

## DAY 1 – THURSDAY, AUG. 3, 2000

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Welcome to the seventh annual Brickyard 400 and the third annual True Value International Race of Champions event at the Indianapolis Motor Speedway. The Brickyard 400 is the 20<sup>th</sup> race of the 2000 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. 5. 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.

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Brickyard 400 information is available on the Internet this week on the official Indianapolis Motor Speedway 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.

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

#### **THURSDAY:**

8:30 a.m. – Action Performance/Mobil/Major League Baseball-Jeremy Mayfield

1:30 p.m. – Various NASCAR Winston Cup qualified drivers

3 p.m. (approx.) – NASCAR Winston Cup pole winner, second- and third-place qualifiers, highest-qualified rookie

#### **FRIDAY:**

11:15 a.m. – NASCAR announcement

12:30 p.m. – Dale Earnhardt Jr., Matt Kenseth

1 p.m. – Various NASCAR Winston Cup qualified drivers

4 p.m. (approx.) – True Value IROC race winner, season champion

#### **SATURDAY:**

4 p.m. (approx.) – NASCAR Winston Cup race winner, second- and third-place finishes, highest-finishing rookie

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Penske-Kranefuss Racing driver Jeremy Mayfield and Mobil 1 unveiled a new Major League Baseball/World Series 2000 Mobil 1 paint scheme this morning as part of a new partnership with Major League Baseball and Action Performance Companies, Inc.

Mayfield will drive the Ford Taurus with the paint scheme, which features the official World Series 2000 logo on the red, white and blue body, in the NASCAR Winston Cup Series races Oct. 15 at Talladega, Ala., and Oct. 22 at Rockingham, N.C.

The 2000 World Series starts Oct. 21.

**JEREMY MAYFIELD:** “If there are two staples in Kentucky – outside of racing – they would have to be horse racing and baseball. We raced a Kentucky Derby car last year, and this year we’re honoring baseball with this World Series car. Hey, the Louisville Slugger is probably the best-known bat of all times. We’re proud to be a part of the World Series this year and to be able to honor a great American institution. I’ve always watched on television but never been to a World Series game. They’ve promised me that this is my year.”

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

#### Row One:

1. Mark Dismore (Indy Racing Northern Light Series), Orange
2. Greg Ray (Indy Racing Northern Light Series), Medium Blue

#### Row Two:

3. Rusty Wallace (NASCAR Winston Cup Series), White
4. Dale Earnhardt Jr. (NASCAR Busch Series), Violet

#### Row Three:

5. Jeff Gordon (NASCAR Winston Cup Series), Cream
6. Dale Jarrett (NASCAR Winston Cup Series), Aqua

#### Row Four:

7. Jeff Burton (NASCAR Winston Cup Series), Yellow
8. Eddie Cheever Jr. (Indy Racing Northern Light Series), Gold

#### Row Five:

9. Bobby Labonte (NASCAR Winston Cup Series), Lime
10. Tony Stewart (NASCAR Winston Cup Series), Powder Blue

#### Row Six:

11. Mark Martin (NASCAR Winston Cup Series), Red
12. Dale Earnhardt (NASCAR Winston Cup Series), Dark Blue

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Six IROC competitors turned laps during the IROC at Indy practice session Thursday morning: Eddie Cheever Jr., Dale Earnhardt, Dale Jarrett, Bobby Labonte, Mark Martin and Greg Ray.

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### IROC PRACTICE QUOTE:

**EDDIE CHEEVER JR.:** "This is fun. I always enjoy it. I have been here for a day and a half, but I could be here for six months straight and not have the experience of (Dale) Earnhardt or (Mark) Martin. I have more of a chance here and at Michigan because drafting is not as much an issue. I love racing with these guys, and I've made friends with many of them. The best way to make friends in racing is to race hard and clean. And these guys will run you hard lap after lap. I mean, have you seen Dale Earnhardt and Dale Earnhardt Jr.? They ram on each other for lap after lap. And if that was my son, I'd spank him. But that's how they race." (How do you approach this race?): "I want to win. But I know this sounds bad, but I'm not responsible for the equipment, the mechanics, the owner or the sponsor. All I have to do is sit in the cockpit and drive hard."

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Northern Light, the leading Internet search engine, is providing two dedicated workstations for Internet searches for media at this event. The workstations are located at the near south end of the Media Center adjacent to the free-standing Northern Light banner.

Stacy Weeks of Northern Light is available to assist media in their searches for information during this event. Media are encouraged to use the workstations at any time.

Northern Light, title sponsor of the Indy Racing Northern Light Series, is the world's leading Internet search and research engine.

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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.

#17 Matt Kenseth will be the first car to make a qualifying attempt for the Bud Pole today. Kenseth’s car number was the first drawn during the qualifying draw at 9 this morning. #60 Geoffrey Bodine will be the last of the 49 drivers in the draw to make an attempt.

Other notable qualifying order spots:

#88 Dale Jarrett (defending event, Winston Cup champion): 29<sup>th</sup>

#24 Jeff Gordon (two-time event champion): 47<sup>th</sup>

#3 Dale Earnhardt (1995 event champion): 43<sup>rd</sup>

#28 Ricky Rudd (1997 event champion): Third

#18 Bobby Labonte (Winston Cup points leader): 11th

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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 43<sup>rd</sup> 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 43<sup>rd</sup> spot will be filled through current 1999 NASCAR Winston Cup Series car owner points.

