
26	75	Mast, Rick	Ford	31	52.599	171.106	140	51.066	176.243	7/31/97	
27	21	Waltrip, Michael	Ford	34	52.621	171.034	123	51.311	175.401	7/31/97	
28	98	Andretti, John	Ford	22	52.621	171.034	111	51.238	175.651	7/30/97	
29	26	Bickle, Rich	Chevy	34	52.717	170.723	101	50.718	177.452	7/31/97	
30	31	Skinner, Mike	Chevy	16	52.736	170.661	63	51.242	175.637	7/31/97	
31	92	Barfield, Ron	Ford	33	52.789	170.490	148	50.938	176.685	7/31/97	
32	11	Bodine, Brett	Ford	32	52.805	170.438	116	51.767	173.856	8/01/97	
33	41	Grissom, Steve	Chevy	31	52.853	170.284	101	50.998	176.478	7/30/97	
34	2	Wallace, Rusty	Ford	30	52.899	170.136	134	51.350	175.268	7/31/97	
35	27	Wilson, Rick	Ford	21	52.905	170.116	83	51.302	175.432	7/31/97	
36	81	Wallace, Kenny	Ford	9	52.938	170.010	68	51.400	175.097	8/01/97	
37	23	Spencer, Jimmy	Ford	27	52.979	169.879	119	51.139	175.991	7/31/97	
38	95	Berrier, Ed	Chevy	24	52.980	169.875	96	51.316	175.384	8/01/97	
39	96	Green, David	Chevy	28	52.986	169.856	94	51.445	174.944	7/31/97	
40	25	Craven, Ricky	Chevy	25	53.088	169.530	93	51.713	174.037	8/01/97	
41	29	Green, Jeff	Chevy	20	53.218	169.116	91	50.748	177.347	8/01/97	
42	91	Sacks, Greg	Chevy	6	53.428	168.451	62	50.777	177.246	8/01/97	
43	12	Purvis, Jeff	Chevy	8	55.030	163.547	57	51.379	175.169	8/01/97	
44	9	Speed, Lake	Ford	0	0.000	0.000	14	50.932	176.706	7/30/97	
45	77	Shepherd, Morgan	Ford	0	0.000	0.000	70	50.984	176.526	8/01/97	
46	90	Trickle, Dick	Ford	0	0.000	0.000	76	51.306	175.418	8/01/97	
47	7	Bodine, Geoff	Ford	0	0.000	0.000	71	51.412	175.056	8/01/97	
48	1	Wallace, Mike	Pontiac	0	0.000	0.000	68	51.567	174.530	8/01/97	
49	61	Steele, Tim	Ford	0	0.000	0.000	68	51.577	174.496	8/01/97	
50	31	Skinner, Mike	Chevy	0	0.000	0.000	11	51.637	174.294	7/30/97	
51	78	Hillin, Bobby	Ford	0	0.000	0.000	61	51.646	174.263	7/31/97	
52	71	Marcis, Dave	Chevy	0	0.000	0.000	58	51.875	173.494	8/01/97	
53	8	Stricklin, Hut	Ford	0	0.000	0.000	82	51.918	173.350	8/01/97	
Total Laps:						1136			5158		

STARTING GRID

SATURDAY AUGUST 2, 1997

Ps.No.	Driver	Sponsor	Make	Lap Time	M.P.H.
Row 1					
1	28 Ernie Irvan	Texaco Havoline	Ford	0:50.637	177.736
2	42 Joe Nemechek	BellSouth	Chev	0:50.690	177.550
Row 2					
3	88 Dale Jarrett	Quality Care/Ford Credit	Ford	0:50.706	177.494
4	17 Darrell Waltrip	Western Auto	Chev	0:50.886	176.866
Row 3					
5	3 Dale Earnhardt	GM Goodwrench Serv Plus	Chev	0:50.981	176.536
6	31 * Mike Skinner	Lowe's	Chev	0:51.016	176.415
Row 4					
7	10 Ricky Rudd	Tide	Ford	0:51.083	176.184
8	33 Ken Schrader	Skoal	Chev	0:51.087	176.170
Row 5					
9	96 * David Green	Caterpillar	Chev	0:51.093	176.149
10	26 Rich Bickle	KFC Team Twister	Chev	0:51.111	176.087
Row 6					
11	40 * Robby Gordon	Coors Light	Chev	0:51.115	176.074
12	43 Bobby Hamilton	STP	Pont	0:51.121	176.053
Row 7					
13	4 Sterling Marlin	Kodak	Chev	0:51.143	175.977
14	46 Wally Dallenbach, Jr.	First Union	Chev	0:51.170	175.884
Row 8					
15	94 Bill Elliott	McDonald's	Ford	0:51.185	175.833
16	37 Jeremy Mayfield	KMart/RCA Cola	Ford	0:51.191	175.812
Row 9					
17	75 Rick Mast	Remington Arms	Ford	0:51.221	175.709
18	21 Michael Waltrip	CITGO	Ford	0:51.232	175.671
Row 10					
19	41 Steve Grissom	Kodiak	Chev	0:51.307	175.415
20	30 Johnny Benson	Pennzoil	Pont	0:51.363	175.223
Row 11					
21	97 Chad Little	John Deere	Pont	0:51.386	175.145
22	16 Ted Musgrave	Family Channel/Primestar	Ford	0:51.391	175.128
Row 12					
23	92 Ron Barfield	New Holland	Ford	0:51.403	175.087
24	24 Jeff Gordon	DuPont Automotive Refin	Chev	0:51.412	175.056
Row 13					
25	18 Bobby Labonte	Interstate Batteries	Pont	0:51.416	175.043
26	29 * Jeff Green	Cartoon Network	Chev	0:51.092	176.153
Row 14					
27	9 Lake Speed	Delta Faucet	Ford	0:51.367	175.210
28	12 Jeff Purvis	Opryland USA	Ford	0:51.379	175.169
Row 15					
29	81 Kenny Wallace	Square D	Ford	0:51.400	175.097
30	95 Ed Berrier	Feed the Children	Ford	0:51.425	175.012
Row 16					
31	6 Mark Martin	Valvoline	Ford	0:51.453	174.917
32	36 Derrike Cope	Skittles	Pont	0:51.458	174.900
Row 17					
33	99 Jeff Burton	Exide Batteries	Ford	0:51.467	174.869
34	27 Rick Wilson	David Blair Motorsports	Ford	0:51.478	174.832
Row 18					
35	98 John Andretti	RCA	Ford	0:51.490	174.791
36	22 Ward Burton	MBNA	Pont	0:51.500	174.757
Row 19					
37	91 Greg Sacks	LJ Racing	Chev	0:51.520	174.689
38	5 Terry Labonte	Kellogg's Corn Flakes	Chev	0:51.536	174.635
Row 20					

39	44	Kyle Petty	Hot Wheels	Pont	Provsnl	0.000
40	23	Jimmy Spencer	Camel Cigarettes	Ford	Provsnl	0.000
Row 21						
41	25	Ricky Craven	Budweiser	Chev	Provsnl	0.000
42	11	Brett Bodine	Close Call	Ford	Provsnl	0.000
Row 22						
43	2	Rusty Wallace	Miller Lite	Ford	Provsnl	0.000

NOTE: Rusty Wallace takes a former champion's provisional.

