

DAY 1 – THURSDAY, AUG. 5, 1999

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Welcome to the sixth annual Brickyard 400 and the second annual True Value International Race of Champions event at the Indianapolis Motor Speedway. The Brickyard 400 is the 20th race of the 1999 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. 7. 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.brickyard400.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.

IROC competitors and test drivers tested Wednesday in three practice cars – Red, Black and Dark Blue – and the Lizard Green backup practice car.

IROC competitor Greg Moore was unhurt Wednesday morning in a practice crash. Moore, a driver in the CART series, hit the inside retaining wall while exiting in Turn 2. The car suffered heavy front-end damage.

GREG MOORE: “Well, I’m starting near the front, and that’s really an advantage here. It’s going to be a difficult track to pass on. It’s more of a one-groove track, obviously different than Daytona and Talladega. After what I did today (Wednesday), well, I’ve just got to make sure I stay out of trouble. I think it’s going to be a fun race, between Earnhardt and Earnhardt Jr. driving around here and all these guys. It’s going to be fun, for sure. It will be my first time ever racing at the Speedway, and on the other hand, I can now say that I hit the wall at the Speedway, too.”

Thursday entry changes:

- The #58 entry driven by Hut Stricklin is the MTX Audio/CT Farms Ford Taurus.
- The #90 entry driven by Stanton Barrett is the Hills Bros./Nestle Ford Taurus.
- The #92 Race Car Café, Las Vegas Ford Taurus driven by Darrel Krentz has been withdrawn.
- The #98 entry driven by Rick Mast is the Team Woody Ford Taurus.

Dave Steele won the DuPont 100 Coors Light Silver Bullet Series USAC race Wednesday night at Indianapolis Raceway Park.

NASCAR Winston Cup Series driver Kenny Irwin, a former Silver Bullet Series standout, finished second.

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The draw for IROC car colors took place Wednesday afternoon. The starting lineup for Friday's race is determined by the reverse of the current point standings. The starting lineup:

Row One:

1. Eddie Cheever Jr. (Pep Boys Indy Racing League), Orange
2. Jeff Burton (NASCAR Winston Cup), Red

Row Two:

3. Dale Jarrett (NASCAR Winston Cup), Lime
4. Adrian Fernandez (CART), Violet

Row Three:

5. Greg Moore (CART), Silver
6. Dale Earnhardt Jr. (NASCAR Busch Grand National), Gold

Row Four:

7. Kenny Brack (Pep Boys Indy Racing League), Dark Blue
8. Jeff Gordon (NASCAR Winston Cup), Cream

Row Five:

9. Bobby Labonte (NASCAR Winston Cup), Rose
10. Rusty Wallace (NASCAR Winston Cup), Powder Blue

Row Six:

11. Mark Martin (NASCAR Winston Cup), Medium Blue
12. Dale Earnhardt (NASCAR Winston Cup), Yellow

Preliminary press conference schedule, all in the Trackside Conference Room:

THURSDAY:

- 8:45 a.m. -- Kmart-Darrell Waltrip
- 9:15 a.m. -- Sponsorship announcement with Dale Jarrett, Tony Stewart, Bobby Labonte
- 12:45 p.m. -- Butch Mock Motorsports
- 1:10 p.m. – Bobby Hamilton-Just Born Candies

FRIDAY:

- 8 a.m. – Formula One Construction Briefing
- 8:30 a.m. – Tony Stewart, Kenny Irwin, John Andretti
- 11:30 a.m. – Tenneco
- 11:50 a.m. – Dale Jarrett

SATURDAY:

- 9:45 a.m. – Blue Bonnet presentation

Four IROC competitors and four IROC test drivers turned laps during the IROC at Indy practice session Thursday morning. The competitors: Jeff Burton, Bobby Labonte, Mark Martin and Eddie Cheever Jr. Test drivers were: Jim Sauter, Dave Marcis, Andy Hillenburg and Dick Trickle.

IROC PRACTICE QUOTES:

BOBBY LABONTE (About the car): "They're really good. Of course, it's 9 a.m. in the morning, so that helps. I'm looking forward to the IROC race tomorrow and the Brickyard on Saturday."

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IROC PRACTICE QUOTES (cont.):

EDDIE CHEEVER JR.: “I never thought 165 mph would feel so fast around Indy, but it is. I took 14 laps this morning. I wanted to go out and drive in traffic, but that didn’t happen. The whole key here is it’s going to take good tires.”

JEFF BURTON: “I didn’t feel very good in my car. The setup was just not right. It differs a lot from a Cup car. With these IROC cars, there is a lot of downforce, and the shocks are set up a lot differently.”

JIM SAUTER (Test driver) (About working with drivers from different series): “First, they’re all super drivers. They come in from different series. They all have a different twist and how they like the car. But they’re all race drivers, and there is a common comfort zone. I do think the open-wheel guys are at a disadvantage. These cars are a little sloppy, and they’re used to the cars being precise. But part of the challenge for them is to adjust the car. That’s the way we do it. It’s not a situation of getting input from them and tuning the car to each driver.”

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

--One-lap qualifying today 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 today’s times for Friday’s session.

#94 Bill Elliott will be the first car to make a qualifying attempt for the Bud Pole on Thursday. Elliott’s car number was the first drawn during the qualifying draw at 9 this morning. #26 Johnny Benson will be the last of the 55 drivers to make an attempt.

Other notable qualifying order spots:

#24 Jeff Gordon (defending event, Winston Cup champion): Third

#88 Dale Jarrett (1996 event champion, current points leader): 29th

#3 Dale Earnhardt (1995 event champion): 54th

#10 Ricky Rudd (1997 event champion): 22nd

Six provisional starting spots are available for positions 37-42. These positions are based on current 1999 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 1999 NASCAR Winston Cup Series car owner points.

At this morning’s Brickyard 400/Winston Welcome Breakfast, Indianapolis Motor Speedway President Tony George presented 1998 Brickyard 400 winner Jeff Gordon with one of the original bricks from the track. George has presented similar bricks to each of the previous winners the year after their victories. Gordon now has two bricks, as he also won the inaugural Brickyard 400 in 1994.

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Nike announced its Nike Racing program during a press conference this morning. NASCAR Winston Cup drivers Dale Jarrett, Bobby Labonte, NASCAR Busch Grand National Series driver Adam Petty and two-time Indianapolis 500 winner and CART driver Al Unser Jr. each will wear footwear specifically designed by Nike for the rigors of driving ultra high-performance racing machines.

Nike Racing also will design footwear for pit crews and garage staff..

MAC McDEVITT (General manager of branded athletic, Nike USA): “Racing requires athleticism both behind the wheel and over the wall. Nike Racing will provide drivers and crews with the footwear they need to gain an important edge on race weekend, as well as enhance their training regimens during the week.”

TONY STEWART: “If you see football players, an average play is five or six seconds. In racing, you have to work all day. Hopefully the shoes will help my feet on the pedals and help me have better pit stops.”

BOBBY LABONTE: “Racing for (owner) Joe (Gibbs) has been great. He’s a neat guy. You can call him any time with your questions. He’s just a really great guy. We are happy that Nike is on board with us.”

DALE JARRETT: “It’s a great day for us. A question that is answered now is that racers are athletes. Nike is involved primarily with athletes. It’s incredible to see the pains that Nike goes through to make sure that us athletes have the best footwear. It’s exciting to be working with a company who knows this business. They’ve done a great job developing the shoes for drivers as well as the crew members. When you put these on, you don’t feel like you are walking on pavement. It fits more like a shoe. When your feet get real hot, it makes it real uncomfortable in the car. Hopefully, the shoe is going to take care of that.”

Brickyard Brights, a few offbeat facts about this event, compiled by Jan Shaffer of the Speedway Media Staff:

- Fans will acquire 85 tons of Official Brickyard 400 Souvenir Programs, or roughly the combined weight of 50 NASCAR Winston Cup cars.

- Attendance for the Brickyard 400 will be roughly comparable to the population of the city of Louisville, Ky.

- 42,000 hot dogs will be eaten at the Speedway, enough that when laid end-to-end would be enough for more than three laps around the historic 2½-mile Indianapolis Motor Speedway.

- 12,000 gallons of Pepsi and Pepsi products will be consumed during Brickyard 400 week at the Speedway, enough to fill the fuel tanks of every Brickyard 400 starter to run three complete Brickyard 400s.

- Out-of-town participants, fans and officials will virtually exhaust the Indianapolis rental car industry. On Wednesday, Hertz (with a 1,750-car fleet) and Alamo (with 1,100) alone reported no cars available this weekend.

- One ice company, Polar Ice of Indianapolis, will produce 4 million pounds of ice this week, 400 tons more than a non-Brickyard week.

- People must fuel their cars to make the pilgrimage to Indy. One service station, Speedway Shell, will pump an estimated 30,000 gallons more in fuel Wednesday through Sunday than any regular five-day period.

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Three-time NASCAR Winston Cup champion Darrell Waltrip announced this morning at a press conference that he will retire after next season, which will be called “Victory Tour 2000.”

Route 66, Big Kmart’s exclusive line of clothing apparel and current sponsor of the No.66 Route 66/Big Kmart Ford Taurus driven by Waltrip, will team up with Haas/Carter Motorsports for the season-long commemoration.

Waltrip has 84 career NASCAR Winston Cup victories, tied with Bobby Allison for third on the all-time Winston Cup list. He became the first NASCAR Winston Cup Series driver to win more than \$10 million in a career, surpassing that mark in February 1990.

DARRELL WALTRIP: I’ve done this for 40 years, ever since I was 12 years old. I’ve gotten up, (turns to wife) we’ve gotten up and put on our racing gear and go to the track. I can do this. I’ve done this for 40 years, and she’s (wife) done this for 30 years so when I tell you that next year is my last year that’s a tough thing to do. I came in this sport in 1972, and I’ve been a headliner ever since. When I’d come into town people would ask, ‘Are you with the show?’ I’d say, ‘No, I am the show.’” (About next year): “I believe that Travis Carter, Karl Haas and Kmart will give me a car capable of winning.” (Goal of victory tour): “To win at least one race. To make the victory tour memorable for myself and hopefully for all of you, too. We’ve got some really fun things planned for nest year. DW hasn’t told all the stories he knows. I don’t want to stand in front of you guys and be a big marshmallow, but guys, this isn’t easy. I’ve been very fortunate. Not only have I had a great racing career, but I’ve got a bright future as well. When I put the chrome helmet on the shelf, that’s it. I’m done.” (After the unveiling of the car): “You can tell I didn’t have a lot to do with it, or it would have more chrome on it. I think day in, day out a driver’s destiny is determined by how this thing right here (car) is performing. Age is not the controlling factor. It’s all right here (mind) and here (heart).” (About performance next year): “There should be no excuse for me and this car to miss a race or to take a provisional. This is a well-funded team. We’ve struggled the beginning of this season because of equipment and because of the driver a couple of times.” (About timing of retiring and announcement): “I was going to quit at the end of last year. I had about all I could handle, not running well. Travis talked to the Kmart people, and when that deal came together it rekindled my fire.” (About the number of drivers to come into NASCAR from his immediate region): “One of the things you take away are great memories. Call them DW stories if you’d like. To see young kids who you knew their fathers and mothers...to see those kids follow your path and take steps you took. That’s the most flattering compliment you can get.” (About plans after retirement): “I have a lot of options. I guess that’s why I don’t mind this (retirement) so much. TV, political things, I’ve got some interest in the new track in Kentucky. My girls are getting into their teen-age years and they’re going to need their daddy.” (About interest in political office): “I don’t know what state I want to be governor of yet.” (Interest in owning a car again): “Nope. I’ve been there done that.”

TRAVIS CARTER: “My son is starting college. Actually his first day is today, and he ran his first race this past weekend. DW is the kind of guy who puts that light in young people’s eyes. I’ve always admired DW for his integrity.” (About next year): “Our goal is to win, to go out a winner.”

Kenny Brack is the first driver ever to be in a position on Brickyard 400 weekend to win two races at the Indianapolis Motor Speedway in the same year without winning the Brickyard 400. Brack won the Indianapolis 500 in May and is representing the Pep Boys Indy Racing League in the IROC at Indy race Friday.

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At 10:02 a.m., the air temperature was 73 degrees with northwest winds at 7 mph and relative humidity of 64 percent. The track temperature was 110 degrees.

FIRST BRICKYARD 400 PRACTICE:

Event-record speed: 179.394, Ernie Irvan, July 30, 1998

9:59 a.m. – **GREEN**. #45 Rich Bickle first car on track, followed by #6 Mark Martin.

10:14 a.m. – **YELLOW**. Track inspection.

10:18 a.m. – **GREEN**.

10:22 a.m. – **YELLOW**. #00 Buckshot Jones brushes outside retaining wall in short chute between Turns 1 and 2. Light damage to right side of car. Jones drives car to Gasoline Alley for repairs.

BUCKSHOT JONES: “It just pushed up, caught the wall.” (Do you know the extent of the damage?): “Not yet.”

10:24 a.m. – **GREEN**.

10:26 a.m. -- #12 Jeremy Mayfield fastest at 178.877 mph.

10:36 a.m. – **YELLOW**. #14 Boris Said stalls at pit entrance after engine failure.

10:38 a.m. – **GREEN**.

10:59 a.m. -- #22 Ward Burton second fastest at 178.866. #24 Jeff Gordon third fastest at 178.720.

11 a.m. – Track temperature is 118 degrees.

11:10 a.m. – All entries have turned at least one lap except #80 Gary Bradberry.

11:39 a.m. -- #80 Bradberry enters track for first time. All 55 entries have turned at least one practice lap.

12:11 p.m. -- #18 Bobby Labonte fastest at 179.119.

12:19 p.m. -- #43 John Andretti second fastest at 179.044.

12:22 p.m. -- #88 Dale Jarrett third fastest at 179.009.

12:25 p.m. -- #31 Mike Skinner fourth fastest at 179.005.

12:28 p.m. – **RED**. End of practice.

Top Five of First Practice:

1. #18 Bobby Labonte 179.119 mph

2. #43 John Andretti 179.044

3. #88 Dale Jarrett 179.009

4. #31 Mike Skinner 179.005

5. #41 David Green 178.966

#33 Ken Schrader turned 17 laps during the first practice, more than any other driver.

BRICKYARD 400 PRACTICE QUOTES

DAVE BLANEY: “We just did one lap, but we’re in the ballpark. I have tested here before, so I’m familiar with the track.” (About racing Friday at IRP and Saturday here): “Saturday can be a real long day. If we can qualify in the top 25 today, it will make Saturday a whole lot easier.”

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BRICKYARD 400 PRACTICE QUOTES (cont.)

BOBBY LABONTE: “We are happy with the car is running. However, being the fastest in practice really means nothing. Qualifying is what’s important.”

DAVID GREEN: “The car has been pretty good. But we need to make some little tweaks. It’s a big racetrack, so it’s hard to know what to tweak and what not to tweak. But the car feels good.”

JOHN ANDRETTI: “I feel pretty good about my car. I don’t know if we’ve got a shot at the pole, but I hope we can get it. It may be too much to get, but I’m going to try.” (What will the pole speed be?): “I’m going to ask Bobby Labonte. I don’t know how much he is holding back.”

WARD BURTON: “I’m not really happy with the way our car is handling. The motor is doing good. We’re going to make a good, solid qualifying effort.”

DALE EARNHARDT: “We’ve got to make a perfect lap. We’ll see. We’ve got a good racecar.”

Buddy Parrott, team manager for Roush Racing, was named today as the second winner of the Brickyard 400 “True Grit” Award. Parrott earned \$10,000 for the award, presented by Chris Paulsen, owner of C & R Racing, Inc.

The award is presented to an individual who displays outstanding achievement, has overcome adversity, shows excellence in preparation and management, is experienced and shows dedication to the highly skilled trade of working on race cars.

Parrott was longtime crew chief in NASCAR Winston Cup racing before becoming a team manager.

Butch Mock Motorsports has merged with Galaxy Enterprises effective immediately, it was announced during a press conference today.

Mock fields the #75 Remington Arms Ford Taurus driven by Ted Musgrave.

Galaxy Enterprises is owned by newspaper entrepreneur Darwin Oordt, who owns the No. 40 Channellock entry driven by Butch Miller in the NASCAR Busch Grand National Series.

BUTCH MOCK: “The sport has outgrown me. I just can’t afford all of the things the team needs to be competitive. For example, wind-tunnel time is very important and is equally expensive. To keep up with the larger teams, research and development is a key element, and I just don’t have the resources. I think I have built a good foundation for someone with additional resources to take the team to the next level. Galaxy Enterprises has the capability to bring resources to the No. 75 team that I do not have and could not bring to the team any time in the near future to make this team competitive week after week.”

DARWIN OORDT: “Butch and I are unifying our efforts for the betterment of the No. 75 Winston Cup team. Butch and I have different strengths to bring to the table, and we believe that by combining these strengths we can successfully make the No. 75 team a stronger entity in Winston Cup racing.”

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Hot Tamales, Mike and Ike and Zours, manufactured by Just Born, Inc., has reached an agreement with NASCAR's New York-based corporate marketing team to become a promotional partner of NASCAR.

Hot Tamales also has reached an agreement to sponsor the No. 14 Chevrolet Monte Carlo driven by Winston Cup Series veteran Bobby Hamilton in four Busch Grand National Series events in 1999.

BOBBY HAMILTON: "Whenever we go to the movies or pass a vending machine, my wife and I buy Hot Tamales. The relationship is unique in that this gives me the opportunity to drive in the NASCAR Busch Series, which I have not done in a couple of years."

GREG BARRATT (Vice president of marketing and sales, Just Born): "Given NASCAR's incredible growth, Just Born and its leading Hot Tamales brand are extremely excited about our involvement in the sport."

INDIANAPOLIS MOTOR SPEEDWAY-BRICKYARD 400-NASCAR HISTORICAL NOTES (compiled by Bob Latford and Jan Shaffer):

- Jim Rathmann was the first driver to race in a NASCAR Winston Cup (or its predecessor) and the Indianapolis 500. Rathmann finished 11th in his first start at Indy in 1949 and then competed in the fourth race in history of NASCAR's top series, Sept. 11, 1949, a 200-mile dirt race at Langhorne, Pa., and finished 32nd in an Olds.