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At 10:05 a.m., the air temperature was 67 degrees with southwest winds at 6 mph and relative humidity of 97 percent.

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### FIRST BRICKYARD 400 PRACTICE:

Event-record speed: 179.612, Jeff Gordon, Aug. 5, 1999

Fastest speed during July testing: 181.217, Rusty Wallace, July 17

10:05 a.m. – **GREEN**. #17 Matt Kenseth first car on track.

10:35 a.m. -- #3 Dale Earnhardt fastest at 182.186 mph. #88 Dale Jarrett second fastest at 181.561.

10:45 a.m. – Track temperature was 81 degrees, according to Goodyear engineers.

10:50 a.m. – #28 Ricky Rudd fourth fastest at 180.832.

11:06 a.m. – **YELLOW**. Debris.

11:08 a.m. – **GREEN**.

11:10 a.m. – Every car entered in this event has turned at least one practice lap except #80 Morgan Shepherd, #85 Carl Long, #95 David Keith.

11:34 a.m. -- #2 Rusty Wallace third fastest at 181.338.

12:10 p.m. – **YELLOW**. Debris.

12:12 p.m. – **GREEN**.

12:15 p.m. – Track temperature was 115 degrees, according to Goodyear engineers.

12:25 p.m. -- #8 Dale Earnhardt Jr. second fastest at 182.035.

12:32 p.m. – **RED**. End of session.

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#### Top Five of First Practice:

1. #3 Dale Earnhardt 182.186 mph
2. #8 Dale Earnhardt Jr. 182.035
3. #88 Dale Jarrett 181.561
4. #2 Rusty Wallace 181.426
5. #31 Mike Skinner 181.273

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#80 Morgan Shepherd and #85 Carl Long were the only entrants not to complete at least one lap in the first practice. Those cars are not in the garage area.

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Twenty-one drivers were faster than Jeff Gordon's track-record speed of 179.612 during the first practice.

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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.

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#### QUALIFYING NOTES:

- When qualifying started at 1:32 p.m., the air temperature was 74 degrees with northwest winds at 5 mph and a relative humidity of 81 percent.

- #90 Hut Stricklin brushed the outside retaining wall at the exit of Turn 4 on his qualifying lap but continued to the finish.

- #60 Geoffrey Bodine hit the outside retaining wall in Turn 4. Bodine did a half-spin exiting Turn 4, hit the outside retaining wall with the left front of his car, slid across the track and drove down pit lane.

- Ricky Rudd won the pole at this event for the first time. His previous best starting spot was seventh in 1997, when he won the race.

- This is Ricky Rudd's second pole of the season. He also won the pole in March at Las Vegas.

- Darrell Waltrip qualified second. The last time Waltrip qualified in the top three was in the spring race at Atlanta in 1997, when he was third. His last pole came in the fall race at Atlanta in 1995.

- At age 43, Ricky Rudd is the oldest driver to win the Brickyard 400 pole. The previous oldest was Ernie Irvan, who won the pole in 1998 at age 39.

- The gap between pole sitter Ricky Rudd and second-place qualifier Darrell Waltrip was the closest in Brickyard 400 history. Rudd edged Waltrip for the pole by .040 of a second. The previous closest spread was .053 of a second in 1997 when Ernie Irvan edged Joe Nemechek.

- Only three drivers have qualified for this event in the first round in all seven Brickyard 400's: Bobby Labonte, Sterling Marlin and Dale Jarrett. Jeff Gordon failed to qualify in the first round for the first time in his seven-year career at this event.

Jarrett was originally bumped from first-round qualifying in 1995, but he was later awarded the 26<sup>th</sup> starting spot based on his first-round speed rank after the second round was canceled by rain.

- Fourteen drivers were faster today in qualifying than Jeff Gordon's track record of 179.612 mph set in 1999. Ricky Rudd now has the track record at 181.068 mph.

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**AFTERNOON BRICKYARD 400 PRACTICE:**

4:04 p.m. – **GREEN**. Air temperature was 74 degrees, with northwest winds at 5 mph and a relative humidity of 81 percent.

4:34 p.m. – **RED**. End of practice.

**Top Five of Afternoon Practice:**

1. #36 Ken Schrader 178.281 mph
2. #16 Kevin Lepage 175.912
3. #11 Brett Bodine 175.802
4. #9 Stacy Compton 175.768
5. #44 Kyle Petty 175.507

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**AFTERNOON IROC PRACTICE:**

4:55 p.m. – **GREEN**.

5:45 p.m. – **CHECKERED**. End of practice.

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IROC competitors Eddie Cheever Jr., Jeff Gordon, Rusty Wallace, Tony Stewart and Mark Dismore participated in the afternoon practice.

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**IROC AT INDY PRACTICE QUOTES:**

**MARK DISMORE:** “I’m having fun. If I can get a good car tomorrow, I think I can win this thing. If I have a car like that (pink car) ... I love that car. I told them to paint “Dismore” on the side of it right now.” (Will your competitors tease you about wanting a pink car?): “They could paint it polka-dotted as long as it handled that well, and I wouldn’t care.”

**MARK MARTIN** (About IROC race tomorrow): “Everybody thinks it will be easy, but every time I do it (win an IROC championship), it makes it less likely that it will happen again. That’s the way I look at it.”

