

DAY 1 – WEDNESDAY, JULY 29, 1998

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Welcome to the fifth annual Brickyard 400 and the inaugural True Value Firebird International Race of Champions event at the Indianapolis Motor Speedway. The Brickyard 400 is the 19th race of the 1998 NASCAR Winston Cup Series. This is the fourth and final round of the IROC series this year. Notes, quotes, trivia, historical information and other items will appear on these pages through Saturday, Aug. 1. Our media center staff, headed by Indianapolis Motor Speedway director of public relations Mai Lindstrom and manager Bill York, is here to assist you and answer your questions during this event. Timing and scoring monitors are located throughout the facility with up-to-the-minute times and speeds.

Brickyard 400 information is available on the Internet this week on the official IMS site, <http://www.brickyard.com> and the official NASCAR site, <http://www.nascar.com>. Included in the information will be practice summaries and performance histories, qualifying results, Daily Trackside Reports, driver quotes, race lineups and results.

Three-time NASCAR Winston Cup champion Darrell Waltrip was named Tuesday as the driver of the #35 Tabasco Chevrolet for the rest of the season, including this event. Tyler Jet Motorsports and owner Tim Beverley purchased an equity interest in ISM Racing Corp., owner of the Team Tabasco program in NASCAR Winston Cup.

DARRELL WALTRIP: "I'm very happy to be a new part of Team Tabasco, especially going into this weekend's Brickyard 400. NASCAR fans really seem to have taken to the Tabasco brand and the #35 car, and I look forward to representing them."

The first practice session for IROC started at 10 a.m. IROC test driver Jay Sauter was the first driver on the track, driving the Light Blue Pontiac Firebird Trans Am.

At 10:15 a.m., the air temperature was 85 degrees and the track temperature 110 degrees, according to Goodyear engineers.

Ten cars turned a total of 161 laps during the morning IROC practice. The top five speeds ranged from 160.182 mph in the Yellow car to 158.518 in the Rose car. Turning laps were IROC participants Dale Jarrett, Tom Kendall, Jeff Burton and Mark Martin, and IROC test drivers Jay Sauter, Dick Trickle and Dave Marcis.

IROC MORNING PRACTICE QUOTES:

DALE JARRETT: "These things are so equal. They've done a great job of setting them up. It's going to be tough to pass. I think whomever takes care of their tires will do well. The guys that charge hard, they're cars will start to slide, and passes will be made late in the race." (Does driving IROC help you in Winston Cup?): "It can't hurt. The more laps you get around here, the better."

TOM KENDALL (About his first laps ever at IMS): "It's cool out there. It's not really true that it's my first time out there. I got to ride in that (tour) bus. Actually, I had a few laps in a production car about 10 years ago here. Certainly nothing at these speeds, though. I tried to pull into Winner's Circle in the way in after the session. If they would have let me in, I would have parked it and gone home." (About IROC test drivers Dick Trickle and Dave Marcis helping him during practice): "First off, they speak North Carolinian, and I speak Californian, so we had a little communication problem. Before we got on the track, they pointed out some of the idiosyncrasies about running here. When we got on the track, it was like having a driving instructor sitting alongside of you. They're on the radio telling me, 'That's the way it's run. Try this here. Try that here.'" (About having no full-time ride this year): "I really haven't done much driving this year. I have done the other three IROC races and the Sears Point Winston Cup race. I've enjoyed the time off, even though it wasn't my choice. But as you know, racing is like taking vitamins – you need to do it every day."

At today's Winston Welcome Lunch at the Brickyard Pavilion, Speedway President Tony George presented 1997 Brickyard 400 champion Ricky Rudd with one of the original bricks from the track. George presented similar bricks last year to Jeff Gordon, Dale Earnhardt and Dale Jarrett, the first three winners of the Brickyard 400.

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Preliminary press conference schedule, all in Trackside Conference Room:

8:30 a.m. Thursday: Raybestos Rookies

10 a.m. Thursday: IROC

11:30 a.m. Thursday: Team Sabco. Media luncheon to follow in the Media Center, courtesy of Team Sabco.

12:45 p.m. Thursday: Ford Taurus Anniversary

10:30 a.m. Friday: Goodyear

11 a.m. Friday: Cooper Automotive

4 p.m. Friday: "Think Fast" Sunbelt/Raycom

7 p.m. Friday: Mobil 1

Qualifying for the Bud Pole for the NASCAR Winston Cup Series starts at 1:30 p.m. Thursday. The procedure:

--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 26-36 (bumping to occur within those positions). Those posting unsuccessful qualifying runs Thursday may elect to "stand" on their Thursday times for Friday's session.

#36 Ernie Irvan will be the first car to make a qualifying attempt for the Bud Pole on Thursday. Irvan's car number was the first drawn during the qualifying draw at 12:30 p.m. Wednesday. #96 Hut Stricklin will be the last of the 51 drivers to make an attempt.

Six provisional starting spots are available for positions 37-42. These positions are based on current 1998 NASCAR Winston Cup Series car owner points. The 43rd and final starting position is available to any eligible past NASCAR Winston Cup Series champion who fails to make the field through qualifying, starting with the most recent champion. If there are no eligible past champions, the 43rd spot will be filled through current 1998 NASCAR Winston Cup Series car owner points.

From Bob Latford's The Inside Line:

--30 different drivers have led the Brickyard 400 but only Jeff Gordon has led all four years.

--Of 63 drivers who have started at least one 1998 Winston Cup race, 26 have started all of them, the same as at this point in the 1997 season.

--38 different drivers have led a 1998 Winston Cup event, and 38 have posted at least one top-10 finish. Twenty-three different drivers have a top-five finish.

--The Brickyard 400 pays a minimum \$66,530 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 76 Challenge Bonus, the sport's skins game, has grown to \$22,800 if this year's pole winner can go on to win the Brickyard 400, a feat that hasn't been done. Bud Pole winners have won only four races this season – Bobby Hamilton at Martinsville, Bobby Labonte at Talladega and Jeff Gordon at Charlotte and Sears Point.

--The Indianapolis Motor Speedway is the 18th different facility to host a Winston Cup event in 1998.

--Two drivers are credited with completing all 1,600 miles of Brickyard competition -- Bill Elliott and Ken Schrader.

--Of the 18 Winston Cup races to date in 1998, 16 have finished under the green. The total margin of victory in those 16 races over 7,458.5 miles of competition is 39.068 seconds. The widest margin of victory was Jeff Burton.

--The most cars running at the finish this season was 41 of 43 starters at Michigan. The fewest was 29 at the first Pocono race, Texas and Talladega.

--The most drivers leading a race so far this season has been 14 at Atlanta. The fewest has been six at Martinsville and Darlington.

--The most lead changes has been 29 at Atlanta. The fewest has been 10 at Sears Point and the second Pocono race.

--The most cars on the lead lap so far has been 29 at Sears Point. The fewest has been four at Dover.

--The fewest cautions in a race has been two at both Las Vegas and Michigan. The most has been 14 at both Bristol and Martinsville.

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From Bob Latford's The Inside Line (cont.):

--The mechanic on the car driven by ninth-place finisher Joel Thorne in the 1938 Indianapolis 500 was William H.G. France, who founded NASCAR 10 years later. The Thorne Special was a unique car, built by Art Sparks with an off-center cockpit and drive shaft beside the driver for a lower profile.

The draw for IROC car colors took place this afternoon. The starting lineup for Friday's race is determined by the reverse of the current point standings. The car number reflects the driver's current position in the point standings. The starting lineup:

Row One:

1. Jimmy Vasser (CART), No. 12, Gold
2. Randy LaJoie (NASCAR Busch Series), No. 11, Silver

Row Two:

3. Dale Jarrett (NASCAR Winston Cup Series), No. 10, Lime
4. Arie Luyendyk (Pep Boys IRL), No. 9, Bright Orange

Row Three:

5. Tom Kendall (road racing), No. 8, Green
6. Tony Stewart (Pep Boys IRL), No. 7, Violet

Row Four:

7. Al Unser Jr. (CART), No. 6, Yellow
8. Terry Labonte (NASCAR Winston Cup Series), No. 5, Hugger Orange

Row Five:

9. Dale Earnhardt (NASCAR Winston Cup Series), No. 4, Medium Blue
10. Jeff Gordon (NASCAR Winston Cup Series), No. 3, White

Row Six:

11. Jeff Burton (NASCAR Winston Cup Series), No. 2, Red
12. Mark Martin (NASCAR Winston Cup Series), No. 1, Aqua

All five Roush Racing NASCAR Winston Cup teams took part in the second annual Valvoline Go-Kart Challenge Tuesday night at Stefan Johansson's Karting Center in Indianapolis.

The winning team in the two-hour endurance race was comprised of Shane Hmiel, Shawn Parker and Moe Palmer. Hmiel is the son of Steve Hmiel, crew chief of Johnny Benson's Cheerios Ford. Parker is the car chief and front-tire changer for Mark Martin's Valvoline/Cummins Ford. Palmer is the paint and body specialist for Chad Little's John Deere Ford.

Mark Martin's #6 Valvoline/Cummins Ford Taurus is sporting a new reflective gold paint job for this event. The new paint is part of the promotion of Valvoline's new SynPower line of synthetic products.

The paint scheme was scheduled to be unveiled during the Pepsi 400 night race July 4 at Daytona Beach, Fla., but that race was postponed due to wildfires in Florida.

1997 Brickyard 400 pole sitter Ernie Irvan visited the Trackside Conference Room for an impromptu press conference Wednesday afternoon. Irvan won the pole with an event-record speed of 177.736 mph July 31, 1997.

ERNIE IRVAN: "We tested real good here. We feel like we'll run well. We haven't touched the car since the test, only changed the motor and got more horsepower." (Can you win this year?): "Man, I hope so. This is an important race for me. The first time (1994) I had the chance, Jeff (Gordon) and I had a heck of a battle until a tire went down with five to go. Dale Jarrett and I had a heck of a battle, and I finished up second (in 1996). This place has been good to Ernie Irvan. This is a really tough place because it's got four distinct corners. But it is also really easy if the car is set up right, and you're able to get through the air easily."

Jeff Gordon, Mark Martin, Dale Jarrett, Rusty Wallace or Bobby Labonte will win a \$1 million bonus through the Winston No Bull 5 program if they win this event. They became eligible for the bonus by finishing in the top five at the Coca-Cola 600 in May at Charlotte, N.C.

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FIRST BRICKYARD 400 PRACTICE (all speeds unofficial):

Event record: 177.736 mph by Ernie Irvan, July 31, 1997.

1:01 p.m. – **GREEN**. Light rain starts to fall. #16 Ted Musgrave was first out, followed by #81 Kenny Wallace and #94 Bill Elliott. Musgrave was second out last year behind Elliott.

1:03 p.m. – **YELLOW**. Rain. Musgrave and K. Wallace each turned one lap before the caution flag.

1:21 p.m. – **GREEN**.

At 1:21 p.m., the temperature was 83 degrees with a relative humidity of 70 percent and west winds at 6 mph.

1:26 p.m. -- #6 Martin turned lap of 173.070 mph, fastest of session.

1:28 p.m. -- #24 J. Gordon turned lap of 174.351 mph, fastest of session.

1:35 p.m. -- #42 Nemechek turned lap of 174.456 mph, fastest of session.

1:48 p.m. -- #36 Irvan turned lap of 174.371 mph, second fastest of session.

1:52 p.m. – **YELLOW**. Debris on track, then rain.

2 p.m. – Cars clear pit road, return to garage area.

3:34 p.m. – #16 Musgrave leads group of cars back on track under yellow.

3:39 p.m. – **GREEN**.

At 3:58 p.m., the air temperature was 81 degrees with a relative humidity of 74 percent and southwest winds at 8 mph.

4 p.m. -- #6 Martin turned lap of 174.914 mph, fastest of session.

4:01 p.m. -- #43 Andretti turned lap of 175.080 mph, fastest of session.

4:13 p.m. -- #88 Jarrett turned lap of 175.778 mph, fastest of session.

4:13 p.m. -- #24 J. Gordon turned lap of 175.107 mph, fastest of session.

4:14 p.m. – **YELLOW**. Debris on track.

4:20 p.m. – **GREEN**.

4:25 p.m. -- #42 Nemechek turned lap of 175.298 mph, second fastest of session.

4:27 p.m. -- #6 Martin turned lap of 175.816 mph, fastest of session.

4:58 p.m. -- #50 Craven turned lap of 175.730, third fastest of session.

5 p.m. – **CHECKERED**. End of session.

Fifty-one cars combined to turn 851 laps during today's practice.

NASCAR PRACTICE QUOTES:

JEFF GORDON (#24 DuPont/Quaker State/Pepsi/GMAC Chevrolet) (About today's practice): "Pretty good. I wanted to shake the car down and get some laps down. Now we'll put the qualifying engine in and get more serious about it tomorrow."

RICKY RUDD (#10 Tide/Whirlpool Ford): "We ended up seventh. I'm fairly happy with that. We'll put a little better motor in the car for tomorrow. We're going to adjust a little on the car. Basically we are chasing the track. We're right in there for the pole. We have a little left, but probably so do the guys in front of us. It's just whose little is biggest."

JOHN ANDRETTI (#43 STP Pontiac): "The day was decent. The rain helped us, so we didn't work on the car too much. We tested three days a couple of weeks ago, and we have 2½ hours tomorrow. I've been here during the month of May. If we don't figure it out in the time we've got, then we won't."

KENNY IRWIN JR. (#28 Texaco/Havoline Ford) (Excited about driving in your first Brickyard 400?): "I was more excited coming here for testing a few weeks ago. So many times I've come here and just walked around. Now I've got my own garage, the Texaco/Havoline car and the Robert Yates team. It's a great feeling. The sensation of racing at Indianapolis Motor Speedway is something that I feel like I've worked my whole career to get. I've reached one stage of my racing career."

JOE NEMECHK (#42 BellSouth Chevrolet): "We worked on our qualifying setup during the test session. We have a good chance for the front row, but it just depends upon the weather. There's about five of us that have a good chance."

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NASCAR PRACTICE QUOTES (cont.):

DARRELL WALTRIP (#35 Tabasco Brand Pepper Sauce Chevrolet): “This whole deal came together last week. We had to paint two race cars, get crew uniforms, move stuff from our hauler to the Tabasco hauler. The last three or four nights have been a nightmare, but the crew has done a super job. We’re running good. We have a practice motor in it, so that’s why the times don’t look good. But we’re trying a lot of different things. Tonight we’re going to put the qualifying motor in and then go out tomorrow and get it set up. We’re looking for a solid run. If we qualify in the top 25 and finish in the top 15, I think we will have hit our goal.”

RICKY CRAVEN (#50 Budweiser/Quaker State/Pedigree/GMAC Chevrolet): “It’s a lot like February for me. It’s the first time in 17 years I’ve taken four months off from racing. It’s easy to run well on the single laps, but understanding what the car does after 17 to 20 laps is still difficult. It’s a little turbulent, but I’m having fun.” (About the track): “This track is so unique from any other track. We can run the speeds but not have the banking to support us. When we first came here, I was just happy to compete. But now I want to conquer the place. This is so big for us. It’s one of the two most important races of the year. At Daytona and Talladega, you just run wide-open. Here it’s a combination of the draft, downforce and braking. If I’m a gambling man, and I am, I’d say you won’t see a track record (qualifying speed).”

STEVE PARK (#1 Pennzoil Chevrolet) (About his first race since suffering injuries this spring in a practice crash at Atlanta): “It’s great for me to return here. This is one of the races we’ve had highlighted on the calendar. This being my rookie year, I definitely didn’t want to miss the Brickyard 400. This place is one of the greatest places, with all of its history. It was a pretty emotional moment for me getting on the track for the first time during practice. To be able to put your name in the record books at this track is pretty incredible.” (About his car): “The car feels really good. We didn’t get to run the lap speeds we wanted. We did a qualifying run at the end of the day, and the corner and trap speeds are really good. I think we’re ready for a good qualifying run.”

Five cars turned a total of 116 laps during the afternoon IROC practice. The top five speeds ranged from 159.202 mph to 158.736 mph. Turning laps were IROC participants Terry Labonte, Jeff Gordon, Tom Kendall and Randy LaJoie, and IROC test drivers Jay Sauter and Dave Marcis.

END DAY 1 (WEDNESDAY) NOTES

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The morning practice session for IROC started at 8:30 a.m. At 8:32 a.m., the temperature was 72 degrees with a relative humidity of 59 percent and northeast winds at 8 mph.

Four drivers turned laps during the morning IROC practice session: IROC participants Terry Labonte, Tom Kendall and Jimmy Vasser, and IROC test driver Jim Sauter. Sauter recorded the fastest speed, 160.265 mph. The fastest speed Wednesday was 160.182.

Defending USAC midget national champion Jason Leffler won the DuPont 100 USAC Silver Crown race from the pole Wednesday night at Indianapolis Raceway Park. Leffler, under contract to Pep Boys Indy Racing League team Treadway Racing, leads the Silver Crown national point standings.

NASCAR Winston Cup rookies Kenny Irwin Jr., Steve Park, Jerry Nadeau and Kevin Lepage met with the media in the Trackside Conference Room on Thursday morning. All four drivers are candidates for the Raybestos Winston Cup Rookie of the Year Award. The winner of the award will receive \$25,000 from Raybestos.