- Six drivers in history have won a race in NASCAR's top division and have won the Indianapolis 500, starting with 1963 Indy winner Parnelli Jones, who won his first of four races in NASCAR's top division on Aug. 4, 1957, a road race in Bremerton, Wash. Others (with NASCAR victory totals in parentheses) were Mark Donohue (1), A.J. Foyt (7), Mario Andretti (1), Jim Rathmann (1) and Johnny Rutherford (1). Rutherford is the most recent of six drivers who won in their first start in NASCAR's top division, in 1963 in a 100-mile race at Daytona.

QUALIFYING NOTES:

- When qualifying started at approximately 1:40 p.m., the air temperature was 81 degrees with northwest winds at 9 mph, gusting to 22 mph, and relative humidity at 44 percent.

- At 2:09 p.m., the track temperature was 136 degrees, according to Goodyear engineers.

- #30 Derrike Cope hit the outside retaining wall in the short chute between Turns 1 and 2 during his qualifying attempt. Cope continued his run with damage to the right-rear quarter panel. Cope also brushed the outside wall during his qualifying attempt for this event last year.

- Jeff Gordon won the pole for this event for a record third time. Gordon also won the pole in 1995 and 1996. Ernie Irvan won the pole in 1997 and 1998, with Rick Mast taking the inaugural Brickyard 400 pole in 1994.

- This is Jeff Gordon's seventh pole of the season, more than any other driver.

- David Green qualified third, tying a career best set Feb. 22, 1998 at Rockingham, N.C.

AFTERNOON BRICKYARD 400 PRACTICE:

3:57 p.m. – **GREEN.** #16 Kevin Lepage first car on track.

4:12 p.m. -- #36 Ernie Irvan fastest at 177.644 mph.

4:15 p.m. – Track temperature was 128 degrees, according to Goodyear engineers.

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AFTERNOON BRICKYARD 400 PRACTICE (cont.):

4:28 p.m. – **YELLOW**. Debris.

4:29 p.m. – **GREEN**.

4:30 p.m. -- #2 Rusty Wallace, exiting Gasoline Alley, collided with #6 Mark Martin, driving down pit lane. Nose of Wallace's car hit left side of Martin's car. Wallace spun, with nose of car facing wrong way on pit road, while Martin continued on track. Wallace returned to garage.

Martin's car suffered only sheet-metal damage on the driver's side, team spokesperson Lori Halbeisen said.

4:43 p.m. – **RED**. End of practice.

Top Five of Afternoon Practice:

1. #36 Ernie Irvan 177.644 mph
2. #42 Joe Nemechek 175.953
3. #45 Rich Bickle 174.635
4. #01 Jeff Green 174.581
5. #44 Kyle Petty 174.466

AFTERNOON BRICKYARD 400 PRACTICE QUOTES:

ERNIE IRVAN (Did you make major changes since qualifying?): "We didn't have a problem in qualifying. The problem was ... evidently the 4 car was in front of us in the qualifying line. He blew up and dumped a bunch of oil on the track. The next seven cars didn't run as well as they had in practice. But it's not his fault."

AFTERNOON IROC PRACTICE:

4:51 p.m. – **GREEN**.

5:17 p.m. – **YELLOW**. Debris.

5:21 p.m. – **GREEN**.

5:37 p.m. – **RED**. End of session.

IROC competitors Eddie Cheever Jr., Dale Jarrett, Jeff Gordon, Rusty Wallace, Dale Earnhardt Jr. and Bobby Labonte participated in the afternoon practice. IROC test driver Dick Trickle also turned laps.

Dale Earnhardt Jr. brushed the outside retaining wall during the afternoon IROC practice.

Racing legend Smokey Yunick will sign autographs in the Speedway Hall of Fame Museum starting at 2 p.m. Friday.

Posters of Yunick's 1964 Hurst Floor Shift Special that competed in the Indianapolis 500 will be available.

END DAY 1 (THURSDAY) NOTES

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Jeff Gordon, Tony Stewart, John Andretti and Kenny Irwin – NASCAR Winston Cup drivers with Indiana ties – met with the media this morning. Gordon spent his teen-age years in Pittsboro, Stewart is a native of Columbus, and Andretti and Irwin grew up in Indianapolis.

KENNY IRWIN: “It’s nice to be back here in Indianapolis. It’s nice to be home.” (About chances of winning this race): “Winning this race here would be unbelievable. I would say that winning a go-kart race here would be unbelievable.” (About so many top drivers coming from Indiana): “I think that’s why so many racers come from out of here, because you can race almost every night.”

JOHN ANDRETTI: “I always enjoy coming home. My family is here. It’s (track) a comfortable place to be, but Indy has never been very kind to the Andretti’s. But it’s nice to be home. I was pretty unhappy with my qualifying run but pretty happy to be 10th.” (About attraction to NASCAR): “As far as racing goes, everybody wants to be where the action is. And the action is NASCAR.” (About his career has evolved in the last 10 years): “In ’93, for me where Indy-car racing was, there were two teams to be on. And if you weren’t, you didn’t have a chance at the championship.” (Comparing open-wheel racing to NASCAR): “I can’t really talk about it, because I saw a really competitive Indy 500 this year, and CART races are competitive.”

JEFF GORDON: “It (Thursday) was a pretty good day for me. I can’t think of a better way to end the day than with a pole at Indianapolis. I knew the first lap on the track, we were going to have a shot at the pole. To end up on the pole was a great feeling.” (About championship chase): “I don’t see anyone touching (Dale) Jarrett as long as he keeps doing what he’s doing. Sure, I’d love to make a run at him, but I’m sitting back in sixth. I don’t think, right now, that’s our main concern. It’s winning this race.” (About how he was invited to this news conference): “I’ve been adopted as a native (Hoosier), and I’m proud of that. I have a lot of reasons that Indiana is special to me. I definitely feel like a Hoosier, but I know where I was born (California) and spent 13 years of my life. I know for all four of us, Indiana is a very special place.”

TONY STEWART: “I guess we’re just excited to qualify in the first round. Now we’re going to focus on race setup. It’s nice to have all the four Indy guys in the show.”
(Transcript of this press conference will be available Friday afternoon.)

At 9:04 a.m., the air temperature was 68 degrees, with southwest winds at 3 mph and relative humidity of 73 percent.

BRICKYARD 400 MORNING PRACTICE:

Event record: 179.612, Jeff Gordon, Thursday (qualifying)

9 a.m. – **GREEN.** #45 Rich Bickle was first on track, followed by #90 Stanton Barrett and #4 Bobby Hamilton.

9:20 a.m. – Track temperature was 122 degrees, according to Goodyear engineers.

9:21 a.m. -- #1 Steve Park fastest at 178.066.

9:22 a.m. – **YELLOW.** Debris on warm-up lane.

9:28 a.m. – **GREEN.**

9:29 a.m. – All 55 entries have turned at least one lap.

10 a.m. – **YELLOW.** Debris.

10:02 a.m. – **GREEN.**

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BRICKYARD 400 MORNING PRACTICE (cont.):

10:03 a.m. – Track temperature is 111 degrees, team crew member reported.

10:20 a.m. – Lance Hooper will drive the #62 Big Daddy's Bar-B-Que Ford and Steve Grissom the #01 TRACFONE Chevrolet during this practice session.

11 a.m. – **RED**. End of practice.

Top Five of Morning Practice

1. #1 Steve Park 178.066
2. #42 Joe Nemechek 177.764
3. #45 Rich Bickle 177.294
4. #30 Derrike Cope 177.009
5. #75 Ted Musgrave 176.807

BRICKYARD 400 MORNING PRACTICE QUOTES:

RICH BICKLE: “We’re in qualifying trim. We didn’t know whether or not we were going to stand on our time, and we just decided to stand on it. This is the same car that we had for the test session, and all we did was just paint it. We had a problem with the chassis. The trailing arm was hitting. We’re just going to go with that.”

JOE NEMECHEK: “The pickup (in speed) was just cold track time this morning. Yesterday’s temperatures were way up. There also was a lot of rubber on the track. I’m sure a lot of guys picked up this morning. I think the track is going to be slower today than it was yesterday.”

DAVID GREEN (About drop in speed): “It’s two different scenarios. We came in and did qualifying trim, qualifying trim, qualifying trim. Not a lot of race trim. We found us some things we don’t want to do. Hopefully we found the things we want to do in happy hour. We’re using a totally different package from qualifying to practice.”

JOHN ANDRETTI: “It’s the same old thing. If we had two more hours, we’d run two more hours. At the end, you just make your best guess and go from there. We think we’re real close. We’ll see how we are in happy hour.”

TONY STEWART: “Normal practice. Same thing we do every second day of the weekend. The car needs to be a little better. It’s not terrible in traffic, but we need a better package right now.”

KENNY IRWIN: “We’re just figuring out how we can keep pace. We feel like we’re dropping off too much after a good lap. Because with everything we see, the track is a bit tight.”

STEVE PARK: “We had a good car yesterday. We just didn’t get a good qualifying lap, and that was probably the driver’s fault. The driver was trying too hard. I pushed it a little bit, and it got too tight. We had trouble in (Turn) 1. The last five minutes today, we did a good lap that would get us in the top 36. The track is real slick in (Turn) 1. I just think this track is real sensitive to temperatures.”

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BRICKYARD 400 MORNING PRACTICE QUOTES (cont.):

MARK MARTIN (About Thursday pit-road accident with Rusty Wallace): “All it was was two guys who had their mind on one thing, and one thing only. It happened. I couldn’t see him, and he couldn’t see me. There’s a blind spot there. It’s just a situation where we weren’t able to blend. Thankfully, everything is OK. It was just sheet metal (damage), so we’re fine.” (About race day): “We’ve got good stuff, and the guys are just lightning on pit road. We’ll be OK.” (About prospect of winning at Indianapolis Motor Speedway): “When I’ve long retired and I’m rockin’ in my rocking chair, I want to tell my grandkids what an awesome feeling it was to win the Brickyard 400. But I won’t be able to tell them that unless I win this race. So we’re just focusing on that.”

Pennzoil-Quaker State Company announced today that its Pennzoil motor oil brand has extended its agreement with the Indianapolis Motor Speedway to be a presenting sponsor of the Brickyard 400 for an additional three years, beginning with the 2000 event.

Pennzoil will also retain the status as the Official Motor Oil of the Brickyard 400.

Pennzoil has been one of five corporate sponsors for the Brickyard 400 since the inaugural event in 1994. The company has also been the Official Motor Oil of the Indianapolis 500 since 1996 and is the Official Motor Oil of the Pep Boys Indy Racing League.

In addition to its involvement with the Indianapolis Motor Speedway, Pennzoil’s motorsports activities include Official Motor Oil status for the United States Auto Club, series sponsorship for the World of Outlaws and the primary sponsorship of NASCAR Winston Cup Series car driven by Steve Park and owned by Dale Earnhardt, Inc.

CLYDE BEAHM (Executive vice president, Pennzoil-Quaker State Company): “Pennzoil has a long heritage with the Indianapolis Motor Speedway and the Brickyard 400, and we’re excited to continue our relationship as a presenting sponsor of one of the premier events in NASCAR.”

JOHN NEWCOMB: (Vice president of marketing and sales, Indianapolis Motor Speedway): “We are very proud to continue our partnership with Pennzoil. They have been dedicated and enthusiastic in their promotional and business activities concerning the Speedway, the Indy 500, Brickyard 400 and the Pep Boys Indy Racing League. We thank Pennzoil for their dedication and look forward to a strong relationship into the new millennium.”

NASCAR has reached an agreement with Tenneco Automotive Inc. to join the NASCAR-licensed automotive aftermarket program, officials announced today.

Four primary Tenneco brands – Monroe SensaTrac shocks and struts, Walker Quiet Flow mufflers, DynoMax performance exhaust products and Rancho performance shocks and struts – will now display the distinction “Officially Licensed” by NASCAR through 2002.

STEVE BOGUSKI (Director of automotive aftermarket, NASCAR): “We’re proud to have Tenneco Automotive join our aftermarket program and become more involved with NASCAR.”

MARK FRISSORA (President and designated chief executive officer, Tenneco Automotive): “We’re extremely pleased to be a part of NASCAR’s aftermarket program. As a company, we firmly believe that racing is a powerful means of advancing automotive technology, and we use that technology to develop products to enhance vehicle safety and performance.”

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Lance Hooper will drive the #62 Big Daddy's Bar-B-Que Ford and Steve Grissom the #01 TRACFONE Chevrolet during second-round qualifying this afternoon.

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

The order: #61 Bob Strait, #75 Ted Musgrave, #01 Steve Grissom, #11 Brett Bodine, #90 Stanton Barrett, #36 Ernie Irvan, #1 Steve Park, #14 Boris Said, #62 Lance Hooper, #80 Gary Bradberry, #05 Morgan Shepherd, #16 Kevin Lepage, #32 Mike Wallace, #91 Dick Trickle, #98 Rick Mast, #00 Buckshot Jones.

The other 14 drivers who failed to qualify during first-round qualifying Thursday and are still entered in the event will stand on their times.

SECOND-ROUND QUALIFYING NOTES:

- When second-round qualifying started at approximately 12:05 p.m., the air temperature was 80 degrees with west winds at 9 mph and relative humidity at 41 percent.

- #61 Bob Strait spun while exiting Turn 4 on the warm-up lap. He made no contact with the retaining walls. Strait drove the car into the garage.

- At 12:18 p.m., the track temperature was 134 degrees, according to Goodyear engineers.

- #45 Rich Bickle was the fastest driver to fail to qualify for the field. He was 24-thousandths of a second slower than No. 36 qualifier #58 Hut Stricklin, the slowest car to qualify for the field based on speed.

SECOND-ROUND QUALIFYING QUOTES:

STEVE PARK (#1 Pennzoil Chevrolet): "We're real happy with it. We got out early this morning and got a lap that we should have gotten yesterday. It's got us in the field. It's only my second trip around the Indianapolis Motor Speedway, and we tried to overachieve (Thursday)." (About his health): "I feel great physically. I feel awesome. I've got a great weight-training program."

TED MUSGRAVE (#75 Remington Arms Ford): "The racetrack is a little slicker today. If I could have had the car like this yesterday, I definitely would have been in the top 25. Don't get me wrong, I'm very happy. Getting in the race is a big deal for this team. Everybody on the team has worked so hard. This is going to be a big boost. I've really been sweating it. Not because of the temperatures, but because of the pressure."

BOB STRAIT (#61 Midway Island Ford): "We made a bunch of changes to make the show, and the car got away in Turn 4. We only had one set of tires, so we're going to have to check with NASCAR about sticker tires."

ERNIE IRVAN (#36 M & M's Pontiac): "Not too good."

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SECOND-ROUND QUALIFYING QUOTES (cont.):

MORGAN SHEPHERD (#05 Delco Remy Pontiac): “We just didn’t gain enough. We didn’t get a lot of track time yesterday before we qualified. We really weren’t prepared. We didn’t have the manpower and just tried to throw a few people together at the last minute. You can’t do that this day and age.”

KEVIN LEPAGE (#16 TV Guide Ford): “Not what we expected. That’s all we could get out of the TV Guide Taurus. We did 160 laps, but couldn’t figure it out. This is our first attempt here at Indy. Hopefully next year we can come back and run. You have to learn the corners here at Indy. I wasn’t able to get that information and relay it back to my team.”

RICH BICKLE (#45 10-10-345 Lucky Dog Phone Company Pontiac): “We tested really well here. We didn’t notice a problem with the car until after the first round of qualifying. We thought the track would be slower today, so we stood on our time and missed the race by 24-thousandths of a second. We’ve been on a roll. Now we have to regroup for next week.”

RICK MAST (#98 Team Woody Ford): “We spent all of our time up here (Indianapolis) working on race setup. We only tested two hours with a qualifying setup. We just kept digging and digging. We should have come back to this track and tested more. If I would have missed this race, I might have quit racing. I mean, this race is that important to me. This is Indy.” (About new team): “I went into this thing with a lot of apprehension. I’ve really got a lot of overachievers on this team. With our resources, we shouldn’t have qualified. But it’s those overachievers that put me in the field.” (About the track): “It’s one of the toughest to pass. This track lends itself to some pretty brave moves because of the long straightaways. You’ve got superspeedway tendencies with the body, but then you’ve got short-track tendencies with the body.” (About the track today): “It was hotter. The track was 12 or 13 degrees hotter than yesterday, so I knew I had to pick up about half a second.” (About the importance of this race): “For me, it’s because I got the first pole here in ’94. That whole first year was a big deal for me, and I feel it every time I walk through those gates.”

BORIS SAID (#14 Federated Auto Parts Ford): “This is my first time at Indy, and we knew it was going to be a tough race to make. The guys did a good job with the car. It’s just unfortunate we had a motor problem and didn’t get to practice the first day. If we had the car where it is now yesterday, I think we could have made the show. Unfortunately, you don’t get mulligans in racing. It feels good that we were ahead of a few experienced guys. It was the best we’ve run all weekend, and we just came up a little bit short. But we’ll be back.”

MIKE WALLACE (#32 Ultra Wheels Ford): “It wasn’t very good. The car was loose.” (About NASCAR Craftsman Truck Series race Thursday night at Indianapolis Raceway Park): “It was an OK run. There was more excitement there than there is here right now.”

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BRICKYARD 400 FIELD NOTES:

- Only two drivers among the 43 starters, Bill Elliott and Ken Schrader, have completed all 800 possible laps in the five prior Brickyard 400's.

- This year's sixth running of the Brickyard 400 finds Jeff Gordon atop the qualifier list for the third time. It took 28 Indianapolis 500's before Rex Mays became the first three-time pole winner.

- Jeff Gordon is the only driver to lead all five prior Brickyard 400's. He has led 19 times for 253 laps. The next closest in laps led is Ernie Ivan, who has led 114 circuits in the four events he has fronted. They are the only two drivers to lead 100 or more laps. Dale Earnhardt has also led four prior 400's.

- Both Jeff Gordon (Chevrolet) and Mark Martin (Ford) set qualifying records for their respective car makes in pole qualifying. No Pontiac driver Thursday was faster than Ernie Ivan's pole record from last year, also in a Pontiac.

- Bill Elliott, although yet to win the 400, has amassed the most Winston Cup points in the five prior Brickyard 400's. Elliott has earned 748 points, one more than two-time Brickyard 400 Jeff Gordon.

- Jeff Gordon, Bobby Labonte and Sterling Marlin have made all their Brickyard 400 starts through first-round time trials. Gordon (pole), Labonte (seventh) and Marlin (21st) extended their runs Thursday. Dale Jarrett, 26th fastest in 1995's first round of time trials, could have been added to the elite group. That year rain negated a second round of time trials, and Jarrett's first-day speed earned him his starting assignment. Jarrett is starting fourth this year.