1	Mike Wallace	R&L Carriers	Pont
90	Dick Trickle	Heilig-Meyers/Simmons	Ford
7	Geoff Bodine	QVC	Ford
78	Bobby Hillin	Hanes	Ford
61	Tim Steele	HMS Die/Cimlinc	Ford
77	Morgan Shepherd	Jasper Engines	Ford
71	Dave Marcis	RealTree	Chev
8	Hut Stricklin	Circuit City	Ford

* Rookie of the Year Contender

Track Length : 2.5000 Miles

DAILY TRACKSIDE REPORT

DAY 4 – SATURDAY AUGUST 2, 1997

RACE DAY

Two new sponsors have joined Opryland USA in sponsoring the LAR Motorsports car driven by Jeff Purvis in today's Brickyard 400. QVC, the world's largest electronic retailer, and Gazelle, a sport utility vehicle company which is now establishing dealerships in the U.S., now appear on the #12 car.

The Indianapolis Colts, looking for their second victory in as many days, are sponsoring the #27 David Blair Motorsports Ford for today's Brickyard 400. The one-race arrangement came to fruition late Saturday afternoon following a meeting between car owner David Blair and Colts Director of Marketing Pat Coyle.

Today, Kruse International, the world's largest classic car auction organization, announced a one-race sponsorship for the #91 LJ Racing Chevrolet car driven by Greg Sacks.

The #96 of David Green was the first car through NASCAR technical inspection at 9:38 this morning.

The driver of the Chevrolet Monte Carlo pace car for the Brickyard 400 is NASCAR official Robert "Buster" Auton of Conover, N.C. Starter is NASCAR official Jimmy Howell of Winston-Salem, N.C. Pit road speed limit is 55 miles an hour. Pace car speed is 60 miles an hour.

The last car pushed to the grid was the #46 of Wally Dallenbach Jr. at 11:34 a.m.

Fourth Brickyard 400 Race Running:

12:10 p.m. -- Starting command, "Gentlemen, Start Your Engines," given by Mari Hulman George, chairman of the Board, IMS Speedway.

Honorary Starter -- Indianapolis Mayor Steve Goldsmith Parade Lap -- #11 B. Bodine to rear of field, missed driver's meeting.

Lap 1: #28 Irvan took lead on start.

#28 Irvan leads lap with average speed of 160.094 and has now led three Brickyard 400s, all of them he has started.

Lap 2: #4 Marlin to pits, hood up, car pushed to garage.

Lap 3: FIRST YELLOW, #97 Little did a half-spin and hit outside wall in Turn 1. #92 Barfield has left rear bumper damage, also involved. #24 Gordon, who started 24th, now 18th.

MARLIN: "I've lost three engines in the last two laps I've run. Two yesterday and one today."

Lap 5: #12 Purvis to pit road, car smoking, driver out, pushed to garage.

Lap 6: #22 W. Burton, #23 Spencer to pit road, fuel topoffs.

PURVIS: "Busted radiator. We'll try to fix it and get back out." (NOTE: Car not scored on Lap 5 because car was pushed by crew across line without driver.)

Lap 7: GREEN.

Lap 9: Leaders -- #28 Irvan, #42 Nemechek, #88 Jarrett, #17 D. Waltrip, #3 Earnhardt.
#28 Irvan turned lap at 171.687 miles an hour.

Lap 13: #36 Cope to pits, left-side tires.

Lap 14: SECOND YELLOW, #21 M. Waltrip, #36 Cope, #16 Musgrave, #94 Elliott tangle, Turn 2.

#21 M. Waltrip, heavy right-side, front-end damage, drove to garage.

#94 Elliott reported he was hit in rear, has right-rear quarter-panel damage, continued in 14th place.

Lap 16: #16 Musgrave to pits, right front damage, crew repairs right front bodywork, changes right-side tires.

Lap 17: Field uses warmup lane at south end as cleanup continues.

#16 Musgrave returns to pits.

LITTLE: "I got bumped by the #9 car going into Turn 1. I'm sure he didn't do it on purpose. You don't stick your nose in there. You back out of it...especially that early in the race. It was a bonehead move on his part."

Lap 19: #3 Earnhardt, fuel only, 11 seconds.

Lap 17: #94 Elliott to pits, crew pulled left rear panel out.

Lap 19: #24 Gordon now 11th.

Lap 20: Leaders -- #28 Irvan, #88 Jarrett, #17 D. Waltrip, #10 Rudd, #31 Skinner.

#2 R. Wallace now 29th after starting 43rd.

Lap 21: GREEN.

Lap 22: #3 Earnhardt now 21st.

Lap 23: #24 Gordon now eighth.

#37 Mayfield, who started 16th, now seventh.

#28 Irvan as leader, turned lap at 172.107.

Lap 24: 38 cars on lead lap.

Lap 26: #28 B. Labonte started 25th, now ninth.

Lap 28: #28 Irvan leads #88 Jarrett by 1.5 seconds.

M. WALTRIP: "After the wreck, the car caught fire and I went through the grass and put it out. I was at the wrong place at the wrong time, more than anything."

Lap 32: #28 Irvan led 32nd consecutive lap, a Brickyard 400 record for laps led from the start of the race. The previous record was 31 by Jeff Gordon in 1995.

Lap 35: #96 D. Green told crew that car felt like it was smoking or sucking air. Crew monitoring.

Lap 37: #31 Skinner, in fifth, to pits, fuel, right-side tires, 16.23 seconds.
#24 J. Gordon now seventh.

Lap 39: #17 D. Waltrip to pits, fuel and right-side tires, 15.38 seconds.
#24 J. Gordon now fifth.

Lap 40: #28 Irvan to pits, four tires, fuel, 21.72 seconds.