**END DAY 1 (THURSDAY) NOTES**

## DAY 2 – FRIDAY, AUG. 4, 2000

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At this morning's Brickyard 400/Winston Breakfast Club, Indianapolis Motor Speedway President Tony George presented 1999 Brickyard 400 winner Dale Jarrett 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. Jarrett now has two bricks, as he also won the 1996 Brickyard 400.

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Barry Dodson, crew chief for #27 Mike Bliss, was presented with the third annual Brickyard 400 "True Grit" Award today.

Dodson earned \$10,000 for the award, presented by C & R Racing and co-sponsored by Visteon Climate Control Systems. C & R Racing, a machine/fabrication business based in Indianapolis, is the largest supplier of custom aluminum radiators to the NASCAR series, including the Winston Cup Series, Busch Series and Craftsman Truck Series.

The award is presented to a crew member who displays many qualities, such as outstanding achievement, excellence in preparation and management, experience and dedication.

A four-man committee, comprised of Skip Wood, *USA Today*; Bruce Martin, ESPN SportsTicker; Mike Harris, Associated Press; and Danielle Humphrey, NASCAR, voted to select the winner.

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At 9 a.m., the air temperature was 64 degrees with east winds at 8 mph and relative humidity of 90 percent. The track temperature was 88 degrees, according to Goodyear engineers.

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### FIRST BRICKYARD 400 PRACTICE:

Event-record speed: 181.068, Ricky Rudd, Thursday.

9:02 a.m. – **GREEN**. #8 Dale Earnhardt Jr. first car on track.

9:23 a.m. -- #13 Robby Gordon fastest at 179.344 mph.

10 a.m. – Track temperature was 88 degrees, according to Goodyear engineers.

10:15 a.m. -- #90 Hut Stricklin second fastest at 178.402.

10:18 a.m. – All 49 cars on the grounds have turned at least one lap in this practice.

10:35 a.m. -- #60 Geoffrey Bodine fastest at 179.986.

10:42 a.m. – Track temperature was 103 degrees, according to Goodyear engineers.

10:47 a.m. – **RED**. #12 Jeremy Mayfield crashes in Turn 3. Car did half-spin in entrance of Turn 3 and hit outside retaining wall with left side before doing full spin and stopping in short chute between Turns 3 and 4. Heavy damage to left side of car.

### Top Five of First Practice:

1. #60 Geoffrey Bodine 179.986 mph
2. #13 Robby Gordon 179.344
3. #90 Hut Stricklin 178.642
4. #01 Ted Musgrave 177.504
5. #11 Brett Bodine 177.364

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ESPN announcer Bob Jenkins was presented the Big Brothers Big Sisters of America "Caring Hands" Award this morning in the Media Center for his work in helping increase awareness of the BBBSA and its mentoring program.

Barry Bronson, Valvoline sports marketing director, presented the award to Jenkins.

In 17 months, Valvoline's NASCAR team-related effort has raised \$527,025 for Big Brothers Big Sisters.

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**BRICKYARD 400 FIRST PRACTICE QUOTES:**

**HUT STRICKLIN:** “We ran faster today than what we did yesterday, although the track may be a little slower. So much is dependent on whether the sun is shining on the track when you’re making your run. We were being cautious because this is our only car, and we weren’t really trimmed out. We were going to come in and throw some sticker tires on it and make a mock run when (Chad) Little blew his engine and 12 (Jeremy Mayfield) got in the wall.”

**ROBBY GORDON:** “I’m confident in the qualifying setup. I was on used tires. I’ve got my fingers crossed when I go to the stickers (tires). The track is getting hot.”

**GEOFFREY BODINE** (About crash Thursday): “The car spun out off of (Turn) 4 for some reason. We’re not sure why.” (About today’s practice): “We ran really well the last time we went out.” (About second round of qualifying): “I’m not sure about the conditions, and I’m first out to go out. If we can come close to the speed we ran a little while ago, we should be OK. The car felt really good.”

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Joe Ruttman, brother of 1952 Indianapolis 500 winner Troy Ruttman, won the NASCAR Craftsman Truck Series Power Stroke 200 on Thursday night at Indianapolis Raceway Park.

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11:10 a.m. medical update from Dr. Henry Bock, Speedway medical director: #12 Jeremy Mayfield was conscious and alert during transport to Methodist Hospital in Indianapolis shortly after his accident in Turn 3 at 10:47 a.m.

Mayfield was showing signs of a concussion. His vital signs were stable. He will undergo further evaluation at Methodist Hospital.

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**SECOND-ROUND QUALIFYING NOTES:**

- Eleven cars have elected to make second-round qualifying attempts. Thirteen drivers have elected to stand on their times from first-round qualifying Thursday, including two-time Brickyard 400 winner Jeff Gordon.

- At 12:01 p.m., the air temperature was 72 degrees with variable winds at 7 mph and a relative humidity of 73 percent. Skies were sunny.

- Steve Grissom will replace Kyle Petty in the #44 Hot Wheels Pontiac during second-round qualifying.

- #13 Robby Gordon brushed the outside retaining wall at the exit of Turn 2 on his qualifying run but continued to the finish.

- #11 Brett Bodine set a track record with a lap of 49.704 seconds, 181.072 mph during second-round qualifying. No official records are kept on this statistic, but it is believed that the last time the top second-round qualifier was fastest overall was 1997, when Greg Sacks was faster than pole winner Joe Nemechek at the inaugural NASCAR Winston Cup race at California Speedway in Fontana, Calif.