- Jeff Gordon won the pole as the defending Brickyard 400 champion, only the second time this has occurred. He won the pole in 1995 after capturing the inaugural Brickyard 400. Only five drivers have won the pole the year after winning the race in 83 runnings of the Indianapolis 500. The first to do so was Frank Lockhart, the 1926 race winner who returned in 1927 to take the pole. A.J. Foyt Jr. was the next, in 1964-65, followed by Tom Sneva in 1983-84, Rick Mears in 1988-89 and Emerson Fittipaldi, the most recent in 1989-90.

- Jeff Gordon and Mark Martin, who finished 1-2 in the 1998 Brickyard 400, are starting in the same order Saturday. That feat, in which the 1-2 finishers start 1-2 in the next year, has never occurred before in any other race in Indianapolis Motor Speedway history.

- If 1998 Winston Cup champion Jeff Gordon wins the Brickyard 400 Saturday, it will make history, marking the first time that a defending series champion has won both races at the Indianapolis Motor Speedway. Kenny Brack, the 1998 Pep Boys Indy Racing League champion, won the 1999 Indianapolis 500.

- Tony Stewart, by starting this year's Brickyard 400, will become the first driver to race in all three current events at the Indianapolis Motor Speedway: the Indianapolis 500 from 1996-99, the 1998 IROC at Indy and the 1999 Brickyard 400.

- Kenny Brack can become the first driver to win two races at the Indianapolis Motor Speedway in the same year. Brack won the 1999 Indianapolis 500 and is entered in today's IROC at Indy. Any of the eight NASCAR Winston Cup competitors also entered in the IROC race also could achieve the feat with a sweep of both events this weekend.

- Jeff Gordon has a Brickyard 400 tradition to maintain. When the green flag signals the start of Saturday's Brickyard 400, all five prior editions of the event have seen the pole winner also lead the first lap.

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CART driver Adrian Fernandez will not participate in the IROC at Indy race this afternoon due to arm and wrist injuries suffered this morning in practice for the CART event at Detroit. Longtime IROC test driver and Winston Cup driver Dave Marcis will replace Fernandez in the race.

This will be Marcis' first IROC start since June 17, 1978 at Michigan Speedway, where he drove in a qualifying event.

At 1:55 p.m., the air temperature was 80 degrees with northwest winds at 9 mph and relative humidity of 41 percent.

BRICKYARD 400 FINAL "HAPPY HOUR" PRACTICE:

Event record: 179.612, Jeff Gordon, Thursday (qualifying)

1:49 p.m. – **GREEN**. #24 Jeff Gordon was first on track.

1:59 p.m. -- #12 Jeremy Mayfield fastest at 172.957 mph.

2:11 p.m. – **YELLOW**. #93 Dave Blaney needs tow-in.

2:14 p.m. – **GREEN**.

2:15 p.m. – Forty-two of the 43 starters have turned at least one lap. The only starter to not complete a lap, #98 Rick Mast, suffered engine failure on his first practice lap, his crew reported.

2:49 p.m. – **RED**. End of practice.

Top Five of Final Practice:

1. #12 Jeremy Mayfield 172.957 mph
2. #88 Dale Jarrett 172.722
3. #60 Geoffrey Bodine 172.447
4. #22 Ward Burton 172.348
5. #18 Bobby Labonte 172.302

BRICKYARD 400 FINAL "HAPPY HOUR" PRACTICE QUOTES:

GEOFFREY BODINE (#60 PowerTeam Chevrolet) (Do you have any added confidence from the fact that PowerTeam won this year's Indianapolis 500?): "If the engine was in the rear and wings on each end, it might. We had A.J. (Foyt) over here giving us some pointers. He walked in here, I nailed him and put him to work. We made a lot of changes before that last practice session, and it helped."

DALE JARRETT (#88 Quality Care Service/Ford Credit Ford): "I'm ready to go. It's hard to tell much from the final practice, but we've got a good car. I like our chances. It's a long race. We just have to do the things to put us in position at the end. The car (this afternoon) was exactly like we started the last practice. No changes."

JEREMY MAYFIELD (#12 Mobil 1 Ford): "I'm ready to go tomorrow. The cars to beat are 2, 18, 24 and 12 (laughing)."

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IROC AT INDY RACE RUNNING:

At 3:58 p.m., the air temperature was 84 degrees with variable winds at 6 mph and 38 percent relative humidity.

4:04 p.m. – Command to start engines by Dan Cotter. All engines fired, all cars on track. #7 Dale Earnhardt Jr. elected to start last in the field due to his lack of track time this weekend. He also is driving in the Kroger 200 NASCAR Busch Grand National Series race tonight at Indianapolis Raceway Park.

Lap 1: **GREEN**. #12 Cheever leads into Turn 1. #12 Cheever leads #11 Burton by .231 of a second. #

Lap 3: #11 Burton passes #12 Cheever for lead in Turn 2.

YELLOW. #8 Moore spins in short chute between Turns 1 and 2, hits outside retaining wall with left side of car. Moore climbs from car without assistance.

-- Yellow-flag laps do not count in IROC competition. The running order reverts to the order of the last completed green-flag lap. Therefore, #12 Cheever will be the leader on the restart.

Lap 3: **GREEN**. #12 Cheever leads #11 Burton by .139 of a second. #4 Labonte up to third after starting ninth.

Lap 4: #4 Labonte passes #11 Burton for second at start-finish line at end of lap. #12 Cheever leads by .313 of a second.

Lap 5: #4 Labonte takes lead from #12 Cheever in short chute between Turns 3 and 4. #4 Labonte leads by .408 of a second over #12 Cheever.

Lap 6: #4 Labonte leads by .743 of a second over #12 Cheever. #2 Martin up to third after starting 11th.

Lap 7: #2 Martin, #5 Gordon pass #12 Cheever for second and third, respectively, on back straightaway. #4 Labonte leads #2 Martin by .560 of a second.

Lap 8: #4 Labonte leads #2 Martin by .386 of a second.

Lap 9: #2 Martin passes #4 Labonte with high pass at entrance of Turn 3.

Lap 10: Running order: #2 Martin, #4 Labonte, #5 Gordon, #12 Cheever, #1 Earnhardt, #11 Burton, #9 Marcis, #3 Wallace, #10 Jarrett, #7 Earnhardt Jr, #6 Brack. Out of race: #8 Moore.

Lap 11: #2 Martin leads by .339 of a second over #4 Labonte.

Lap 12: #2 Martin leads #4 Labonte by .376 of a second.

Lap 13: #2 Martin leads #4 Labonte by .298 of a second.

Lap 14: #2 Martin leads #4 Labonte by .311 of a second. Points leader #1 Earnhardt fifth.

Lap 15: #2 Martin leads #4 Labonte by .222 of a second.

Lap 17: #2 Martin leads #4 Labonte by .286 of a second.

Lap 18: #2 Martin leads #4 Labonte by .298 of a second. #11 Burton up to sixth.

Lap 19: #2 Martin leads #4 Labonte by .261 of a second.

Lap 20: #6 Brack passes #7 Earnhardt Jr. for 10th. Both drivers reported loose handling problems early in race.

Running order at halfway: #2 Martin, #4 Labonte, #5 Gordon, #12 Cheever, #1 Earnhardt, #11 Burton, #9 Marcis, #3 Wallace, #10 Jarrett, #6 Brack, #7 Earnhardt Jr. Out of race: #8 Moore.

Lap 22: #2 Martin leads #4 Labonte by .349 of a second.

Lap 23: #2 Martin leads #4 Labonte by .423 of a second. #10 Jarrett up to sixth.

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IROC AT INDY RACE RUNNING (cont.):

Lap 24: #2 Martin leads #4 Labonte by .547 of a second.

Lap 25: #2 Martin leads #4 Labonte by .578 of a second. #10 Jarrett up to fifth. #10 Jarrett 2.802 seconds behind fourth-place #12 Cheever.

Lap 26: #5 Gordon passes #4 Labonte for second. #1 Earnhardt passes #10 Jarrett for fifth. #2 Martin leads #5 Gordon by .625 of a second.

Lap 27: #2 Martin leads #5 Gordon by .495 of a second.

Lap 28: #2 Martin leads #5 Gordon by .274 of a second.

Lap 29: #2 Martin leads #5 Gordon by .436 of a second.

Lap 30: Running order: #2 Martin, #5 Gordon, #4 Labonte, #12 Cheever, #10 Jarrett, #3 Wallace, #11 Burton, #1 Earnhardt, #9 Marcis, #6 Brack, #7 Earnhardt Jr., #8 Moore.

Lap 34: #2 Martin leads #5 Gordon by .313 of a second.

Lap 35: #2 Martin leads #5 Gordon by .292 of a second. Points leader #1 Earnhardt eighth.

Lap 36: #5 Gordon pulls to within .191 of a second of leader #2 Martin.

Lap 37: #2 Martin leads #5 Gordon by .310 of a second.

Lap 39: #2 Martin leads #5 Gordon by .422 of a second. Points leader #1 Earnhardt eighth.

Lap 40: **CHECKERED**. #2 Martin wins IROC at Indy for second consecutive year. Margin of victory: .395 of a second over #5 Gordon. #1 Earnhardt finishes eighth, good enough to clinch True Value IROC championship by one point over defending series champion Martin.

Final race order: #2 Martin, #5 Gordon, #12 Cheever, #4 Labonte, #3 Wallace, #10 Jarrett, #11 Burton, #1 Earnhardt, #9 Marcis, #6 Brack, #7 Earnhardt Jr., #8 Moore.

IROC AT INDY NOTES:

- Dale Earnhardt earned \$225,000 for the True Value IROC season championship.
- Dale Earnhardt clinched his the third IROC season championship. He also won titles in 1990 and 1995. Mark Martin won three consecutive season titles from 1996-98.
- This is the ninth IROC career event victory for Mark Martin, third on the all-time list.
- Mark Martin has won both IROC at Indy events. Martin led four laps last year; 31 this year.

SATURDAY'S SCHEDULE:

6 a.m. – Public gates open.

10:45 a.m. – Cars to starting positions

11:30 a.m. – Driver introductions

12:11 p.m. – Start engines

12:12 p.m. – Parade lap

12:13 p.m. – Pace lap

12:15 p.m. – Green flag, start of Brickyard 400

END DAY 2 (FRIDAY) NOTES

DAY 3 – SATURDAY, AUG. 7, 1999 (RACE DAY)

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Country music superstars Brooks & Dunn are the guests of Team SABCO during today's race. SABCO fields the #40 Coors Light Chevrolet driven by Sterling Marlin and the #42 BellSouth Chevrolet driven by Joe Nemechek.

Indianapolis-based Beatrice Foods will donate \$50,000 to the Winston Cup Racing Wives Auxiliary, it was announced during a press conference this morning. The Winston Cup Wives Auxiliary, an non-profit organization, is the only existing group that supports the families of drivers and crew members suffering injury and tragedy at NASCAR Winston Cup events.

Beatrice Foods is a division of Con Agra and is the maker of Blue Bonnet spreads and other dairy-case brands, including Parkay, Fleischmann's and Egg Beaters.

Jimmy Sears, 10, will have a dream come true during today's race when he will watch from the stands today as his favorite driver, Jeff Gordon, races in the Brickyard 400 today.

Jimmy is being treated at the Nemours Children's Clinic in Jacksonville, Fla., for aplastic anemia. He met Gordon July 19 during testing at the track.

Dreams Come True worked to arrange Sears' special day at the track. The non-profit organization, based in Jacksonville, Fla., fulfills dreams of children with life-threatening illnesses.

ORDER OF THE DAY:

- 8 a.m. – First car pushed on the track
- 10:15 a.m. – Drivers/crew chiefs meeting
- 10:45 a.m. – Race cars in starting positions
- 11:30 a.m. – Driver introductions, NASCAR series awards
- 12:03 p.m. – “America the Beautiful,” by Indiana State University band, the “Marching Sycamores.”
- 12:06 p.m. – Invocation by Rev. Howard Brammer
- 12:08 p.m. – National Anthem by Ricochet, fly-over
- 12:11 p.m. – Command to start engines by Mari Hulman George, Indianapolis Motor Speedway chairman of the board
- 12:12 p.m. – Parade lap
- 12:13 p.m. – Pace lap
- 12:15 p.m. – Green flag, start of the sixth annual Brickyard 400

RACE SPECIFICS:

- Buster Auton is driving the Chevrolet Monte Carlo Pace Car.
- Three pace laps will precede the start of the race.
- Pit-road speed limit is 55 mph. The pit-road speed limit will be enforced from the start of the first pit box at the Turn 4 entrance of the pits to the end of the last pit box at the Turn 1 exit of the pits.
- The Pace Car speed will be 65 mph during caution periods.
- Teams cannot stop for fuel before the first official green-flag lap.
- No passing is allowed in the warm-up lane after exiting the pits until cars rejoin the racetrack in Turn 2.

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DAY 3 – SATURDAY, AUG. 7, 1999 (RACE DAY)

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Brickyard 400 Qualifying Awards

-- American Dairy Association, Inc., Fastest Rookie Award: #20 Tony Stewart
*\$5,000

GTE “Front Runner” Award: #24 Jeff Gordon and #6 Mark Martin
*\$10,000 (\$5,000 to each front-row driver)

Raybestos “Rookie Top Wrench” Award: Greg Zipadelli
*\$5,000 to chief mechanic of the top starting rookie (#20 Tony Stewart)

T.P. Donovan “Top Starting Rookie” Award: #20 Tony Stewart
*\$5,000 to the rookie starting in the highest position in the race

Ameritech “Youngest Starting Driver” Award: #24 Jeff Gordon
*\$5,000 to the youngest starting driver in the field

RACE RUNNING:

12:10 p.m. – Command to start engines by Mari Hulman George, Indianapolis Motor Speedway chairman of the board

12:14 p.m. – All 43 cars roll from starting grid.

12:15 p.m. – The air temperature was 84 degrees with south winds at 16 mph and relative humidity of 41 percent.

Lap 1: **GREEN.** #6 Martin makes high pass on #24 Gordon for lead in Turn 1. #24 Gordon passes #6 Martin between Turns 3 and 4 for lead. #24 Gordon leads #6 Martin by .211 of a second.

-- Pole-sitter #24 Jeff Gordon led the first lap. The pole-sitter has led the first lap in all six Brickyard 400 races, but the pole-sitter has never led the final lap.

-- #24 Jeff Gordon is the only driver to have led at least one lap in all six Brickyard 400's. No other driver besides Gordon had led at least a lap in the five previous Brickyard 400's.

Lap 3: #24 Gordon leads #6 Martin by .330 of a second.

Lap 4: #43 Andretti has climbed from 10th to seventh since start. Leader #24 Gordon and third-place #88 Jarrett separated by .945 of a second. Fourth-place #18 Labonte 2.436 seconds behind Gordon.

Lap 5: #24 Gordon leads #6 Martin by .135 of a second.

Lap 6: #6 Martin takes lead from #24 Gordon on back straightaway. #6 Martin leads #24 Gordon by .239 of a second at start-finish line. #43 Andretti climbs to sixth. #7 M. Waltrip has fallen from fifth starting spot to ninth. #41 Green has fallen from third starting spot to seventh.

-- This is the 16th NASCAR Winston Cup Series race this season that #6 Mark Martin has led. This is the third Brickyard 400 that he has led during his career.

Lap 8: #24 Gordon regains lead from #6 Martin. #24 Gordon leads by .208 of a second at start-finish line.

Lap 9: #43 Andretti fifth after starting 10th.

Lap 10: Leaders – #24 Gordon, #6 Martin, #88 Jarrett, #18 B. Labonte, #43 Andretti, #31 Skinner, #20 Stewart, #28 Irwin, #41 Green, #22 W. Burton.

Lap 11: Fourth-place #18 B. Labonte leads fifth-place #43 Andretti by nearly four seconds. Leader #24 Gordon and fourth-place #18 B. Labonte separated by 1.671 seconds.

Lap 12: #99 J. Burton climbs to 10th after starting 16th.

Lap 13: #24 Gordon leads #6 Martin by .969 of a second.

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DAY 3 – SATURDAY, AUG. 7, 1999 (RACE DAY)

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RACE RUNNING (cont.)

Lap 14: #88 Jarrett passes #6 Martin for second in Turn 1.

Lap 15: #24 Gordon leads #88 Jarrett by .575 of a second. #28 Irwin eighth after starting 15th.

Lap 16: #20 Stewart climbs to sixth. Four drivers with Indiana ties in top eight: #24 Gordon (1st), #43 Andretti (5th), #20 Stewart (6th), #28 Irwin (8th).

-- All 43 cars are on lead lap. Entire field separated by 32 seconds.

Lap 17: #20 Stewart reports tight handling condition to his crew.

Lap 21: #28 Irwin passes #31 Skinner for seventh in Turn 3.

Lap 22: #24 Gordon leads #88 Jarrett by .227 of a second. #6 Martin third, .546 of a second behind leader.

Lap 23: #99 J. Burton seventh after starting 16th. Fourth-place #18 B. Labonte leads fifth-place #43 Andretti by nearly 5.5 seconds. Top four drivers separated by 1.366 seconds.

Lap 24: #20 Stewart passes #43 Andretti for fifth place on front straightaway.

Lap 25: Leaders -- #24 Gordon, #88 Jarrett, #6 Martin, #18 B. Labonte, #20 Stewart, #43 Andretti, #99 J. Burton, #28 Irwin, #31 Skinner, #22 W. Burton.

-- Joe Gibbs Racing teammates #18 B. Labonte and #20 Stewart running fourth and fifth, respectively, after 25 laps.

Lap 27: #88 Jarrett and #6 Martin pass #24 Gordon for first and second, respectively, on back straightaway. #88 Jarrett leads #6 Martin by .116 of a second at start-finish line. #24 Gordon third, .562 of a second behind leader.

-- This is the 12th race this season in which #88 Jarrett has led and the fourth Brickyard 400 that he has led.

Lap 28: #6 Martin passes #88 Jarrett for lead between Turns 3 and 4. #6 Martin leads #88 Jarrett by .267 of a second at start-finish line. #99 J. Burton up to sixth.

Lap 30: #18 B. Labonte passes #24 Gordon for third in Turn 1.

Lap 31: #28 Irwin passes #43 Andretti for seventh in Turn 1. #6 Martin leads #88 Jarrett by .804 of a second.

Lap 33: Pole-sitter #24 Gordon fourth, 3.306 seconds behind leader #6 Martin.