#88 Jarrett to pits, four tires, fuel, 1 minute.
#33 Schrader to pits.
#24 J. Gordon to lead for first time, leading his fourth consecutive

Brickyard 400 and 15th race led of 1997 Winston Cup season.

#10 Rudd to pits, four tires, fuel, 20 seconds.
#99 J. Burton, four tires, fuel, 19 seconds.
#6 Martin to pits, four tires, fuel, 20 seconds.

Lap 41: #30 Benson Jr. takes lead for his second straight Brickyard 400 led and third Winston Cup race of 1997 led.

#24 J. Gordon to pits, four tires, fuel, 16 seconds.

Lap 42: #46 Dallenbach Jr. to first for his first Brickyard 400 led and second Winston Cup race led in 1997.

#30 Benson to pits, right-side tires, fuel, 13.27 seconds.

COPE: "I spun out coming off the pit road, trying not to get a lap down. Unfortunately, it had to happen here at Indy. We were looking forward to a good race."

Lap 48: Leaders -- #46 Dallenbach Jr., #44 Petty, #3 Earnhardt, #23 Spencer, #5 T. Labonte.

Lap 54: #42 Nemechek to pits, right-side tires, fuel, 13.90 seconds.

#2 R. Wallace to pits, four tires, fuel, 22 seconds.

#94 Elliott to pits, right-side tires, fuel, 14.21 seconds.

#44 Petty to pits, four tires, fuel, 18 seconds.

Lap 55: #23 Spencer to lead.

Lap 56: #46 Dallenbach Jr., in lead, to pits, right-side tires, fuel, 13.81 seconds.

#5 T. Labonte led lap.

#5 T. Labonte to pits, four tires, fuel, 22.72 seconds.

Lap 57: #3 Earnhardt to pits, four tires, fuel, 22 seconds.

#21 M. Waltrip still in garage, replaced sheet metal on right side, knocked housing loose to replace trailing arms, work on right A-arms, radiator.

#25 Craven to lead, becoming third Brickyard 400 provisional starter to lead the race. Harry Gant and Lake Speed led the inaugural Brickyard 400 from 42nd and 41st starting positions, respectively.

Lap 58: #25 Craven to pits, four tires, fuel, 22 seconds.

#88 Jarrett to lead, marking third straight year that defending winner has led the succeeding Brickyard 400.

Lap 60: NASCAR allowed extra man over wall to clean windshields.

Lap 65: Leaders -- #88 Jarrett, #28 Irvan, #24 J. Gordon, #99 J. Burton, #6 Martin.

Lap 68: #33 Schrader to pits, right front tire down, change right-side tires, fuel, 12.21 seconds.

Lap 72: #31 Skinner to pits, four tires, fuel, 21.77 seconds.

Lap 76: #17 D. Waltrip to pits, four tires, fuel, 21 seconds.

Lap 78: #88 Jarrett, leader, to pits, four tires, fuel, 18.76 seconds.

#28 Irvan, in second, to pits, four tires, fuel, 22.5 seconds.

#24 J. Gordon to lead.

Lap 80: #21 M. Waltrip returned after lengthy stop in garage for repairs.

Lap 81: #24 J. Gordon to pits, four tires, fuel, 17.2 seconds.

Lap 82: #23 Spencer to lead. (NOTE: When he took lead on Lap 55, it marked the first time he had led a Brickyard 400 and it was the fourth Winston Cup race he's led in 1997.)

#30 Benson Jr., to pits, four tires, fuel, 32 seconds.

Lap 83: THIRD YELLOW, #5 T. Labonte, in fifth, smoking heavily down front straight, entered south end warmup lane.

Leaders -- #23 Spencer, #46 Dallenbach Jr., #3 Earnhardt, #44 Petty, #43 Hamilton.

GARY DEHART (crew chief, #5 T. Labonte): "The engine blew up."

#23 Spencer to pits, four tires, fuel, 19 seconds.

Lap 84: #46 Dallenbach Jr., to pits, took lead, crew reports heatshield not working properly, put rags in seat, four tires, fuel, 24.83 seconds.

#3 Earnhardt to pits, delay when air hose got caught, ripped, and another was used, 33.2 seconds.

#88 Jarrett, fuel only, 8 seconds.

#43 Hamilton to pits, four tires, fuel, 22 seconds.

Lap 85: #24 J. Gordon to lead.

Lap 86: #16 Musgrave to pits, right front suspension work, 1 minute, 5 seconds.

Lap 87: Leaders -- #24 J. Gordon, #99 J. Burton, #6 Martin, #31 Skinner, #10 Rudd.

#33 Schrader to pits, fuel only, 4.8 seconds.

31 cars on lead lap.

Lap 89: GREEN.

#99 J. Burton under #24 J. Gordon in Turn 3 for lead for first time, ninth different leader. It marked the first time Jeff Burton has led the Brickyard 400 and ninth race he's led in 1997. Lap 92: #2 R. Wallace, smoking heavily, to pit road, then garage.

Lap 94: Leaders -- #99 J. Burton, #24 J. Gordon, #10 Rudd, #31 Skinner, #28 Irvan.

Lap 96: 30 cars on lead lap.

Lap 99: #3 Earnhardt to pits, left front tire vibration with loose lugs (from air gun/hose incident), four tires, fuel, 19.3 seconds.

Crew, #88 Jarrett, reports handling problem, in 10th position.

R. WALLACE: "We kicked a rod out of it." (disappointed?): "Been doing it for a long time...I know it has its ups and downs."

Lap 101: #99 J. Burton, leader, ran lap at 170.007.

Lap 104: #88 Jarrett now seventh.

T. LABONTE: "We had a terrible qualifying run. I really think we were gonna wind up and have a good finish. The car was working good. We needed a caution flag to get caught up. I just never anticipated this when I started racing. I always concentrate on not making a mistake. An engine failure for us is very rare. I know they'll work on it and figure what happened and it won't happen again. There's still a lot of races to go. We're a good team. We'll have to come back, try harder, and try to win some races."

Lap 109: #31 Skinner to pits, right-side tires, fuel, 14.93 seconds.

Lap 110: #24 J. Gordon passes #99 J. Burton for lead in Turn 4.

Lap 111: Leaders -- #24 J. Gordon, #99 J. Burton, #10 Rudd, #28 Irvan, #88 Jarrett.

Lap 113: FOURTH YELLOW, #42 Nemechek hit wall between Turns 1 and 2, continued to pits, right front and left and right rear damage, four tires, fuel, 33.78 seconds.

Lap 114: Leaders pitting.