- This is the first time in Brickyard 400 history that the fastest second-day qualifier was the fastest driver overall.

- A total of 15 drivers in the two rounds of qualifying were faster than Jeff Gordon’s former track record of 179.612 mph set in 1999.

- Brothers Todd, Brett and Geoffrey Bodine will start 25<sup>th</sup>, 26<sup>th</sup> and 27<sup>th</sup>, respectively, in the race.

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**SECOND-ROUND QUALIFYING NOTES (cont.):**

•This is the third Brickyard 400 in which a trio of brothers is starting. Brett, Geoffrey and Todd Bodine started the race in 1994, 1995 and will start this year. Kenny, Mike and Rusty Wallace started the race in 1995.

•The average speed of the 36 qualified cars for the 2000 Brickyard 400 is 179.610, just two-thousandths of a mile per hour slower than the former track record of 179.612 set by Jeff Gordon in 1999.

•This is the closest starting field in Brickyard 400 history, as .746 of a second separates the fastest qualifier, Brett Bodine, from the slowest qualifier, Hut Stricklin. The previous closest field came in 1997, when .899 of a second separated the field.

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**FIRST FATHER-SON COMBINATIONS TO START IN SAME INDIANAPOLIS MOTOR SPEEDWAY EVENTS:**

**Indianapolis 500**

Al Unser, Al Unser Jr.  
1983

**Brickyard 400**

Dale Earnhardt, Dale Earnhardt Jr.  
2000

**IROC at Indy**

Dale Earnhardt, Dale Earnhardt Jr.  
1999

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Terry Labonte will participate in the final “Happy Hour” practice and in the race tomorrow despite missing first-round qualifying due to illness, team spokesman John Singler said. Todd Bodine qualified the #5 Kellogg’s Chevrolet for Labonte on Thursday.

It will be Labonte’s 65<sup>th</sup> consecutive NASCAR Winston Cup start, a record.

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Today is the 29<sup>th</sup> birthday of three-time NASCAR Winston Cup champion and two-time Brickyard 400 winner Jeff Gordon.

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2 p.m. medical update from Dr. Henry Bock, Speedway medical director: #12 Jeremy Mayfield has been admitted to Methodist Hospital with a closed-head injury suffered in an accident during practice this morning. Mayfield’s injury will prevent him from participating in the Brickyard 400, said Dr. Troy Payner of the neurological staff at Methodist.

Mayfield’s condition is stable, and he is awake and alert. His vital signs are stable.

An update will be provided when available.

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Kyle Petty will drive the #12 Mobil 1 Ford in the race Saturday in the place of Jeremy Mayfield, who crashed during practice this morning and suffered a closed head injury.

Petty will drive a backup car in the race Saturday. It’s the same car that Mayfield drove to victory in June at Pocono.

**KYLE PETTY:** “I’m glad that everything looks OK for Jeremy. And I’m glad I could help these guys out. The circumstances aren’t very good, obviously, but me and these guys are going to do everything we can to give this car a good ride tomorrow. They tell me the backup car is a good one. They won with it at Pocono in June. We’ll see what we can do with it in Indianapolis in August.”

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1999 Indianapolis 500 winner Kenny Brack was in the garage of #14 Rick Mast this afternoon. Four-time Indianapolis 500 winner A.J. Foyt owns Mast’s car, and Brack drove a Foyt-owned car to victory in the 1999 Indianapolis 500.

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Leading NASCAR Winston Cup rookies Matt Kenseth and Dale Earnhardt Jr. met with the media this afternoon after second-round qualifying.

**DALE EARNHARDT JR.:** “It’s been a pretty interesting weekend. We qualified well. We struggled with the race setup. Hopefully Saturday we’ll run well. We have a new tire changer, so we’ll see how our pit stops go.” (About racing against Matt Kenseth): “I enjoy it. Matt and I became pretty good buddies when we started (in the NASCAR Busch Series). We would joke about starting our Winston Cup careers together. And it actually happened. Matt is the same guy he was when I met him two years ago, and he deserves a lot of credit for that.” (About this season): “I’m pretty satisfied with the season. We don’t have quite the consistency we want. Obviously, we’d like to be more consistent.” (About battle for Raybestos Rookie of the Year Award): “Eight of us were put up for trying to be the best. It’s probably not as exciting as the points battle. Matt has been consistent, and that’s enabled him to stretch out a good lead. In our camp, we are trying to get that consistency. We’ve been up and down. We’ve won some races, and we’ve run like crap. And that won’t win you a rookie title.” (About pressure of being son of Dale Earnhardt): “You can harness pressure, and sometimes it can be your enemy. You’ve got to use it as a positive. When you go back to the house or the (motor) coach, that’s the time to forget about it. You’ve got to be strong with it. This year has been easier than two years in Busch. I stepped into a car that had won. If I was going to prove myself, it was going to be in that car. If I didn’t win, I was a schmuck. This is a new team. So maybe we’ve got some excuses, if you will. Bud(weiser) has been very good to me, giving me days off. I have a lot of time to myself. I don’t want to get burned out. I want to stay in this sport for a while.” (About recent changes to the team): “Tony (Eury) Jr. went back to making changes at the racetrack, not just overseeing them. We’re just trying to get back the way we were when we were winning races. It’s just the basics, really. Our banked-track program has been fine. It’s the flat tracks that we can’t turn on yet. It’s going to take a little time to get things going again. Everybody’s got to see it in everybody else’s eyes.”