Lap 34: #94 Elliott to pits. Four tires and gas. #66 D. Waltrip to pits. Four tires and gas.

Lap 35: #43 Andretti reports tight-handling condition to crew, plans pit-stop adjustment.

Lap 36: #41 Green, #12 Mayfield, #23 Spencer, #98 Mast to pits. Four tires and gas. Slow stop for #23 Spencer.

Lap 37: #2 R. Wallace to pits, #1 Park to pits.

Lap 38: #24 Gordon, #88 Jarrett, #28 Irwin, #36 Irvan, #22 W. Burton, #71 Marcis, #30 Cope, #33 Schrader, #4 Hamilton, #3 Earnhardt, #77 Pressley, #5 T. Labonte, #25 Dallenbach, #75 Musgrave to pits. Track bar, air-pressure, wedge adjustment for #3 Earnhardt. One round of wedge removed from #88 Jarrett, who reported tight-handling condition before pit stop.

Lap 39: #99 J. Burton, #20 Stewart, #58 Stricklin, #16 Lepage, #31 Skinner, #10 Rudd, #7 M. Waltrip, #40 Marlin, #26 Benson to pits.

Lap 40: #6 Martin, #18 Labonte, #97 Little, #43 Andretti to pits.

Lap 42: #88 Jarrett leads by .621 of a second over #6 Martin.

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DAY 3 – SATURDAY, AUG. 7, 1999 (RACE DAY)

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RACE RUNNING (cont.)

Lap 44: **YELLOW**. #97 Little stopped in Turn 2. #97 Little, #60 Bodine made contact while Little was trying to pass on the outside between Turns 1 and 2. Right-front side of #60 Bodine hit left-rear side of #97 Little, causing Little to do half spin and hit outside retaining wall with left side of car.

-- Chad Little has fallen out of his two previous Brickyard 400 starts, in 1997 and 1998, due to accidents.

Lap 44: #60 Bodine, #44 Petty, #55 K. Wallace, #9 Nadeau, #36 Irvan, #99 J. Burton, #30 Cope, #94 Elliott to pits. #55 Wallace switched from soft to stiff shocks. Fender rubbing tire on #60 Bodine, crew hammers out sheet metal.

Lap 45: #36 Irvan to pits, hood up. Brake-duct hose rubbing tire.

Medical report from Dr. Henry Bock, Speedway medical director: #98 Chad Little was examined and released without injury from the Clarian Emergency Medical Center.

Lap 48: **GREEN**. Thirty-six cars on lead lap on restart. #88 Jarrett leads by .146 of a second over #6 Martin. #75 Musgrave back on lead lap. Thirty-seven cars on lead lap.

Lap 50: Leaders – #88 Jarrett, #6 Martin, #18 B. Labonte, #24 Gordon, #99 J. Burton, #20 Stewart, #28 Irwin, #22 W. Burton, #31 Skinner, #43 Andretti.

Lap 53: #99 J. Burton up to fifth after star

CHAD LITTLE: “I caught it the first time and then lost it the second. I got bumped by a bald-headed cue ball. ... (Collecting his thoughts) I’m not saying anything because I’m counting to 10. It was really stupid. I got bumped out of (Turn) 1 and again into (Turn) 2. I’m very disappointed because the car was strong, and we were moving up. There’s got to be give and take. In the end, I just got taken out by Bodine.”

-- #97 Chad Little is first car officially out of race, due to accident.

Lap 57: #88 Jarrett leads #6 Martin by .769 of a second.

Lap 58: #88 Jarrett leads #6 Martin by .795 of a second.

Lap 59: #66 D. Waltrip to pits, heading to garage area. Possible engine failure, crew reports.

Lap 60: Leaders – #88 Jarrett, #6 Martin, #18 B. Labonte, #99 J. Burton, #24 Gordon, #20 Stewart, #22 W. Burton, #28 Irwin, #43 Andretti, #31 Skinner.

Lap 63: #88 Jarrett leads #6 Martin by .096 of a second.

Lap 64: #6 Martin passes #88 Jarrett for lead in Turn 1. #6 Martin leads #88 Jarrett by .231 of a second at start-finish line.

Lap 65: #6 Martin leads #88 Jarrett by .249 of a second.

Lap 66: #88 Jarrett passes #6 Martin for lead and leads by .246 of a second at start-finish line.

Lap 68: #88 Jarrett leads #6 Martin by .542 of a second. Four drivers with Indiana ties running in consecutive order: #24 Gordon (5th), #20 Stewart (6th), #28 Irwin (7th), #43 Andretti (8th).

Lap 69: Pilots in Goodyear blimp report that their weather equipment shows that rain should arrive in Indianapolis by 3 p.m.

Lap 70: #28 Irwin passes #20 Stewart for sixth. #55 Wallace reports handling problems, possible engine problems.

Lap 71: #88 Jarrett leads #6 Martin by 1.116 seconds.

Lap 72: #41 Green to pits. Four tires and fuel.

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RACE RUNNING (cont.)

Lap 74: **YELLOW**. #44 Petty brushes outside retaining wall in Turn 1. Car stops along wall, on fire. Driver climbs from car without assistance. Crew member reports that cut tire caused Petty to hit wall.

Lap 74: All running cars to pits except #75 Musgrave, #23 Spencer, #98 Mast, #71 Marcis, #4 Hamilton, #55 K. Wallace. #88 Jarrett, #6 Martin nearly collide on pit road as Martin exits pit stall.

Pit-stop times among leaders: #6 Martin, 17.6 seconds; #99 J. Burton, 19.63 seconds; #88 Jarrett, 17.55 seconds; #18 B. Labonte, 18 seconds; #28 Irwin, 19 seconds.

Lap 75: #71 Marcis leads.

-- #71 Dave Marcis led a lap at the Brickyard 400 for the first time in his career. At age 58, he also became the oldest driver to lead the Brickyard 400. Harry Gant was the previous oldest driver to lead this event, in 1994 at 54 years, 208 days of age.

Lap 78: **GREEN**. #18 B. Labonte takes lead at start-finish line over #88 Jarrett, who led at restart.

-- Race control reports rain at Indianapolis International Airport.

-- This is the 18th race of the season in which #18 B. Labonte has led at least one lap, topping all other NASCAR Winston Cup competitors. This is the second Brickyard 400 that he has led.

Lap 79: #88 Jarrett regains lead over #18 B. Labonte, leads by .096 of a second.

Lap 80 (Halfway): Top 20 – #88 Jarrett, #18 B. Labonte, #6 Martin, #24 Gordon, #20 Stewart, #22 W. Burton, #28 Irwin, #43 Andretti, #3 Earnhardt, #2 R. Wallace, #99 J. Burton, #12 Mayfield, #33 Schrader, #58 Stricklin, #31 Skinner, #25 Dallenbach, #10 Rudd, #40 Marlin, #5 T. Labonte, #7 M. Waltrip. Thirty-five cars on lead lap.

Medical update from Dr. Henry Bock, Speedway medical director: #44 Kyle Petty was examined and released without injury from the Clarian Emergency Medical Center.

DARRELL WALTRIP: “I don’t know if it was the ignition or timing. We’re going to pull the cover off and try to find out what it was. I was going down the straightaway, and it just cut off. We started off terrible. We made great changes in the pit stop and tightened it up and were looking forward to a great run.”

KYLE PETTY: “I just cut a tire. Must have ran over something on the track. When I came off the corner, it just went down and I hit the wall.”

#44 Petty officially out of race due to accident. #66 D. Waltrip officially out of race due to handling problems.

Lap 86: #88 Jarrett leads #18 Labonte by .158 of a second.

Lap 88: #3 Earnhardt climbs to seventh.

Lap 89: #3 Earnhardt passes #20 Stewart for sixth. #88 Jarrett leads #18 Labonte by .148 of a second.

Lap 90: #22 W. Burton up to fifth.

Lap 91: #50 Craven to pits. Four tires and fuel. Left-rear tire was going flat, forcing a pit stop.

Lap 92: #88 Jarrett leads #18 B. Labonte by .245 of a second.

Lap 93: Fourth-place #24 Gordon 4.4 seconds ahead of fifth-place #22 W. Burton. #24 Gordon 3.327 seconds behind leader #88 Jarrett.

Lap 95: #88 Jarrett leads #18 B. Labonte by .290 of a second. Third-place #6 Martin 2.187 seconds behind leader.

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RACE RUNNING (cont.)

Lap 97: #88 Jarrett leads #18 B. Labonte by .170 of a second.

Lap 98: #88 Jarrett leads #18 B. Labonte by .284 of a second. Top five cars -- #88 Jarrett, #18 B. Labonte, #6 Martin, #24 Gordon, #22 W. Burton – separated by 9.777 seconds.

Lap 99: #4 Hamilton to pits, four tires and gas due to blistered tire.

Lap 100: Leaders – #88 Jarrett, #18 B. Labonte, #6 Martin, #24 Gordon, #22 W. Burton, #99 J. Burton, #20 Stewart, #3 Earnhardt, #2 Wallace, #28 Irwin. Highest-placed provisional starter is #26 Benson, running 21st after starting 39th.

Lap 102: #58 Stricklin to pits, four tires and gas after tire problems.

Lap 104: #88 Jarrett leads #18 B. Labonte .174 of a second.

Lap 107: #88 Jarrett leads #18 B. Labonte by .230 of a second.

Lap 109: #71 Marcis has apparent radio trouble.

Lap 110: #88 Jarrett leads #18 B. Labonte by .344 of a second.

Lap 111: Top 10 cars separated by 26.440 seconds. #12 Mayfield to pits, four tires and gas.

Lap 112: #94 Elliott, #30 Cope to pits. Four tires and gas.

Lap 113: #10 Rudd, #41 Green, #6 Martin, #31 Skinner to pits. Four tires and gas. Martin's stop time: 22 seconds.

Lap 114: #88 Jarrett leads #18 B. Labonte by .184 of a second. Third-place #99 J. Burton 10.503 seconds behind leader. #24 Gordon, #2 Wallace to pits. Four tires and gas. Gordon's stop time: 16.72 seconds.

Lap 115: #22 W. Burton, #5 T. Labonte, #33 Schrader, #55 K. Wallace to pits. Four tires and gas. Burton's stop time: 18.1 seconds.

Lap 116: #88 Jarrett, #18 B. Labonte, #20 Stewart, #3 Earnhardt, #43 Andretti to pits. Air-pressure adjustments to right-side tires for #88 Jarrett. Wedge and track-bar adjustment for #18 B. Labonte. #88 Jarrett beats #18 B. Labonte out of pits. Stop times: #3 Earnhardt 18 seconds; #18 B. Labonte 17.8 seconds; #88 Jarrett 16.93 seconds; #20 Stewart 18.5 seconds.

Lap 117: Leader #99 J. Burton, #28 Irwin to pits. Four tires and gas. Burton's stop time: 18 seconds. Irwin's stop time: 21 seconds.

-- #99 J. Burton has led in 13 NASCAR Winston Cup Series races this season and took the lead for the second time in his career at the Brickyard 400.

Lap 120: Leaders -- #88 Jarrett, #18 B. Labonte, #6 Martin, #24 Gordon, #22 W. Burton, #99 J. Burton, #20 Stewart, #2 Wallace, #3 Earnhardt, #60 Bodine. Twenty-nine cars on lead lap.

Lap 124: #88 Jarrett has led 81 laps, securing five Winston Cup bonus points for leading the most laps in this event. This is the first time that Jarrett has led the most laps at this event.

Lap 125: #88 Jarrett leads #18 B. Labonte by 4.367 seconds.

Lap 126: #88 Jarrett leads #18 B. Labonte by 3.291 seconds. #43 Andretti to pits.

Lap 128: #88 Jarrett leads #18 B. Labonte by 3.170 seconds. #31 Skinner up to 10th.

Lap 130: #88 Jarrett leads #18 B. Labonte by 4.257 seconds.

Lap 132: #88 Jarrett leads #18 B. Labonte by 4.796 seconds.

Lap 133: #88 Jarrett leads #18 B. Labonte by 5.017 seconds. Top 10 separated by 36.451 seconds.

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RACE RUNNING (cont.)

Lap 135: Third-place #6 Martin closes to within .100 of a second of second-place #18 B. Labonte.

Lap 137: #6 Martin passes #18 B. Labonte for second.

Lap 138: Crew from #99 J. Burton reports splash-and-go fuel stop will be needed with about three laps remaining.

Lap 139: Crew from #6 Martin reports three-second fuel stop will be needed within the last five laps. Crew from #24 Gordon also reports that late fuel stop will be needed.

Lap 140: #99 J. Burton passes #18 B. Labonte for third.

Leaders – #88 Jarrett, #6 Martin, #99 J. Burton, #18 B. Labonte, #24 Gordon, #20 Stewart, #22 W. Burton, #3 Earnhardt, #2 Wallace, #31 Skinner.

Lap 143: **YELLOW**. #71 Marcis smoking heavily in Turn 1.

Lap 143: #88 Jarrett, #6 Martin, #99 J. Burton, #18 B. Labonte, #24 Gordon, #20 Stewart, #22 W. Burton, #3 Earnhardt, #2 Wallace, #31 Skinner, #5 T. Labonte, #10 Rudd, #25 Dallenbach, #28 Irwin, #40 Marlin, #33 Schrader, #21 Sadler, #1 Park, #41 Green to pits. Right-side tires and fuel for #88 Jarrett, who was first out of pits after 8.78-second stop. Other pit-stop times: #99 J. Burton, 14 seconds (four tires and fuel); #24 Gordon, 16 seconds (four tires and fuel); #6 Martin, 11 seconds; #20 Stewart, 16.1 seconds (right-side tires and fuel); #18 B. Labonte, 10.37 seconds (right-side tires and fuel); #3 Earnhardt, 14 seconds (right-side tires and fuel).

Pit-stop notes:

-- #99 J. Burton hit brakes to avoid hitting #28 Irwin, #3 Earnhardt hit tire from #99 Burton's car as Earnhardt exited his pit. Left-front damage to Earnhardt's car.

-- Crew from #18 B. Labonte reports that engine may be losing power.

Order leaving pits: #88 Jarrett, #18 B. Labonte, #22 W. Burton, #6 Martin, #99 J. Burton, #3 Earnhardt, #24 Gordon, #5 T. Labonte, #20 Stewart, #10 Rudd.

Lap 147: **GREEN**. Dark clouds over Turns 3 and 4.

Lap 148: #20 Stewart passes #24 Gordon for seventh. #88 Jarrett leads #22 W. Burton by .579 of a second.

Lap 149: #24 Gordon passes #20 Stewart for seventh. #88 Jarrett leads #22 W. Burton by .809 of a second.

Lap 150: #24 Gordon passes #3 Earnhardt for sixth. Leaders – #88 Jarrett, #22 W. Burton, #18 B. Labonte, #6 Martin, #99 J. Burton, #24 Gordon, #3 Earnhardt, #20 Stewart, #2 Wallace, #10 Rudd.

Lap 151: #88 Jarrett leads #24 W. Burton by 1.238 seconds.

#71 Marcis officially out with engine trouble. Four cars out of race; 39 running.

Lap 152: #88 Jarrett leads #24 W. Burton by 1.672 seconds.

Lap 153: #88 Jarrett leads #24 W. Burton by 2.158 seconds.

Lap 154: #18 B. Labonte passes #24 W. Burton for second. #88 Jarrett leads #18 B. Labonte by 2.649 seconds.

Lap 155: #88 Jarrett leads #18 B. Labonte by 2.858 seconds.

Lap 156: #88 Jarrett leads #18 B. Labonte by 3.082 seconds. #6 Martin up to third, 3.735 seconds behind leader.

Lap 157: #88 Jarrett leads #18 B. Labonte by 3.160 seconds.

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RACE RUNNING (cont.)

Lap 158: #88 Jarrett leads #18 B. Labonte by 3.388 seconds.

Lap 159: #88 Jarrett leads #18 B. Labonte by 3.299 seconds.

Lap 160: **CHECKERED**. #88 Dale Jarrett wins sixth annual Brickyard 400 by 3.299 seconds over #18 B. Labonte. Jarrett becomes the second two-time winner of this event, as he also won in 1996. Jeff Gordon is the only other two-time winner of this race. Gordon won in 1994 and 1998.

RACE NOTES:

-- This is Dale Jarrett's fourth NASCAR Winston Cup Series victory of the season and the 22nd of his career. He expands his lead in the NASCAR Winston Cup point standings.

-- Dale Jarrett led six times for 117 laps, including the last 43.

-- Jeff Burton finished fifth and Ward Burton sixth, the first time that brothers have ever finished in the top six of this event.

-- Ken Schrader is now the only driver to complete every lap in Brickyard 400 history. He finished all 160 laps today to extend his career total to 960 completed laps at this event. Schrader and Bill Elliott entered this event as the only drivers to finish every lap in the first five Brickyard 400's, but Elliott finished one lap down today.

-- There were 21 cars on the lead lap at the finish.

END DAY 3 (SATURDAY) NOTES

JEFF GORDON: POLE WINNER FOR THE 1999 BRICKYARD 400
Aug. 5, 1999

Q: When you qualified, did you think your time would hold up?

GORDON: I was really shocked. Some guys got a cloud to cool the track, but I didn't. So I didn't think it would hold up. We only made six laps in practice. There's a lot in what the team does to the car before qualifying, taping the car down and other adjustments. I didn't think it would stick. I had a little trouble in (Turn) 1. I was prepared for the turn to be greasy and I caught a little wind. I had a great run coming off (Turn) 4 for the green. I got back on the gas coming out of (Turn) 1, and the front slid. Then I was prepared for the car to be tight and I was prepared for three good corners. I knew it was going to be a good lap for that time of the day, but I really had no idea it was going to be that kind of a lap. Like I said, I thought somebody else could beat it, even with that lap once I found out what it was.

Q: Jeff, do you think that maybe they named the wrong road after you last night? This is probably the road they should have named after you.

GORDON: I don't know about that. This is a special place, and you know I love coming here and competing here. My guys, they wore me out here testing for two days, two cars and I don't know how many miles we made, but it was a lot. A lot more than we'll run here on Saturday. You know, I needed a vacation after that, and I got to go on one, thank goodness. You know, we just got back from being off for about seven days. Ever since I've landed in Indianapolis, it's been incredible, you know. I went out to Pittsboro last night, and there's a couple thousand people out there, you know, that are there for the street naming. Just having a street named after you, you know, I mean... it's pretty cool. They could have stuck me with just some little road, you know, somewhere in Pittsboro. They got me the exit off the highway and everything. So, you know, it was... that meant a lot to me and it was neat to see a lot of the people I went to high school with: teachers, people that used to come out and hang out at our race shop and help us with our cars, and go to the races with us and stuff. So it was pretty neat. So that's kind of how my weekend got started yesterday. I think that was just added inspiration to today, the reaction I got from the fans and the great race car that I had out there.