#24 J. Gordon to pits, four tires, fuel, 20 seconds.

#99 J. Burton to pits, four tires, fuel, 20 seconds.

#10 Rudd to lead, to pits, four tires, fuel, 18 seconds. #10

Rudd becomes 10th leader of race, leading his second Brickyard 400 and his third '97 Winston Cup race.

#28 Irvan to pits, four tires, fuel, 23.26 seconds.

#42 Nemechek returned to pits, crew working on right front quarter-panel, 38.32 seconds.

FELIX SABATES (owner, #42 Nemechek): "It's all beat up."

#17 D. Waltrip to pits, four tires, fuel, 23 seconds.

#88 Jarrett to pits, right-side tires, fuel, 18.1 seconds.

#28 Irvan to pits, four tires, fuel, 23.26 seconds.

Lap 115: #31 Skinner leads his first Brickyard 400, the fifth first-time leader of the race today. It's the seventh '97 Winston Cup race he's led.

#3 Earnhardt to pits, right-side tires, fuel, 13.1 seconds.

Lap 116: Leaders -- #31 Skinner, #24 J. Gordon, #99 J. Burton, #10 Rudd, #22 W. Burton.

Lap 117: #16 Musgrave to pits, crew continues working on bodywork.

Lap 118: GREEN.

#23 Spencer to pits, left front quarter-panel damage, left tires changed, four tires, fuel, 22 seconds.

#3 Earnhardt to pits, smoking, right rear quarter-panel damage, right-side tires, fuel, 16 seconds.

Crews, #3 Earnhardt, #23 Spencer, confirmed contact between cars during caution. Lap 120: #21 M. Waltrip car black-flagged for open cowl flap.

#46 Dallenbach Jr., to pits, hood up.

Lap 121: Leader #31 Skinner, #24 J. Gordon nose-to-tail.

Lap 122: #17 D. Waltrip brushed wall, continued.

Lap 123: #24 J. Gordon under #31 Skinner for lead in Turn 3.

Leaders -- #24 J. Gordon, #31 Skinner, #99 J. Burton, #88 Jarrett, #10 Rudd.
#46 Dallenbach Jr., out, engine.

Lap 125: #42 Nemechek returns to pits.

Lap 129: #24 J. Gordon, in lead, turned lap at 170.013.

#6 Martin, in sixth, turned lap at 171.301.

Lap 130: #88 Jarrett passes #99 J. Burton for third.

Lap 134: #88 Jarrett under #31 Skinner for second in Turn 3.

DALLENBACH JR.: "We had a good day going until the end there when the engine let go. We were in the right position to win this thing. The car was awesome. We did the right thing on pit strategy. We just didn't make it to the end. I'm pretty frustrated right now. You couldn't ask for a better car. The guys did a great job. We just have to get the monkey off our back."

Lap 136: #88 Jarrett under #24 J. Gordon for lead in Turn 4.

Lap 138: #16 Musgrave to pits, continue work on right side.

#24 J. Gordon passed to take lead in Turn 3.

#88 Jarrett repassed #24 J. Gordon in Turn 4 for lead.

Lap 140: Leaders -- #88 Jarrett, #24 J. Gordon, #31 Skinner, #99 J. Burton, #6 Martin.

JOE GIBBS (car owner, #18 B. Labonte, on if he needs a fuel stop): "It is gonna be close. We don't know."

Lap 141: #6 Martin passes #99 J. Burton for fourth.

Lap 142: 24 cars on lead lap.

Lap 143: #6 Martin passed #31 Skinner for third.

Lap 145: #40 R. Gordon hit wall between Turns 1 and 2, continued with right-side damage, to pits.

D. GREEN: "We were shooting for a top 20 finish. We had some motor problems. We won't know until we tear it down. I want to thank everyone for their effort. Everyone worked really hard."

Lap 147: FIFTH YELLOW, debris from #40 R. Gordon contact.

#40 R. Gordon returned to pits.

#24 J. Gordon to pits, fuel only, 5-second splash-and-go.

#88 Jarrett to pits, fuel only. 5-second splash-and-go. Crew reports it's not sure if it got enough fuel in.

#10 Rudd takes lead.

#6 Martin to pits, fuel only, 5-second splash-and-go.

Lap 148: Leaders -- #10 Rudd, #18 B. Labonte, #30 Benson, #25 Craven, #99 J. Burton, #6 Martin, #88 Jarrett, #24 J. Gordon, #22 W. Burton, #37 Mayfield.

Crews, #10 Rudd, #18 B. Labonte, #30 Benson report they'll try to go rest of way on fuel.

Lap 149: #99 J. Burton, in fifth, sent to end of longest line for restart for exiting pits too fast.

Lap 151: GREEN.

Lap 152: #10 Rudd, leader, turned lap at 170.052.

#6 Martin, now fourth, turned lap at 170.168.

#24 J. Gordon, now seventh, turned lap at 171.523.

Lap 153: #10 Rudd, leader, turned lap at 170.081.

#6 Martin, fourth, turned lap at 170.193.

Lap 154: 23 cars on lead lap.

Lap 155: SIXTH YELLOW, #26 Bickle hit wall, Turn 3; #75 Mast also involved, continued.

The sixth caution flag ties the Brickyard 400 record for most cautions set in 1994.

Lap 158: GREEN.

Leaders -- #10 Rudd, #18 B. Labonte, #30 Benson, #6 Martin, #88 Jarrett, #24 J. Gordon.

Lap 159: #6 Martin passes #30 Benson, #88 Jarrett passes both #30 Benson and #6 Martin.

#88 Jarrett now third.

#24 J. Gordon follows #88 Jarrett to fourth.

Lap 160: #10 Ricky Rudd holds back #18 Bobby Labonte to win fourth Brickyard 400, #88 Dale Jarrett third, #24 Jeff Gordon fourth.

Margin of Victory: 0.183 of a second.

Post-Race Notes:

--The margin of victory was a record 0.183 of a second. The previous closest finish for a Brickyard 400 was .37 of a second in 1995 when Dale Earnhardt beat Rusty Wallace.

--Jeff Gordon is the only driver to have led all four Brickyard 400s. Bill Elliott and Dale Earnhardt failed to lead the race today, stopping their Brickyard 400 leading strings at three.

--A Brickyard 400 record 23 cars finished on the lead lap, breaking the mark of 21 set in 1996. The only Winston Cup oval event so this season with more lead-lap cars were the 24 on the lead lap in July at Daytona. Today's lead-lap finishers equal the number in the Daytona 500 the past February.