KENNY IRWIN JR.: "We've had a pretty up-and-down season to this point, but I'm looking forward to the second half of the season and getting back to the tracks a second time. The point is to run up front and to be competitive, whether you're a rookie or not. But I think the media set higher expectations for this run than (car owner) Robert (Yates) and I did. The team has had our ups and downs, but we're happy with our progress." (About this track): "Turn 1 takes a lot of nerve. It's like a tunnel, and you can't see your way out. This track, compared to others I've driven, really lends itself to experience."

STEVE PARK: "I'm an optimist, but it's hard not to say that it's been a down year to this point. It's been an interesting year for the rookies altogether, with Kevin (Lepage) and Jerry (Nadeau) moving to different rides. Kenny has been the only guy with some stability." (About recovery from injuries): "I have been ready to run for a month, and it was the hardest month of my life. It was necessary, though. Darrell (Waltrip), with his personality, really helped bring this team together. I think what I learned most about this down time is that I have absolutely no patience."

JERRY NADEAU: "I'm in a new ride, what can I say? It's been tough. It's been really tough coming here because I've only seen the place on television. Yesterday was my first time on the track, and I'm getting adjusted to it. I'm comfortable now that I've got seat time. We're happy with the car, and I'm looking forward to today and gaining momentum through the rest of the season. (About dismissal from Elliott-Marino team): "I don't know how much they expected. With me being a new driver, we had a new crew chief and a new team. When I arrived, there were only five guys at the shop, and the new guys we hired had never even seen a Cup car. It was hard to get guys to move to Dawsonville (Ga.). There's not much to do there. I expected to be getting a lot of guidance and help, but I really felt like I was on my own. I could say a lot more about the split, but I'm not going to. I got myself a ride now, so that's all that matters." (About his start at Sears Point, going off course while leading): "I saw a local paper with stock cars in it. It had a picture of me leading the pack, but I wasn't on the racetrack. I think I got a little too excited. I had worked it out with (Jeff) Gordon that I would follow him, and then something in my head told me to go for it."

KEVIN LEPAGE: "I'm ready to get going with Jack Roush and to step up to the plate and make a charge for the rookie title. Ted (Musgrave) has done a great job for this team, but obviously they saw something in our qualifying efforts. We have been somewhat lacking in our racing setup. Hopefully now though, being on a team with (Mark) Martin and (Jeff) Burton, if I'm struggling or I'm at a new track I can lean on them."

Eight drivers are attempting to qualify for their first Brickyard 400: Buckshot Jones, Steve Park, Dan Pardus, Jerry Nadeau, Lance Hooper, Loy Allen Jr., Kenny Irwin Jr. and Bob Schacht.

Twenty-five drivers are attempting to maintain their streak of starting every Brickyard 400: Rusty Wallace, Dale Earnhardt, Bobby Hamilton, Terry Labonte, Mark Martin, Ricky Rudd, Brett Bodine, Jeremy Mayfield, Ted Musgrave, Bobby Labonte, Michael Waltrip, Ward Burton, Jimmy Spencer, Jeff Gordon, Derrike Cope, Ken Schrader, Darrell Waltrip, Sterling Marlin, Joe Nemechek, John Andretti, Kyle Petty, Rick Mast, Dale Jarrett, Bill Elliott and Jeff Burton.

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If two drivers record an identical speed during qualifying, the driver with more points in the current NASCAR Winston Cup Series standings will earn the higher spot.

IROC participants Tom Kendall, Al Unser Jr. and Jimmy Vasser met with the media Thursday morning in the Trackside Conference Room.

JIMMY VASSER (#12 Gold): "It's great to be back here. I have not had much time here. This is my first time here since the split in '96. I have a lot of memories here, both good and bad. The track is a lot different running in a Firebird versus an Indy car. You still need a similar rhythm; it just takes twice as long to get around. This is my first pole at Indy, although I'm not proud of how I achieved it. (The IROC starting lineup is determined by inverting the current point standings. Vasser is last in points, so he starts from the pole.) Maybe it will work for me, and I can keep some of these monsters behind me." (About the prospects of you returning to the Indianapolis 500): "I obviously don't have the history that the Unser's do here, but I still have a great desire to race here. My prime years are slipping away." (Unser then said the rules indicate that drivers can race until age 60): "Well, I don't have as much confidence that I'll be racing when I'm 60. I didn't really have anything to do with the split, so I really don't have anything to do with the solution." (Does NASCAR's success hurt other sanctioning bodies?): "I don't think it's harmed the other series. If anything, it has shed more light on other forms of motorsports. NASCAR is really good at marketing and is proving that racing is viable for corporate America. Some of the other series should follow their lead." (About your memories of the Speedway): "Obviously, a good memory is qualifying for my first 500. We were bumped, we came back in our backup car and made the field. I then proceeded to crash in Turn 1 in the race and broke my leg really bad." (About the start of the IROC race): "I probably have the best shot. I've only had one practice and couldn't pass anyone. Although I've been in the front before in these cars, after three-quarters of a lap I was dead-last. One thing I do have going for me is that my car number is 12, which is my lucky number and my number on my Indy car."

AL UNSER JR. (#6 Yellow): "It's great to be back. The racetrack is quite the same. It's the billiard table of racetracks – it's very smooth. It's quite different from driving around here in champ cars, so you definitely have got to get your rhythm down. It was very special of the Indianapolis Motor Speedway to invite IROC here. It was a great gesture, and it will definitely help IROC." (About coming back to the Indianapolis Motor Speedway): "I had kind of mixed feelings about it. We definitely want to come back here and race in a single-seat, open-wheeled car in the month of May. But any time you get to race at the Indianapolis Motor Speedway is a dream come true. I'm glad I'm back here, but I wish it was in a different kind of car." (Do you think it's possible for CART and IRL to get back together to run the Indy 500?) "There's always hope. The rulebook says 60 years old, and I'm a ways away from that. We're kind of like pawns in this deal. We can just sit back and hope the two governing bodies can get together toward a common goal." (Have you had discussions regarding running a stock car in the Brickyard 400?) "I've had a few discussions with teams, but my primary goal is the FedEx series. I keep telling my wife, Shelly, that I'm not a stock car driver, but she wants me to be a stock car driver. She thinks I could do really well here. Who knows? You might find me in a stock car some day." (Does running in IROC at the Indianapolis Motor Speedway help ease the pain of not running the 500?) "Yes, it's going to ease the pain a little bit. What helped me the most is when I came out in May when Robby (Unser) and Johnny (Unser) were trying to qualify for the 500. I came down pit road, and I was overwhelmed. I wasn't sure what to expect with the crowd. I didn't know if they would boo me or what. The crowd showed me a lot of heart. They clapped, they said they missed me. To me, that meant most everything. It almost brought a tear to my eye. My last memory of this place is missing the show. My last laps here were not making the race. The fans didn't remember that. They're remembering the wins and the good things we did here." (About the strategy for the IROC race) "I can tell you with the last race, the restarts are critical. It's very difficult to pass. Virtually, the guy in front of you has to make a mistake to get past them. So hopefully we won't make any mistakes and inherit positions."

TOM KENDALL (#8 Green): (About his first appearance at the Speedway): "I have run most of my laps around here in the tour bus of the Museum. I've come to a number of 500 races through the years and watched these guys (Jimmy Vasser, Al Unser Jr.) race here. I was having as much fun as I have had anywhere in IROC. Here you have to be precise in the corners. After practice, I tried to make a left turn into Victory Circle. The yellow shirt said, 'Son, you have to win that.' If he'd have let me on, I would have headed to the airport and headed for the Bahamas."

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IROC PRESS CONFERENCE QUOTES (cont.)

TOM KENDALL (#8 Green) (cont.): (About his chances of winning the race): "It will be a heck of an accomplishment. I would be proud of it. I enjoy the challenge of learning these cars." (About the possibility of IROC races returning to road courses): "Personally, I'd love it. It would be more in the spirit of what this series was meant to be. I would like to see them on the nastiest road course you can find." (About his job prospects for 1999): "I'm working on a long-term contract with IROC (laughing). I wouldn't have chose this (unemployment). Instead of hanging out at courses and making phone calls, I'm enjoying my time off. I have an interest in Indy cars. That's either here or ... We all know a seat with Bobby Rahal has opened. That's been my dream (Indy-car racing). Everyone's eyes are glazed over it. Everyone says I am too tall to fit in the car. No one has committed to a test to see if I fit." (About road racing): "I love road races, and because I can't control getting into Indy cars I would have done my own team if I would have stayed in Trans-Am. I'd have had my own team. I've helped build three teams." (About the future of road racing in the United States): "We have differences as to what is driving the road-race series. It's like a football game. Each team keeps fumbling. No one knows where they want to go. It's a total logjam. It will never go away completely. You have people (fans) that love that type of racing." (About the possibility of conducting an IROC race at a short track like Bristol): "It would be good experience. We'd get used up pretty good. (Laughter) (About the huge salary that Michael Schumacher will earn in Formula One from Ferrari): "I can accept that better than watching an overweight pitcher on TV who makes \$8 to \$10 million. I think it's great. They (Formula One) are the biggest. When (Ayrton) Senna passed away, they shut down the financial market. It's hard to understand the impact that F1 drivers have, even in South America." (About the start of this IROC race and his strategy): "Bring it on. I'm going to try to hold my position, and if I can make a shot for it, I will when I can."

Ford conducted a press conference Thursday in the Trackside Conference Room about its Taurus race car used in the NASCAR Winston Cup Series.

DALE JARRETT (#88 Quality Care Service/Ford Credit Ford): "We thought we had a pretty good car on some tracks, but it turns out we have a good car on all racetracks. We probably have a little work to do on superspeedways. It was a tremendous effort. All the Ford cars should be commended for sharing information. It's proved on the racetracks to benefit all Ford teams." (Have you made many changes in the car since its debut?): "Yeah, some minor things that we've made like the shaping of the front fenders – probably not things that most people can see a difference in." (How is the Taurus running here this week?): "This is probably the type of track the Taurus likes. We've had to change some setups. The car's very good here. This is the type of track we seem to do pretty well at. Come Saturday we can show that." (How well will the Fords draft together?): "I think they work well together. We have a bit too much drag at the superspeedways. It puts a little more on the driver and the crew chief. The driver has to pay attention every second. Every move you make can help you a little bit or mess you up a whole lot." (What happens if Chevrolet comes back next year with something stronger than the Monte Carlo? Will Jeff Gordon be in a zone of his own above the rest?): "He's pretty much in one now. He's an exceptional talent with a really strong team. I mean, the NBA doesn't stop Michael Jordan." (What are the advantages for the Ford Taurus?): "I think we have a car that the shape allows us to do a lot of things. It's adequate on the straightaways and above average on the corners. In certain places it's not quite as good as other cars on the straightaways. It's close enough that it still allows us to race."

DAN DAVIS (director of Ford Special Vehicle Operations) (About teams sharing information to improve the Taurus): "We've had crew chiefs talking to each other, sharing information, and that's really gratifying to see." (Have Ford teams caught up since introducing the Taurus?): "My sense is they absolutely are. We've caught up with where we need to be and start what I call 'fiddling around.' How it looks to me is that now we have enough cars to where we see some experimentation taking place." (About the concept of providing a common template for all NASCAR teams): "I think we all buried the concept of 'common templates.' In talking to the race fans, they want to see the individual cars. They want some personality."

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FORD PRESS CONFERENCE (cont.)

TORREY GALIDA (Ford Global Motorsports Marketing Manager): “From a marketing perspective, the Taurus has exceeded our expectations. We sold 360,000 last year, about five times as many Thunderbirds in the same period. Through June of this year, sales are up 10 percent over the year before. We’re seeing younger buyers. They’re seeing it differently because they’re cars that are on the racetrack.”

PRESTON MILLER (Ford NASCAR technical consultant): “We’re real proud of the teams and the families of the teams for all the long hours. The remarkable part of it is the timing. I guess that’s part of the success is that we didn’t have much time to concentrate on anything else. There doesn’t seem to be a real big chunk of improvement we can make on the car. It’s been very difficult in recent times to make improvements on it.”

Team SABCO conducted a press conference Thursday in the Trackside Conference Room to announce that it signed Jeff Green to drive the #46 The Money Store Chevrolet for the rest of the 1998 NASCAR Winston Cup season. Green joins Sterling Marlin and Joe Nemechek on the Team SABCO roster.

JEFF GREEN (About racing at Indianapolis): “I grew up watching Indy cars, basically at this track. Being able to come down Gasoline Alley is definitely special for Jeff Green.” (About this race): “The race is a lot more important to me than the pole.”

FELIX SABATES (Owner, Team SABCO): “I think Team SABCO is going to be very tough the second half of the season. I’m very pleased with the development we’ve had.” (About keeping Tom Kendall in the #46 car next weekend at Watkins Glen): “I made a commitment to Tommy (Kendall) for the road courses before this came about.”

MORNING BRICKYARD 400 PRACTICE (all speeds unofficial):

Event record: 177.736 mph by Ernie Irvan, July 31, 1997.

Wednesday’s fastest speed: 175.816 mph by Mark Martin, 4:27 p.m.

9:28 a.m. – **GREEN.**

9:32 a.m. -- #43 Andretti turned lap of 176.620 mph, fastest of session and event.

9:35 a.m. -- #24 J. Gordon turned lap of 176.630 mph, fastest of session and event.

9:46 a.m. -- #28 Irwin turned lap of 177.162 mph, fastest of session and event.

9:55 a.m. -- #6 Martin turned lap of 177.687 mph, fastest of session and event.

10:04 a.m. -- #36 Irvan turned lap of 177.887 mph, fastest of session and event, and unofficial event record.

10:10 a.m. -- #42 Nemechek turned lap of 177.445 mph, third fastest of session.

10:27 a.m. -- #46 J. Green turned lap of 177.813 mph, third fastest of session.

10:31 a.m. -- #24 J. Gordon turned lap of 178.681 mph, fastest of session and event, and unofficial track record.

10:55 a.m. -- #12 Mayfield turned lap of 178.042 mph, second fastest of session and event.

10:59 a.m. – **YELLOW.** Light rain.

12:20 p.m. – Practice is declared over by NASCAR officials. Qualifying still scheduled to start at 1:30 p.m.

At 1:30 p.m., rain persisted at the Speedway, delaying the start of qualifying.

WINSTON CUP PRIMARY CAR NOTES:

#88 DALE JARRETT: The car is the 60th assembled by Robert Yates Racing, the ninth car built totally by the team and the third 100 percent Robert Yates car driven by Jarrett. The first race on the car was last week at Pocono. The car that carried Jarrett to victory here in 1996 was only raced one time. It’s named “Brickyard” and is in “bare frame” condition.

#10 RICKY RUDD: This year’s primary car is a copy of last year’s race winner and was raced earlier this season at California and Dover. The car that carried Rudd to victory here a year ago is undergoing a body change after running earlier this season at Darlington and Michigan.

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WINSTON CUP PRIMARY CAR NOTES (cont.):

#24 JEFF GORDON: The car that carried Gordon to victory in the 1994 inaugural has been completely refurbished and is a central display in the Hendrick Motorsports Museum at the team's racing complex in Concord, N.C. The primary car for the 1998 Brickyard is No. 2435, the 36th car built at the shop. It's one of the intermediate-track cars in the team's stable.

#6 MARK MARTIN: The primary car is the 51st car built by Roush Racing and carried Martin to victory earlier this season at Las Vegas, Texas and California.

#28 KENNY IRWIN JR.: This car was brand-new a year ago here when Ernie Irvan put it on the Brickyard 400 pole. Later last season, Irwin qualified it second at Richmond in his inaugural Winston Cup start. Dale Jarrett used this car to win the Phoenix race last fall.

#3 DALE EARNHARDT: The car that Richard Childress Racing has here was first run at last year's inaugural race at Texas. Earnhardt drove it here last year and also led last week's race at Pocono in the car. The Brickyard 400 will mark the eighth start for the car. The car the team used to win the 1995 Brickyard 400 was wrecked at Darlington earlier this season with Mike Skinner behind the wheel and is being refurbished to its Brickyard-winning condition. It will be a major display at the Richard Childress Racing Museum at Welcome, N.C.

#18 BOBBY LABONTE: The team came to this year's Brickyard 400 with a brand-new Pontiac. The car the Joe Gibbs Racing team used to finish second to Ricky Rudd in last year's event is at the team's new shop in Mooresville, N.C. in reserve for other intermediate track events during the 16-week stretch through the end of the season.

#94 BILL ELLIOTT: This is only the second race for Elliott's new primary car. Its first race was last weekend at Pocono. Elliott and Ken Schrader are the only two drivers to run all 1,600 Brickyard 400 competition miles to date.

IROC RACE SPECIFICS:

- The race is 40 laps.
- The race will start on the second time past the flagstand.
- Yellow-flag laps do not count toward the lap total. The field is reverted to the running order on the last completed lap for the restart. If the restart occurs on the last lap, the white and green flags will be displayed, setting up a one-lap shootout.
- There are no scheduled pit stops in IROC events. If a driver must stop in the pits for any reason, his car is serviced by a crew of IROC mechanics.
- All restarts will be double-file, with cars aligned in horizontal rows according to placing.
- If two or more drivers are tied in the point standings after this race, the driver with the better finishing position in this event will earn the higher position in the points.