Q: Jeff, Mark Martin was asked a little while ago just what is it that just makes you so dominant here, and he said that you are one of the best drivers in the circuit. "Better than most of the guys out there" was his quote, and that you have the best equipment. What else do you think it is that you have to do so well at Indy?

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GORDON: Well, I mean, those two factors are pretty good. But coming from a guy like Mark, that means a lot to me 'cause I personally think that he's the best out there. You know, he's a little injured right now, so that maybe closes the gap up, but you know, I mean... I don't know who's the best driver in this garage area is. I think Mark is one of them, but I don't know if it always really matters who the best is because it's hard to make that, you know, evaluation. First of all, cause unless you're driving the race cars, you know, and you know what kind of equipment they've got, it's hard for you to judge who's the best and who's not, but I think all that really matters is who makes the best combination. It's being able to drive the car and feed that information back to the team and then have a team that's able to give you the equipment and also be able to make the adjustments that are right for you. So it takes a good driver, who is a smart driver but who knows how to feel what he's feeling and relate that to the team. It's one thing ... I think there's a lot of great drivers up there that can feel exactly what the car is doing, but maybe they can't always relate it back to the team. I think that's what ... you know, I think I've had special with my team, starting with Ray (Evernham) and that has continued. But Brian Whitesall, another one of our key guys... he and I kind of have that same kind of combination, and Ray and him are a lot of alike in some areas. Those two guys really know how to interpret what I'm saying about the race car, so that helps a lot. If you get that combination, it's hard to beat. We've been known to have one of the best combinations. Look at Dale Jarrett; he's got it this year.

Q: Jeff, clearly the Daytona 500 and Brickyard 400 are the two marquee events for NASCAR. Would you say that when you're competing in one of these events, that you perhaps think less about points than you would otherwise in another race, and push yourself maybe a little bit harder for a victory than you might otherwise?

GORDON: Yes, especially when I'm sixth in points. You know, this has not been a stellar year for accumulating points, that's for sure. But we're still winning races and winning poles and very capable of doing a lot still this year. So you know, we do come into this race... and I can't say that we come into this race a whole lot different than other races other than it's kind of like Daytona where we come here and we test and we build a new race car. Not always, but this year we did do that, built a new race car. So... I mean, they're constantly getting more and more horsepower out of the engines. Well, they found it here that's for sure, and they brought it here. So we definitely go all out for this race, but we go all out for every race, really. I do think that we're not really right now, thinking a whole lot about points because it's not going to happen in one race. I mean, one race is not going to turn our season around. It's consistently getting things going in the right direction, and I'd love to start that here. A win here would mean a lot, and we're coming in here trying to win this race.

(More)

Q: Jeff, why is the setup for qualifying and race setup so much different here than most tracks?

GORDON: Well, it's big and flat. That has a lot to do with it, you know. I mean, this track is very smooth and I think what a lot of the guys are doing now because it's so smooth is we're really able to get the cars down with shocks and hold the cars down to the ground. So the aerodynamics are playing a big role. We've actually been kind of, you know, one of the last ones to kind of catch on to this thing where everybody is getting the cars real, real low. We tried it a couple of years ago, and I didn't like it. I didn't like the way the cars drove and the way they handled through the corners. I wasn't able to go as fast through the corners. It'd go faster down the straightaways. So now we're getting more comfortable and the shocks are ... and technology's getting further and further. So now I'm able to get more comfortable with it. Plus I know I have to do that if I'm going to keep up with some of these other guys. But the main thing is in the shocks and the springs: getting the cars down, kind of like Daytona but not the same situation as Daytona. We're doing it to get the cars down on the straightaways but also to handle good through the corners.

Q: One: where'd you go on vacation? Two: I think you've won seven poles this year and every time you've come in and said, you know, "I'm shocked." I mean, you can't be shocked every time.

GORDON: Yes, I am. Believe it or not, I am. I mean, I knew I had a good car today, you know, and that we ran well. We had a shot at the pole, but when I ran the lap, I was... well, that wasn't my best lap. We're dealing with the best race car drivers and the best teams there are in the world, and these guys will usually get that perfect lap. Somewhere along the way someone is going to get that perfect lap. So I was waiting for somebody to get that. Maybe they kind of were fighting the same things I was fighting, so it was hard to get that perfect lap today. But I'm just a person that doesn't expect things, you know. I don't expect, you know, to sit on the pole. I hope and pray for the best and try to work as hard as I can, like I said, at feeding that information back to the team and getting the best lap that I can. I thought that I got a good lap, but I didn't think it was my best lap. That's why I was kind of shocked at the time, but then when I knew, 'Hey, I slipped in Turn 1. If somebody goes out there and doesn't slip in Turn 1, I think they have a shot at beating it.' So I think especially when you go out third or fourth, you know, and you're out there all day long that doesn't happen very often, you know, even though that happened here last year. But Ernie (Irvan) went out at 5 (for the 1998 Brickyard 400 pole) you know, because of the rain delay.

Q: Your vacation?

GORDON: Bahamas.

Q: Jeff, you've talked about how nice it is to have the fans behind you here. How not so nice is it when you hear the fans in the other places?

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GORDON: Well, you know, it funny how your ears open up when they're cheering and they close up when they're not. You learn to kind of just let that other stuff just roll off your back, you know. But when you come to a place like this or California, they seem to cheer quite a bit there. It just really feels good. I can't say that it feels bad when I'm other places. I guess I've kind of just gotten used to it, you know, that there's mixed emotions out there. But when we come here, there's far less fixed emotions, and that feels very good. I think it's a huge inspiration to me to go out there and run well, you know. It can be... you can take it maybe a little bit as pressure because, you know, I want to be able to give back to them, you know, because they're cheering. I want to make them, you know. I want to make them proud of who they're cheering for. This is just a special place for me because it's Indianapolis Motor Speedway... but because of the way people react, you know, to me also. That's great.

Q: Jeff, if you would, just to elaborate on an earlier theme. Could you just further explain your success and your mastery here?

GORDON: Mastery... there's no mastery to it. It's just if the car sticks, it sticks and if it doesn't, it doesn't. Like I said, I only made six laps today. We were pretty close right off the truck. So a lot of that goes into preparation from the test, just continuing to work on certain things and go faster and push myself and push the car to the limits, you know, and try to bring that all together once we come back. Like I said, I've got one guy and one team sort of ... we kind of split the team in half and had them working on this new car and the chassis and getting the car down. The other guys were working on the engine, trying to make as much power and torque and try to decide what we needed to come back. When we joined those things together... Voila, you know. That's, that's... we bring a car like what we have here which is... I just, there's certain cars that when you drive, you just go, 'Mmm, that feels good,' you know. This one was one of those cars right from the start that it felt good. It just has that feel that I like in a race car. Now, that's qualifying stuff. It rained out the last, maybe couple of hours of practice testing when we were here so we didn't get to run some of our longer runs like we would have liked to have. So it'll be interesting to see what happens. We're going to try to get out and practice right now a little bit. We've been a little bit delayed because of them holding us some on pit road, and then tomorrow do some more practicing. We'll see if that thing feels 'mmm' for Saturday. (Laughter) Yeah, how do you spell that? I want to see that written in the paper.

Q: Jeff, thanks.

GORDON: Make sure you say that I had a smile on my face when I said that.

IROC at Indy Quotes – Friday, Aug. 6, 1999 – Page 1

DALE EARNHARDT (#1 Yellow): “It was just a tough day. Jay (Signore) and his guys do a great job with these cars, but this one just didn’t suit my style. I was worried about my tires more than anything. I picked up a vibration the last 10 laps and was scared I’d cut a tire.” **(More Earnhardt quotes to follow.)**

RUSTY WALLACE (#3 Powder Blue): “I just didn’t get going on that restart. I don’t know what happened, I really don’t know. But I got stronger as the run went on, and I started moving up. On that last lap (battling Bobby Labonte for fourth place), I got up underneath him. I wasn’t sure it was going to stick or not. He got me by an inch or so at the line. My car just came in too late but it was fun.”

BOBBY LABONTE (#4 Rose): “I had a lot of fun. At the end, it got too tight to keep up with it. I knew that when Rusty (Wallace) got underneath me that it would stick.”

JEFF GORDON (#5 Cream): “That’s the best race I’ve ever run, the best I’ve ever felt (in IROC). This is the best effort I’ve ever had in an IROC car. Markie (Martin) was tough. He knows how to get out in front.” (About Brickyard 400): “We think we’ve got the team and the car to win. It’s tough track to pass at.”

KENNY BRACK (#6 Dark Blue): “I don’t know what happened with the car. There was a vibration in it from the start, even in the warm-up laps. It’s good to race against these guys, and the more I race these cars, the better I get.”

DALE EARNHARDT JR. (#7 Gold) (About first race at Indianapolis Motor Speedway): “It was OK. I just had a difficult time trying to adjust to the cars and the track. I just chilled out and did my best.”

GREG MOORE (#8 Silver) (About crash): “I’m not really sure what happened. I was going through (Turn) 1 good and got up on Kenny Brack. Then I think someone got up behind me and took the air off my car. The next thing I knew I was pointed toward the infield, then I was pointed toward the outfield, then toward the infield again. I tried to correct it but it obviously wasn’t enough. In stock cars, this is a difficult track to race at. It is Indy, and it’s special to be back here. I’d like to be back here in our cars. In an Indy car, this would be a very, very, very fun track.” (On today’s announcement of Moore and Gil de Ferran signing with Team Penske for next season in CART): “I started talking to Roger (Penske) and saw how excited he was about trying to turn the last couple years around. I’ve never seen a team owner with that much intensity toward changing the way things are. I’ve been associated with Roger since I tested for him in ’94, when I was still in Indy Lights. The hardest decision to make was to leave the Forsythe team I’d been with for five years. They’re like family to me. I wouldn’t be where I am today – crashing in the IROC race at Indianapolis – without Jerry’s help and support. This is a very, very good turn for the future for me.”

DAVE MARCIS (#9 Violet): “The car got tight, but it was a lot of fun. I wasn’t sure what car Mark Martin was in.” (About wave from Dale Earnhardt on Lap 32): “I think Dale was showing me that the car was loose because he would get tight and loose. I could see it.”

DALE JARRETT (#10 Lime): “Our car was pretty good. I thought somebody got together with me on that restart. I thought they cut my right-rear tire, but they didn’t. Then I had to work my way back up to sixth. Rusty (Wallace) got me in the end.”

JEFF BURTON (#11 Red): “At first, I was in pretty decent shape. So I decided to take it easy on the tires. Later in the race, I started to pick it back up. But then I felt a vibration that was really slowing me down. I don’t pay a whole lot of attention to the points race. I just went out and tried to run a good race.”

EDDIE CHEEVER JR (#12 Orange): “It was fun. It’s always an honor to get to race with the best racing drivers in the world and to do it here at Indianapolis, the best track in the world. All racing is the same, whether it’s open wheel or stock. It’s all about rhythm and grip. I got to bump and run with those guys out there and truly enjoyed it. I’m very honored to compete in the IROC series. I just wish we had something like this for them to come over and run with us.”

(More, including Mark Martin quotes)

IROC at Indy Quotes – Friday, Aug. 6, 1999 – Page 2

MARK MARTIN (#2 Medium Blue): “I didn’t really think there was a chance in the world we could win this championship, so it kind of took the drive out of it for me. But once I got strapped in, it felt good again. And actually, we came kind of close. What Dale Earnhardt did this year was absolutely incredible, to win three of the four races. I’m just so fortunate in this series. I’m as proud of that accomplishment as any in my career.” (Why have you been so lucky here in IROC?): “I don’t know why. I’ve just been very fortunate. The luck has lasted a long time. I just wish I could get this luck in Winston Cup and to last for that long a time.” (About the pain from your injuries this season): “The first three weeks (after the accident) were extremely painful. My knee is real tender. But I’m really doing great. I’m not interested in having a setback, so I’m letting the guys lift me out of the car. I’m just trying to be careful, because I’m still trying for the championship.” (Final comments?): “I would like to make one more note. In the last six years, the two years that I finished second in the IROC championship, it was to Dale (Earnhardt). So we’re not talking about somebody who’s not tough to beat.” (About Dale Earnhardt): “He was the one first setting the mark when I was first invited to IROC.”

DALE EARNHARDT (#1 Yellow): “It’s been a great one. It’s always great to be invited to IROC. I had the opportunity to sweep the series, but with Mark (Martin) here, that’s tough to do. It was great to see Mark to go on and win without beating me for the championship. We’ve already been invited back (to the IROC series), so Mark, you’ve got to get up there and race (Dale) Jarrett for the points so you can be invited back. It ended up being a good day, with him winning and me winning the championship.” (About Dave Marcis running behind you most of the race): “Well, I was glad he didn’t pass me, but I still had the cushion. I think I could have finished ninth and still won. He was jumping at me a couple of times and making me quite nervous.” (About passing on the track): “It’s just, if you could get your car up under the car in front of you through the corner, you can draft off them on the straight, and that was really the place to pass. My car was so loose getting in, but I couldn’t get on the throttle off the corners.” (About winning championship): “To win this series is pretty tough. Like Mark said, there’s not many guys other than Mark Martin and this other guy (himself), and I’d like to keep it between the two of us, to be honest with you.” (About handling problems with his car): “It was tough. My car was loose at the start. I thought it would get better by halfway, but it never did. It got worse.” (Thoughts about if IROC was an open-wheel series): “No, I don’t think I’d be in the series if it was open-wheel unless I’d raced them before.” (About shaving his moustache): “I know somebody was probably going to ask me about that. I’ll prove tomorrow it doesn’t matter if I have a moustache or not to drive race cars.” (Disappointed that you didn’t sweep all four races this year?): “A little bit. You’re a racer, and you always want to win ... It would have been great. No one else has ever done it, but there’s always next year.” (Final comments?): “Thank you, and it’s always great to win at Indy.”

Post-Qualification Quotes – Thursday, Aug. 5, 1999 – Page 1

RUSTY WALLACE (#2 Miller Lite Ford): “It was a lot better run than I thought I was going to have. I really hadn’t had good qualifying runs here, but we’ve had good race results. Most of my time was lost in Turn 1. The car was pushing. We made an air-pressure change, sway-bar change, and it really helped our run. That was a real good qualifying run. We picked up a lot of speed. I’m really happy.” (About the Miller Lite sponsorship): “I’ve got a lifetime contract with Miller Lite. I’ll probably go to my grave with a six-pack.”

DALE EARNHARDT (#3 GM Goodwrench Service Plus Chevrolet): “From what we ran in practice, we are real unhappy with that time. I was on the edge all the way around. It didn’t go where I wanted in (Turn) 2. (Turn) 3 was OK. But I’m just not happy with it.”

TERRY LABONTE (#5 Kellogg’s Chevrolet): “We went slower than we did in practice. It was too tight.” (Working on race setup?): “Yeah, we’re in the middle (laughter).”

MARK MARTIN (#6 Valvoline Ford): “It was a very good run. I’m proud of this race team. That’s the best we’ve run, and it will give us a reasonable starting spot.” (About driving with injuries): “Some people might call it tough and some people might call it dumb ... getting through Daytona was unbelievable torture. It feels good to drive a car pain-free.” (About plans to beat Gordon): “Just go race. Do the best you can. Sometimes it’s good enough; sometimes it’s not.” (About importance of fuel mileage): “It’s always important on long straightaways like this, but on Saturday it may come into play and it may not.” (About IROC race): “We can’t win it (the championship), so we’ll shoot for second.” (About the race): “Well, it’s a totally different scenario than qualifying, but we’ve had great races here in the past. The Valvoline team is really strong now. They’re giving me a great car, and they’re great in the pits.” (About qualifying in the top three): “It’s more important to drive a fast car than to start up front with the mediocre car. We look at the pole as a competition within a competition. We try to qualify as best we can, and then we try to perform our best in the race.” (About his performance today compared to his testing session here): “We’re exactly where we were when we ran 50.44 on the first test day, except for a set of shocks that we decided to change.” (About Jeff Gordon): “He’s a better driver than most of us, if not all us. And I think he drives a better car than most, if not all of us.” (About the pressure of the weekend): “Anything that is pressure for you, just gets to be more and more as the season goes on. The relationship with the driver and racetrack is important to maintain throughout, and the relationship between the driver and crew is important to maintain. I just try not to take the good or the bad home with me.”

MICHAEL WALTRIP (#7 Philips Electronics Chevrolet): “We thought we could qualify in front. We had a good test. The run was pretty doggone good. There are four distinct opportunities to screw up in qualifying ... turns 1, 2, 3, but by the time I got to Turn 4, we just lost the front end a bit. The track was definitely slippery. I don’t know if Jeff (Gordon) had the same feeling on his run. When we started the run, I thought we could beat him. We can now concentrate on the race, and that’s a good feeling.”

JERRY NADEAU (#9 Cartoon Network Ford): “That is the time we have been running in practice. The car is a little bit on the free side, but we should be OK.”

RICKY RUDD (#10 Tide Ford): “Mike McSwain, our crew chief, made a little chassis adjustment before qualifying, and it made the car too loose. It probably hurt us a couple of tenths. But we’re happy because we should be in the top 15. For the race car setup, we want the car a little loose, so we should be OK.”

BOBBY LABONTE (#18 Interstate Batteries Pontiac): “It’s not like we wanted to run, but the track temperature went up, so we’re happy. The car was just a little too tight. We didn’t get to run quite as good as practice.” (About winning the race): “Well, it would be nice. We finished second and third the past couple of years. I don’t know if it’s ever your time. I think you have to make your own breaks and hopefully we’ll be competitive at the end (the race).”

Post-Qualification Quotes – Thursday, Aug. 5, 1999 – Page 2

TONY STEWART (#20 The Home Depot Pontiac): “We had a pretty good lap ... about a tenth quicker than practice, but I had my hands full. It wasn’t as stable as in practice. It was neat going out qualifying with all the fan support here. It gave me an extra confidence booster. It sends cold chills down your spine. It makes you really proud. Everybody’s got your local track. I was born and raised here.” (About qualifying run) “I wouldn’t be smiling if I didn’t feel good about it.” (What’s it going to take to win?) “If I knew that, I wouldn’t be driving race cars. I’d be a bookie in Vegas.”