--There were 36 cars running at the finish. The Brickyard 400 record is 37 finishers in 1995.

--Defending Brickyard 400 winner, Dale Jarrett, finished third which represents the highest finish by a former winner of the Brickyard 400.

--The 1997 Brickyard 400 had 19 lead changes. The record for the event is 21 set in the 1994 inaugural event.

--The 1997 Brickyard 400 had 5 drivers who led the race for the first time in their Brickyard 400 careers. Those five drivers are: #99 Jeff Burton (21 laps), #46 Wally Dallenbach Jr. (14 laps), #31 Mike Skinner (8 laps), #23 Jimmy Spencer (3 laps), and #25 Ricky Craven (1 lap). Skinner led lap 25 a year ago as a relief driver but that lap was credited to the qualified Dale Earnhardt.

--#33 Ken Schrader and #94 Bill Elliott are the only drivers to complete every lap of all four Brickyard 400s.

--#94 Bill Elliott is the only driver to have finished in the top 10 for all four Brickyard 400s. Elliott finished 8th in the 1997 event.

Rich Bickle was transported to Methodist Hospital complaining of back pain. He was awake and alert.

Unofficial NASCAR Winston Cup Money Standings:

1.	Jeff Gordon	\$2,278,399
2.	Dale Jarrett	1,661,319
3.	Ricky Rudd	1,450,240
4.	Terry Labonte	1,357,954
5.	Jeff Burton	1,279,769
6.	Bobby Labonte	1,247,394
7.	Mark Martin	1,128,814
8.	Dale Earnhardt	1,071,034
9.	Rusty Wallace	995,390
10.	Ernie Irvan	973,969

Rudd and Earnhardt became the seventh and eighth drivers to clear the \$1 million barrier in 1997 Winston Cup prize winnings.

POST RACE QUOTES

SATURDAY, AUGUST 2, 1997

MARK MARTIN (#6 Valvoline Ford): "We had a chance to win it but it just didn't work out. I blew it there. We had enough. We just weren't in the right spot. We had a fast race car. Not very good until the end but at the end we had a shot at it." ... (on stopping for a splash of fuel when he didn't need to) "My fault. I was afraid we couldn't make it on fuel mileage. Then I made a couple driving errors on the last lap. There wasn't any need for that last caution but there was one anyway. It cost us a few spots, but we come from 30-something to sixth and had a chance at it. What can I say? We did the best we could and I fumbled today. I dropped the ball and it cost us three spots at the end."

LAKE SPEED (#9 Melling Engine Parts Ford): "We only had eleven laps of practice yesterday after we changed engines. After crashing on Wednesday, we went to the backup car, which if you could believe it, is our Martinsville car. As a result of the lack of practice we just guessed on race setup. It didn't drive too well early, as it was tight. We adjusted on it during the race, and by the end we had a real good car. I was just gobbling up other cars. We certainly didn't need that last caution. It really cost us. On the restart the 17 and 28 cars collided, and I got hit in the back. There was bumping and banging everywhere. I made a move down the inside (of the frontstretch) and kind of redeemed myself. It was really the same situation as last year. A top 10 car, then we lose it on the restart. I'm really pleased with the car and I thank the good Lord for a safe race."

DARRELL WALTRIP (#17 Parts America Chevrolet): "We weren't getting the fuel mileage today. The motor was so good we were making a lot of horsepower, but we were burning too much fuel today. If it had been a normal day, this would have been a Darrell Waltrip kind of pace. We went for it all. We went for the hot rod and it cost us fuel mileage. We got off in the middle. When it cooled down so much the car was way off. We came in and adjusted it a little bit and we were back at the end. There wasn't any use out there with three laps to go. The last lap was pretty wild. That's where a kid like Kyle Petty needs to learn a little discipline. If he can't take the heat, he needs to back down there and work on race cars and quit driving them. Those old men were out there running around at the end and I didn't see any of them jump in anybody's face."

BOBBY LABONTE (#18 Interstate Batteries Pontiac): (about the restart): "About 15th to 18th was where I thought I was gonna be. I didn't have the fastest car. I had a good car. My team got me in and out quick. We had good track position and that's what it's all about. I was lucky to be behind Ricky on the restart. We were at the right place at the right time. The race came to us. The yellows were at the right time and we were able to stay out there to get good track position." (about his finish): "This is Indy. It's huge. It's the best one (finish) for me here. I'm usually at the back. It's great for the team. We needed this. We'll build off this. We knew we'd rather finish second than screw up and finish worse. This place is tricky. We had good luck on our side today. The whole team will take this to the rest of the season."

JEFF GORDON (#24 DuPont Refinishes Chevrolet): "Well, it was a great race for us. Actually, because we qualified so poorly and we kind of ran poorly prior to the race, we had a great car during the race. And, like I said, we're going to slowly work our way to the front. And hopefully, we could challenge for the win and we did. You can't control when the cautions come out and the cautions won the race for Rudd. I really think it was between me and Jarrett. I got loose on that last set of tires so I had to ride behind him (Jarrett). I still thought we had a chance to run up with them but that last caution didn't help. At one time, I thought it was going to come down between us (him and Jarrett) but that last caution threw

us for a loop." (about a possible gamble on fuel to stay out): "I was wanting to chance it but I didn't say anything. I know when Ray (Evernham, crew chief) and them make the call, it's the thing to do." (about the points): "Every race is different. I might have trouble, as much as you want to say, 'Great, we made up a lot in the points. Man, every week is a new challenge when it comes to those points. It could hit you one week. It could hit another guy the next. We had a great run. We tried to win the race and had a car capable of winning the race. That's something we're proud of." (about the race): "It was pretty exciting and very interesting. That's for sure. When Mark passed Benson on the inside, Jarrett was right on his tail. I was kind of hanging back to see what was going to happen. I knew Mark was going to get sideways. He had been a little loose getting in all day. When Jarrett was right on him, I thought I was going to get by all three of them because they were all sideways. When I started to gas it, I needed to be in third gear so I could take off, but I was lucky to get fourth."