Six of the 12 IROC drivers will carry on-board cameras in their cars during the race: Mark Martin, Jeff Burton, Jeff Gordon, Al Unser Jr., Dale Jarrett and Dale Earnhardt. It's the first time in motorsports history that at least 50 percent of a starting field is carrying cameras.

The IROC race will be televised on ABC immediately after the finish of the live Brickyard 400 telecast Saturday afternoon.

Dan Cotter, president of Cotter and Company, will make Speedway history by giving the command to start engines for the True Value Firebird IROC race Friday afternoon. Cotter and Company supplies True Value hardware stores. Cotter is the first person outside the Hulman-George family to give the command at an Indianapolis Motor Speedway race since 1954, when Speedway president and general manager Wilbur Shaw gave the command to start engines at the Indianapolis 500. Shaw died Oct. 30, 1954 in a plane crash, and a Hulman-George family member has given the command to start engines at every subsequent Indy 500 and Brickyard 400.

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At 5:07 p.m., two IROC Pontiac Trans Ams entered the track for practice, with NASCAR participants Rusty Wallace and Dale Jarrett behind the wheel. Wallace isn't participating in IROC, but he offered his help after the rain delay to series president Jay Signore. Jarrett is an IROC participant.

The track temperature at 5:07 p.m. was 78 degrees, according to Goodyear engineers. The air temperature was 63 degrees with a relative humidity of 68 percent and north winds at 6 mph.

#36 Ernie Irvan made the first qualifying attempt at 5:14 p.m., delayed by rain three hours and 44 minutes past the scheduled start of 1:30 p.m. The total rain delay Thursday was six hours and 15 minutes.

QUALIFYING NOTES:

- Ernie Irvan won the pole for this event for the second consecutive year. It's the 20th pole of his NASCAR Winston Cup Series career and first of the 1998 season.
- Ernie Irvan became the second two-time pole winner for this event. Jeff Gordon won the pole in 1995 and 1996.
- Ernie Irvan's previous best start this season was seventh at the Jiffy Lube 300 in Loudon, N.H.
- Ernie Irvan's lap of 179.394 mph is an event record, breaking the record of 177.736 that he set while winning the pole last year.
- The event speed record has been broken during qualifying every year since 1994.
- The top five qualifiers today broke the old event speed record: Ernie Irvan, Dale Jarrett, Jeff Gordon, Kenny Irwin Jr. and Jeff Green.
- Ernie Irvan earned the pole from the first spot in the qualifying order, the earliest spot in the order that any driver has earned the pole for this event. The earliest previous spot in the qualifying order that pole winner made his attempt was 13th, by Rick Mast in 1994.
- Ernie Irvan won the pole in a Pontiac, the first Pontiac driver to win the pole for this event. Rick Mast won the pole in a Ford in 1994, Jeff Gordon in a Chevrolet in 1995 and 1996 and Irvan in a Ford last year.
- Dale Jarrett was the fastest Ford qualifier in second and Jeff Gordon the fastest Chevrolet in third.
- This is a career-best start at this event for Dale Jarrett. His previous best start was third in 1997.
- Kenny Irwin Jr. was the highest-qualifying rookie at fourth, driving the same Robert Yates-owned Ford that Ernie Irvan won the Brickyard 400 pole last year. Irvan moved to the MB2 Motorsports team this year.
- The first four winners of this race triumphed from the third (Jeff Gordon, 1994), 13th (Dale Earnhardt, 1995) 24th (Dale Jarrett, 1996) and seventh (Ricky Rudd, 1997) starting spots. Gordon, Geoff Bodine, Bobby Hamilton and Mark Martin occupy those respective spots this year.
- Four drivers have now made all five Brickyard 400s through first-round qualifying: Jeff Gordon, Dale Jarrett, Bobby Labonte and Sterling Marlin. Dale Earnhardt, Bill Elliott and Rick Mast each failed to qualify during the first round at this event for the first time in their careers.
- Three NASCAR Winston Cup Series rookies made the field through first-round qualifying: Kenny Irwin Jr., Buckshot Jones and Steve Park.
- Jeff Green qualified fifth, the best start of his NASCAR Winston Cup Series career. His previous best was sixth at Richmond this year. He qualified 26th for this event last year.
- Ernie Irvan is the only driver among the top five qualifiers who is a member of single-car team.
- The 25 first-round qualifiers were separated by 1.027 seconds. Pole sitter Ernie Irvan and No. 2 qualifier Dale Jarrett were separated by .224 of a second.
- Forty-seven of the 50 cars which made a qualifying attempt surpassed Rick Mast's pole-winning speed of 172.414 at the inaugural Brickyard 400 in 1994.

END DAY 2 (THURSDAY) NOTES

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The morning practice session for NASCAR Winston Cup started at 9:30 a.m.

MORNING BRICKYARD 400 PRACTICE (all speeds unofficial):

Track record and pole speed: 179.394 mph by Ernie Irvan, Thursday.

9:30 a.m. – **GREEN.**

9:49 a.m. – **YELLOW.** #07 Dan Pardus spun in Turn 2 and hit the outside retaining wall with the back of his car. The car was heavily damaged.

Medical update from Dr. Henry Bock, Speedway medical director: #07 Dan Pardus was evaluated and released without injury from the Clarian Emergency Medical Center.

DAN PARDUS: “We basically had a good car up until yesterday. We went into qualifying and had a problem with springs, which slowed the car down in the turns. Today adjustments were made, which freed the car up but loosened it up too much. It wiggled in the turn and slid backward into the wall. We’re just a rookie team, trying to build something for our sponsor, Midwest Transit. We’ve qualified for three races this year and wanted to make this one the fourth. We thought this would be a good race to make. Just try to compete with the big dogs. We don’t have a backup car, so we’re going to load up and go home.”

10:01 a.m. – **GREEN.**

10:13 a.m. -- #91 Shepherd turned lap of 174.158 mph, fastest of session.

10:16 a.m. – **YELLOW.** Debris on track.

10:18 a.m. – **GREEN.**

10:23 a.m. -- #19 R. Gordon turned lap of 173.735 mph, second fastest of session.

10:35 a.m. – The track temperature was 106 degrees, according to a crew member from the #35 Tabasco Brand Pepper Sauce Chevrolet driven by Darrell Waltrip.

10:38 a.m. -- #30 Cope turned lap of 173.930 mph, second fastest of session.

10:55 a.m. -- #30 Cope turned lap of 174.081 mph, second fastest of session.

11 a.m. – **CHECKERED.** End of session.

Forty-nine cars turned 1,305 laps during the morning practice. #71 Dave Marcis was the only driver not to participate.

Goodyear announced a new award, the Goodyear Heart of Racing Award, during a press conference this morning in the Trackside Conference Room. The award will be presented annually by Goodyear to an individual or group in motorsports for exceptional humanitarian efforts. The winner will be selected by voting by a panel of national motorsports media.

The inaugural Goodyear Heart of Racing Award was presented to NASCAR president Bill France Jr. and the staff of Daytona International Speedway for their contributions to the fire-fighting efforts earlier this month in Central Florida.

GENE CULLER (Goodyear executive vice president): “The efforts of the entire Daytona International Speedway staff broke through as a ray of hope for the citizens of Central Florida. The speedway served as a command post for fire-fighting efforts, and the speedway donated many resources. Serious need of relief is still needed, so Goodyear is donating \$25,000 to the American Red Cross Disaster Relief Fund, and we encourage other organizations to do likewise.”

Entry update: #07 Dan Pardus and #14 Lance Hooper have withdrawn from this event.

The #98 Thorn Apple Valley Ford driven by Rich Bickle is sporting a new paint job during this event. The paint scheme, which features brighter colors and neon paint, was designed to draw attention to a “Go Grill Crazy Days” promotion. The paint on the front of the car features a barbecue grill, cooking utensils and condiments.

Seven cars will attempt to requalify during the second round of NASCAR Winston Cup qualifying today.

The order: #96 Hut Stricklin, #9 Jerry Nadeau, #19 Robby Gordon, #78 Gary Bradberry, #30 Derrike Cope, #95 Bob Schacht and #15 Loy Allen Jr.

The other 17 drivers who failed to qualify during first-round qualifying Thursday and are still entered in the event will stand on their times, an event record. The previous highest number of drivers who stood on their first-day times was eight in 1996 and 1997.

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NASCAR SECOND-ROUND QUALIFYING NOTES:

At noon, the track temperature was 129 degrees, according to Goodyear tire engineers. The track temperature at the start of first-round qualifying Thursday was 78 degrees.

12:08 p.m. -- #30 Derrike Cope brushed outside wall with right rear of car during qualifying lap, was able to continue to start-finish line. Cope brushed the wall in Turn 4 during his first-round qualifying lap Thursday.

12:12 p.m. -- #78 Gary Bradberry got loose entering Turn 1, did a half-spin in the center of the turn and hit the outside retaining wall at the start of the short chute with the left rear of the car. The right rear of the car sustained heavy damage.

Medical update from Dr. Henry Bock, Speedway medical director: #78 Gary Bradberry was evaluated and released without injury from the Clarian Emergency Medical Center.

GARY BRADBERRY: "The car had been pushing real bad. We made quite a few changes before going out to qualify, and what we did obviously didn't work. Unfortunately, we won't be able to get back out there today."

Entry update: Randy MacDonald replaced Bob Schacht as the driver of the #95 Shoney's Inn Chevrolet.

The second-round qualifying session lasted 20 minutes, the fastest second-round session in event history. The previous fastest was 28 minutes in 1996, when 15 cars made a second-round attempt.

NASCAR SECOND-ROUND QUALIFYING QUOTES:

CHUCK RIDER (Owner, #30 Cope): "It's tough. Derrike did a great job. It's a shame what happened, both cars hitting the wall on qualifying laps. Derrike said he's sorry it happened. He tried real hard and thought he had a great lap. He ran 52 (seconds) in these conditions and hit the wall. If he wouldn't have hit the wall, he would have made the race."

JERRY NADEAU (#9 Cartoon Network/Melling Engine Parts Ford): "We were a second off the pace. I wish it was cooler. Actually I wish we could put a dome over the track. The track is really greasy."

ROBBY GORDON (#19 Yellow Ford): "We were battling a number of things, the biggest being the track was about a half a second slower. We got real loose in (Turn) 1, and we were loose in every turn after that. Nobody tried harder than this team this week. We threw everything in the semi, even from other semis, at it. We just missed it. It's no blame to the team. Maybe some to me. I haven't driven one of these on an oval for a while. I'm just real disappointed we made it."

HUT STRICKLIN (#96 Caterpillar Chevrolet): "The car was really loose. I tried to catch up to the racetrack, but we were always a step behind. We ran a 51.50 in test and 51.40 yesterday before qualifying. We might have put something together. My hat's off to these guys for the work they did on the car."

LOY ALLEN JR. (#15 Rescue Ford): "It's definitely slippery. We added a pound to the right front, and we were still loose. We needed to tighten it up more. You know that with the weather being hotter today, you're going to go slower. But you stay optimistic. Hopefully I can run some more races with this team. Tim Steele was driving this car, and I'm not sure if he'll be back when he gets better. I enjoyed working with Joey (Knuckles). This whole team is a good experience to step into. We just need to jell with me as a driver. Indy is one of the hardest ones to get into. If something is going to happen, it's going to happen here."

RANDY MacDONALD (#95 Shoney's Inn Chevrolet): "Well, I just got in this car this morning, and I haven't been here since '96. I was looking for a smooth line, and our run really wasn't that bad. We just had a push that we were fighting, not letting me get into the throttle coming into the straights. I was out at IRP last night when these guys offered me this chance. I only wish I could have put it in the field for them."

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IROC RACE RUNNING:

Randy LaJoie and Tony Stewart missed the driver's meeting, as they were at Indianapolis Raceway Park for qualifying for tonight's NASCAR Busch Series race. Qualifying for that event was rained out Thursday. LaJoie and Stewart face no penalties for missing the meeting.

The honorary starter of the race is Pat Hare of DuPont. The flagman for the race is Rodney Wise.

1:35 p.m.: National Anthem.

1:37 p.m.: Driver introductions begin. Randy LaJoie and Tony Stewart arrive from NASCAR Busch Series qualifying from IRP. Stewart indicated to IROC officials that he will move to the rear of the field on the first lap because he has turned no practice laps in an IROC car this week.

1:47 p.m.: Command to start engines by Dan Cotter. All engines fired, all cars enter track.

Lap 1: **GREEN**. #12 Vasser leads into Turn 1. Vasser expands lead between Turns 1 and 2. Leaders: #12 Vasser, #11 LaJoie, #10 Jarrett, #8 Kendall, #6 Stewart.

Lap 2: #12 Vasser leads #11 LaJoie by 0.644 of a second. #6 Stewart climbs to fourth. Points leader #1 Martin up to eighth.

Lap 3: **RED**. #8 Kendall brushed outside wall, hitting #9 Luyendyk, who was running inside of him. Luyendyk did a half-spin and made heavy contact with inside wall in front of pit entrance, becoming the first driver to hit the new PEDS Barrier. #2 Burton hit rear of #3 Gordon's car trying to avoid debris of incident, stopped on track. #4 Earnhardt in pits, tape on front. #2 Burton suffered extensive left front damage. #3 Gordon suffered rear body panel damage, flat left rear tire. #7 Stewart suffered minor body damage. #8 Kendall suffered sheet metal damage on left and right sides, flat left rear.

-- The last red flag during IROC competition was the first race this season, Feb. 13 at Daytona, due to rain. The last red flag in IROC competition due to an accident was 1996 at Talladega, Ala.

-- Cars officially out of the race: #2 Burton, #9 Luyendyk.

JEFF BURTON (#2 Red): "I don't what started him spinning. I knew he hit pretty hard, and he was coming back across the track. There was so much debris flying everywhere. I knew I was going to hit him, and he didn't need to be hit again. He hit pretty hard. It was either hit him or run over big chunks of debris or into the back of Gordon. I just ran wide open. I didn't want to hit Gordon, and I tore up my car. It's still a race. I don't think Gordon is out, but I am out."

TOM KENDALL (#8 Green): "Unfortunately, I kind of started the whole mess. I got a little loose, got out of the groove and got up by the wall. I tried to keep it up by the wall, but Arie got into me, and that's what set it all off. Al Jr. just came up to me and said, 'Arie's awake and alert,' so that's all I care about now."

Medical update from Dr. Henry Bock, Speedway medical director: #9 Arie Luyendyk was awake and alert, and showing signs of a minor concussion. He will be transported to Methodist Hospital in Indianapolis for further evaluation.

-- The red-flag period lasted 39 minutes, 58 seconds.

-- Order for double-file restart: #12 Vasser, #11 LaJoie, #10 Jarrett, #6 Unser Jr., #8 Kendall, #5 Labonte, #1 Martin, #7 Stewart, #4 Earnhardt, #3 Gordon.

Lap 3: **GREEN**. #12 Vasser leads through Turn 1 after nearly rubbing with #11 LaJoie. #10 Jarrett passes #11 LaJoie for second in Turn 2. Leaders -- #12 Vasser, #10 Jarrett, #6 Unser, #11 LaJoie, #7 Stewart.

Lap 4: #12 Vasser leads #6 Unser by .343 of a second. #3 Gordon climbs from 10th to fifth since restart.

Lap 5: #12 Vasser leads #6 Unser by .198 of a second.

Lap 6: #12 Vasser leads #6 Unser by .186 of a second. #11 LaJoie third, .339 of a second behind the leader.

Lap 7: #12 Vasser leads #6 Unser by .272 of a second. #3 Gordon up to fourth.

Lap 8: #12 Vasser leads #6 Unser by .441 of a second. Third-place #11 LaJoie leads fourth-place #3 Gordon by .89 of a second.

Lap 9: #12 Vasser leads #6 Unser by .348 of a second.

Lap 10: #12 Vasser leads #6 Unser by .347 of a second. Average race speed after 10 laps: 153.584 mph.

Lap 11: #12 Vasser leads #6 Unser by .445 of a second.

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IROC RACE RUNNING (cont.)

Lap 12: #12 Vasser leads #6 Unser by .336 of a second.

Lap 13: #12 Vasser leads #6 Unser by .448 of a second. Gap between third-place #11 LaJoie and fourth-place #3 Gordon is 1.580 seconds.

Lap 14: #12 Vasser leads #6 Unser by .191 of a second.

Lap 15: #12 Vasser leads #6 Unser by .136 of a second. #11 LaJoie third, .333 seconds behind leader. Average race speed after 15 laps: 156.977 mph.

Lap 16: #12 Vasser leads #6 Unser by .230 of a second. Series points leader #1 Martin up to fourth, .781 of a second behind leader.

Lap 17: #12 Vasser leads #6 Unser by .223 of a second.

Lap 18: #12 Vasser leads #6 Unser by .207 of a second. #11 LaJoie third, .365 of a second behind the leader. Series point leader #1 Martin fourth, .521 of a second behind the leader.

Lap 19: #12 Vasser leads #6 Unser by .161 of a second. #1 Martin inside #11 LaJoie on front straightaway for third.

Lap 20 (Halfway): #12 Vasser leads #6 Unser by .276 of a second. Running order: #12 Vasser, #6 Unser, #1 Martin, #11 LaJoie, #5 Labonte, #3 Gordon, #7 Stewart, #4 Earnhardt, #10 Jarrett, #8 Kendall. Average race speed after 20 laps: 156.940 mph.

Lap 21: #12 Vasser leads #6 Unser by .179 of a second.