ELLIOTT SADLER (#21 CITGO Petroleum Corp. Ford): “We really wanted to get in the first day, and I think we did that. We ran a lap at test, and I told the guys that maybe I can run one more lap like that. I’m happy as I can be. It’s a good run for the Citgo Ford. Once again, the old blue car came through.” (About his foot injury): “I behaved. I propped it up so I could be here. It’s a race I’ve always dreamed of running.”

JIMMY SPENCER (#23 The Winston Ford): “Our time was not as good as we wanted. It is slower than what we’ve been doing in practice. We didn’t get through the corners like we wanted to. It’s very critical to get through the corners well here at Indy.”

JEFF GORDON (#24 DuPont Automotive Finishes Chevrolet): “We’re very well prepared today. I hope we can be this well prepared for race day. It’s an awesome car. I did bobble a little bit in (Turn) 1, and I thought that would cost me. But I think a lot of guys did the same thing. I’m really proud to sit on my third pole here at Indianapolis. This is a special place. You hope and pray special things will happen to you at a place like this, but you don’t expect it. I think all these fans cheering for me had a lot to do with it. If you hear the way I’m received at most of the other places, today’s reception sends a chill up your spine. I think of Indiana as home. I appreciate that the people here have taken me in like they have. To come home this week, with my birthday, the Jeff Gordon Boulevard ceremony and this run, I can’t believe all this is happening to me. It’s not very often I’m surprised, but this weekend I’m already surprised. There’s no better place for this to happen to me than here.” (About his run): “The run surprised me. I know it’s got to be in the engine, because that thing was running really, really strong. I have to give credit to the guys. They did an awesome job. I didn’t feel like it was my best lap. The car was a little tight. I got it up to speed coming out of (Turn) 4, but I had a little trouble in Turn 1. Still, it was faster than we’ve been all day long. We’re making a lot of power down the straightaways. This track is very big and has four very different corners. Sometimes we were slipping and sliding, and I didn’t think I was going to make that time. I’m just proud that we picked it up from practice.” (**More Jeff Gordon quotes to follow.**)

WALLY DALLENBACH (#25 Budweiser Chevrolet): “I’m pretty disappointed. It seemed good on the track, but it’s going to be tough getting to the front. We’ll see.”

KENNY IRWIN (#28 Texaco/Havoline Ford): “I actually thought we could get in the top five. I watched the cars on the monitor, and they looked loose, so sitting on the line we made a few adjustments and went the wrong way. It is disappointing. We were just too tight. We’ll see practice time will tell us where we’re at. It’s nice to get in the first day. It’s just a lot of fun.”

DERRIKE COPE (#30 Jimmy Dean Pontiac): “It wasn’t what we practiced at. It slowed down. We tried changing tires and putting on tape. The car was very loose on the warmup and lost grip. The car was very free. We’ll see where it stacks up.”

MIKE WALLACE (#32 Ultra Wheels Ford): “Well, it’s not going to be good enough today. We weren’t as good in practice, but did better in qualifying. I should’ve drove it harder.”

KEN SCHRADER (#33 Skoal Chevrolet): “We knew we had nothing for Jeff (Gordon), but we should have been a lot quicker. I got tight in Turn 1 and messed up a little. You’ve got to be so close here. It doesn’t take much to be off. The driver messed up a little bit.”

Post-Qualification Quotes – Thursday, Aug. 5, 1999 – Page 3

MIKE SKINNER (#31 Lowe's Chevrolet): "We had kind of a hero's zero qualifying lap. We didn't come out a hero, but I don't think we were a zero. I hit two out of four corners, and at Indy, you've got to hit all four. I kind of scared myself a little in Turn 1. There's a ton of history here. I get a great feeling being here. I like the flat tracks, and I like this city. I've had a lot of success at a little track over here called Raceway Park (IRP) with trucks. I'm happy for our Lowe's Chevrolet. We've got a real good race car here. It's the same one we ran at Pocono." (About teammate Dale Earnhardt shaving his moustache): "If Dale wins on Saturday, I'm shaving mine on Sunday."

ERNIE IRVAN (#36 M & M's Pontiac): "I went into Turn 1 deep as I always do, and I was able to salvage it in Turn 2. Then I got into (Turn) 3, and it got sideways. There's no excuses."

STERLING MARLIN (#40 Coors Light Chevrolet): "I thought we ran about a (50) .20. We actually ran a .32 in practice. The car was just real loose."

DAVID GREEN (#41 Kodiak Chevrolet): (About being from the same hometown as Darrell Waltrip): "I always said if we could do half of what Darrell has done, we could call it a successful career. He's been a great influence on us. We wouldn't be here today if it wasn't for Darrell Waltrip." (About the run): "It wasn't a pretty lap, but the team worked hard. We haven't had the best of years, but hopefully this is a start. We're down in points where we can't afford to miss a race. The setup was good. I think the track changed a little bit from practice because my car drove not like it did in practice. This is a big shot in the arm. I knew if I didn't try too hard, we would have a good chance of getting in the top 10, and lo and behold, we wound up third. You can win practice or qualifying, but the race is a whole new ballgame." (About matching career-best starting position-third): "It was a pleasant surprise. This is a great day for us. I'm tickled to be here. The race stuff is totally different. So we've got to really hang it out, but I promise that I'll sleep good tonight." (About the competition): "The competition level is so tough. You have to tailor your racecar for each event. You just have to buck up and go, and that's what we did today. We went out real late (in the qualifying order), and typically I don't like to do that because you have to watch all the other drivers go out and qualify, but today it worked." (Did the Kodiak team need this boost-qualifying third?): "To say the Kodiak team needed this is probably an understatement. This is probably the biggest pressure-packed weekend. We don't need to be watching the race Saturday when the checkered flag falls. We need to be out there competing. (About running at the Indianapolis Motor Speedway): "When we walk away here on Saturday, we have had a big payday."

JOHN ANDRETTI (#43 STP Pontiac): "Unfortunately, we didn't give a run for the pole, but hopefully we'll get a good starting spot. We're satisfied but not happy. We thought we'd be quicker, but I knew we wouldn't be as quick when I took the green flag. I couldn't keep the nose of the car under me. I didn't do so well in the corners and that hurt our straightaways. It's not a pole time, but it's an 'in the race time'." (About nicknames for his car): "Yeah, but sometimes they're not worth saying." (About returning to Indianapolis): "I love coming back here. This place is really special to me. I know all the back roads. There's very few places that can immortalize a driver, and this is one of them." (About winning the Brickyard 400): "My banker would be happy, my family would be happy and I would be happy."

GEOFFREY BODINE (#60 PowerTeam Chevrolet): "That was still a good run. I hit the ripple strips in Turn 1 and it pushed a little bit in Turn 4. We didn't qualify as fast as we would like to be. We're happy for a new team; it's asking a lot to be competing with these other teams."

ROBERT PRESSLEY (#77 Jasper Engines & Transmissions Ford): "Our time wasn't what we expected. We expected a top-five. The Jasper engines have really been rolling, but it felt like the engine had a vapor lock. It looks like one of those days. It killed us."

Post-Qualification Quotes – Thursday, Aug. 5, 1999 – Page 4

DARRELL WALTRIP (#66 Big Kmart/Route 66 Ford): “We needed that run and one more. We made wholesale changes on the car for that run, and everything we did was a plus. But we needed a couple more tenths. It’s a borderline case (qualifying 32nd), the kind that makes you stay up all night wondering what to do. It’s right where you don’t want to be. If you’re 30th, it’s a no-brainer. If you’re 34th, it’s a no-brainer. But we’re right in between.” (Why did you move to the end of the qualifying line?): “It’s a brand-new car, and the battery cable wasn’t hooked up properly. I’m just happy it didn’t come off while I was out on my run.”

DALE JARRETT (#88 Quality Care Service/Ford Credit Ford): “It’s pretty hot out there right now. We didn’t get the grip we needed. We had a new set of tires, and they didn’t stick. Still, it was a good lap for us. It only takes a slight bobble, and you’ve wasted the lap. We’ve got a good race car. It’s the same car as last year, except with a bigger fuel cell. More than anything, we want to get back to Victory Lane. We knew it was going to be tough to catch (Jeff), so we just worked on qualifying in the top 10. When we get in race mode, we’ll be in pretty good shape.” (About running out of gas in this race last year): “Last year was a learning thing for us. It’s over, and we’re in good shape this year. The key to us being consistent this year is that we realized we couldn’t have mechanical failures or any type of problems that we create. So far, we’ve been able to do that.”

DAVE BLANEY (#93 Amoco Pontiac): “It’s a better lap than I thought. I thought I missed in (turns) 1 and 2. I got a lot of race car here. Better than the driver.” (Comparing racing in USAC and in NASCAR Winston Cup): “Oh, it’s a different world. It takes a long time getting through learning everything, and I’m still learning every day.”

BILL ELLIOTT (#94 McDonald’s Ford): “When we came here to test, we were really off. And we continued to struggle this morning, but we’ve come a long way since then. We’re concentrating on having a good race car come Saturday afternoon. The track is in very good condition. It’s a tough little racetrack because there are four distinct corners. You might only be a little off in each corner, but it adds up to a whole lot.”

JEFF BURTON (#99 Exide Batteries Ford): “We ran well in practice this morning. We’ve had some impressive runs here but don’t really have any impressive finishes. We were pretty fast on old tires and we slowed with stickers (tires). It’s been an awfully competitive season. We’re tied for most wins. We didn’t run as well as when we tested here. It’s a decent starting spot. You don’t have to start on the pole here to win.” (About running here at the Indianapolis Motor Speedway): “It’s one of the premier stops, but not the premier stop. I’m not downplaying Indy, but considering it’s only five years old, it’s really big. This is a big race. Indy has so much history. Indy may be the most well-known racetrack in the world. So any time you can win here, it’s wonderful.” (About Jeff Gordon breaking the track record): “I’m not surprised the track record is broken, and I’m not surprised Jeff was the one who broke it.” (About running on the Indianapolis Motor Speedway compared to other tracks): “Most tracks we go to have an entrance, a middle and an exit of the corner. Here, you just have an entrance and an exit, and the straightaways are long.”

JEREMY MAYFIELD (#12 Mobil 1 Ford): “The track has changed a whole lot. This morning we were good, but the last two runs have been the same way. We just can’t get going now. That’s pretty good, but it could be better. We were about the same. We didn’t pick up a lot, but we weren’t way off, either. I’m sure the track has changed a little bit, but who knows. Every time we go to qualify, something weird happens.”

POLE WINNER'S PRESS CONFERENCE:

JEFF GORDON (#24 DuPont Automotive Finishes Chevrolet): "I'm shocked. I was supposed to go out and qualify third. There are a lot of strong cars out there that I thought were going to beat me. I knew we had a strong car, and we drew an early number. We only made six laps in practice. We thought we did well in qualifying. I ran a 50.10. That goes to show the work of the team. I was pretty happy because I didn't think the time would stick. The car was right out of the box. I was a little more prepared for the car to be a little tighter than it was." (About having a street named for him last night): "Having a street named after you is pretty cool. I guess I could have had an exit of a highway named after me, but it was great. There were a lot of old friends there, and a lot of people I went to high school with." (Reaction to Mark Martin's praise): "Coming from a guy like Mark, that really means a lot to me. I think Mark is one of the best. But unless you drive their race cars and know what kind of equipment they've got, it's hard to judge. He is a smart driver and can feel what he is doing." (About pushing harder because this is in Indy): "Especially because we're sixth in points, and this is not a stellar year for us, but we are still doing a lot. We definitely go all out for this race, but we go all out for every race. A win here would mean a lot, and we are going to try to win." (About the track): "It's big and flat, and it's really smooth. We are able to get the car down with shocks and run it real low. Before I didn't like it (setup), but we are getting more comfortable with it. I am shocked. I knew I had a good car today when I won the pole, but it wasn't my best lap, and I was waiting for someone else to get their perfect lap. I was not expecting to sit on the pole because I slipped in (Turn) 1 and thought that if someone didn't slip in (Turn) 1, they had it." (About facing boos at other tracks): "You learn to let that stuff just roll off your back. In places like California, there are a lot of cheers for me. Here, there isn't so many mixed emotions. It is a special place because of the way people react to me." (About practice): "I only made six laps today, so a lot goes into preparation from testing. We split the team in half. Half worked with the car and chassis, and the other half worked strictly on the engine. When we brought both halves together, and voila, we have the car we have now. I like that feeling."

Post-Race Quotes – Saturday, Aug. 7, 1999 – Page 1

BOBBY LABONTE (#18 Interstate Batteries Pontiac): “We had a good car all day long. But we couldn’t run with the 88 (Jarrett). We were developing a miss. After that, we really didn’t have a good race car. I didn’t think we were going to have to pit at the end. I guess you are never happy with second. If you are, you’ll never be a winner. Jarrett didn’t slip or slide. He ran a great line all day long. I don’t know if it was good enough to catch 88 if we didn’t have the miss. The car didn’t handle well, either. 88 just got a really good line around the track. He’s done it before, and he did it again. The big difference, in this year compared to past, is the addition of a new team. We’ve accumulated a lot of information. Obviously, we are jelling. And we are making the right decisions. I almost hit the wall in (Turn) 3. I’m not sure if Ward (Burton) hit me or it was the wind. His car was definitely backing up some.” (Is Dale Jarrett as dominant this year as Jeff Gordon was last year?): “We’ll have to see if Dale wins 13 races to see if he’s doing better than Jeff did last year. I’m not sure if they’re dominant. But when they’re on, they’re on. We are making a lot of progress, and we know we have a good race car. I have had a lot of relative success at Daytona as well as Indianapolis.”

TONY STEWART (#20 The Home Depot Pontiac) (About first Brickyard 400): “It felt like any other race. We still have to do the same things and work hard. We had the gas to go the distance, and we’ve been beat in the fuel game all year long. But we didn’t get a break.” (Could you have caught Jarrett?): “I don’t know. I never saw him.” (Did you have an advantage because you’ve raced here before?): “It’s never been an advantage. This is a stock car, not an IRL car.”

JEFF GORDON (#24 DuPont Automotive Finishes Chevrolet): “My car was really good when they dropped the green. I’m real proud of these guys. We struggled a lot in practice. If you would have asked me if I was a top-five finisher, I would have said no. Last year, Dale ran out of gas here. I think they made sure that didn’t happen again. I didn’t consider a two-tire stop at the end. Heck, no. I was just trying to save tires. One time, I came in early because it felt like I had no tires. At the end, they were shot. I felt like with four (tires), we could have made a run. I think Bobby (Labonte) could have went for sure (without pitting). We were planning on going all the way. We were both conserving fuel. But it didn’t matter because the caution came out. It was very exciting from where I was sitting. I had my hands full all day. There was a lot of two- to three-wide racing in the closing laps.”

KENNY IRWIN (#28 Texaco/Havoline Ford): “I thought we had a hot rod. But we kept getting looser and looser. And we didn’t do enough in the early stops at first to change that. But we completely changed the car late, and that and the four tires really helped. I’m very encouraged. It all ended up pretty good.” (About racing in three events this week): “It’s been real fun. Real fun. I was really worried about this race, but it ended up being fun, too.”

JOHN ANDRETTI (#43 STP Pontiac): “We had a problem all day long in the pits. It was either a problem with the air gun or the new gold wheels we’re using for the Petty 50th Anniversary. The wheels would never stay locked on tight. We had a good car. We’re working our way up. We had it at the end so we didn’t have to make any more fuel stops. We probably would have been top five. If it had stayed green, the 88 (Dale Jarrett) probably would have had to pit. But Bobby Labonte can make fuel mileage. We needed a caution to get close to him. But we needed it green to run the other guys down. Then near the end, the wheels got real loose and I had to come in. All we could do was come in, put new tires on and hope they stayed on.”

GEOFFREY BODINE (#60 PowerTeam Chevrolet): “It was a tough day. We missed the setup a little bit, but we were moving ahead. And then we had a tire go bad. We would have had enough fuel at the end if it wasn’t for that last yellow. If it weren’t for the yellow, we would have finished in the top 10.” (About accident with Chad Little): “We just had some fender damage. We just pounded it out. It wasn’t a problem.”

(More)

Post-Race Quotes – Saturday, Aug. 7, 1999 – Page 2

STEVE PARK (#1 Pennzoil Chevrolet): “We started 33rd, and we finished 15th so I’m pretty pleased. We had a top-15 car, but we were hoping to finish higher. At the end when the last caution came out, things got mixed up and I had to push hard to get 15th. We were looking for a top five finish, but we’re happy – we’ll take it.”

DALE EARNHARDT (#3 GM Goodwrench Service Plus Chevrolet): “We had a good run at the beginning of the run, but as the run went on and on, it got tighter and tighter. The last pit stop we hit a tire in the left front, and we just had to do anything we could to stay in the top 10.”

TERRY LABONTE (#5 Kellogg’s Chevrolet): “We were a little tight most of the day. We were better on long runs. We had a seventh- to 12th-place car. I would’ve liked to finish a few positions higher, but we wound up 11th. We ran as hard as we could all day.” (Did cloud cover at end of race affect handling of the car): “I don’t think it did.”

MARK MARTIN (#6 Valvoline Ford): “The Valvoline/Cummins car performed real well today. We had the car to beat early on. We were faster than the 18 but not the 88 or 24, so we’ll just have to take fourth.” (About fuel strategy at end of race): “We were going to have to stop for gas. There was no question.”

RICKY RUDD (#10 Tide Ford): “Today was a pretty good run. This is a brand-new car. Today was sort of a result of hard work. We made big gains. It is the first top 10 of the year, and it happened here at the Brickyard. Indianapolis is such a good-paying race, but this money is already spent.”

JEFF BURTON (#99 Exide Batteries Ford): “I’m real proud of this team. We were in left field yesterday and today, I can guarantee you that halfway through the race we thought we had a chance to win. The track conditions just weren’t in our favor.” (Talk about your last pit stop) “There wasn’t any miscommunication. That was simply a case of the driver overruling the crew chief. I know I scared Frank, but taking on only two (tires) was the only thing we could do. If I had taken on four, we would have lost a couple of spots. We didn’t get what we thought we deserved for finishing position, but then again, we were here to win.”