**MATT KENSETH:** “Well, I’m happy to be here at Indy. This is my first trip to Indy ever.” (About rookie season): “Things are going pretty good. My goals were to qualify in the top 25 every week and finish in the top 15. Overall we’ve exceeded those expectations. I never expected to win so early in the season.” (About struggles in qualifying): “The beginning of this season, there were only four tracks that I hadn’t been to either in a Busch or Winston Cup car. It’s (Indianapolis Motor Speedway) a track that I haven’t ever been to. This new tire really threw us a curve ball on our set up.” (About being part of Roush Racing teams): “The 99 (Jeff Burton) and 6 (Mark Martin) shops are about 35 or 40 miles away from our shop, so it’s not like were all in one big shop. The wind tunnel info is shared with all the organization. As far as springs and shocks and setups, everybody pretty much does their own, and if they want to share info they can.” (About using a provisional to earn spot in the field): “It’s not the end of the world, but I would’ve liked to have had a better run. It’s a big setback, in my opinion. It takes the equation out of running with the leaders and knowing how well they’re running.” (About vying for Rookie of the Year award): “It would mean a lot. It’s not my main focus. My main goal is to become a successful team, learn how to qualify better and eventually be a championship-contending team.” (About competing for the first time at the Indianapolis Motor Speedway): “It’s real neat to come here basically because of the history here. It’s one of the first tracks that you hear of.” (Is there pressure with the future of NASCAR resting on your shoulders being a top rookie?): “He (Dale Earnhardt Jr.) has more pressure than I do. Media ask me all the time if I feel overshadowed by Dale Jr. with fan and media attention. He probably has taken some of the pressure off me.”

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**FINAL BRICKYARD 400 “HAPPY HOUR” PRACTICE:**

At 1:15 p.m., the air temperature was 76 degrees, with northeast winds at 8 mph and a relative humidity of 59 percent. The track temperature was 125 degrees, according to Firestone engineers.

1:18 p.m. – **GREEN**. #88 Dale Jarrett was the first car on track, followed by #20 Tony Stewart and #6 Mark Martin.

2:02 p.m. -- #33 Joe Nemechek was fastest at 173.270 mph. #2 Rusty Wallace was second fastest at 173.124.

2:07 p.m. -- #2 Rusty Wallace will practice in the #12 car driven by his teammate, Jeremy Mayfield, who crashed this morning and will participate in the race Saturday.

2:17 p.m. – **RED**. End of practice.

**Top Five of Final “Happy Hour” Practice:**

1. #25 Jerry Nadeau 173.410 mph
2. #33 Joe Nemechek 173.270
3. #2 Rusty Wallace 173.124
4. #8 Dale Earnhardt Jr. 172.569
5. #75 Wally Dallenbach 172.556

Other notables: Pole-sitter #10 Ricky Rudd, 21<sup>st</sup>, 171.360; fastest qualifier #11 Brett Bodine, 31<sup>st</sup>, 170.746.

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**FINAL BRICKYARD 400 “HAPPY HOUR” PRACTICE QUOTES:**

**RUSTY WALLACE:** “My car is rock solid. I’m very happy with the way it feels right now. I put the car back in the garage with about eight minutes left (in happy hour), so I hopped in the #12 car (Mobil 1 Ford of Jeremy Mayfield) to shake it down. It had a slipping clutch, so the team is going to change the engine. Other than the clutch, it felt really stable. It will be all right for tomorrow.”

**BOBBY LABONTE:** “My car was pushing too much through the center of the turn. It’s really tough to get a handle on things here because the track changes so much with the temperature.”

**JERRY NADEAU:** “I feel like I have a pretty good race car. This (Indianapolis Motor Speedway) is such a tough place to pass and we’re starting pretty far back in the field. We’re going to have to be smart and use a good race strategy to get up towards the front.”

**RICKY RUDD:** “We need to tweak just a little bit. I worked with two setups during Happy Hour and found one which seemed to feel a little better. Mike McSwain (Rudd’s crew chief) and Todd Parrott (teammate Dale Jarrett’s crew chief) have put their heads together and come up with a good setup. We just need to make a little tweak. I like the sound of that so much better than saying that I’m having to make a ‘major setup change’. I’ve had to do that before.” (On the importance of leading the first lap of the race): “I don’t think the first lap is a critical for us as it is for the Indy cars. Our cars are more forgiving. Watching the first lap of an Indy race, it seems like they are a little more concerned about having enough heat in their tires. Our tires get up to temperature pretty quickly, plus our cars can slide around a little more in the corners.” (Does he want to lead the first lap?): “It would be nice to let Darrell Waltrip slip by and lead that first lap, but then the racer in me comes out and makes me want to lead as many laps as I can.”

**MIKE SKINNER:** “I feel good about tomorrow. We put in a new shock package, and I really like the setup. We are going to watch the weather. This is a weather sensitive track.”

**JEFF BURTON:** “We had a good practice. We have a ways to go from where we are. Race trim is good, and the car is good on long runs. We are going to watch the weather. This track is real sensitive.”

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**FINAL BRICKYARD 400 “HAPPY HOUR” PRACTICE QUOTES (cont.):**

**BRETT BODINE:** “Our race practice was short—only four or five laps because we had a motor change. It was not what I was looking for, but we’ll evaluate what we had here and in testing. We just hope the car is adjustable. The big thing is we’re in the show. I wouldn’t have given you a dime this morning that we were going to get in the race. I never thought the car under the conditions today would have gone that fast.”