Lap 22: #12 Vasser leads #6 Unser by .299 of a second. #1 Martin third, .474 of a second behind leader.

Lap 23: #12 Vasser leads #6 Unser by .270 of a second. #1 Martin looks to the inside of #6 Unser for second on front straightaway but drops back into line in third.

Lap 24: #12 Vasser leads #6 Unser by .188 of a second.

Lap 25: #12 Vasser leads #6 Unser by .250 of a second. Gap between fourth-place #11 LaJoie and fifth-place #5 Labonte is 2.579 seconds. Average race speed: 156.685 mph.

Lap 26: #12 Vasser leads #6 Unser by .248 of a second.

Lap 27: #12 Vasser leads #6 Unser by .214 of a second.

Lap 28: #1 Martin inside #6 Unser in Turn 3 for second place. #12 Vasser leads #1 Martin by .750 of a second.

Lap 29: #12 Vasser leads #1 Martin by .280 of a second.

Lap 30: #12 Vasser leads #1 Martin by .137 of a second.

Lap 31: #12 Vasser leads #1 Martin by .267 of a second.

Lap 32: #12 Vasser leads #1 Martin by .227 of a second.

Lap 33: #12 Vasser leads #1 Martin by .137 of a second.

Lap 34: #12 Vasser leads #1 Martin by .182 of a second.

Lap 35: #12 Vasser leads #1 Martin by .150 of a second. Average speed: 156.483 mph.

Lap 36: #12 Vasser leads #1 Martin by .175 of a second.

Lap 37: #1 Martin inside #12 Vasser exiting Turn 4, passing him for lead on front straightaway. #1 Martin leads #12 Vasser by .056 of a second.

Lap 38: #1 Martin leads #12 Vasser by .309 of a second.

Lap 39: #1 Martin leads #12 Vasser by .259 of a second.

Lap 40: **CHECKERED**. #1 Mark Martin wins inaugural IROC at Indy, winning by .247 of a second over #6 Unser. Martin clinches his fourth IROC championship in the last five years.

Average race speed: 156.386 mph.

Margin of victory: .247 of a second.

Elapsed time of race: 38 minutes, 22 seconds.

IROC POSTRACE NOTES:

-- Mark Martin becomes the first four-time IROC champion and the first to win three consecutive titles.

-- Mark Martin earned \$225,000 for the IROC championship.

-- This is Mark Martin's second IROC victory of the season. He also won Round Two on May 2 at California Speedway. Martin finished third in Round One on Feb. 13 at Daytona International Speedway and second in Round Three on June 13 at Michigan Speedway.

4 p.m. medical update from Dr. Henry Bock, Speedway medical director: IROC driver Arie Luyendyk was admitted to Methodist Hospital with a slight concussion. He is in good condition.

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IROC POSTRACE QUOTES:

DALE EARNHARDT (#4 Medium Blue) (About the second-lap incident) “It happened right in front of me. I knew he was gonna hit the wall. All I could do is try to dodge it. We just drove right through it. The only damage to my car is a couple of flat tires.” (About the race): “The race was fine. (Racing here today) won’t help me much for tomorrow. The cars are totally different. It’s a much tighter race car than the stock car – too tight for an old man.”

TERRY LABONTE (#5 Hugger Orange): “I was looking forward to this race today, but the wreck took all the fun out of it. I think racing today will help me for tomorrow. I just worked on my lines. The extra laps should really help.”

TONY STEWART (#7 Violet) (About the second-lap incident, during the red-flag period): “My car will be OK. Right now I’m more worried about my fellow IRL driver. It looked like a junkyard coming off Turn 4. Somebody got Luyendyk and turned him in the wall. It looked like an Indy-car wreck (multiplied by) three. There was so much debris and oil. It wasn’t a case of trying to find a hole in the wreckage but just hoping you didn’t hit any big mass of debris, or Arie’s car as it came across the track. We all have so much fun doing this, I hate to see a crash happen.” (Postrace comments): “The car got tight at the end. It’s something that happens to everybody with tire wear. It all depends on who keeps the tires together for the end. Since I didn’t practice here, I had no idea how much to conserve tires and I didn’t have quite enough at the finish.” (About moving to the back of the field prior to the start) “Again, with no laps here in a stock car I had no idea how hard to race into the corners. Out of fairness to everybody I didn’t want to cause any problems for everybody else.”

TOM KENDALL (#8 Green): “I had a decent start. Al Jr. got around me. I tried to get around the opening shuffle. I went high up in Turn 4. I’ve seen it happen on TV during the ‘500’ so many times, and I didn’t understand why they didn’t turn. You can’t. I tried to keep it up along the wall. I just couldn’t. I couldn’t think of anything else. I wasn’t interested in the rest of the race. It was just secondary until I heard Arie was OK. I know he is going to be sore tomorrow. I’m sorry Arie got tangled up in my mess.” (On the restart): “The car was very, very loose until 15 laps into it. My head wasn’t into it, hoping Arie is OK.”

JIMMY VASSER (#12 Gold): (What thoughts occurred at the beginning of the race?): “I was just thinking about leading it. I’ve been in the back of IROC points since the beginning.” (About the atmosphere at Indy bringing back memories): “It looks a lot like it did when we use to qualify. I found myself doing some things that don’t make a difference in these cars. I found myself looking at the wind sock.” (About losing the lead to Mark Martin): “I’m surprised I lasted that long. I drove the front tires off that thing. Once they get a nose on you they kind of pull you back. I think Mark (Martin) was saving a little bit there.” (Question about previous statement about his tire wear and the affects on his run): “I was starting to struggle about Lap 20. I started trying to not cook them going into (turn) 1 and 3 so I could get off of (turn) 2 and 4. I think I just drove them (tires) too hard. I’m surprised I lasted as long as I did.” (About losing the race): “That’s two races in one week I lost the race at the last. I felt bad when they both got around me. I wish it was Al that got around me first.” (About the wreck): “I just saw orange flying in the back. I contemplated not continuing the race after the red. There’s been a lot of tragedy in the races I’ve been in lately. I’m out here for fun. I’ve got a championship hunt going on with the Target Ganassi team. At first I thought who needs this but then I’m a race car driver and I gotta get back in the car.” (If asked would you return to IROC series again based on previous comment?): “I’d think about it again. It’s an honor to be invited to run the IROC series. I’d think I’d probably do it again if it fit with my schedule.”

RANDY LAJOIE (#11 Silver) (Immediately following the accident): “Well, I know I’m not going to finish last now. I saw him in my mirror. I saw orange parts flying ... that’s all I saw.” (Following the race): “This just gives me more adrenaline for tonight. (LaJoie is in a NASCAR Busch Series event at IRP tonight) “This is an honor. To be in the first IROC race here at Indy and race is really something. I’d like to have gotten to victory lane, but right now water tastes better than milk, anyway.”

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IROC POSTRACE QUOTES (cont.):

DALE JARRETT (#10 Lime) (How the race went for him): “The car was pretty loose on the first two laps. It was looser than I anticipated. Randy spooked me out of (Turn) 4 on the first lap when he passed me. You get a false sense of security in these cars because obviously, you’re going faster than it feels like. It takes getting used to. You have to go by the feel of the car. It’s really different because you’re working with a car that someone else has set up. Different cars have different feels. For me to be good at something, I have to do it more than once.” (How the car felt as the race progressed): “The car tightened back up where I could drive it, but I couldn’t get the speed back up to where I could pass by anyone.”

MARK MARTIN (#1 Aqua): “I just want to thank Pontiac, True Value, Goodyear and all of the folks that put this on. This is truly the highlight of my career. I hated to do that to Jimmy (Vasser). He had done such a good job leading all of those laps. We did that to him at Charlotte as well. This is the sweetest day of my life. I hope it will be as sweet tomorrow. I now know where Victory Lane is at Indy. I want to thank you (Tony George) and everyone here at Indy for letting us stock cars come up here and race. This is a great series. No pit stops, no fuel mileage concerns. Just go out and race.” (Mark Martin’s comments during the red flag regarding the crash after Lap 2) “I was right behind it. All I saw was contact between Kendall and Arie, and then I saw Arie go to the left. The sun is really bright, and it’s real slick out here. We are all having trouble getting adjusted to the track and the cars.” (Postrace): “Well, we’ve had a lot of great days this year. This one was very special. I wanted to make it four (IROC championships). This can’t be anything but luck. Someday my luck will run out. I don’t know if I’ll have this good fortune again. To win four (titles) out of (the last) five (years) – losing one to Dale Earnhardt – that’s pretty special.” (On coming from the rear): “I was prepared not to move up through the pack. But everything started falling right for me.” (On Jimmy Vasser leading the first 36 laps): “I really like Jimmy Vasser. He’s a great race driver. He led every lap at Charlotte a couple of years ago until I snuck by him. He did the same thing here. It took me a long time to catch him, but I nipped away at him.”(Did you consider letting the win go in order to nail down the championship?): “When I got to fourth (place) I considered riding it out. I analyzed the situation and thought I might as well get Randy. I analyzed some more, looked and searched, before deciding I should go for it.” (On winning the race and championship at Indianapolis): “For me, being from Arkansas, the Indy 500 is more recognizable than Daytona 500, so to win here is very nice.” (How do you feel, knowing your name is among other Indy race winners?): “It’s a dream come true. It’s a lifelong quest.” (What has this week been like at Indy?): “It has been a load here, with the amount of fans in the garage and outside to meet and greet on top of the media on top of the No Bull 5. But this (IROC) means an awful lot to me. If I didn’t accommodate every media person or every fan, I apologize. I’m a very intense individual, and I’ve tried to be very focused. It’s been tough to find that peace time here, where your guts can untie.” (Did you learn anything from the IROC car that will transfer to the Winston Cup car?): “The cars are very different. It’s like getting out of one kind of car and into a totally different animal.” (How was Winston Cup in happy hour practice?): “The car handled better than this morning. The car was much better in happy hour. It didn’t finish up perfect, but tomorrow is another day.”

JEFF GORDON (#3 White) (About the Lap 2 accident): “I just saw a lot of pieces flying around. He (Arie Luyendyk) was going pretty fast when he hit the wall with the front end. I was on the brakes, trying to stay out of stuff, and then he (Jeff Burton) got into the back of me. I ran over a lot of stuff out there.” (About the IROC race): “If I base my confidence off of IROC, I’d be in trouble. I guess (Mark) Martin knows some magic that the rest of us just don’t know. He’s awesome in those things, and he kills us every single weekend. It gets a little frustrating out there. I tore up the race car on that wreck, and I’m just glad to see that Arie’s doing OK. Best wishes to him and his family. That (accident) tore my front end up a little bit. We were just behind all day, and I was just out there running around.”

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IROC POSTRACE QUOTES (cont.):

AL UNSER JR. (#6 Yellow): "It's a real thrill to be back at Indianapolis. I love racing here. I miss this place something terrible. It's great to run IROC here. ... We miss (racing at Indy) a tremendous amount. The fans tell me they miss us. The same goes. I miss it big time but what can you say? I'm proud to be in CART and race against Jimmy (Vasser), Alex (Zanardi), Michael Andretti and the other great drivers. Man, I miss this place a ton, but what do you do? We didn't make the split but we have to live with it. So do the fans. The frustration for the fans must be great. One of these days – hopefully I'll still be racing – they'll get it back together." (Did racing IROC today fill the void of not being here?): "No, it don't fill no void." (On the IROC race itself): "There at the end I didn't have any front end at all. It had nothing to do with Mark (Martin). I want to congratulate him. He's awful smooth in these stock cars. It's a matter of knowing how to drive the corners here with the stock cars. My car was a little too tight, and the front end went away. I wanted to win really, really bad but Mark Martin is the best there is in IROC. He knew the pattern and didn't make any mistakes. He got by me (for second place on Lap 28) because I made a mistake over in Turn 2. I don't think Jimmy (Vasser) made any mistakes; the front end just went away from him. Mark definitely didn't make any mistakes and took care of his right front tire better, and had a better car at the end. I had no shot of passing him (at the end). I was just hanging on, really." (How driving an IROC car compares to driving an Indy car here) "This racetrack is totally different in a stock car. You lift (off the throttle) totally different in a stock car. There's no correlation with a champ car. You have to drive to what the car is capable of doing. The most common mistake I make and other champ car drivers do in IROC is you overdrive the car. What makes the NASCAR drivers really good in this series is they don't overdrive the car. It's very hard to overdrive a champ car; it's very easy to do it with these. I'm still a rookie in these cars here, so I was still learning out there. The thing you have to have is patience, keeping yourself calm, keeping yourself smooth."

FINAL BRICKYARD 400 PRACTICE:

3:35 p.m. – **GREEN.**

3:37 p.m. -- #22 W. Burton turned lap of 171.301 mph, fastest of session.

3:39 p.m. -- #99 J. Burton turned lap of 171.015 mph, fastest of session.

4 p.m. – **YELLOW.** #71 Marcis stalled on inside of front straightaway.

4:02 p.m. – **GREEN.**

4:10 p.m. -- #6 Martin turned lap of 170.999 mph, third fastest of session.

4:12 p.m. -- #33 Schrader turned lap of 171.383, fastest of session.

4:32 p.m. – **CHECKERED.** End of session. #33 Ken Schrader turned the fastest lap of the session, 171.363 mph.

Forty-three drivers combined to turn 1,162 laps during the final practice session.

Two spectators were struck by small pieces of debris from the accident on Lap 3 of the IROC race. Each was in a different location. Both were examined as a precautionary measure in the Clarian Emergency Medical Center. One had a small scrape on his side, the other had a small burise on his thigh. Both spectators requested to not to be identified.

#7 Geoff Bodine will endow a scholarship program for students at Lincoln Technical Institute in Indianapolis. Bodine announced the endowment Tuesday before more than 350 students, teachers and race fans at the institute. The program will award scholarships worth \$300,000 annually.

A large banner commemorating NASCAR's 50th anniversary has been placed in Grandstand A, directly across from Gasoline Alley. The banner is placed over an area of seating that was not sold to fans this year for the Indianapolis 500 or the Brickyard 400. The seating was temporarily lost during the ongoing renovations to improve the sight lines in that seating area.

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Goodyear brought 1,280 left-side tires and 1,377 right-side tires to this event for the NASCAR Winston Cup Series. The recommended left-side cold tire pressures are 27 pounds per square inch. The recommended right-side cold tire pressures are 37 psi.

The left-side circumference of the Goodyear Eagle superspeedway radials is 86.2 inches. The right-side circumference is 87.2 inches.

Goodyear estimates that pit stops will be needed about every 40 laps during the race Saturday.

Indianapolis Motor Speedway President Tony George offered his comments on the inaugural IROC at Indy event Friday.

TONY GEORGE: "Today's IROC race was a great addition to the Brickyard 400. We appreciate the tremendous number of fans who came out on a beautiful day to witness Mark Martin's victory. Congratulations to Les Richter, Jay Signore and to all of the IROC competitors for an exciting race."

IROC president Jay Signore offered his comments on the inaugural True Value Firebird International Race of Champions event at Indianapolis Motor Speedway.

JAY SIGNORE: "This week has been a great experience for all of us involved in the IROC series. On behalf of the IROC organization and our drivers and sponsors, I would like to thank Tony George, his staff and everyone at the Indianapolis Motor Speedway. The spirit of mutual cooperation has been great, and everyone at the Speedway has gone out of their way to be helpful. We're also very happy with the response we've had from the fans, and I think you saw that today. The number of people in the stands today, and their enthusiasm for IROC's unique brand of racing, was very impressive to all of us. I can't think of a better way to conclude IROC's 22nd season than to crown our champion at Indianapolis."

When Arie Luyendyk crashed during the IROC race today, he became the first driver to hit the new Polyethylene Energy Dissipating System (PEDS) Barrier installed on the inside retaining wall near the pit entrance.

The barrier is comprised of modules. Each module of the PEDS Barrier contains overlapping, polyethylene impact plates folded over two 16-inch diameter cylinders of polyethylene material bolted to impact plates. Every module is anchored to the concrete wall with steel cables. The PEDS Barrier, installed in May during the Indianapolis 500, stretches 500 feet on the inside retaining wall from just before the pit entrance back toward the exit of Turn 4.

KEVIN FORBES (Indianapolis Motor Speedway director of engineering and construction): "When we were first developing the system, it was new technology. Today was virtually its first test. It performed as predicted. During the accident, (Luyendyk) did get the benefit of the 18 inches of cushion from the crushing of the wall. We also saw evidence that 45 to 50 pieces were affected, but only five were destroyed. This system allows cars to have a predictable response to go back out on the racetrack and to absorb energy. We expected it to absorb energy. We wanted to place it on an inside wall to know exactly how the car is going to respond. And we've had a good chance to do that today. We know that one of the reasons for injuries are the severe (g-force) spikes (from impact). The idea behind the system is to cut down on spikes. If you look at previous incident, Indy cars hit an inside wall and rebound off an outside wall at extreme velocities. (With this system) Hopefully the car is coming off the wall slower because the wall is absorbing energy, acting as a damper, not a spring." (What further refinements will be made with the PEDS Barrier): "We're going to provide restraints to tether the system (to the retaining wall)." (About the PEDS Barrier parts that were dislodged during impact): "One of the benefits to this system is that if we reduce the energy imparted to the car, we also reduce the energy to the parts coming off the car."