MIKE SKINNER (#31 Lowe’s Chevrolet): “I guess we finished pretty well considering what we had to work with on our Lowe’s Chevrolet. We were excited about the car when we unloaded it off the truck. It is the same car we took to Pocono and sat on the pole with. We had trouble with it being loose yesterday in practice and never quite figured out how to make it just right. It was loose all day today. The guys made adjustments to it on our first pit stop, but those adjustments pushed it over the fence. The car was a little too tight after that, which wasn’t good because the track got tighter as the race wore on. Larry (McReynolds) and the guys adjusted it again on the next pit stop to take it back where it was at the beginning of the race. We started moving back up again but got shuffled back on the last pit stop when we took four tires and lots of the teams took two. We’ve just never had good luck with two-tire stops. We did the best we could with what we had today.”

DAVE MARCIS (#71 Realtree Chevrolet): “We just went down the front straightaway and, ‘Bang,’ the motor blew. It’s very frustrating, but we’re happy to have made the show and we had a good run going. I lost radio contact with the crew, and the cloud cover made the track less tight. And we were making good changes every stop. But it’s hard when you have lost radio contact.”

ROBERT PRESSLEY (#77 Jasper Engines & Transmissions Ford): “I thought we had a little better car than 17th. But when you qualify bad and you get a top 25, you’ve had a good day. We didn’t need that last caution. We had the fuel to go all the way, and a car that liked long, green-flag runs. But we’re going in the right direction, and I’m real happy.”

RUSTY WALLACE (#2 Miller Lite Ford): “We didn’t have a great car today, but it was a good car. Better than we’ve been lately, that’s for sure. We were on the tight side all day. We had a good engine in it, and there’s not a ding in it (the car). Overall, it was a good run. On that last stop we got four tires, and the rest of them got two. We got behind, but we made up all the spots we lost before the finish.”

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Post-Race Quotes – Saturday, Aug. 7, 1999 – Page 3

WARD BURTON (#22 Caterpillar Pontiac): “We went from one extreme to the other today with the chassis. We found out this morning that we blistered a tire in practice (Friday), so we changed the camber. When you do that, you change a lot of things. On the last stop, everybody took on two tires but one guy. We took on two, and it was a good call. I was running pretty good for a minute, then it started going back to the same – pretty loose. I was just hanging on after that. We keep capitalizing on our finishes. We’re this close, we just need to get a little better to get there.”

WALLY DALLENBACH (#25 Budweiser Chevrolet): “Just hard to pass. Everybody is so equal. We didn’t need that last yellow. We were good on fuel mileage. We had a top-seven, top-eight car. That last yellow, you got all those lap cars down there and you have to work to get what you can. It was a lot of work for 14th position.”

(Dale Jarrett winner’s press conference quotes to follow.)

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Winner's Quotes – Saturday, Aug. 7, 1999 – Page 1

DALE JARRETT (#88 Quality Care Service/Ford Credit Ford): “It was hard work. The car was really good. But after last year, you’re out there and you wonder what’s going to happen now. Todd (Parrott) had already told me that we were good on fuel. Then the caution came out, and I said, ‘Here we go again.’ We agreed to come in and take two tires. We had no idea what it would do to the car. We hadn’t tried it before. But really, it was the best it was all day. A lot of that could have been cloud cover. The engine was so good today. I could beat anybody on the straightaways.” (Comparing his strong season with Jeff Gordon’s season in 1998): “Yeah, right now I don’t want anybody to shake me and wake me up. We’ve been getting all the breaks they had last year. But we made some things happen, too. I have to give credit to the team for that.” (What was the biggest challenge of the day?): “Staying consistent and running the lap times consistently is important. Most of the time today I had someone behind me, and you can’t lose your concentration. The challenge of each lap, and what’s next to come, keeps you on your toes. It’s easy to get up there and get a little complacent. But Todd is good at giving me times. To get around this place, you’ve really got to get through the corners, and that’s is enough of a challenge to keep you on your toes. We made quite a few adjustments toward the end. In fact, the car was strongest at the end. I could have gone harder and gotten more out of it if I wanted.” (About being the chaser instead of the chased): “It’s more fun being where we’re at today. When you’re second or third in the points, you have to rely on the guy in front of you having problems to get ahead. It’s very frustrating when you’re trying to win a championship. It’s a lot more fun to be in control of your destiny. It’s certainly good to be on top. It feels great to be leading the points championship, and they (opponents) see the races counting down and realize they’re running out of time.” (About his father, Ned, spotting for him today in Turn 1): “It’s a big racetrack, and there were a number of people working for us today. It was an advantage to have Dad up there as long as we keep him from commentating. As soon as he started calling the race, we’d have to cut him off. The advantage to having someone who has driven before is that he can anticipate. The position he was in was Turn 1, to tell me when I was clear. And he was already pushing the button right before to tell me I had cleared, giving me all the track I could use. I want to give a lot credit to the pit crew, because I was the first out every time.” (About winning at Indy): “It’s a pretty incredible racing facility. It’s a pretty incredible and special feeling. We’re pretty fortunate. You look at the names (who have won this event), and we’re on there twice.” (About hitting the wall early in the race): “I wasn’t paying attention. I think I’ve hit a wall here every time I’ve been here. So it’s nothing new. I just got it out of the way early.” (About early pit stop): “The worst feeling in the world was to look up and come into the pits and to see them (opponents) all stay out. I had such a strong engine, that when I really needed to go, I could put it down on the line and run.” (About gas mileage): “I had been taking it easy, and I asked him (Todd Parrott), and he said if we were easy with the gas pedal, we would make it.” (About emotions of second Brickyard 400 victory): “We know more about how to enjoy it. Todd’s wife is here. My wife is here. Robert’s (Yates) wife is here. We wanted to take it all in.” (About what the Brickyard 400 means to him): “It used to be that if you won Daytona, it set you up for the whole year. Now winning a Brickyard falls into that category.” (Which car was better, this year’s car or last year’s car?): “Actually, as good as it was today, with the rules last year, it was probably better then.” (About owner Robert Yates): “The biggest thing that’s helped me is to get in a car with Robert Yates horsepower. That helps you run a perfect line. We have to get into Turns 2 and 4 good. But more importantly, we have to get out of them. That’s what we’ve worked extremely hard at.”

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Winner's Quotes – Saturday, Aug. 7, 1999 – Page 2

TODD PARROTT (Crew chief, #88 Jarrett) (How did you avoid fuel problems here this year?): “Considering the trouble we had last year, the last thing we wanted was to have fuel problems. We worked extra hard on this. We wanted no doubt knowing what was going on.” (About emotions of second Brickyard 400 victory): “’96 was like a dream come true. But this year, we have a common goal. That’s the big trophy in New York. I think we’re more focused, paying more attention to the engine and chassis.” (About pit stops): “We’ve stepped our program up. Here recently we took one of our old Tauruses, and we made strictly a pit practice car out of it. The guys can practice with it two, three days a week.”

ROBERT YATES (Owner, #88 Jarrett) (About how team is improving as the season progresses): “I told Doug Yates we cannot run these lazy engines. We were Mr. Consistency, but our cars were not winning cars. We were steady, but we weren’t winning. Doug Yates came here and really wanted to kick their butt. But in the end, we took a more conservative approach.” (About running out of fuel last year): “After last year, we shed a lot of tears. We couldn’t even joke about running out of gas for six months.” (About emotions of second Brickyard 400 victory): “The crew was ecstatic because they knew that they had contributed to this win.”

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DALE JARRETT PRESS CONFERENCE, AUG. 6, 1999

Q: We're here with Dale Jarrett, who qualified on the outside of Row 2. We'll ask Dale to make a brief comment, and we'll open it up to your questions. Again, please raise your hand. I'll bring the wireless mike to you because again, we do have other media people in other parts of the facility watching this press conference. Dale?

JARRETT: Y'all here to hear anything or because it's cool here? (Laughter) That answers that. OK. It's... got a good starting spot. Again, the same race car that we had here last year. The car seemed to perform well this morning in practice. I think the thing where we were strong last year was on longer runs, and that seems to be kind of the case this year, that we just seem to have a pretty good package and it seems to be a pretty good car. A number of good ones out there though, so I think we certainly have our work cut out. A number of the Pontiacs seem to be awfully strong, especially in longer-type runs. Of course, the guy on the pole will be tough to beat and Mark Martin seems to be awful fast and we know that Jeff Burton will be there and a number of the other Fords. But again, I think we've got a good chance to win. It'll just be a matter of us doing our job all day long, staying out of trouble, getting ourselves in a position in the latter stages of the race to win and obviously pit strategy will come into play. I can't really see, and it may change tomorrow. Somebody may try to take on two tires, but what we're seeing right now with, you know, we've got another year of racing on the racetrack and with the temperatures that we've seen this summer... just seems to be a loss of some grip on the racing surface. So I think that will probably necessitate getting four tires the majority of the time.

Q: OK. Again, if you have questions, please raise your hand, and I'll bring the mike to you. Dale, you said the other night that you could live with yourself, you could still consider yourself a success if you never won a Winston Cup championship. At the same time, what would happen if this one slips away?

JARRETT: I imagine the world would go on, and everybody would be all right. We... you know, it would certainly be disappointing when you get yourself in this position, but... it would depend a lot on the circumstances, I think. If we were to lose of what created that situation because we know if we do our job, that we're in a pretty good position and so I think we would have to look at that. Regardless of what it was, if I messed up and lost it in the last race or whatever, again, I'm going to go on and try to get another one next year. Or try to get one, not another.

Q: You already got one. Two years ago... I mean, last year everybody knows about the gas situation, but two years ago two guys stayed out or you might have had three of these wins. Can you just talk about the 'what-ifs' that have happened to you here?

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JARRETT: Yeah, I mean, we've run well here. Every year I've been very fortunate. I mean, we can go back all the way back to the first year when I was driving for Joe Gibbs, and we were running fifth or sixth when the Bodines got together I think, and I ended up getting into that accident. So it's been a place I've enjoyed racing, but I think the biggest thing is we look back at history of Robert Yates' racing as much as Dale Jarrett because Robert Yates' cars have an opportunity to win this race every single year. Ernie (Irvan) had the opportunity in '94 when he cut down a tire very late in the race. '95 I qualified terrible in the 28 car, but actually in the last 20 laps ran Earnhart and Rusty Wallace down, but run those guys down and pass them is two different things. So we ended up third there, but had an extremely fast car. Ernie and I battled for the win in '96, and we were fortunate enough to win that. In '97, had a great car again and led part of the day and I guess Ricky Rudd and Bobby Labonte, you know, were able to stay out on fuel with everybody else pitting and we just got back in the pack. By the time we got back to third, we were out of laps. Of course, last year we were just out of gas. So we, you know, we've had chances. It's the racetrack I enjoy racing at. I like the challenge, and obviously we've found something that works extremely well with our setup and I think that aside from that, it's a big race on our schedule and our guys have always stepped up to that challenge for the bigger events.

Q: OK. Dale, here in the middle. Dale, all of the cars are a little bit different this year from last year now that the five-in-five rule is a thing of the past. Might we see a little more side-by-side or is it still going to be pretty much a one-group racetrack in the corners? How stable are the cars this year now that you've been out in race trim and traffic?

JARRETT: I think the cars are more stable, but again, that loss of grip with the asphalt and the tires that we have here has created a little bit of a problem. You may see some side-by-side racing, but it just... when you get on the outside, it's just a tough place to be here. And even though the groove is widened out some, the possibility is there because the cars are more stable. But, you know, when the cars are more stable that just means that we drive off into the corner further and let the cars roll through the center faster. So it just creates a little bit more speed. Any time you do that, it makes side-by-side more difficult, but I think you're going to see a good race with a lot of passing.

Q: Here in the back row, Dale. Last year's race demonstrated again how tricky pit stop strategy is and how important it can be. Since then has your team made any changes in the decision-making process that will help make your pit stop strategy a little more accurate?

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JARRETT: Well, I'd like to think that, but we ran out of gas at Las Vegas earlier this year, too. So obviously we haven't gotten it totally down pat. But I think we've worked hard on our fuel mileage. When you produce a lot of horsepower, that becomes a problem, and we have a lot of horsepower at Robert Yeats Racing. So I think what we've done is look at our limitations, and obviously the first part of the race only gets you in a position for the latter stages. So maybe as much as anything we'll try to be a little more conservative on the fuel side at the beginning of the first half of the race tomorrow and where somehow, some way we can get to that magical 40-lap mark and know that we can go that far. But there again, I mean, if a caution comes out late in the race, and there's 43 laps to go or 44 and there's a couple of those guys that can stay out there and we have to come in and get fuel, then that creates a problem for us. So we just, you know, we have to go with the strategy that knowing how far we can go exactly. We did a fuel test here, a mileage test here this morning of how much we can pick up and exactly how far we think we'll be able to go. So we've changed it a little. Obviously in the position we're in, in the points, you can look at it in two ways, and we've discussed in both ways. With a nice lead that we have in the points right now, it would allow us to take a little bit of a chance if we wanted to, to try to win a big race like this. On the other side of it, you say, "We've got a big lead. Why chance it?" We've got to look at the big picture even though this is a huge race. So I guess we'll just have to look at the circumstances tomorrow as we get to that point to make that decision.

Q: Here in the back.

JARRETT: I can assure you, though, one thing: we won't be waiting on a caution flag if there's a car sitting on the warm-up lane. I can assure you, we'll come on in then. We won't wait for that decision to be made.

Q: Dale, I was just curious now, being in the points hunt. Is it trickier actually leading the points or being second or third trying to get to the points lead? I mean, it's quite a challenge both ways, I'm sure.

JARRETT: Probably it is, but you know the thing about being in second or third is you always have to rely on someone else having a problem. You don't control your own destiny there. You can race and go as hard as you want to and win as many as you want to, but if that guy in front doesn't have any problems, then you don't have much of a chance of catching up. So we're kind of in that reverse role this year where we've been in the past. We've been that frustrated team that's in second or third and running good every week and can't beat any points and a lot of times losing points when Jeff Gordon was winning races or Mark was winning races. We were finishing second or third, and we were losing points. So now we're kind of the guy out front, and I think it's a lot easier out there because we control things. We know if we do our job, that those guys are going to be going home saying, 'Man, if they would just have a problem.' But sometimes you think the law of averages are going to catch up, but they don't. So hopefully we can just keep doing our job. We like it a lot better out front with them chasing us.

Q: Dale, with Martin having the problems with his, you know, being hurt and the burns at Pocono, how demanding is this race on you guys?

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JARRETT: It's a tough race here I mean, with the temperatures as high as they are, you work extremely hard here. I think the thing with the five-and-five being gone and our new spoiler and air-dam rules, the cars get down to the race track a lot closer. So therefore you don't really have the air getting under the cars that we had. I was just commenting, matter of fact, we're making some changes inside of my car to help with the temperature because it seemed to be extremely hot this morning. So it's going to be difficult even though it's only a 400-mile race, you're working hard for 400 miles, though, with a lot of temperature. As I stated I think yesterday, anybody other than Mark Martin that's out here... there's only a few other guys that I think that could have endured what Mark has gone through in the last two or three races, and done as well as what he has. You know, he is a true athlete and has really dug deep to stay out there and be in the car and get everything that they have out of it. So there's not many people in good enough shape to make that and take that challenge and do something with it.

Q: OK, we have time for two or three more questions. Dale, within a day or so last year, how long did it take your team to kind of put this one behind them?

JARRETT: I don't know... that's hard. I mean, we knew that we had to get ready to go to Watkins Glen after it. So you have to say, 'Hey, it's over.' We made a mistake in trying to guess what NASCAR may do with the caution flag, and it bit us. I think we said we've got to get ready to go from here. We've got other races to run and you know, there's nothing we can do about that except hopefully learn from it. But you know, with it being a 'No Bull race,' that was a pretty serious million and a half lesson. Not many people get the opportunity to get those types of lessons in life, but hopefully we've learned well.

Q: Dale, can you talk a little bit about what the future of NASCAR looks like with some of the bright, young drivers who are coming up through the ranks right now?

JARRETT: Well, I think it's kind of like always. You always wonder, you know, as some of the drivers get older, you know, who's going to take their place, what's going to happen with NASCAR. Obviously, we have some young drivers that are there now. Obviously, the guy at the front has won championships, is still very young and leading the pack. But you have a lot of guys that are in the top 10 in points right now that are very young. Then you've got guys like Dale (Earnhardt) Jr. coming, Matt Kenseth coming that these guys are going to make a difference. That there's going to be able to step right in and because they're in good equipment and have the backing to make it happen. They're going to be very good from the beginning. So, you know, they're in a great position. They're coming in with big, big sponsors right off; they're making a lot of money right off. So all they have to worry about is going out and driving the racecar because they're making a lot of money, and that makes life easier. It's a good time to be involved in the sport, no matter what age you are. It's fun to be here right now with everything that's going on. It's only going to get better for us, too, with the new TV deals coming in and the new racetracks that are being built. It's an exciting time to be a part of this sport.

Q: OK. Final question here. Dale, I've lost touch with what you guys do to help yourselves in the car with the heat situation, and does this track with the stands crowd you on the frontstraight through both chutes? Does this sort of contain the heat more than most?

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JARRETT: I don't know that it's heat more than most, but it certainly is a factor because of how confining it is because of the stands and all of the people in here. It only gets hotter as the day goes on. That's not a bad thing. I know some of the guys won't be looking forward to a heated day in the car tomorrow, but some of us will. So, you know, we do take some precautions with the materials that we use inside the car to just try to keep the seat and your feet as cool as we possibly can. If you can do that part, I think it let's you to concentrate on your driving. But, you know, you'd better have kind of conditioned yourself before you got here this week for the heat. You can't hardly start yesterday or today and be ready for it and the kind of conditions we like.

Q: No pipes running all through your seats or...?

JARRETT: No, no tubes through the seat. No, it's just materials that we use to kind of... you know... we have the exhaust pipes right against the floorboards now because the cars are running low, and we have the downforce and so there's no room to really put anything between that now. So now we have to get it on the side of the floorboard that's inside the car. You know, we make a false floorboard in the driver's compartment where at the gas and the brake pedals where your feet are basically maybe an inch above the actual floorboards. You know these... the metal inside the car there gets somewhere 230 to 250 degrees temperatures in there if you touch that. So it's important to us to keep that as cool as we can. We know we can't keep it all out, but no, we won't be running any extra tubes to the seat or anything like that, just a little bit of air that we can get inside. The main thing's to go fast. They leave it up to me to be in condition to work with that.

Q: Thank you very much, Dale.