ERNIE IRVAN (#28 Texaco Havoline Ford): "At the end of the race, the group in front of me left me. We had a decent race car, but not a great one. That pit stop didn't help us. I wanted 2 (tires) not 4. That cost us track position. " (Irvan started to leave the pit after only 2 tires had been changed, while the crew was planning to change all 4). "At the end, I just couldn't get through traffic. "

JOHNNY BENSON JR. (#30 Pennzoil Pontiac): "We had a pretty decent run. We seem to like this race track. Everybody was swerving across lanes or whatever they could to grab a spot or protect a spot. I hated to see that last yellow or we would've gotten third." (about Martin and Jarrett's passes on Lap 159): "There was a lot of bumping and banging at the end. It got pretty exciting and I'm sure the fans saw a whale of a race. We saved the race car and didn't hit nothing (meaning the wall). He (Martin) almost passed me when he was running high going into (Turn) 3. He got loose and slammed into my car. I lost it and almost crashed but was able to save it. It was one of those things. I fell back to 11th but I was able to get back to seventh at the end so I feel pretty good." (about the gamble on fuel): "We were struggling so I knew it was our plan. I had been drafting guys and saving fuel. I knew we could make it but those last couple yellows hurt us."

KEN SCHRADER (#33 Skoal Chevrolet): "We stole something today that we shouldn't have. We finished eleventh with a 20th place car."

JEREMY MAYFIELD (#37 Kmart/RC Cola Ford): "It was probably a pretty good race for the fans. That's what you get when you get in a big race like this here in Indy. Just hard-nosed racing. We had a shot to win it. When that hole opened up, everyone was going for it. Nobody knew who was going to be there in the end. We were fortunate to come home fifth. My hat's off to Ricky and all those guys." (about the "banging" on the last lap): "I wasn't going to give up a hard day's work for something like that. This is an awesome team. We're ready to go to that next level."

KYLE PETTY (#44 Hot Wheels Pontiac): "I had a good car the whole race. No particular drama." (Were you happy with the car?) "Happy?"

BILL ELLIOTT (#94 McDonald's Ford): "We did all we could do to come out of here where we did." (about racing at Indy): "It's been really good. I really like this race track. The car was a little off today but the team did an excellent job." (about the scramble at the end): "We don't need to be doing that. We need to figure something out. I know it's part of the business, but..."

JEFF BURTON (#99 Exide Batteries Ford): (about the penalty): "It was the lesser of two evils and if I get lapped in the pits, I'm a lap down. I beat the leaders out. The penalty is only to go to the tail of the

longest line. Unfortunately, there was a miscommunication. I thought the leaders were coming so I sped down pit road to stay on the lead lap. It wasn't the leaders. I messed up. I feel pretty stupid. Without that, we would've been in position to win the race. It was a helluva run. We had a chance to win. But starting 28th, we're happy with 15th."

STEVE MYERS (Goodyear director of race tire sales and marketing): "As expected, Goodyear tire performance and wear was excellent. Many teams were able to make two-tire stops, which is very critical for track position at the Indianapolis Motor Speedway. In fact, Ricky Rudd ran the entire 400-mile race only changing the left-side tires once."

RICKY RUDD (#10 Tide Ford): (Describe how it feels to win the Brickyard 400) "Unbelievable. It's hard to put into words. I've won 17 or 18 Winston Cup races, but this race here, it's incredible. As a kid I ran go-karts just down the road. I won the national championships at Indianapolis Raceway Park here in 1971. We did our pre-registration here where the Brickyard Crossing is and then we did the tour around this place, and I dreamed of racing here but I thought it'd be in an Indy car. I never dreamed I'd be in a stock car -- I was too far north for that. Then, you're doing a victory lap in a convertible around this place. It's incredible. There's something about having grandstands on both sides. Going around (on the victory lap), there's 24 shirts, Earnhardt shirts -- and they're all cheering for you. They're just race fans. Coming down pit road, I think crew members from every team congratulated me. That really says something when your peers congratulate you like that. I guess we're in somewhat of an underdog role...This race ranks really up there with the Daytona 500. I hope (winning this race) doesn't mean I get too popular, because then I'll have too many obligations. I kind of like the low profile. I mean, I love the people, I love the fans. I have really loyal fans -- some of them have been with me for 20 years. I love the fans, but I wouldn't want to be in the position Jeff Gordon is in right now, it's really hard on him...There's something about Indianapolis. You know, even the guys who may be having a rough time, you'll always remember if they won the Daytona 500. You'd be hard pressed to remember every winner of Pocono, no offense to that race track. But this race carries the same type of status of Daytona. You'll always remember the winners." (What are you going to do with the money you've won today?) "I don't know. We're good at spending money...I'm not used to being in this position with having to count all this money. I want a second transporter. I want to build a test team. The question is how to cross the country racing and testing. Jimmy Spencer has been kind enough to help us in our testing, but we've been kind of improvising." (About the race) "We weren't the dominant car today. We were a top five car. We knew on the stopwatch, we were as quick as the leaders were. As long as it had clean air, I could run in traffic...You've got to be smart. The fastest guy doesn't always win the race. I've had 'em get away from me, too...The biggest thing was not getting psyched up but get psyched down, if you can, so I didn't make a mistake and overdrive it and get it in the marbles." (About conserving fuel): "If it weren't for that caution, we probably would have run out coming into Turn 3. They guys were saying, 'Don't abuse the accelerator, just let it idle. That second caution just sealed it...Before that second caution, it was a borderline, iffy situation. We decided to roll the dice and go with it. Then the caution flags came out and it wasn't much of an issue." (About the difficulties of running a small team) "My inspiration is Alan Kulwicki. I didn't know him very well, but whenever things get down, I think of him. He was able to whip up on those big guys...I just kind of see this as a steep challenge. Some days, I say, 'Man! Why am I banging my head against the wall? But this -- we didn't expect this...We have maybe 25 full-time people that work on the race car -- secretaries and PR people and all. We probably have 15 guys that actually turn a wrench on the car. To give you a comparison, the Hendricks operation is up to 189, 190 people. Childress has over 100 people...You almost got to walk through our shop, and I'm really proud of our shop, and then walk through Yates shop and it's easy to see who will be leading the races. I d

love to be leading more laps. You've got a clean windshield; you're not looking at somebody's tailpipe all day. You can pick and choose your line. Having a clean track in front of you really makes a difference. I'd love to be up front more." (About running against Dale Jarrett) "It's no secret we couldn't catch him on horsepower. Those guys are really on the next level. We're just figuring out things they figured out six months ago." (About your crew chief) "Jim Long and I have a good relationship. He lives, breathes and sleeps to get a car out in front. He's a good example of the American way. He just wants to race and he races to win." (About the car) "This is the car we won Dover with. It hasn't been run very much. It was kind of collecting dust. Then we looked at it and said, 'This could be a good car for Indianapolis, so we dusted it off.'"