Cooper Automotive announced today in the Trackside Conference Room that windshield wipers will be installed on selected NASCAR Winston Cup cars for the series' race Aug. 9 on the road course at Watkins Glen, N.Y.

MICHAEL SMITH (Cooper Automotive motorsports marketing manager): "We have decided to work with the teams to provide them with wiper blades for the event at Watkins Glen. We fully expect most of the field will be running with ANCO wiper blades in the event of rain. The blade we will be running on the cars is the same we sell on the aftermarket."

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5:45 p.m. medical update from Dr. Henry Bock, Speedway medical director: Arie Luyendyk will stay overnight at Methodist Hospital for observation after suffering a slight concussion in an accident during the IROC race Friday afternoon. He is in good condition.

ORDER OF THE DAY, Aug. 1:

8 a.m. – First race car pushed onto track
10:10 a.m. – Indiana State University band
10:15 a.m. – Drivers/crew chiefs meeting
10:30 a.m. – NASCAR Show Car Lap
10:46 a.m. – Indianapolis Police Department drill team lap
11:20 a.m. – “America the Beautiful”
11:30 a.m. – Driver introductions, presentation of NASCAR series awards, caravan lap
12:03 p.m. – Invocation
12:06 p.m. – National Anthem and F-16 flyover
12:09 p.m. – Starting command and balloon release
12:10 p.m. – Parade lap
12:12 p.m. – Pace lap
12:15 p.m. – Start of fifth annual Brickyard 400

Mattel Inc. conducted a press conference today in the Trackside Conference Room to unveil the NASCAR Barbie doll. Mattel also will donate \$5,000 in the name of NASCAR driver Patty Moise to a children’s charity.

KYLE PETTY (NASCAR Winston Cup driver, sponsored by Mattel’s Hot Wheels brand): “When we started with Mattel, we hoped some of the other Mattel groups would get involved (in NASCAR) also. When I heard they were coming out with a NASCAR Barbie, I was hoping she’d have the same earrings I do, but she doesn’t.” (How will the doll help young girls become fans of NASCAR?): “It’s not to say that an 8-year-old girl is going to buy a Barbie and become a Winston Cup driver, but it could happen.”

LYNDA PETTY (Kyle Petty’s mother and wife of seven-time NASCAR Winston Cup champion Richard Petty): “Barbie may think this is her first debut in racing, but she’s been going with us for 37 years.” (About her Barbie collection): “I think I’m close now to 700 dolls. My dolls outnumber Richard’s trophies. Richard’s trophies are in the museum, but my dolls are in the house.”

NASCAR, Sunbelt Video, Inc. and Raycom Sports announced plans for a NASCAR-licensed television show, “NASCAR Think Fast!” during a press conference today in the Trackside Conference Room.

The show will offer programming for kids that will integrate life lessons and science with the sport of NASCAR to entertain and educate. Kyle Petty, driver of the #44 Hot Wheels Pontiac, will serve as the host.

The show already has been cleared in 129 markets, including New York, Los Angeles, Chicago, Philadelphia, San Francisco, Boston, Washington, Dallas, Detroit and Atlanta.

BRICKYARD 400 FINAL PRACTICE QUOTES:

RICKY RUDD (#10 Tide/Whirlpool Ford): “On long runs we’re better. It’s getting better but we still have a long way to go.”

JEFF GORDON (#24 DuPont/Quaker State/Pepsi/GMAC Chevrolet): “Tomorrow is the race. I feel really good about my car. We learned at Pocono, along with the great job the crew has done, the two together makes for a great package. The key is to get out front and stay there. (re: racing at the Brickyard), It’s a big race. Considering everything that is on the line, the Winston Million, the prestige of the Brickyard, and the chance at being a first 2nd time winner. I don’t get this kind of support anywhere else we go, it pumps me up.”

JEFF BURTON (#99 Exide Batteries Ford) (About his final practice run): “Historically, we don’t qualify well. We haven’t figured it out. We run good on long practice time. We have a lot work ahead of us.”

JEREMY MAYFIELD (#12 Mobil 1 Ford): “We tried everything, shocks, sway bars. We are pretty confident. We are going to go back and talk about a few things, maybe make a few minor adjustments. We are confident and ready for the race.”

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BRICKYARD 400 FINAL PRACTICE QUOTES (cont.):

RUSTY WALLACE (#2 Miller Lite Ford) (How is car running?): "Pretty good. Right there at the end we made a bunch of changes on the right front corner to get it to turn better, and it helped quite a bit. But I'll tell you what, it takes some dramatic things to make these things turn." (On chances of winning) "If I'm going to win, this is the week to do it. I want a million dollars, a million from the racetrack, a bunch of beer drinking, and yee-hawing, and I'm ready."

WARD BURTON (#22 MBNA America Pontiac): "Boy, this racetrack changes a lot, and it doesn't take much change in the car to make a big change. We went out on scuffed tires and did pretty good. We put on two new tires and got a little tight. Then we put on four new tires and got real tight. We're a little bit confused right now on what to do with the chassis. We're going to put our heads together and maybe make a change on the shocks. It's a pretty difficult place to pass. The key is to turn hard at the ripple strips and pick it up hard when you come out (of the turn). You've got to turn good but not lose the rear end coming out."

JEFF GORDON (#24 DuPont/Quaker State/Pepsi/GMAC Chevrolet): "Well, I think the conditions are going to be a little bit different tomorrow. We're pretty close. We just got to do some fine-tuning on it all day tomorrow. I think we're pretty good to start the race tomorrow. I feel real good. If we can just keep it up front all day tomorrow, you know that's the thing is track position. You get back in behind other cars you're going to struggle a little bit." (About last practice session before the race): "We just made a few changes and got it race ready from this morning and just went out there on new tires, just trying to see what the car was going to be like at the start of the race. And then ran some laps to see what it was going to be like through a fuel run. We ran in traffic just to see what it would be like in traffic. I don't think that you can ever get it perfect, and if you do, conditions will be different tomorrow. So we want to get it really close and get it to where it's feeling good and then adjust on it all day tomorrow." (On whether he is confident going into race): "I really wasn't coming into this very confident because we had an OK test, but we didn't have a great test. We actually brought back a little bit different car than what we tested here. We brought back some more horsepower and made a few changes from Pocono. Now I've got a lot more confidence than I thought I was going to have coming in here." (On starting third): "I'm really happy with third. I hope that the two front row guys can break out there and set a pace. I can sit there and kind of measure them up and see how strong they're going to be and learn from them, then get up there and race with them."

KEN SCHRADER (#33 Skoal Chevrolet): "We thought we were pretty good this morning. We tried a few things to get better this afternoon and wound up like we did this morning. We feel real good for tomorrow."

ERNIE IRVAN (#36 Skittles Pontiac): "We're all right. We tried a lot of things we had questions on. It felt good." (Regarding strategy for race): "I've already done the take-off-and-hide thing, and it didn't work out. We just have to be in the right position, and the right position is to be near the front at the end. (About the hotter conditions): "The cars are a little more slippery. We can't control the weather and it is the same for everyone. I am sure we will be OK."

KYLE PETTY (#44 Hot Wheels Pontiac): "We've been good since we've been here with our race setup. We were pretty confident with that. The problem with not qualifying well is that you have to start in the back and really work to come up through the field." (How confident are you for the race?): "I'm pretty confident that we can run competitively. Mark (Martin) is really good, so is Jeff (Gordon) and the 99 (Jeff Burton). I'm not sure if we've got enough to be competitive with them, but we've got enough for about 80 percent of the field."

KENNY IRWIN JR. (#28 Texaco/Havoline Ford): "I don't think we're the fastest car. We're very competitive. We need to luck out and hit on a couple of good things for in the morning. There's a few changes we need to make, depending on which way we go will depend a lot on how our day goes tomorrow. I have a lot of confidence going into tomorrow. Obviously, we qualified good and we had a good practice this morning, and a good one this evening. We just need a little luck for tomorrow."

END DAY 3 (FRIDAY) NOTES

**DAY 2 – THURSDAY, JULY 30, 1998 – POLE DAY
POST-QUALIFYING QUOTES (Page 1)**

BUCKSHOT JONES (#00 Real Tree Extra Chevrolet) (Is it as exciting for you to run this race?): “Oh yeah, I think the race every driver would like to win is Daytona or Indy.” (About qualifying): “It’s a big deal just to make this race, but it’s a really big deal to make it in the first round. That really exceeds my expectations.”

STEVE PARK (#1 Pennzoil Chevrolet) (About qualifying speed compared to practice speed): “Well, the fastest we ran prior to that was 51.7 (seconds). It was a little tight. I threw my hands up in the air and said, ‘Guys, I’m a rookie here you know the track.’” (About his health and recovery): “I’ve been healthy for over the past month or so. I’m not going to beat a dead horse with the health issue because this makes it all worthwhile. The bone grew back quickly, about two months earlier than the doctors ever expected.” (When and/or if he’ll get the metal plate out of his leg): “He (doctor) wants to have it in for at least a year. We’ll probably take the hardware out after Atlanta (spring 1999).”

RUSTY WALLACE (#2 Miller Lite Ford) (About the race): “I expect to do real well in the race. I really do.” (About the handling of the car): “The front end of the car wasn’t where I wanted it to be. I feel like we have a great race package.” (How will car be for Saturday’s forecast, 85 degrees and sunny?): “Well, that’s what we were set up for (today) so we kind of got caught off guard here today.” (About contention for the \$1 million Winston No Bull 5): “Once I’m in the car, my mind is on driving the car. Yeah, it’s something that’s on my mind, but I’m concentrating on getting my car to handle better.”

TERRY LABONTE (#5 Kellogg’s/Quaker State/Starburst/GMAC Chevrolet) (About qualifying): “I know it was a good lap for us. That’s going to get us a decent starting spot and that’s important here. I’ll be happy if I’ve got a top-10 (starting position) -- that’s like a pole for us.”

JEREMY MAYFIELD (#12 Mobil 1 Ford) (About qualifying): “It’s not too bad. We were in second in practice.” (Whether being teammates with Rusty Wallace is a benefit): “We’ve both got great race cars. If there’s any way we can help each other out, we’re definitely going to do it.” (About the draft here at Indianapolis): “The draft is very important. Not like Daytona or Talladega, but it definitely helps.”

KENNY IRWIN JR. (#28 Texaco/Havoline Ford): (About qualifying): “I’m extremely happy with the run. We weren’t nearly that fast in practice. I’ve screwed up qualifying a couple of times. To do it right here at Indy in front of family and friends means so much.” (Was the run perfect?): “Yeah, it was perfect. I’d have a hard time running that lap again. This track is pretty tough. It’s so hard to qualify for one of these things. I’ll take a fourth any time.” (On being from Indiana and running your first Brickyard 400) “To me Indianapolis is everything.”

MIKE SKINNER (#31 Lowe’s Chevrolet): (About qualifying): “We actually tightened the car up for qualifying, which might sound a little bit backwards. I’m actually disappointed in the time.”

JOHN ANDRETTI (#43 STP Pontiac): (About qualifying run): “I went into Turn 1 like I was going to attack Ernie, but I attacked it a little too much and had to let off a bit through (turn) two.” (Is a strong qualifying run more important in NASCAR Winston Cup or Indy-style racing?): “Qualifying is much more important in NASCAR, and it’s critical to have a good pit stall. It’s more critical in many different ways than just where you start.” (About Ernie Irvan’s qualification attempt): “Ernie is really, really good here. If you think back to the inaugural Brickyard, he should have won. Ernie’s got this place figured out.” (What is the difference driving a NASCAR Winston Cup car compared to an Indy-style car?): “It is so different that when you’re driving it doesn’t even feel like the same racetrack.” (Are the emotions different starting the Brickyard 400 compared to the Indianapolis 500?): “I think the start of the 500 was much more nervous for me. The start of the 500 is of course open-wheel racing, and there’s a lot of turbulence to deal with on the start. (In respect to the Brickyard 400): “Most guys are racing to win the race at the end, not the beginning and middle.”

JEFF GREEN (#46 The Money Store Chevrolet): (About qualifying run): “I was fourth in practice. We’ve had a great car since we’ve unloaded it.” (What he was doing during the inaugural Brickyard 400 in 1994): “I was down in Turn 2 spotting for (Michael) Waltrip. We’ve come a long way since then. It’s a long career and it’s pretty special when you come to a place like this.”

DALE EARNHARDT (#3 GM Goodwrench Service Plus Chevrolet): “We’ve been tight all day, and I just about spun out. We were just too loose, too loose.”

BOBBY HAMILTON (#4 Kodak Film Chevrolet): “It was decent. This place is so big a weather change really affects us. The car got a little tight, but at least that’s better than too loose.”

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**DAY 2 – THURSDAY, JULY 30, 1998 – POLE DAY
POST-QUALIFYING QUOTES (Page 2)**

ERNIE IRVAN (#36 Skittles Pontiac) (How about winning the pole?): "It was an awesome lap. I don't know what I could have done differently. Everything was going good. When they threw the green flag, we didn't lose focus. We feel the car should be competitive. It's a mental thing. I get around the Indianapolis Motor Speedway good. You have to give 100-percent dedication to get the line. We made a couple of changes four hours before qualifying. We freed it up enough to make it run the way it does. My nerves are still in a bucket because I was the first to go out. I didn't know if it was gonna stick or not. I'm not good at waiting. I'd just as soon go last and get it so I could be in here in my driver's uniform getting some good advertising for Skittles and M&M Mars. A lot of good drivers went out late. The one we were so nervous about was Jeff Gordon. Going first may have been what set the precedent." (About the track conditions for the run): "I went out in the pace car and showed them where it was wet, and they put the blower on it. Then Dale Jarrett and Rusty Wallace went out in the IROC cars to make sure it was OK to run." (So you were 100 percent confident?): "That's easy for you to say. Yes, I was confident that the track was ready, but I wasn't 100 percent confident that Ernie was ready." (About his daughter, 5-year-old Jordan, who accompanied him to the press conference): "She said the next time I win a race, I have to buy her a baby doll, but I just may buy her one just for getting the pole. I told her she could have the Harley, but she said she couldn't ride it yet." (Do you have a secret at Indy?): "If I did, I wouldn't tell you. The car just handled good. Being on the pole is a definite plus. It's a 400-mile race. You have to put the whole package together, running up front with quick pit stops." (About being with a new team this year): "They believed in me. I've let them down. I wasn't able to run up front. We've struggled, but we're getting better. I know it's just a matter of time before we get to Victory Lane. There's nothing better than giving a team its first pole, so it's great to give that to Ryan Pemberton. Now we'll try for the first win, and what better place to do that than here?"

JEFF GORDON (#24 DuPont/Quaker State/Pepsi/GMAC Chevrolet): (Are you happy with the run?) "I thought I got all four corners consistent. We were happy with it. We wanted a good qualifying run, and we certainly got that. The car felt good. We just needed to run it a little bit harder. I would have liked to at least run as fast as we did in practice, but third is good. We started from third in '94, and we had good results. Sometimes sitting on the pole is too much. Now, if you asked me that if I was on the pole, I wouldn't say that. I thought our conditions were perfect, you know? It was 7 at night, and it was cool. We just came up a little bit short." (About the race) "Track position is pretty critical here, with the 5-and-5 rule. It's so hard to pass. Qualifying has played such a role in our success the last few weeks. I can't thank the guys enough. They're making my car better and better and better every weekend. Right now, I feel as good as anybody out there." (About Ernie Irvan winning the pole) "He knows how to get around this place. That was a heck of a lap. Everybody was shooting at him, but no one could come close."

MARK MARTIN (#6 Valvoline Ford): "I turned into Turn 1 too soon, but I still had three more turns to go. These were ideal qualifying conditions. We'll go practice tomorrow, and within 15 minutes we'll be ready for racing."

DAN PARDUS (#07 Midwest Transit Chevrolet): "The car is off. The track changed and made the car tighter, which meant I scrubbed off speed in the corners. When the rain washed the rubber off the adhesion changed. We were one second faster this morning, but we didn't change anything."

GEOFF BODINE (#7 Philips Consumer Communications Ford): "The laps were the best we've run. I'm happy with the Philips car. The car did its job, and maybe I did, too. We came to practice, and it was hot weather, so our race setup should be good. I wasn't in last year's race, so this race day is good."

JERRY NADEAU (#9 Cartoon Network/Melling Engine Parts Ford): "I thought it was a good lap, but obviously it wasn't. Our problem here is that I've only had 20 laps on the track. We'll be all right, though. We'll get 'em tomorrow."

RICKY RUDD (#10 Tide/Whirlpool Ford): "That's about where we were earlier in the day. I wish I could say that there was a screw-up in a turn, but that's about all that we had." (On chances of winning from middle of pack): "If you're the best car, you can win. The trouble with Indy is that in traffic the car will push. You can catch cars, but it's very tough to pass them."

BRETT BODINE (#11 Paychex Ford): "We haven't run good since we've been here, so it didn't surprise me that we didn't make a very good run."

WALLY DALLENBACH JR. (#13 First Plus Financial Ford): "We were just a little loose. We had hoped the track would be a little tighter."

LOY ALLEN JR. (#15 Rescue Ford): "We just need more time. We're getting faster every time we get out there. Unfortunately, with NASCAR, you don't have that luxury. We just need to get down to the mid-51s."