BRICKYARD 400 WINNER DALE JARRETT

Aug. 7, 1999

Q: How many trophies have you seen with bricks on them before? (Talking about the race winner's trophy he received for winning the Brickyard 400).

Jarrett: No, that's a nice trophy. Thank you. Trust me, it's beautiful.

Q: Was that (winning the race today) hard work?

JARRETT: Yeah, it was hard work. I mean, the car was really good, but it's... when you get out like that and you're leading a lot, you know... especially after last year, you wonder what may happen and what scenario is going to play out. I had a good lead, and (crew chief) Todd (Parrott) had already told me that we could make it on fuel and I was saving a little bit of fuel at that time. I had a lot of lap cars in between myself and I think Mark had gotten to second at that time and the caution came out. I said, 'Here we go again.' What do we do? I mean, we discussed staying out, getting four tires and then I said, 'Two,' and Todd agreed with that. You know, the worst feeling in the world was going to be to look up as I came down pit road and all those guys stayed on the racetrack. I wondered if somebody may have tried it, but everybody came in. The two tires actually... we had no idea what it may do to the car. We hadn't tried it, and it actually... the car was the best it had been all day. I'm sure that part of that was the cloud cover. The track seemed like it wasn't quite as slick, but it was tough work and you know, it was kind of deceiving. You get out a ways and you think you've got a little bit of a lead and actually the cars aren't as far back there as what you think. So I had to keep running hard there for a while. When those guys got to racing side-by-side, that certainly made things a little easier on me.

Q: Were you worried about Bobby Labonte running right behind you?

JARRETT: Yeah, that guy that ran behind me a lot of the day in that 18 car, he's the modern-day David Pearson, and you just don't know what he's got. Bobby's smart and he's a great race driver and he's got a really good car and he knows when to go. He knows how to play the game really well. So I was sitting there driving and well, he came up and passed me one time and then I got back by him. I said, 'Yeah, that kind of showed me that he can go when he wants to.' So we made another adjustment to know that we could make the car better. When we put on the two (tires), we made an adjustment with it. So, yeah, the car... when I needed to go... I mean, I had such a strong engine that when I really needed to go, I could get right to the bottom of the racetrack in the corners, especially off of (turns) 2 and 4. I could stretch it a little bit.

Q: I think it was the second fuel lap that your warning light came on about fuel. Did they shove that up so that you'd still have a little bit extra?

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JARRETT: I can assure you... yeah. Last year we had a fuel light, too, but it came on as soon as I ran out so that wasn't doing me a whole hell of a lot of good. And I said, 'Yeah, I can figure that out. When it's out, you know, it's going to quit running.' Yeah, we actually worked hard here on the test session with the pick up and the light to know that when that light came on, I still had about two laps worth of fuel. So it's something that we worked extremely hard on to make sure that we were in good shape. I knew... Todd said, 'Go ahead and come in.' There wasn't any sense at that time in trying to go any further and take a chance at that point in time. But yeah, we did have a bit of cushion with it.

Q: Dale, you seemed to have the car beat today. At the (1999) Indy 500 Arie Luyendyk seemed to have the car to beat that day also. He made a rookie mistake and it cost him the race.

JARRETT: Well, I mean, I certainly... I certainly watched that race, and you think of things like that, you know. When you get a good car the last thing you want to do is create a mistake and cost yourself the race. So I had a couple of times that I came up on some lapped traffic and they were racing pretty hard, and so I just gave them a second to kind of get done what they needed to get done. I knew that the places for me to pass them... I mean, the engine was so good that if I just got off of turns 2 and 4, I could beat anybody down the straightaway then. So I just had to give them a good run, but I certainly did think of things that I've seen here with guys having really good racecars but not getting the job completed.

Q: Dale, you are leading the points now like Jeff (Gordon) was last year. What are your feelings about that? Do you feel that things are perfect right now?

JARRETT: Yeah, right now they are. I don't want anybody to shake me to wake me up. This is... I mean, this is as good as it can get right now. I mean, to compare mine and Jeff's last two seasons, they won a lot of races. I don't see ourselves doing that. I hope maybe we will. Maybe we'll win the rest of them. We've got a good start on it, but we've had the kind of breaks that we saw those guys get the last season. We've had good racing luck. We've made a lot of things happen whenever we weren't the best car. You have to give the crew credit for a lot of that. They just... they don't give up. They keep working. And that's what you see out of Jeff's team, too. So I guess there's a lot of comparisons but right now things are really going our way.

Q: Todd (Parrott – crew chief) and Robert (Yates – team owner), before you guys got in, Dale talked a little bit about you guys spent a lot of time on tests working on the fuel line so it would come on while you still had a little bit of cushion. Could you guys talk a little bit about how much effort was put into that?

PARROTT: Well, I think that after the trouble that we had earlier in the year at Las Vegas, the trouble we had here at the Brickyard last year, that coming to this race the last thing that we wanted to do was have a fuel problem. So we did spend several, you know... three or four hours just making sure how much fuel we could pick up, how much fuel that the car used up under caution, and you know, just exactly what it took. I think that that was one of the keys to winning the race here today, just knowing going into this race today that there was no doubts in anything that we were doing, in anything that was going to happen other than, you know, the race, the way it fell. But just knowing what was going on, knowing how, exactly how many laps we could go today. It was a big key to the test.

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Q: Dale, when you're up front like that, what is the hardest part of that race? Is it concentration? Is it... what is it?

JARRETT: I think it's staying consistent and running lap times consistently. You know, the biggest thing that you... obviously, you don't want to make a mistake and it's easy to get up there and maybe get a little complacent, but Todd is good at giving me times and letting me know. Of course, for the majority of the race, I had somebody pretty close behind me and so I could kind of gauge off of what they were doing: if they were catching me in a certain corner, but I don't think there was a chance of losing concentration. You don't do that because to get around this place you really have to perform well in each corner. I think that challenge keeps you on your toes.

Q: Was this car better last year or was it better today?

JARRETT: God... That's a good question. Actually, as good as it was today, probably with the rules of last year, it was probably better then. I mean, it really went through the corners and off the corners. We had to make quite a few adjustments today to get it there, but it was actually the best right at the end of the race that it had been. I mean, if I would have really needed to go hard, I could have run harder than that there at the end. It was really incredible there, so we made the right adjustments. But with today's rules, I guess it was just as good as what it was, but for me driving it ... I had to work a little harder today to make it do the things I wanted to do.

Q: Will you bring it back next year?

JARRETT: Well, we'll take it to Michigan in two weeks.

Q: Robert, time was in NASCAR when you had a race like y'all's first Michigan race, Daytona fourth of July, and this one where you just absolutely walk away with a race that you look over your shoulder. Maybe NASCAR will come looking for some of your horsepower or some of your advantages in some way or another. Is that day... do you still wonder, as dominant as y'all were looking in some of these races whether NASCAR's going to come after some sort of advantage or is that kind of thing over with now?

YATES: As far as being able to dominate or run that well and worry about NASCAR coming and taking something away from us, we feel like we're working with less real estate than the Chevys or the Pontiacs. This is really about Doug Yates and Todd Parrott polishing every part of this deal. We feel good about, you know, what this car is. Certainly, this car from last year, the car's better, the engine's better, the aerodynamics are better. So it's not the same car. We keep moving ahead. But as far as being concerned about taking the cylinder heads, that deal went away in '91. So we feel really good about what we're doing now.

Q: Dale, could you talk about the difference between trying to chase a guy down, like a Jeff Gordon in a points chase as opposed to being the guy that everybody is trying to chase down?

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JARRETT: Yeah. It's a lot more fun being where we're at. You know, when you're in second and third, you know that you have to rely on someone else having a problem for you to gain points. You know, there were many days in the last couple of years that we finished second, third, fourth or fifth and the problem with that was the guy in front of us leading the points was the guy finishing first. And even when we finished first, he finished second. So we were gaining very little. So it's pretty frustrating when you go do that from the standpoint of trying to win a championship. It feels great to know that, you know, you're leading the points. And you go out and we can finish first or second and gain points or not lose any. They see the races start counting down and realize that their time's running out a little bit. So it's a lot more fun to be in control of your destiny. I know I have a good team and they've done their job totally in every respect this year. That's been the key, we've just been there week in and week out. It's certainly fun to be on top.

Q: Todd, the team's pit stops this year have been very, very consistent, just high quality. Have you all taken a chapter out of the 'Rainbow Warriors'?

PARROTT: Well, I don't know if we've done that. I think that we've stepped our program up. We went over the winter and hired a trainer that comes in two days a week and works the pit crew out on Tuesdays and Thursdays. Here recently the last few weeks, we've taken one of our Taurus' that we're, that we don't run very much or don't run anymore at all and we've made strictly a pit practice car out of it. So the guys are getting a chance a couple of days a week to practice pit stops. A couple weeks ago in Pocono, we had a little bad luck and we lost our rear tire carrier. The jack dropped on the left side and crushed his toe, and we were able to bounce back and find another tire carrier thanks to Robert Yates and the Robert Yates racing organization, and the 28 team. We borrowed another tire carrier, and he clicked. Everything seems to be clicking and going good: the pit stops, the guys are getting along. The biggest thing's the team, you know. It isn't about him, me, Robert. It's about all of us, and behind us there's 60, 70 guys back at the shop. That's what's working right now. It's not no single thing you can put your finger on; it's every person in that shop doing everything it takes to win the championship. Right now, everything's going good. We've got a lot of racing luck, and we've just got to keep doing things like we're doing and things like we did today.

Q: Dale, your father was up there spotting for you today. How much help was he able to give you today?

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JARRETT: Well, this is a big racetrack, and we had a number of people out there today working with us. Of course, we are fortunate that when my dad can, to get him there, because he's been a racer. And that's an advantage to have someone up there that has been in a position like that before. He's awful good for the majority of the time, long as we can keep him from trying to commentate, I'm in good shape. But when he starts trying to call the race, we have to turn him off for a minute. But no, he does good, and it's nice to have someone like that, you know. It's kind of an advantage I guess to have someone that's driven a racecar before because he can see and kind of anticipate. I noticed today that the position he was in was to help in down in Turn 1, if I would get clear or someone would get under me. And he was already pushing his button, anticipating me clearing at just the right moment to give me all the track that I could use. So it's definitely an advantage. I'll answer about the pit crew. They've been great all year, too, but today was... they were exceptional, you know. They got me out first every time whether there was it was a green-flag stop, run with caution and that's very, very critical at this racetrack because we talk about aerodynamics, and we depend so much on that with our cars. You get behind somebody and you lose that air to the front end and it makes a big difference. So being out front was really the key for us.

Q: Dale, you've won the (Daytona) 500 and that's obviously maybe the biggest win that can be on your resume, is NASCAR racing, but can you kind of talk about what it means to you personally to have Dale Jarrett's name as part of the mystique of Indy?

JARRETT: Yeah, it's ... if it's behind it, isn't far behind it, you know. Now that we've got two of these trophies, it's pretty special. I mean, this is just an incredible racing facility. The history that's here ... you look at the names of the people that have not only raced here but the ones who have been fortunate enough to win, and to think that our name is on there twice is a pretty incredible and special feeling. I'm very, very fortunate.

Q: Dale, Bobby was talking about you running the perfect line and through the years of Indy-car racing here, guys can come here for decades and never get this track right. What is it that you've discovered about it or what do you do best out there that makes this work for you?

JARRETT: I don't know about running a perfect line but I think ...

PARROTT: He holds a pretty wheel.

JARRETT: The biggest thing that I've been able to do is get in a car that's got Robert Yates' horsepower. That helps you run a perfect line. That's the biggest key. We've hit on something, you know, from the time that I drove the 28 car we had a fast car, and every year we've been here with this 88 car, we've had a fast car. It's just a matter of having a car and making it kind of do what I feel is important, you know. When you have the type of horsepower that we have, there are two corners that are more important than the other two corners and that would certainly be turns 2 and 4. To be able to utilize the horsepower that we have, we have to make our car get into those corners, but more importantly, we have to make it get off of those corners. So that's what we've worked extremely hard at is making that happen so we can utilize the horsepower that we have.

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Q: What happened when you hit the wall?

JARRETT: In (Turn) 2? I wasn't paying attention. I was paying attention, but I kind of glanced up in the mirror. I'd pushed in that corner and I just glanced in the mirror to see whoever was behind to, how much they'd gained. I went to kind of swing out to make Turn 2, and I swung a little farther than what the racetrack was going to allow me. I think I've hit a wall here every single year that I've been here so it wasn't anything different. I usually do that about once a race. So I got it out of the way early.

Q: Robert and Dale, you started out and built your points lead kind of gradually. When did you win?

JARRETT: Richmond.

Q: But during the summer you really hit a stride. You really, you're starting to beat people now. Is there any difference between the way the year started and the way it is now?

JARRETT: Yeah, from my perspective. And I'll talk just saying that this guy here (Parrott) has worked extremely hard on the bodies of our cars, the aerodynamics and made them better. We've kind of worked hard together. I'm not as big a part as what his hard work is and with the chassis, finding out what these cars need. Because of the downforce that he's able to make with them, we had to go and do some things a little different on the chassis. From our standpoint, that is what has helped me more than anything.

YATES: I'll tell you, the first of the year Doug Yates was saying, 'Look, we have to be more aggressive. We cannot run these lazy engines.' We could just, you know, get a top-five finish because they know how ... they know the strategy, they know how to take care of the tires and get a lot out of the car. But our cars were not winning cars, and we were, you know, talking about championship stuff. We were steady, but we just couldn't pull off wins. I really had to hammer on Doug not to bring something that was a little risky. I didn't feel like we needed to pull it out. Let the guys keep working on the cars. I started back early on telling them how bad the cars looked. They made a fool out of me in Richmond, but still ... you know, I tell it like it is, and they respect that. They finally got the cars a lot better. We didn't have to pull everything out of the box for it to run. And even today, Doug Yates came here and wanted to really kick their butts. We went to a more conservative deal. Certainly my heart rate was down from the engine like the 28 car ran. We still pulled it off, and Doug said, 'You didn't run enough time and you didn't do,' and I said, 'I'm telling you, the guys got the car working so good so you don't have to reach down and go over to the edge and maybe fall off the edge.' That's comfortable. But early in the year, it was like, 'Man, we're Mr. Consistency, but we can't win a race.' At Daytona ... it used to be if you could win the Daytona 500, you could pretty much ... you could survive that season regardless. I think that chalking up a Brickyard is ... falls right into that category, certainly ... and money and prestige and the fact that we've done it. I think we'll breathe easy however the rest of it falls.

Q: Dale and Todd, when you won here in '96, you guys were both fairly emotional afterward. Today, you guys look cool, calm and collected. Like you almost ... like you expected to be here after all this. Just talk and contrast the emotions between that one and this one.

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JARRETT: You didn't hear him? He was about to cry the first time I saw him. So I think that, yeah, we may have been a little more emotional, but I think that this time, we can do a little more, how to enjoy this and how to celebrate. We had everybody here and you know, Todd's wife's here. Robert's wife is here. My wife's here, and we could just enjoy it. I mean, we wanted to just take in everything that was around us. I don't know if we didn't show emotion, but I think we were as excited or maybe more so for this one because we do have our families here. A lot of people, I had people here from Hickory (N.C.) here with me, and it was just a fun, fun day. The crew, they were ecstatic because they knew that they were a big part of this win. So we've been fortunate. I guess in '96, it being our first year, it was kind of a fairy tale going on there. I mean, I'm not sure that anybody expected out of us what we did, not even sure we expected it totally. We're pretty confident guys here. I mean, we'd won the Daytona 500 and the Coca-Cola 600 and then we came and won the Brickyard 400. We were starting to wonder and just ... we were pretty emotional through all that, but this is a terrific day for me.

PARROTT: Very much so the same for me, you know. Betty's been coming to a few races, and she was at Daytona for that race and left Saturday morning and went home. I said, 'Why you going home?' and she said, 'Well, every time I show up, y'all lose.' So she's been here the last two years, and she wasn't here in '96. I asked her ... last night I think it was, when we sat down for dinner and I asked her what time she wanted to leave in the morning. She laughed. She said, 'What are you talking about?' I said, 'Well, you do want to go home tomorrow, right?' She said, 'No, I'm going to stay.' So, yeah, having our families here, but I think just the hard work that the crew and the team have put forth this year. '96, like Dale said, was a fairy tale. I mean, that was like a dream come true. We were riding this emotional roller coaster and it was like so cool, you know. And this year, we've got a common goal, and that's the big trophy in New York. I think we're focused, we're paying more attention to everything; the engines, the cars and it just ... we're communicating. He's healthy, I'm healthy ... just we've got a good line of communication. We're having fun.

YATES: Well, you know, I really do think that last year we shed a lot of tears last year when we left here because that was ...

JARRETT: I didn't bring that up ...

YATES: It was ... we couldn't even joke about running out of gas for about six months. Now, we've got that air cleared and come back and done our homework here. I've gotten this job down. But I'll tell you what - Dale Jarrett ... this place suits his driving style. I won't tell anybody what he's doing.

Q: Dale, just to clarify a few things. How much fuel did you have, do you know, when the caution ... when the last one came on? Your emotions when the caution came on, and how much fuel did you take?

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JARRETT: I'd ask Todd probably about five or six laps before that if we had enough fuel. I'd been saving some because we got out ... the guys got me out in such terrific shape to start with, and I had a pretty good lead. I'd been taking it kind of easy with that set of tires. But I asked him and he said that if I took it and I was easy with the gas pedal, we could make it. So we ... I went back to racing at that point in time. When the caution came out, I was a little disappointed, but I was ready for it because it never seems that at this place, and well, it shouldn't be easy... but I knew that I was going to have a race on my hands. But the biggest thing was just not knowing what everybody might do. I mean, we discussed staying out, we discussed four tires, and then we decided on two tires. And they made a great two-tire stop. And when they got me out in front ... it looked like as I went by, the other guys, they weren't exactly sure what they were going to do. I mean, it looked like some of them were ready to change four, but as we went by, they saw us going, changed their minds and went to two tires. Our car ... that car was really good. I mean, I was concerned with Bobby Labonte because not knowing exactly how much he might have been holding back but also that he might get a run on me. I knew if I got behind, that aero-wise it could be difficult to get back by him. But I just tried to concentrate on what I needed to do. But I think we had enough fuel to go if the caution didn't come out, and things worked good for us with the two tires because the car was just really fast then.

Q: Dale, thank you very much and congratulations.

JARRETT: Thank you.

Q: Why don't you come back and try it again next year?

JARRETT: We'll be right back here, hopefully.

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