MIKE SKINNER (#31 Lowe's Chevrolet): (About the tight racing at the end) "Kevin (Hamlin) was telling me on the radio, 'Hey! We don't have to win this thing. Let's just finish it! He said, 'Those guys are crazy the way they're racing. They're gonna knock each other out. That was fun. Those guys were crazy. They were racing for 10th place like it was the win... Our pit stops were just out of sync...We'll be ready next year.' (About helping his teammate) "I was trying to help him (Earnhardt) but I didn't know he had a rear tire going down. I was trying to help him get a lap back and laid back so he could get past. He waved me by and he said, 'No! I got a flat tire! I almost wrecked him.' (About being up front) "It was pretty awesome racing with Jarrett and Gordon. It was a dream come true to be racing with those leaders. We'll definitely be ready next year."

DALE JARRETT (#88 Quality Care/Ford Credit Ford): (About Rudd's fuel management) "Ricky did a great job saving fuel...I don't know how they were able to do it, but they did it. We were at least seven laps short, so we weren't even close...We had a good car. Sometimes what you think is the best car doesn't always win. That's frustrating. Unfortunately, the tires stayed on it, but the fuel didn't stay in it. Ricky did a great job. We were lucky to get back up as high as we did, so we were happy with that...What's frustrating is trying to figure out how somebody gets 15 more laps on a tank of fuel when you can't. I thought that was an awfully long way to go on fuel...They really had to conserve fuel. Some people work on fuel mileage, some people work on horsepower. It's obvious what we're working on at Robert Yates Racing...It's frustrating knowing you have a great car and it comes down to something like fuel mileage. But there are no set rules on how to win a race. We're just fortunate to finish as high as we did." (About the tight racing with Gordon) "It was fun. You can only do what we were doing with certain competitors...He got high up into me and I kind of ran him into the grass. There are some people that you can do that with and know that they're not gonna wreck you. It's fun racing and it's interesting for the fans. It's great to race with a competitor like Jeff." (About the tight racing in the last 10-15 laps) "It was time to get what you could...Mark got loose going into (Turn) 3 and starting braking. I got into him. I was lucky -- I got past him. I didn't mean to get into him. It was hard racing, fun racing -- that's what these people came to see." (About the report that he had a bad tire early in the race) "My car just didn't want to go very good the first 15 laps. I thought a tire was going down or something. As I was moving around a bit, it got better. It was probably just a tight set of tires that need to get warmed up."

Additional Note:

The Kodiak Chevrolet team reports that a bone marrow donor drive was held this week in Fayetteville, N.C. The goal of 10,000 people to be typed as potential donors was surpassed today. It's believed to be the largest response from any single donor drive in history.

Provisional results for the NASCAR Winston Cup Series, Brickyard 400:

Ps.	Ql.	No.	Driver	Sponsor	Make	Laps	Notes
1	7	10	Ricky Rudd	Tide	Ford	160	571,000
2	25	18	Bobby Labonte	Interstate Batteries	Pont	160	running
3	3	88	Dale Jarrett	Quality Care/Ford Credit	Ford	160	running
4	24	24	Jeff Gordon	DuPont Automotive Refin	Chev	160	running
5	16	37	Jeremy Mayfield	KMart/RCA Cola	Ford	160	running
6	31	6	Mark Martin	Valvoline	Ford	160	running
7	20	30	Johnny Benson	Pennzoil	Pont	160	running
8	15	94	Bill Elliott	McDonald's	Ford	160	running
9	6	31	* Mike Skinner	Lowe's	Chev	160	running
10	1	28	Ernie Irvan	Texaco Havoline	Ford	160	running
11	8	33	Ken Schrader	Skoal	Chev	160	running
12	27	9	Lake Speed	Delta Faucet	Ford	160	running
13	39	44	Kyle Petty	Hot Wheels	Pont	160	running
14	4	17	Darrell Waltrip	Western Auto	Chev	160	running
15	33	99	Jeff Burton	Exide Batteries	Ford	160	running
16	41	25	Ricky Craven	Budweiser	Chev	160	running
17	35	98	John Andretti	RCA	Ford	160	running
18	42	11	Brett Bodine	Close Call	Ford	160	running
19	36	22	Ward Burton	MBNA	Pont	160	running
20	12	43	Bobby Hamilton	STP	Pont	160	running
21	34	27	Rick Wilson		Ford	160	running
22	23	92	Ron Barfield	New Holland	Ford	160	running
23	17	75	Rick Mast	Remington Arms	Ford	160	running
24	40	23	Jimmy Spencer	Camel Cigarettes	Ford	159	running
25	26	29	* Jeff Green	Cartoon Network	Chev	159	running
26	19	41	Steve Grissom	Kodiak	Chev	159	running
27	30	95	Ed Berrier	Feed the Children	Ford	159	running
28	11	40	* Robby Gordon	Coors Light	Chev	159	running
29	5	3	Dale Earnhardt	GM Goodwrench Serv Plus	Chev	158	running
30	29	81	Kenny Wallace	Square D	Ford	158	running
31	37	91	Greg Sacks	LJ Racing	Chev	158	running
32	2	42	Joe Nemechek	BellSouth	Chev	156	running
33	22	16	Ted Musgrave	Family Channel/Primestar	Ford	155	running
34	10	26	Rich Bickle	KFC Team Twister	Chev	153	running
35	9	96	* David Green	Caterpillar	Chev	137	motor
36	14	46	Wally Dallenbach, Jr.	First Union	Chev	120	motor
37	28	12	Jeff Purvis	Opryland USA	Ford	112	running
38	43	2	Rusty Wallace	Miller Lite	Ford	91	motor
39	18	21	Michael Waltrip	CITGO	Ford	89	running
40	38	5	Terry Labonte	Kellogg's Corn Flakes	Chev	83	motor
41	32	36	Derrick Cope	Skittles	Pont	12	wreck
42	21	97	Chad Little	John Deere	Pont	2	wreck
43	13	4	Sterling Marlin	Kodak Gold Film	Chev	2	motor

* Rookie of the Year Contender

Time of Race : 3 hours 3 minutes 26 seconds
 Average Speed : 130.828 MPH
 Margin of Victory : 0.183 seconds
 Lap Leaders : 19 lead changes among 11 drivers
 Cautions : 6 flags for 25 laps
 08-02-1997 / 19:27:10
 Track Length : 2.5000 Miles

UNOFFICIAL BOX SCORE
4TH BRICKYARD 400 - AUGUST 2, 1997
PURSE: \$4,965,217
INDIANAPOLIS MOTOR SPEEDWAY
NASCAR WINSTON CUP SERIES