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**DAY 2 – THURSDAY, JULY 30, 1998 – POLE DAY
POST-QUALIFYING QUOTES (Page 3)**

TED MUSGRAVE (#16 Primestar Ford): “We haven’t run well since we’ve been here. We’ve tried to change everything we can change. We’ll probably have to use a provisional to start. Last year I was the fastest guy, and today I’m the slowest. That’s the way it goes.”

JOHNNY BENSON JR. (#26 Cheerios Ford): “I was real loose. I got real loose in (Turn) 2. It just wasn’t a good lap for us. We haven’t been qualifying very good lately. The car drives good and stuff, but that one-lap deal just isn’t for us.”

KEN SCHRADER (#33 Skoal Chevrolet): “The car was just loose. Way loose. The track’s OK. We’re seeing some real good times.”

STERLING MARLIN (#40 Coors Light Chevrolet): “The car wasn’t bad. We changed the shocks and gears. The car got loose in (Turn) 3, so I just took it real easy in (Turn) 4.”

STEVE GRISSOM (#41 Kodiak Chevrolet) (On the qualifying lap): “Maybe it’ll keep us here until Saturday. It’s basically what we ran in practice. The car was a little too tight. We’ll have to wait and see the weather tomorrow (whether or not we’ll re-qualify). Hopefully we’ll start inside 30 (positions), but we’ll just have to wait and see about that, too.”

JOE NEMECHEK (#42 BellSouth Chevrolet): “I thought we were good before the rain, but the car got tight. We tested and thought we had it right, but the car changed after the rain. I’m frustrated. I got to Turn 4 for the green, and I had to let off the gas so I wouldn’t crash. I made a lot of corrections, and it looks like a lot of guys have the same trouble.”

KYLE PETTY (#44 Hot Wheels Pontiac): “It’s three-tenths quicker than we’ve been. It was a good lap for us. I’m not going to complain. Hopefully the sun will be out tomorrow.”

RICKY CRAVEN (#50 Budweiser/Quaker State/Pedigree/GMAC Chevrolet): “It was almost perfect, but it wasn’t enough. I had to back out of it in Turn 4. I slid up just a little too much. You have your marks where to back out of it, and I was there. You have to try for perfection. We were fast all through yesterday. I wanted to step it up a little bit. It’s been a hard two days.”

DAVE MARCIS (#71 Realtree Chevrolet): “I ran 51.38. I had practiced slower.” (What is needed to make the field?) “Speed. A good driving car and a good qualifying lap. It’s going to take a good lap. NASCAR is so close in qualifying, so competitive. We’ve just been talking about what we can change on the car if I have to run tomorrow.”

RICK MAST (#75 Remington Arms Ford): “We just missed it big time. With these clouds we couldn’t get the car right. We threw some things at the car for qualifying and just missed it.”

ROBERT PRESSLEY (#77 Jasper Engines & Transmissions Ford): “Just a little tight. We’re pretty happy with this time. We were hoping for a 50.8. The car’s good, the engine’s good, we just had to roll out of the throttle in the turns.”

GARY BRADBERRY (#78 Pilot Travel Centers Ford) (On improving 2 mph): “The car’s been pushing. When it cooled, the track made it tighter.” (On making the field): “There’s another practice, and hopefully we can improve.” (On whether he can repeat his performance in 1996, when he was the quickest in second-day qualifying): “It would be nice, but it would be nice to be in better shape at the end of today.”

KENNY WALLACE (#81 Square D Ford): “I was real happy with my qualifying lap. We picked up a little bit. This is the fastest I’ve gone since we’ve been here. The car handled good. We made changes to loosen the car, and the changes worked. It was a good lap but not fast enough.”

DICK TRICKLE (#90 Heilig-Meyers/Simmons Ford): “We didn’t get to get any qualifying practice in, so considering that we got in a pretty good lap. The car wouldn’t come down off the walls, and in Turn 4 I think I lost a couple of tenths. We’re happy with the time. It’s the fastest we’ve run here all week.”

MORGAN SHEPHERD (#91 Little Joe’s Autos Chevrolet): “The car was super, super loose, big time. We were just lucky to run what we did. I was really hanging it out in Turn 3. If we can just get in the car, she’ll be a good race car.”

BILL ELLIOTT (#94 McDonald’s Ford): “Terrible. Below terrible. I couldn’t do anything. It felt like it was a pretty good lap.”

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**DAY 2 – THURSDAY, JULY 30, 1998 – POLE DAY
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DALE JARRETT (#88 Quality Care Service/Ford Credit Ford): “That was an incredible lap Ernie put up there, especially being the first car out. He gets around here good, and he’ll be a guy to contend with here on Saturday. But we’ve got a good race car, and I was happy to get that in. I missed my mark just a little bit in Turn 1, getting to the center of the corner, and that hurt me on the exit, and therefore hurt the speed there a little bit. I was really happy with (turns) 3 and 4. I feel awful good. There are some other guys who certainly have the same opportunity. We’ve got a good race car, and I think we’ve proved that the last three years we know how to get around here.”

BOB SCHACHT (#95 Shoney’s Inn Chevrolet): “Probably the best we’ve been all day. We were more cautious than we needed to be. We did all right. The confidence wasn’t there. We’ll just have to wait and see how things go tomorrow.”

HUT STRICKLIN (#96 Caterpillar Chevrolet): “It was terrible. We got really tight. We was a little loose earlier, and we didn’t really change anything, so I don’t really know what happened.”

CHAD LITTLE (#97 John Deere Ford): “The car was loose through the center of the turns. We’re still happy. This is the best since we’ve been here, although it’s not as good as last year. We made some good changes on since practice to loosen the car up, and it reacted accordingly.”

RICH BICKLE (#98 Thorn Apple Valley Ford): “The car just got real tight. The weather really hurt us. We were tight in practice and still tight here.”

END POST-QUALIFYING QUOTES

DAY 4 – SATURDAY, AUG. 1, 1998 – RACE DAY

Page 1

Jeff Gordon, Mark Martin, Dale Jarrett, Rusty Wallace or Bobby Labonte will win a \$1 million bonus through the Winston No Bull 5 program if they win this event. They became eligible for the bonus by finishing in the top five at the Coca-Cola 600 in May at Charlotte, N.C.

Brickyard 400 Qualifying Awards:

- Harley-Davidson "Pole Position Car Owner" Award: #36 Ernie Irvan
*1998 XL 1200 Harley-Davidson (\$12,000 value), presented by Harley-Davidson of Indianapolis and Southside Harley-Davidson
- Bud Pole Award: #36 Ernie Irvan
*\$5,000
- Ameritech "Youngest Starting Driver" Award: #24 Jeff Gordon
*\$5,000
- GTE "Front Runner" Award: #36 Ernie Irvan and #88 Dale Jarrett
*\$10,000 (\$5,000 to each front-row driver)
- American Dairy Association, Inc. Fastest Rookie Award: #28 Kenny Irwin Jr.
*\$5,000
- T.P. Donovan "Top Starting Rookie" Award: #28 Kenny Irwin Jr.
*\$5,000 to the rookie starting in the highest position, presented by Olinger Distributing Company, Inc.
- Raybestos "Rookie Top Wrench" Award: Richard Labbe
*\$5,000 awarded to the chief mechanic of the top starting rookie
- Bud Fastest Second-Day Qualifier Award: #30 Derricke Cope
*\$500

10:40 a.m. medical update from Dr. Henry Bock, Speedway medical director: IROC driver Arie Luyendyk was released from Methodist Hospital at 10 a.m. today in good condition. Luyendyk was expected to fly to his native Holland today to be with his family. He suffered a slight concussion Friday afternoon in an accident during the True Value Firebird IROC race.

RACE SPECIFICS:

- Pit road speed is 55 mph.
- The field will be paced at 65 mph during yellow-flag periods. NASCAR official Buster Auton will drive the Chevrolet Monte Carlo Pace Car.
- The race will start on the second time past the flagstand.
- The flagman is NASCAR official Rodney Wise.

Special guests at the NASCAR Winston Cup drivers meeting this morning included Andy Schindler, president and chief executive officer of R.J. Reynolds Tobacco Co.; Cliff Pennell, president of Sports Marketing Enterprises and four-time Indianapolis 500 winner Rick Mears.

RACE RUNNING:

11:38 a.m. – Last car pushed to the starting grid is #94 Elliott. Cars of all 43 starters on the grid.

12:09 p.m. – Command to start engines by Bill France, NASCAR president. France becomes only the second person outside of the Hulman-George family to give the command to start engines at an Indianapolis Motor Speedway race since 1954. The other was Dan Cotter, who gave the command to start the IROC race Friday.

12:10 p.m. – All 43 cars are started.

12:12 p.m. – Parade lap starts. All 43 cars roll off grid.

Weather conditions at start of race: Air temperature was 75 degrees, 48 percent relative humidity, southeast winds at 10 mph.

The track temperature at the start of race was 125 degrees, according to Goodyear engineers.

Lap 1: **GREEN.** #36 Irvan leads into Turn 1. #24 Gordon up to second in Turn 2. Leaders: #36 Irvan, #24 Gordon, #88 Jarrett, #28 Irwin, #50 Craven. First lap speed by leader: 164.243 mph.

Lap 2: #36 Irvan leads #24 Gordon by .229 of a second. #88 Jarrett third.

Lap 3: #46 Green passes #50 Craven for fifth. Leaders: #36 Irvan, #24 Gordon.

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DAY 4 – SATURDAY, AUG. 1, 1998 – RACE DAY

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RACE RUNNING (cont.):

Pole sitter #36 Irvan led first lap. The pole sitter has led the first lap in all five Brickyard 400s. This is the fourth Brickyard 400 that Ernie Irvan has led and the second NASCAR Winston Cup Series race that Irvan has led this year.

Lap 4: There was a 12-second spread between the first and 43rd position at the end of this lap.

Lap 5: #36 Irvan leads #24 Gordon by .227 of a second. #88 Jarrett third, #28 Irwin fourth, #18 Labonte up to fifth.

Lap 6: #24 Gordon pulls to within .126 of a second of leader #36 Irvan. #71 Marcis drops off pace.

Lap 7: #36 Irvan leads by .251 of a second over #24 Gordon. #12 Mayfield has moved to sixth from 12th starting spot. #50 Craven falls to 12th from sixth starting spot.

Lap 8: #36 Irvan leads by .261 of a second over #24 Gordon. Irvan's last lap: 167.914 mph. Observer reported that #50 Craven may have brushed the outside wall.

Lap 9: #36 Irvan leads #24 Gordon by .331 of a second. #46 Green falls to 10th. Defending champion #10 Rudd 27th.

Lap 10: #36 Irvan leads #24 Gordon by .189 of a second. #88 Jarrett third, .551 of a second behind leader.

Lap 11: Spread between first and 10th place: 6.674 seconds. Leader #36 Irvan turned lap of 167.280 mph; second-place #24 Gordon turned lap of 167.115 mph.

Lap 12: #36 Irvan leads #24 Gordon by .282 of a second. Gap between third-place #88 Jarrett and fourth-place #28 Irwin: .819 of a second. #12 Mayfield passes #18 Labonte for fifth.

Lap 13: #36 Irvan leads #24 Gordon by .296 of a second. #2 Wallace has climbed to eighth from 14th starting spot.

Lap 14: #6 Martin passes #18 Labonte for sixth. #36 Irvan leads #24 Gordon by .237 of a second. #71 Marcis reported possible plug-wire problem to crew.

Lap 15: #99 Burton has climbed to 13th from 34th starting spot, 10.477 seconds behind leader. #36 Irvan leads #24 Gordon by .232 of a second.

Lap 17: #7 Bodine spins in short chute between Turns 1 and 2. No contact. Bodine returns to race with flat right rear tire, leaving debris on track entering Turn 3.

Lap 18: **YELLOW** for Bodine spin. Bodine to pits. Four tires and fuel. All 43 cars to pits. #24 Gordon, #36 Irvan, #88 Jarrett first three out of pits. #7 Bodine shreds left-side tires on warmup lane while exiting pits. Pit stop times: #24 Gordon, 11 seconds; #36 Irvan, 13.45 seconds; #28 Irwin, 11 seconds; #88 Jarrett, 11 seconds. #71 Marcis had loose plug wire, repaired, back to race. #33 Schrader moved from 17th to 10th on pit stop. #3 Earnhardt moved from 24th to 18th on pit stop.

Lap 19: #24 Gordon leads. He is the only driver to have led all five Brickyard 400s. He has led 15 races this year. #7 Bodine returns to pits for more service. Replace shredded left-side tires. Car returns to garage area. #99 Burton remains in pits, crew pushes car behind pit wall, puts car on jackstands. Lug nuts not tight on #26 Benson, causing problems.

Lap 22: Crew attempting repairs of drivetrain of #99 Burton. Crew reports blown rear-end gear.

Lap 23: **GREEN**. #24 Gordon leads into Turn 1. #22 Burton and #90 Trickle bumped on restart. #24 Gordon leads #36 Irvan by .254 of a second. #7 Bodine crew attempting to repair sheet metal and damaged power-steering can.

Leaders: #24 Gordon, #36 Irvan, #88 Jarrett, #12 Mayfield, #28 Irwin, #6 Martin, #2 Wallace, #43 Andretti, #31 Skinner, #46 Green.

Lap 24: #12 Mayfield climbs from fourth to second. Trails leader #24 Gordon by .351 of a second.

Lap 25: #24 Gordon leads #12 Mayfield by .585 of a second. #3 Earnhardt up to 13th. #33 Schrader to pits for Right-side tires and fuel.

Lap 26: #31 Skinner brushed wall. #24 Gordon leads #12 Mayfield by .477 of a second. Pole sitter #36 Irvan fourth, 1.469 seconds behind leader #24 Gordon.

JEFF BURTON: "We broke our rear-end gear. The Exide Ford was real fast. I was able to turn down and just go by anybody. It doesn't matter, though. They don't pay you for how fast you run. They pay you for how fast you finish."

Lap 28: #24 Gordon leads #12 Mayfield by .115 of a second. #88 Jarrett third, .738 of a second behind leader.

Lap 30: #24 Gordon leads #12 Mayfield by .171 of a second.

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DAY 4 – SATURDAY, AUG. 1, 1998 – RACE DAY

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RACE RUNNING (cont.):

Lap 31: Gap between third place #88 Jarrett and fourth-place #36 Irvan: 1.008 seconds.

Lap 32: #24 Gordon expands lead to .227 of a second over #12 Mayfield. #2 Wallace up to fifth after starting 14th.

Lap 33: Time spread between leader #24 Gordon and 10th-place #5 T. Labonte: 7.117 seconds. #94 Elliott climbs to 15th after starting 37th.

Lap 34: #12 Mayfield loses control between Turns 1 and 2, hits outside retaining wall with right rear quarter-panel between Turns 1 and 2. Car does half-spin and then hits wall head-on. Front-end of car suffers severe damage.

Lap 36: **CAUTION** for Mayfield accident. #12 Mayfield limps to pits, engine shut off at entrance of pits. Car stopped on middle of pit road. Pit road is closed due to stopped Mayfield car. Mayfield crew runs down pit road to car. Smoke pours from under the car. Tow truck pushes car to garage opening.

#12 Mayfield has finished 17 of the previous 18 races this season running.

Lap 38: #99 J. Burton returns to race after extensive repairs, 18 laps down. #7 G. Bodine returns to race after extensive repairs, 19 laps down.

Lap 39: All leaders to pits. #71 Marcis stays on track. #36 Irvan, #43 Andretti, #5 T. Labonte first three cars out of pits. Pit-stop details: #36 Irvan, two tires, fuel, 10 seconds; #88 Jarrett, 20 seconds; #24 Gordon, four tires, fuel, 17.42 seconds.

#43 Andretti to pits, right-front damage.

Leaders after pit stop: #36 Irvan, #5 T. Labonte, #00 Jones, #24 Gordon, #88 Jarrett, #3 Earnhardt, #22 W. Burton, #28 Irwin, #2 Wallace, #6 Martin.

#3 Earnhardt gained track position on last stop by taking just right-side tires.

On pit stop, #5 T. Labonte moved from ninth to second, #00 Jones moved from 19th to third, #3 Earnhardt moved from 13th to sixth.

Lap 41: **GREEN**. #36 Irvan leads #5 T. Labonte by .704 seconds.

Lap 42: #33 Schrader made up lap after unscheduled pit stop on Lap 26, back on lead lap. #33 Schrader and #94 Elliott are the only drivers to complete every lap of the four previous Brickyard 400s.

Lap 43: Leaders: #36 Irvan, #24 Gordon, #88 Jarrett, #5 T. Labonte, #28 Irwin, #2 Wallace, #3 Earnhardt, #6 Martin. #33 Schrader fell one lap down.

Lap 45: #36 Irvan leads #24 Gordon by .097 of second.

Lap 46: #24 Gordon passes #36 Irvan for lead between Turns 1 and 2. #88 Jarrett up to second, .228 of a second behind #24 Gordon. #36 Irvan falls to third. #2 Wallace fourth. #00 Jones falls to 13th.

Lap 47: #24 Gordon leads #88 Jarrett by .242 of a second. #7 G. Bodine to pits, returns to race.

Lap 48: Leaders: #24 Gordon, #88 Jarrett, #36 Irvan, #2 Wallace, #6 Martin. Defending champion #10 Rudd 31st. Thirty-nine of 43 starters on lead lap.

Lap 49: #24 Gordon expands lead to .317 of a second over #88 Jarrett.