**SCOTT PRUETT:** “The car looks pretty good. We tried a couple of different setups. We’re going to sit down, do a little thinking and put our best guess on for tomorrow.”

**DARRELL WALTRIP:** “I just hope I can give them (the fans) a good drive and a good view. We’ve worked so hard all day. We want to say in top five or six and hang up there in the front. You can win this race a lot of ways. We just want to get squared away early—that’ll make the difference.” (About Happy Hour): “We were 20<sup>th</sup> quick on the computer. We were working on consistency, not speed.”

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4 p.m. medical update from Dr. Henry Bock, Speedway medical director: #12 Jeremy Mayfield was released from Methodist Hospital at 4 p.m. Mayfield suffered a closed head injury in a practice crash this morning.

Kyle Petty will substitute for Mayfield in the Brickyard 400 on Saturday.

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Todd Bodine will start the #5 Kellogg’s Chevrolet in place of Terry Labonte, ending Labonte’s record streak of 655 consecutive NASCAR Winston Cup Series starts.

Labonte originally indicated this afternoon that he would race. But he reconsidered after “Happy Hour” final practice.

Dale Earnhardt is now NASCAR Winston Cup’s iron man, as the Brickyard 400 will be his 633<sup>rd</sup> consecutive career start.

**TERRY LABONTE:** “At Daytona (in July), I had a concussion. I had symptoms for a little bit and got better. I ran a few laps at Pocono and was fine. I got out of the car there because of my leg. We ran one lap here yesterday, and I was dizzy. We talked with Dr. (Jerry) Petty, and he said I could run one lap in the race on Saturday if I wanted to and then come in. I decided I’m going to sit out tomorrow and Watkins Glen, then pick up where we left off. We’ll try to start another streak, but I don’t know if we can do another one as long. It’s disappointing, but this is just a sport, just a game. Over the past few weeks, I saw some folks in some hospitals who were pretty bad off. This is just a game. It wouldn’t be fair to the Kellogg’s team for me to start the race and come in under green, and I felt I couldn’t wait for a caution. It was my decision.” (About the one lap he took Thursday): “I didn’t notice it until Turn 3. I had a hard time focusing. When you run 200 mph at this place, you’ve got to be right. I didn’t feel like I needed to do it. And I needed to get better and come back for the rest of the season. I probably shouldn’t have run New Hampshire. I didn’t feel real good at Loudon, but it’s not as big of a track, and you’re not going near as fast. I didn’t notice it at all at Pocono. You can drive with a broken shoulder, a broken leg, a broken hand or whatever, because you’re not jumping and running around in the car. This is a different deal. You can’t fake this. I did a few laps today and felt much better than yesterday, but I still didn’t feel 100 percent. It’s a temporary symptom, something that goes away. We’re confident it’s not a lingering problem.” (About the end of his consecutive races streak): “It doesn’t seem like it’s been that long. But things like that happen. Cal Ripken sat out a couple of games a couple of years ago. Records are made to be broken.” (About watching race instead of driving in it): “It’s going to be strange. I told Gary (DeHart) I’m going to sit right with him in the pit box.”

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**DAY 2 – FRIDAY, AUG. 4, 2000**

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**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. – Command to start engines
- 12:12 p.m. – Parade lap
- 12:13 p.m. – Pace lap
- 12:15 p.m. – Green flag, start of the seventh annual Brickyard 400

**END DAY 2 (FRIDAY) NOTES**

## DAY 3 – SATURDAY, AUG. 5, 2000 (RACE DAY)

### Page 1

Chip Ganassi, owner of the 2000 Indianapolis 500-winning car driven by Juan Montoya, announced Saturday evening that he has acquired a majority interest in Team SABCO from Felix Sabates and will field two Dodge Intrepid R/T race cars for his team in 2001.

Sabates will continue to be involved in business operations of the team, which will be named Chip Ganassi Racing with Felix Sabates.

Veteran NASCAR crew chief Andy Graves will work with Team SABCO's Tony Glover on day-to-day racing operations.

Dodge will return to the NASCAR Winston Cup Series in 2001 with five team owners and 10 Dodge Intrepid R/T cars.

**CHIP GANASSI:** "I'm honored to be part of the Dodge return to Winston Cup racing. The approach Dodge is taking to NASCAR Winston Cup racing is unique. It will help us become competitive much quicker. I'm delighted to be a part of the Dodge effort, and I'm confident that I can add something. If you have any competitive spirit in you, you can't ignore NASCAR Winston Cup racing. It's impressive to see the level of competition, the close racing and the way NASCAR touches the fans every day."

\*\*\*

Sears, Roebuck and Co. and its Craftsman tool brand and NASCAR have extended their relationship through 2005.

Craftsman, America's top-selling mechanic and auto specialty tool brand, will continue its sponsorship and marketing partnership that includes Craftsman's status as "Official Tools of NASCAR," sponsorship of the NASCAR Craftsman Truck Series and support of NASCAR's Weekly Racing Series.

\*\*\*

Actress and model Susan Ward will be a guest of Dale Earnhardt Jr. in the Bud Racing pits today.

Ward, star of the movie "The In Crowd," also has appeared on television shows "All My Children," "Malibu Shores," "Sunset Beach" and "Hercules." She is a self-proclaimed, lifelong NASCAR fanatic.