FP	SP	Car	Driver	Car Name	Comp	Reason	Laps Status/ Money	Prize
1	7	10	Ricky Rudd	Tide Ford	160	Running	\$571,000	
2	25	18	Bobby Labonte	Interstate Batteries Pontiac	160	Running	242,275	
3	3	88 W	Dale Jarrett	Quality Care/Ford Credit Ford	160	Running	223,900	
4	24	24 W	Jeff Gordon	DuPont Refinishes Chevrolet	160	Running	223,675	
5	16	37	Jeremy Mayfield	Kmart/RC Cola Ford	160	Running	142,445	
6	31	6	Mark Martin	Valvoline Ford	160	Running	125,960	
7	20	30	Johnny Benson Jr.	Pennzoil Pontiac	160	Running	121,760	
8	15	94	Bill Elliott	McDonald's Ford	160	Running	110,460	
9	6	31 #R	Mike Skinner	Lowe's Chevrolet	160	Running	132,560	
10	1	28	Ernie Irvan	Texaco Havoline Ford	160	Running	143,560	
11	8	33	Ken Schrader	Skoal Chevrolet	160	Running	95,235	
12	27	9	Lake Speed	Melling Engine Parts Ford	160	Running	83,135	
13	39	44	Kyle Petty	Hot Wheels Pontiac	160	Running	78,035	
14	4	17	Darrell Waltrip	Parts America Chevrolet	160	Running	85,085	
15	33	99	Jeff Burton	Exide Batteries Ford	160	Running	96,885	
16	41	25	Ricky Craven	Budweiser Chevrolet	160	Running	82,135	
17	35	98	John Andretti	RCA Ford	160	Running	80,095	
18	42	11	Brett Bodine	Close Call Ford	160	Running	79,535	
19	36	22	Ward Burton	MBNA America Pontiac	160	Running	78,435	
20	12	43	Bobby Hamilton	STP Pontiac	160	Running	82,935	
21	34	27 #	Rick Wilson	Indianapolis Colts Ford	160	Running	65,935	
22	23	92 #	Ron Barfield Jr.	New Holland Ford	160	Running	64,935	
23	17	75	Rick Mast	Remington Arms Ford	160	Running	74,335	
24	40	23	Jimmy Spencer	Camel Ford	159	Running	74,435	
25	26	29 #R	Jeff Green	Cartoon Network Chevrolet	159	Running	67,735	
26	19	41	Steve Grissom	Kodiak Chevrolet	159	Running	71,010	
27	30	95 #	Ed Berrier	Realtree Chevrolet	159	Running	59,910	
28	11	40 #R	Robby Gordon	Coors Light Chevrolet	159	Running	68,910	
29	5	3 W	Dale Earnhardt	GM Goodwrench Service Plus Chevy	158	Running	76,310	
30	29	81	Kenny Wallace	SquareD Ford	158	Running	67,910	
31	37	91	Greg Sacks	Kruse International Chevrolet...	158	Running	57,410	
32	2	42	Joe Nemechek	BellSouth Chevrolet	156	Running	67,910	
33	22	16	Ted Musgrave	Family Channel/PRIMESTAR Ford	155	Running	63,660	
34	10	26	Rich Bickle	KFC Team Twister Chevrolet	153	Accident T3	56,410	
35	9	96 #R	David Green	Caterpillar Chevrolet	137	Engine	56,160	
36	14	46	Wally Dallenbach Jr.	First Union Chevrolet	120	Ignition	61,510	
37	28	12	Jeff Purvis	Gazelle/QVC Chevrolet	112	Running	55,876	
38	43	2	Rusty Wallace	Miller Lite Ford	91	Engine	72,755	
39	18	21	Michael Waltrip	CITGO Ford	89	Running	62,755	
40	38	5	Terry Labonte	Kellogg's Chevrolet	83	Engine	77,755	
41	32	36	Derrike Cope	Skittles Pontiac	12	Accident T2	55,755	
42	21	97 #	Chad Little	John Deere Pontiac	2	Accident T1	55,755	
43	13	4	Sterling Marlin	Kodak Film Chevrolet	2	Engine	71,755	

Time of Race: 3:03:26.841

Average Speed:130.828

Margin of Victory: 0.183 of a second

Fastest Lap: #24 Jeff Gordon, Lap 10 - 172.639

Fastest Leading Lap: #28 Ernie Irvan, Lap 22 - 172.506

Legend: W- Former Winner; # - First-Time Brickyard 400 Starter; R - NASCAR Rookie

Lap Leaders:

1-39	#28	Ernie Irvan
40	#24	Jeff Gordon
41	#30	Johnny Benson, Jr.
42-54	#46	Wally Dallenbach, Jr.
55	#23	Jimmy Spencer
56	#5	Terry Labonte
57	#25	Ricky Craven
58-77	#88	Dale Jarrett
78-80	#24	Jeff Gordon
81	#30	Johnny Benson, Jr.
82-83	#23	Jimmy Spencer
84	#46	Wally Dallenbach, Jr.
85-88	#24	Jeff Gordon
89-109	#99	Jeff Burton
110-113	#24	Jeff Gordon
114	#10	Ricky Rudd
115-122	#31	Mike Skinner
123-135	#24	Jeff Gordon
136-146	#88	Dale Jarrett
147-160	#10	Ricky Rudd

19 changes among 11 drivers.

Lap Leader Recap:

Ernie Irvan	1 - 39
Dale Jarrett	2 - 31
Jeff Gordon	4 - 25
Jeff Burton	1 - 21
Ricky Rudd	2 - 15
Wally Dallenbach, Jr.	2 - 14
Mike Skinner	1 - 8
Jimmy Spencer	1 - 3
Johnny Benson, Jr.	1 - 2
Terry Labonte	1 - 1
Ricky Craven	1 - 1

Caution Flags:

	6 for 25 laps
4-6	(3) Accident Turn 1: #97
15-20	(6) Accident Turn 2: #36, #21, #94, #16
84-88	(5) Blown Engine #5
114-117	(4) Accident Short Chute:#42
147 - 150	(4) Debris on track: #40
155 - 157	(3) Accident Turn 3: #26

NASCAR Winston Cup Points Report:

1	Jeff Gordon	2834
2	Mark Martin	2755
3	Dale Jarrett	2687
4	Terry Labonte	2603
5	Jeff Burton	2591
6	Dale Earnhardt	2491
7	Bobby Labonte	2411
8	Ricky Rudd	2309
9	Jeremy Mayfield	2255
10	Bill Elliott	2179