JEREMY MAYFIELD: "It looked real good. I had a great car. It's obvious that we just cut a right-front tire down. The same thing happened to us yesterday. We cut one down yesterday and got in the wall, and got in the wall again today. What do you do?"

Lap 50: Thirty-nine of 42 cars running are on the lead lap. #12 Mayfield in garage for repairs, #7 Bodine and #99 J. Burton several laps down, #33 Schrader one lap down.

Lap 51: #24 Gordon leads #88 Jarrett by .096 of a second.

Lap 52: #24 Gordon leads #88 Jarrett by .146 of second. #6 Martin passes #2 Wallace for third.

Lap 54: #88 Jarrett passes #24 Gordon for lead in Turn 2. #88 Jarrett leads #24 Gordon by .376 of a second. Jarrett has led three Brickyard 400s and 14 NASCAR Winston Cup Series races this season.

Lap 56: #88 Jarrett increases lead over #24 Gordon to .714 of a second. Lapped car of #99 J. Burton between Jarrett and Gordon.

Lap 57: Gap between second-place #24 Gordon and third-place #6 Martin: 2.204 seconds.

Lap 58: #98 Bickle to pits. Two tires due to vibration, fuel.

Lap 59: #88 Jarrett leads #24 Gordon by 1.242 seconds. First time a car has led by more than one second under green-flag conditions during this race.

Lap 60: #88 Jarrett leads #24 Gordon by 1.715 seconds. #6 Martin third.

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RACE RUNNING (cont.):

Lap 61: #7 G. Bodine to pits. Returns to race.

Lap 62: #2 R. Wallace to pits, right front tire flat. Crew reported that Wallace nearly hit wall after flat but kept it on course.

Lap 63: #98 Bickle to garage to repair transmission. #1 Park, a rookie, running fifth after starting 25th.

Lap 66: #81 K. Wallace to pits, engine off. Crew reports blown engine. #88 Jarrett leads #24 Gordon by 2.692 seconds.

Lap 68: #88 Jarrett leads #24 Gordon by 3.329 seconds. #6 Martin third, 7.053 seconds back. #36 Irvan fourth, 12.118 seconds back.

Lap 69: #88 Jarrett increases lead to 3.669 seconds over #24 Gordon.

Lap 70: #88 Jarrett, 1996 Brickyard 400 champion, increases lead to 4.123 seconds over #24 Gordon, 1994 Brickyard 400 champion. Other past champions: 1995 champion #3 Earnhardt ninth, 1997 champion #10 Rudd 22nd.

Rookie report: #1 Park fifth, #28 Irwin seventh.

Lap 72: NASCAR authorizes additional man over the pit wall during stops to clean windshields.

Lap 73: #88 Jarrett leads #24 Gordon by 4.183 seconds.

RICH BICKLE: "I don't know. We can't get the thing handling. It blows my mind how we can be pretty good in practice, and when the race starts, we're junk."

KENNY WALLACE: "We just can't catch a break. We've been running our butt off here every week. We just blew up, man. It's disappointing. It's just every week we keep having problems. We just break every week. The car just won't stay together. It just keeps breaking."

Lap 76: #88 Jarrett leads #24 Gordon by 4.232 seconds. #6 Martin third, 7.407 seconds behind leader. #71 Marcis became first driver to be lapped on a pass made on track.

Lap 78: #88 Jarrett leads #24 Gordon by 3.948 seconds. #46 J. Green to pits, returns to race.

Lap 79: #22 W. Burton slows on track, possibly out of fuel. #94 Elliott to pits, four tires, fuel, several turns of chassis adjustment.

Top three, #88 Jarrett, #24 Gordon, #6 Martin, all eligible to win Winston No Bull 5 bonus of \$1 million if they win this race.

Lap 80 (Halfway): #24 Gordon to pits, #36 Irvan to pits. #88 Jarrett slows on backstretch, possibly out of fuel. #43 Andretti, #42 Nemechek to pits. #1 Park to pits. #24 Gordon, four tires and fuel, 20 seconds. #36 Irvan, 20 seconds. #1 Park to pits, four tires and fuel, 20.11 seconds.

#88 Jarrett led at halfway point. Only one halfway leader has gone on to win the Brickyard 400, Jeff Gordon in 1994.

Lap 81: #6 Martin takes lead coming down pit road. #18 B. Labonte, #28 Irwin, #50 Craven, #33 Schrader also to pits. #88 Jarrett coasting on track, just north of the pit entrance. #6 Martin, four tires, fuel, 15.5 seconds. #28 Irwin four tires and fuel, 20.93 seconds.

Lap 82: #3 Earnhardt to pits, four tires and fuel, 21 seconds. #88 Jarrett coasts into pits, out of gas. Members of #28 Irwin's and #88 Jarrett's crew sprint down pit road to push stalled car. #5 T. Labonte takes lead.

Lap 83: #5 T. Labonte to pits, four tires and fuel, 15.5 seconds.

Lap 84: #24 Gordon takes lead, seventh lead change of event. Crew members from many teams help push Jarrett's car as his crew sprints to his car. Member of crew on #88 Jarrett falls to ground after pit stop.

Lap 87: **YELLOW.** #22 W. Burton stalled on track. Car pushed to pits. #98 Bickle returns to race. #88 Jarrett 37th, four laps down after running out of gas.

First car officially out of race, #81 K. Wallace, engine.

Lap 88: #2 Wallace to pits, out of fuel.

Lap 89: #2 Wallace back to pits, hood up. Removed shims from right front to adjust wheel camber.

Leaders: #24 Gordon, #6 Martin, #36 Irvan, #28 Irwin, #5 T. Labonte, #18 B. Labonte, #40 Marlin, #3 Earnhardt, #1 Park, #90 Trickle.

Lap 91: **GREEN.** #24 Gordon, #6 Martin side-by-side across start-finish line.

Lap 92: #24 Gordon keeps lead in Turn 1.

Lap 93: #11 B. Bodine hits wall in Turn 4, #00 Jones shows damage to right front, apparently made contact with #11 B. Bodine.

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RACE RUNNING (cont.):

Lap 95: **YELLOW** for B. Bodine accident. #11 B. Bodine, #00 Jones to pits. Both return to race after repairs. Leaders – #24 Gordon, #6 Martin, #28 Irwin, #36 Irvan, #5 T. Labonte, #18 B. Labonte, #3 Earnhardt, #1 Park, #40 Marlin, #90 Trickle.

Lap 97: #98 Bickle to garage for repairs on driveshaft and rear end.

When #5 T. Labonte took lead on Lap 82, he led this event for the third time in the last five years and led a NASCAR Winston Cup Series race for the seventh time this year.

Lap 99: **GREEN**. #24 Gordon leads into Turn 1. #2 R. Wallace returns to lead lap. He had lost a lap due to a cut tire earlier in the race.

Lap 100: Leaders -- #24 Gordon, #6 Martin, #28 Irwin, #36 Irvan, #5 T. Labonte, #18 B. Labonte, #3 Earnhardt, #1 Park, #40 Marlin, #31 Skinner. #24 Gordon leads #6 Martin by .936 of a second. Last lap speed by #24 Gordon: 171.455 mph.

Lap 102: #36 Irvan passes #28 Irwin for third. Second-place #6 Martin fastest car on track at 171.015. #13 Dallenbach and #71 Marcis smoking heavily.

Lap 104: **YELLOW**. Oil in Turn 3 from #13 Dallenbach. #88 Jarrett regains lap, two laps down. #33 Schrader regains lap, back on lead lap. #71 Marcis stops on entry lane to pit road adjacent to entrance of Turn 3.

#46 J. Green to pits, hood up, to change left front shock absorber. #33 Schrader to pits.

WALLY DALLENBACH JR.: "I lost a motor. We've been struggling all day with the engine. It got hot at the start, and we may have hurt it then. The engine wasn't on, and we kind of fought that all week."

Lap 105: #4 Hamilton to pits, crew changed left-front shock absorber.

Lap 107: #71 Marcis coasting down pit road, many rival teams help push Marcis to garage entrance. Work continues in garage on damaged car of #12 Mayfield.

Lap 108: **GREEN**. #6 Martin challenges #24 Gordon for lead in Turn 3, but #24 Gordon regains lead between Turns 3 and 4. #24 Gordon leads by .160 of a second over #6 Martin. #88 Jarrett two laps down.

Out of race: #13 Dallenbach, engine.

Lap 109: #24 Gordon leads #6 Martin by .707 of a second. #36 Irvan third, 1.270 seconds behind the leader. #18 B. Labonte up to fourth, #28 Irwin fifth.

Lap 110: #24 Gordon leads by 1.050 seconds over #6 Martin.

Lap 111: #24 Gordon leads by .906 of a second over #6 Martin. #88 Jarrett

Lap 112: Thirty cars on lead lap.

Garage report: Engine restarted on #12 Mayfield, as crew prepares to return to race. #98 Bickle having driveshaft and rear end replaced.

Out of race: #71 Marcis, engine.

Lap 114: #24 Gordon leads #6 Martin by .663 of a second. #36 Irvan third, 3.366 seconds behind leader.

DAVE MARCIS: "We weren't having that bad of a day. I was pretty happy with it. Tires were working good, but then it just broke. It went, 'bam.' We were happy to be in the race. Indianapolis is a great race to be in."

Lap 117: #90 Trickle in pits. #28 Irwin lost control exiting Turn 1, sliding into retaining wall in short chute between Turns 1 and 2 with rear of car. Car then slid across track, coming to rest on infield grass. Heavy damage to right rear.

Lap 118: **YELLOW** due to #28 Irwin crash. Sixth caution period of race. #88 Jarrett, #99 J. Burton regain lap.

Lap 119: #24 Gordon, #6 Martin, #36 Irvan, #5 T. Labonte, #18 B. Labonte, #2 Wallace, #43 Andretti, #42 Nemechek, #50 Craven, #3 Earnhardt among many drivers to pits.

#3 Earnhardt, #31 Skinner first two cars out of pits. #12 Mayfield returns to race.

Pit report: #5 T. Labonte, four tires and fuel, 20 seconds; #36 Irvan, four tires and fuel, 20 seconds; #18 B. Labonte, four tires and fuel, 18 seconds; #6 Martin, four tires and fuel, 21 seconds; #24 Gordon, four tires and fuel, 18.80 seconds; #3 Earnhardt, right-side tires and fuel, 13 seconds; #1 Park, four tires and fuel, 20 seconds.

#16 Musgrave held on pit road for 15 seconds by NASCAR officials due to tire rolling across pit road on last pit stop.

#77 Pressley assumes lead. Did not pit on Lap 119. This is the first time Pressley has led the Brickyard 400 during his career and the second time he has led this season.

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RACE RUNNING (cont.):

Lap 121: #77 Pressley to pits, four tires and fuel, 28.72 seconds. #3 Earnhardt takes lead. This is the fourth Brickyard 400 that Earnhardt has led and the ninth race he has led this year.

Lap 123: **GREEN.** #90 Trickle ordered to rear of line by NASCAR officials due to entering closed pits. #3 Earnhardt and #31 Skinner first and second. They're teammates with Richard Childress Racing.

Lap 124: #24 Gordon passes #31 Skinner for second.

Medical report from Dr. Henry Bock, Speedway medical director: #28 Kenny Irwin Jr. was released without injury from the Clarian Emergency Medical Center.

#28 Irwin was running sixth when he crashed. He was the highest-running rookie at the time.

Lap 125: #3 Earnhardt leads #24 Gordon by .157 of second.

Lap 127: #24 Gordon passes #3 Earnhardt for lead between Turns 1 and 2. #24 Gordon leads #3 Earnhardt by .740 of a second at start-finish line. #88 Jarrett is one lap down.

Lap 128: #18 B. Labonte passes #3 Earnhardt for third.

Lap 130: #24 Gordon leads #18 B. Labonte by 1.368 seconds. #3 Earnhardt third, 2.486 seconds behind leader.

Lap 131: #6 Martin passes #31 Skinner on backstretch for fourth.

There have been six caution flags for a total of 27 laps so far in this event, tying the record for most caution periods in a Brickyard 400. There also were six cautions in 1994 and 1997. The 27 caution laps are a record for this event. The previous record was 25 in both 1994 and 1997.

Lap 132: #24 Gordon leads #18 B. Labonte by 1.675 seconds.

Lap 133: #24 Gordon leads #18 B. Labonte by 1.896 seconds. Lap speed comparison: Gordon 169.078 mph; B. Labonte 168.379.

Lap 134: #6 Martin passes #3 Earnhardt for third on backstretch.

KENNY IRWIN JR.: "I'm obviously disappointed. We had a good run going. With the way these cars are set up, if the air gets taken off the rear spoiler, then you have a problem. I don't know if he (Dale Earnhardt) actually touched me, but he definitely took the air off me. I loved racing here, and I think we had a top-five car, but I don't know if we would have won."

Lap 135: #24 Gordon leads his 72nd lap of this event and will gain the five bonus Winston Cup points for leading the most laps during this race. Three manufacturers are represented in top three: Chevrolet (Gordon), Pontiac (B. Labonte), Ford (Martin).

Lap 137: #24 Gordon leads #18 B. Labonte by 2.194 seconds. #6 Martin third, 3.851 seconds behind leader. Twenty-nine cars on lead lap.

Lap 139: #24 Gordon leads by 2.443 seconds over #18 B. Labonte.

Lap 140: #24 Gordon leads by 2.357 seconds over #18 B. Labonte.

Lap 142: #24 Gordon leads by 2.479 seconds over #18 B. Labonte. #6 Martin third, 2.712 seconds behind leader.

Lap 144: #6 Martin passes #18 B. Labonte for second between Turns 1 and 2. #24 Gordon leads #6 Martin by 2.640 seconds. Lap speeds: #24 Gordon 167.355 mph, #6 Martin 166.620 mph.

Lap 145: #12 Mayfield slows on acceleration lane adjacent to Turn 2. #24 Gordon leads #6 Martin by 2.622 seconds. Lap speeds: #24 Gordon 167.704 mph, #6 Martin 167.760.

Lap 146: #24 Gordon leads #6 Martin by 2.674 seconds.

Lap 147: #24 Gordon leads #6 Martin by 2.610 seconds. Twenty-nine cars on lead lap.

Lap 148: #7 G. Bodine to garage. #24 Gordon leads #6 Martin by 2.273 seconds.

Lap 149: #10 Rudd slow on backstretch after driving high in Turn 2, smoke wafting from front of car. Right-front tire shredded. #1 Park stopped on acceleration lane adjacent to Turn 3, showing damage.

Lap 150: #10 Rudd to pits.

Lap 151: **YELLOW.** #10 Rudd returns to race. #88 Jarrett returns to tail end of lead lap.

This is the seventh caution period, an event record.

Lap 152: #88 Jarrett to pits, two tires and fuel. #2 Wallace to pits.

Lap 154: **GREEN.** Single-file restart. #24 Gordon leads into Turn 1. Top three: #24 Gordon, #6 Martin, #18 B. Labonte. All three are eligible to win the Winston No Bull 5 \$1 million bonus if they win this race. #24 Gordon leads #6 Martin by .430 of a second.

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RACE RUNNING (cont.):

Lap 155: #23 Spencer spins in short chute between Turns 1 and 2, hits wall with left rear quarter panel. Contact from behind from #46 J. Green apparently caused spin.

Lap 156: **YELLOW** for Spencer crash. Eighth caution period of event.

Lap 158: **GREEN**. Single-file restart. Restart order for top 10: #24 Gordon, #6 Martin, #18 B. Labonte, #31 Skinner, #3 Earnhardt, #36 Irvan, #43 Andretti, #2 Wallace, #5 T. Labonte, #33 Schrader. Twenty-seven cars on lead lap.

#10 Rudd, #97 Little, #46 J. Green, #42 Nemechek, #9 Nadeau make contact crash on front straightaway on restart. Accident started when #42 Nemechek made contact with rear of #46 J. Green, causing chain-reaction accident. Field races to start-finish line, with #24 Gordon leading.

Lap 159: **YELLOW and WHITE**.

Lap 160: **CHECKERED**. #24 Gordon wins fifth Brickyard 400 under caution. He becomes the first driver to win this event twice, as he also won the inaugural in 1994.

Margin of victory: Under caution.

Average speed: 126.770 mph.

Time of race: 3 hours, 9 minutes, 19.165 seconds.

POSTRACE NOTES:

-- Jeff Gordon became the first driver to earn \$1 million for winning the Winston No Bull 5 bonus. Gordon, Mark Martin, Bobby Labonte, Mike Skinner and Dale Earnhardt – the top five in today's race – are eligible for the \$1 million at the next Winston No Bull 5 race, the Pepsi Southern 500 at Darlington, S.C. Labonte has been eligible for all four No Bull 5 races. Darlington will mark the second chance for Gordon, Martin and Earnhardt, and the first for Skinner.

-- This is Jeff Gordon's sixth victory of the season and the 35th of his NASCAR Winston Cup career. He has 175 career starts.

-- Jeff Gordon led four times for 97 laps, an event record. He set the previous record by leading 93 laps en route to victory in 1994. Gordon led the last 34 laps today.

-- This is the ninth victory for Chevrolet this season. Ford has eight victories, Pontiac two.

-- Fastest lead lap was Lap 109 by #24 Gordon, 52.271 seconds, 172.180 mph.

-- Jeff Gordon won the \$10,000 NASCAR Winston Leader Bonus for the fourth time this season. He has won \$150,000 in that Winston program this season. It pays drivers who win a Winston Cup race and lead the Winston Cup point standings after that victory.