\*\*\*

### ORDER OF THE DAY:

- 8 a.m. – First car pushed on the track
- 10:15 a.m. – Drivers/crew chiefs meeting
- 10:35 a.m. – Pace Car lap of past Brickyard 400 Pace Cars.
- 10:45 a.m. – Race cars in starting positions
- 10:46 a.m. – Indianapolis Police Department Drill Team lap
- 11:25 a.m. – NASCAR awards ceremony
- 11:30 a.m. – Driver introductions
- Noon – "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 Melvin Carraway, fly-over by F-16 jets
- 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 seventh annual Brickyard 400

(More)

## DAY 3 – SATURDAY, AUG. 5, 2000 (RACE DAY)

### Page 2

#### RACE SPECIFICS:

- Buster Auton is driving the 2001 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 white line before the start of the pit wall 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.
- Cars must use the warm-up lane to return to the racetrack after pit stops, rejoining the racetrack in Turn 2. No passing is allowed in the warm-up lane after exiting the pits until cars rejoin the racetrack.

\*\*\*

#### STARTING FIELD SUMMARY:

- 36-car qualified field speed average: 179.610 mph (record)
- Former winners: Four (Jeff Gordon, 1994, 1998; Dale Jarrett, 1996, 1999; Dale Earnhardt, 1995; Ricky Rudd, 1997)
- Former lap leaders: 26 (ties record set in 1998, 1999)
- Previous laps led: 821
- Average age: 37.8
- Youngest driver: Elliott Sadler, 25 years, 97 days (Born: April 30, 1975)
- Oldest driver: Darrell Waltrip, 53 years, 181 days (Born: Feb. 5, 1947)
- Spread between fastest and slowest qualifier: .746 of a second (record)
- Total number of previous Brickyard 400 starts: 179 among 38 drivers
- Twenty-one drivers in the starting field have competed in all six previous Brickyard 400 races.

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#### PRE-RACE NOTES:

- #32 Scott Pruett is making his first Brickyard 400 start, joining John Andretti, Geoff Brabham, A.J. Foyt, Robby Gordon, Danny Sullivan and Tony Stewart as the only drivers to start the Indianapolis 500 and the Brickyard 400. Pruett made Indianapolis 500 facts in 1989, 1991, 1992 and 1995.
- The best Brickyard 400 finish by a driver who also has competed in the Indianapolis 500 is seventh by John Andretti in 1998 and Tony Stewart in 1999.

\*\*\*

#### RACE RUNNING:

Race distance: 160 laps.

#12 Kyle Petty and #01 Ted Musgrave will drop to the rear of the field on the pace laps. Petty will drop back because he is driving a backup car and he is a substitute driver for Jeremy Mayfield, injured in a practice crash Friday morning. Mayfield qualified the primary car Thursday. Musgrave will drop back because he missed the drivers' meeting this morning.

12:05 p.m. – Indianapolis Motor Speedway tribute to late NASCAR Winston Cup Series driver Kenny Irwin, an Indianapolis native.

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

12:14 p.m. – All cars roll from starting grid except for #11 B. Bodine, completing late technical inspection. Bodine joined the field at pit exit of the first pace lap.

(More)

**DAY 3 – SATURDAY, AUG. 5, 2000 (RACE DAY)**

**Page 3**

**RACE RUNNING (cont.):**

12:17 p.m. – The air temperature was 73 degrees with southeast winds at 14 mph and relative humidity of 59 percent.

Lap 1: **GREEN.** #28 Rudd leads into Turn 1. #28 Rudd leads #18 Labonte by 1.432 seconds. #8 Earnhardt Jr. third. #66 D. Waltrip falls from second to seventh.

-- The pole sitter has led the first lap of every Brickyard 400. But the pole sitter has never won the race.

Lap 2: #28 Rudd leads #18 Labonte by 1.165 seconds. #3 Earnhardt has climbed from eighth to fourth.

Lap 3: #20 Stewart has climbed from 18<sup>th</sup> to 11<sup>th</sup> since start.

Lap 4: #28 Rudd leads #18 Labonte by .914 of a second. #2 Wallace up to sixth after starting 10<sup>th</sup>.

Lap 5: Leaders – #28 Rudd, #18 Labonte, #8 Earnhardt Jr., #3 Earnhardt, #94 Elliott, #2 Wallace, #66 D. Waltrip, #22 W. Burton, #20 Stewart, #88 Jarrett.

Lap 6: #28 Rudd leads #18 Labonte by .906 of a second. #8 Earnhardt Jr. third, 3.827 seconds behind leader.

Lap 7: Gap between leader #28 Rudd and third-place #8 Earnhardt Jr. grows to 4.380 seconds.

Lap 8: #20 Stewart passes #22 W. Burton for eighth. Stewart started 18<sup>th</sup>.

Lap 9: #28 Rudd leads #18 Labonte by .862 of a second.

Lap 10: #66 D. Waltrip passes #3 Earnhardt for sixth with inside move on back straightaway. #20 Stewart, #3 Earnhardt side-by-side at start-finish line.

Leaders – #28 Rudd, #18 Labonte, #8 Earnhardt Jr., #94 Elliott, #2 Wallace, #66 Waltrip, #3 Earnhardt, #20 Stewart, #22 W. Burton, #88 Jarrett.