-- Bill Elliott and Ken Schrader are the only drivers to have finished all 160 laps of each of the five Brickyard 400s.

-- Jeff Gordon earned \$1,637,625 for winning this race, including the \$1 million Winston No Bull 5 bonus. That's an all-time motorsports record for a single-day payout. The previous record was \$1,568,150, earned by Arie Luyendyk for winning the 1997 Indianapolis 500.

-- Mark Martin scored his 10th consecutive top-10 finish this season. He has finished sixth or better in the last four Brickyard 400s.

-- Bill Elliott's streak of being the only driver to finish in the top 10 at every Brickyard 400 came to an end with his 12th-place finish.

-- Thirty-two cars were running at the finish.

-- Twenty-four cars were on the lead lap, an event record. The previous record was 23 in 1997.

-- Last-place finisher Kenny Wallace completed 65 laps, a record for the last-place finisher at this event. The previous record was 17 by Elton Sawyer in 1995.

Medical report from Dr. Henry Bock, Speedway medical director: #23 Jimmy Spencer is being transported to Methodist Hospital in Indianapolis for further evaluation. He is awake and alert.

VICTORY CIRCLE WINNER'S QUOTE:

JEFF GORDON: "He (Martin) drove in on me in Turn 2, and I didn't know if I could get away from him. I guess when it's meant to be, it's meant to be. This is truly unbelievable. The guys did an awesome job on this car. This is just awesome." (Gordon looked to his crew and said): "You the men!"

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NASCAR POSTRACE AWARDS:

NASCAR Winston Cup Leader Bonus (\$10,000): Jeff Gordon
Gatorade Front Runner Award (\$10,000): Dale Jarrett
MCI Fast Pace Award (\$5,000): Jeff Gordon, Lap 109, 52.271 seconds, 172.180 mph
Plasti-Kote Winning Finish (\$3,000): Ray Evernham
True Value Man of the Race (\$2,000): Jeff Gordon
Exide All Charged Up Award (\$2,000): Darrell Waltrip
Raybestos Top Stopper Award (\$2,000): Jeff Gordon
Goody's Headache Award (\$2,500): Dale Jarrett

5:15 p.m. medical update from Dr. Henry Bock, Speedway medical director: #23 Jimmy Spencer will be admitted to Methodist Hospital in Indianapolis for further observation after suffering a concussion. He is in good condition.

RACE HISTORICAL NOTES:

-- Jeff Gordon became the first two-time winner of the Brickyard 400 in the fifth running of the event. Tommy Milton became the first two-time winner of the Indianapolis 500 in the 11th running of that event.

-- This is the second Brickyard 400 to finish under yellow. Dale Jarrett won the 1996 Brickyard 400 under yellow.

-- Jeff Gordon has led a record 253 total laps in his five Brickyard 400 starts. Gordon is the only driver to lead in all five Brickyard 400s. He has led 19 times during his five career starts in this race, a career record for this event.

-- There were nine caution periods, an event record. The previous record was six in 1994 and 1997.

-- The 34 caution-flag laps today also are an event record. The previous record was 25 in 1994 and 1997.

-- Bill Elliott's 12th-place finish was the best by a provisional starter in event history.

-- Jeff Gordon has earned both of his Brickyard 400 victories from the No. 3 starting position, the highest starting spot by any winner in event history.

-- There were 10 lead changes, the lowest total in event history. The previous low was 17 in 1995. The most lead changes was 21 in 1994.

-- Seven drivers led at least one lap, the lowest total in event history. The previous low was 11 in 1995 and 1997. The most drivers to lead in one Brickyard 400 are 13 in 1994 and 1996.

-- The winning average speed was 126.770 mph, the slowest in event history. The previous slowest race came in 1997, won by Ricky Rudd at an average speed of 130.828 mph.

-- Chevrolet drivers Jeff Gordon, Dale Earnhardt and Terry Labonte combined to lead 105 laps today. Ford drivers Dale Jarrett, Robert Pressley and Mark Martin combined to lead 30 laps. The lone Pontiac leader, Ernie Irvan, led 25 laps.

-- Jeff Gordon raised his NASCAR Winston Cup career earnings to \$20,297,547, second only to Dale Earnhardt on the all-time list.

-- This is the fifth race this season in which Jeff Gordon has led the most laps. He did it most recently last Sunday in the Pennsylvania 500 at Pocono International Raceway, leading a record number of laps for that event.

END DAY 4 (SATURDAY) NOTES

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RUSTY WALLACE (#2 Miller Lite Ford): "I had a pretty good race. I wish I had finished at least in the top five to stay in the No Bull 5 money. We gained a lot in points, so I'm happy with that. We were lucky. We blew a right tire and lost a lap and a half. But the leaders cycled through their pit stops right afterward, and then caution came out. So that got us back in shape. Overall, it was a pretty good day."

MARK MARTIN (#6 Valvoline Ford): "I just didn't have enough car. When you're leading the race, and you've got the fastest car, it's yours to give it up. I tried to pressure him (Gordon), but I just didn't have enough to put the squeeze on him. They were hooked up, and we were a second- or third-place car. We had a great run, but we didn't win it." (Did you think you could catch Gordon on the last restart?): "I don't know. I doubt that I could have passed him. I probably could have caught him. It sure looked like I was gaining on him." (Is it tough to finish second?): "Yeah, we were just not fast enough. He had the lead of the race, and he had the fastest car. It's hard to beat a man when he's got that." (About race): "We threw everything we had at them, but it wasn't enough. Jeff's car was certainly faster on fresh tires, cool tires and probably faster than ours on hot tires." (Any consolation with finishing second?): "We're losing 10 points a race. That's the best we can do. He's won the race and led the most laps the last two races. They're on a roll. They've got us beat in a couple of areas. We're doing all we can do." (Could Dale Jarrett have won if he didn't run out of gas?): "I believe so. It sure looked like it." (Could you have caught Gordon?): "I thought I might have. I didn't know how much he was playing with me. I surely wasn't going to catch him and pass him unless something real strange happened. You never know until they're over."

STERLING MARLIN (#40 Coors Light Chevrolet): "The car was real tight at the end. It pushed real bad all day. I barely missed the 28 (Kenny Irwin Jr.) wreck. We thought we had a better car than what we did."

STEVE PARK (#1 Pennzoil Chevrolet): "There were 10 laps to go, and I cut a right rear tire going into Turn 3. Up until then it was a real good day. It figures. (Physically) I'm fine, the leg felt good. The Pennzoil car was running great. We were in line for a top-10 finish. But it don't matter how you run all day long, it's where you finish."

DALE EARNHARDT (#3 GM Goodwrench Service Plus Chevrolet): "I was in the hunt all day but we didn't have as much as the Gordon car did. I'm proud of the 3 and 31 (teammate Mike Skinner) cars. Both teams seem to have come around. We kept battling for track position, we got two tires a lot (on pit stops), because what it's all about is track position. We just needed a little bit more. We were off a little through the corners. I think we broke a valve spring near the end."

MIKE SKINNER (#31 Lowe's Chevrolet): "This is the second year in a row we had to run the backup car. We tore up our good car at Pocono. We'll get that good car and come back. The crew did a great job. They got me the track position, the engine got us the horsepower, and my teammate worked with me good. I tell you what it was a good day, real good day for Lowe's. I've got to thank (crew chief) Larry McReynolds. This crew did a great job. They've been sporty over the wall all year. The old driver has been beat up and hurt but we're coming back."

DALE JARRETT (#88 Quality Care Service/Ford Credit Ford): "I ran out of gas. I had a great race car. That's all I've got to say. What else do you want to know? I drive the race car, I come in when they tell me. That's all I do. We had a super race car."

BRAD PARROTT (Chassis specialist, #88 Jarrett): "We thought we could go to Lap 81 (before stopping for fuel). We were a lap short. Nobody knew we were going to build a two-and-a-half-second lead. We told Dale to back off and save a little fuel, but this is a big track and it bit us. We never gave up. We're here to win the championship, not just the No Bull 5. That's why we worked hard to get the car back in (the pits for fuel) and get it back up to finish in 16th position. All the guys who go over the wall are in pretty good shape. I'm not sure how far we ran (to retrieve the car) – somebody will have to measure that. I'll put our team up against anybody to do what we did." (Did Jarrett need to be calmed down after running out of fuel?): "We didn't need to say anything to Dale Jarrett. He knew what to do. He made up four laps, and that's something."

TODD PARROTT (Crew chief, #88 Jarrett): "We just ran out (of gas)." (Was it a miscalculation?): "We just ran out of gas."

BOBBY LABONTE (#18 Interstate Batteries Pontiac): "The Interstate Batteries Pontiac ran good today. The car was loose at the beginning and then we got a little too tight. The car wasn't turning well enough to run with the front guys. We couldn't beat Jeff (Gordon) today and I knew Mark (Martin) was coming. I thought I would let Mark go and try to learn something for next year and I think I did. We raced pretty hard, they were just too fast for us. Last year our car wasn't as good and we did it on fuel mileage. This time we got a lot of help from some fast cars dropping out."

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RICKY RUDD (#10 Tide/Whirlpool Ford): "I was real pleased. We started bad, but the car got better, better and better. We came up to seventh and a shot at fifth, cut a tire down real late in the race and it was over for us. Then got in that mess with Jeff (Green). It was just terrible luck this year."

JOHN ANDRETTI (#43 STP Pontiac) (About tangle with Ricky Craven): "It was unfortunate. If I could have seen better, but when I did it was too late. I started to take off. As I took off, he came out of his pit. I was mad at myself, and I had to take another pit stop. This team doesn't give up or let you give up. The car was good. The longer we ran, the better we were. We weren't good on restarts. I knew we had a great car. I can't say we were better than everyone else."

KENNY IRWIN JR. (#28 Texaco/Havoline Ford) (Disappointed?): "We had a top-five car. I don't know if we had something for them at the end, but we had some strategy that maybe could have put us in front. But we'll never know." (About your first Brickyard 400): "I loved it. I thought it was great. It's just great to be here with Texaco and (owner) Robert Yates, and I just wish we could have done better for them. I learned a tremendous amount. I can't wait to come back."

DARRELL WALTRIP (#35 Tabasco Brand Pepper Sauce Chevrolet): "From 43rd to 13th, that's 30 cars we passed, and that's a pretty good day. Traffic was the big thing. The car was a little pushy in traffic, but when I got clear I could really mow. I was as quick as the top two or three cars at times, but traffic was really hard to deal with. The car was excellent. It ran well and handled well, and we had some pretty good pit stops. We had good pit strategy. You'd think we'd been doing this for a long time. Am I surprised? I'm thrilled. We were thinking if we came here and just had a top-25, we'd be happy. You can imagine how we feel right now. We feel like we just climbed a big mountain."

JEFF GORDON (#24 DuPont/Quaker State/Pepsi/GMAC Chevrolet) (When told of the total winnings today): "Wow. I think this is all you can say to that. Any time Andy Schindler (president and chief executive officer of R.J. Reynolds Tobacco) comes to the track he's writing me a check, so I hope he keeps coming back." (About the win): "Indianapolis is already such a special race. It never seemed like we had it in our hands 'til the end. When they put the big money in a race, this team seems to step up to the plate. It's not just the money, it's the prestige that goes with it. I was pretty nervous, no matter who we're battling. And Mark Martin in my eyes is the best one out there. He made a heck of a run at me in Turn 2 when we were running to the yellow. I knew he was right there, but I didn't even want to look in my mirror. Then I did glance at my mirror when we got around Turn 2, and I had pulled away. The front end washed out on him. That's where running up front was a big advantage today. It was so hard to pass out there today. Dale Jarrett was the only car I could see who could pass anybody. That car has the most horsepower in it. My tires were really going away on us and Martin was gaining on us. I just wanted to focus on my line. So I just wanted to try to be smooth and patient on it and try to save the tires." (About being the first two-time winner): "I know what it's like to win one of these things. Winning the inaugural was just awesome. This one just blows me away. Sometimes you just know it's gonna be your day. Maybe it was because we started third. We had the same type of car as we did in '94. It's amazing how when it's your day, it's your day. It was like everything was going our way. Everything was working like clockwork. The guys we were trying to beat kept having problems. I just don't think I can take it all in yet. (Wife) Brooke is taking me away for my birthday, so we're just going to get away and really enjoy this." (About the track): "Track position is very important here. Once you get behind, you're in trouble. I fought hard today, because I knew Mark Martin was the guy I had to keep behind me. I didn't want to let the 88 (Dale Jarrett) or 99 (Jeff Burton) go either, but I knew they were a few laps behind and would have to start about 30th if they got on the lead lap." (About race strategy): "I don't know if there's a strategy in our racing. I think the biggest thing for me was to get out in front." (Is it sweeter to win here?): "It's definitely sweet to come here to Indianapolis and win. I actually shut off the engine when I came down the pit road so I could hear the crowd cheering. It's an awesome thing to hear, especially when we go other places it can go the other way (boos). I love coming here. It holds so much prestige. Like the other day when I got out of the car, you would have thought I won the pole. It's nice to hear it. It makes winning here that much better. For me, winning is my way of giving something back to them." (Does winning twice here make you a historical figure at the Speedway?): "It's hard for me to look at it from a historical perspective. I'm really overwhelmed. With winning today and what's going on with my team, my life just keeps getting better. I keep dreaming about it, winning here. And you don't know what to do when it does happen. Hopefully, I will make my mark in history of Indy and NASCAR. This year being the 50th year for NASCAR has been a big history lesson for me, and I would love to make my mark." (About pit stop at halfway point, right after Jarrett ran out of gas): "I knew I had enough to get one more lap. It's plain and simple. He (crew chief Ray Evernham) said pit. Then my spotter came on and said there was a car that wasn't going to make it. I called back and said, 'What do you want me to do?' No one ever commented, so I kept going. All the pitting didn't affect what was going on. Right then we clarified what we were supposed to do, so I pitted." (Any tire problems today?): "I didn't have any tire problems except wearing them out."

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RAY EVERNHAM (Crew chief, #24 Gordon): "It's a special feeling to come to Indianapolis and win anytime, but it's special to Jeff and our team because we carry T. Wayne Robertson's name on our car and he had a lot to do with the No Bull 5 deal. To win it, we know he's up there smiling." (Were you confident about your chances?): "I wasn't confident at all (before the race). I've been a nervous wreck since we've been here. What calmed me down the most was when Jeff came on the radio and asked, 'How high can I turn this motor?' That's when I figured we had something for 'em." (About strategy): "We try and run our own race. Jeff and I usually talk the week before on how to approach a race, and we try to stick to that. Once a race begins you have to figure out who you have to race. We knew when the 88 (Dale Jarrett) and Jeremy (Mayfield) had trouble that the 6 (Mark Martin) was probably our race. We were actually hand-signaling back and forth with the 6 crew on pit strategy because you've got to stay in sync with who you're racing." (About race): "Today, we didn't win; there were a couple Fords that lost it. There were two Fords that drove away from us." (On why his team is so dominant): "We've got him (Gordon) like the Chicago Bulls have Michael (Jordan). That's why the Chicago Bulls are a great team, and why the Rainbow Warriors are a great team. We've got great engines from Hendrick, and we get lucky sometimes. We were lucky today. We could've just as easy finished third." (On tire problems): "We had no tire problems. Goodyear brought a good tire. I don't know if people were getting punctures or running low pressures. We can run our car looser, and usually we wear out the right rear. Jeff was able to run smooth at the end and we were fine." (Commenting on IROC president Jay Signore's statement that Evernham is a psychologist): "I use psychology with a lot of our guys. Jeff uses it on me, too. We know what pushes each other's buttons. We communicate very well. I knew when Jeff asked me how much we can turn the engine that it was going to take a big man with a big car to beat us."

BILL ELLIOTT (#94 McDonald's Ford) (On the race): "I'm glad it's over. I don't mean I don't like to race here. It's just so hard to race here at the end with all the cautions. I enjoy racing here, ya' just need a little more room ... need to be strung out more." (On restart): "On the restart, I knew someone was checked out in front of me, and I knew someone was going to behind me too." (How car ran all day): "Really good. We started so far back and so much to overcome ... just a hard day."

ERNIE IRVAN (#36 Skittles Pontiac): "We did a lot of stuff right, but we need to step up more and get consistency. The car pushed a lot. I had it as loose as it could get in the beginning, but then it was too late. We'll just have to keep working on it." (On the end of the race under yellow): "That's the way it goes. No one got hurt. Now, we'll just go on to the next race. There was a lot of good competition out there." (On winning the pole two years in a row here, but not winning the race): "It's frustrating, but there's nothing you can do about it. We'll just have to keep on working on it." (What would he change about today?): "I would have changed to winning the race."

JEREMY MAYFIELD (#12 Mobil 1 Ford) (Is it more disappointing to have an accident in a big race like this?): "It's more disappointing, but what do you do? You can't sit here and worry about it. We've got to keep going. It's very disappointing. I know we had a good car. It would be different if I was running 30th and couldn't keep up. But we were sitting here running second, just biding our time, and fell out. It's pretty tough." (Could you have challenged Gordon today?): "I felt like we were there all day. We were sitting there, running good, and I'm sure he was pacing himself. We were pacing ourselves. It's unfortunate. The Mobil 1 team is tough. We'll be back."

END POSTRACE QUOTES