Lap 11: #20 Stewart passes #3 Earnhardt with inside move in Turn 1 for seventh. Earnhardt falls to 11<sup>th</sup> at start-finish line.

Lap 12: #28 Rudd leads #18 Labonte by .867 of a second. #8 Earnhardt Jr. third, 5.558 seconds behind leader.

Lap 13: #28 Rudd leads #18 Labonte by .656 of a second. #8 Earnhardt Jr. third, 5.996 seconds behind leader. #93 Blaney brushes outside retaining wall exiting Turn 4. #3 Earnhardt falls to 12<sup>th</sup>.

Lap 14: #28 Rudd leads #18 Labonte by .535 of a second.

Lap 15: #28 Rudd leads #18 Labonte by .464 of a second. #8 Earnhardt Jr. third, 8.404 seconds behind leader.

Lap 16: #6 Martin hits outside retaining wall with rear of car. #31 Skinner hit rear of #6 Martin entering Turn 1. Martin did three-quarter spin and hit wall with rear of car. Car slid through short chute between Turns 1 and 2 and stopped. Martin climbed from car without assistance. #24 Gordon hit rear of #14 Mast in Turn 1, causing Mast to do quarter-spin toward infield. Both #14 Mast, #24 Gordon continue on course with damage. Heavy right-front damage for #24 Gordon.

Lap 17: **YELLOW.**

Lap 18: Pit stops for entire field except for #9 Compton, who takes lead. Extended stop for #24 Gordon, #14 Mast for repair of damage. #3 Earnhardt also had extended stop due to tight chassis condition. Chassis and tire-pressure adjustment.

Pit report: #28 Rudd, four tires and fuel, 17 seconds; #94 Elliott four tires and fuel, 16 seconds; #8 Earnhardt Jr., four tires and fuel, 16 seconds; #18 Labonte, four tires and fuel, 17 seconds; #20 Stewart, four tires and fuel, 16 seconds; #22 W. Burton, four tires, fuel, 14 seconds; #43 Andretti, two tires, fuel, 14 seconds; #2 R. Wallace, two tires, fuel, five seconds; #12 Petty, two tires, fuel, 14 seconds.

(More)

## DAY 3 – SATURDAY, AUG. 5, 2000 (RACE DAY)

### Page 4

#### RACE RUNNING (cont.):

-- Stacy Compton became the third driver to lead in his first Brickyard 400 start, not including the inaugural race in 1994. Johnny Benson led for 70 laps in 1996, and Mike Skinner led for eight laps in 1997.

Crew for #31 Skinner reports light front-nose damage.

Lap 18: #24 Gordon to pits for more repairs. #14 Mast leaves pits with duct tape streaming from rear spoiler. Car stopped at exit of pit road by NASCAR officials so tape can be removed. #14 Mast rejoins track.

Total pit-stop time for repairs to #24 Gordon, two minutes, 57 seconds over two stops.

Medical update from Dr. Henry Bock, Speedway medical director: #6 Mark Martin was evaluated and released from the Clarian Emergency Medical Center without injury.

Lap 19: #9 Compton to pits. #2 R. Wallace takes lead.

At 12:35 p.m., the track temperature was 124 degrees, according to Goodyear engineers.

Lap 21: **GREEN**.

Lap 23: #2 Wallace leads #8 Earnhardt Jr. by .176 of a second. #25 Nadeau third, .645 of a second behind. Front-row update: #28 Rudd fifth, #66 D. Waltrip 20<sup>th</sup>.

Lap 25: Leaders -- #2 R. Wallace, #8 Earnhardt Jr., #25 Nadeau, #94 Elliott, #28 Rudd, #20 Stewart, #22 W. Burton, #18 Labonte, #99 J. Burton, #1 Park.

-- This is the third Brickyard 400 that Rusty Wallace has led. He also led in 1994 and 1995.

Lap 27: #8 Earnhardt Jr. tries unsuccessfully to pass #2 R. Wallace for lead on backstretch.

Lap 30: #2 R. Wallace leads #25 Nadeau by .894 of a second.

Lap 31: #8 Earnhardt Jr. falls to fifth.

Lap 32: #2 R. Wallace leads #25 Nadeau by .203 of a second.

Lap 33: #25 Nadeau passes #2 R. Wallace for lead in short chute between Turns 3 and 4.

-- #25 Jerry Nadeau led the Brickyard 400 for the first time in his career. This is his third start in the race.

**MARK MARTIN:** "Well, we were having a little trouble. Michael (Waltrip) was having some trouble in the turns, and I wanted to pass him clean. (Mike) Skinner was right there, and I had a drafting partner with him. I had to check up early going into (Turn) 1. I just got a little push, and we wrecked there. We really had a lot of things go wrong this year that shouldn't have. I surely didn't want to have a wreck. I really wish he (M. Waltrip) could have got by me cleanly. I had (Mike) Skinner there as my friend on the draft. He was behind me going into (Turn) 1, and I guess I had to let off, and it must have been a little quicker than what he expected. He got into me, and we wrecked. We wrecked big."

Lap 36: #25 Nadeau leads #2 R. Wallace by .965 of a second. #94 Elliott third. #28 Rudd fourth.

Lap 37: #25 Nadeau leads #2 R. Wallace by .948 of a second.

Lap 40: Leaders -- #25 Nadeau, #2 R. Wallace, #28 Rudd, #94 Elliott, #18 Labonte, #20 Stewart, #8 Earnhardt Jr., #22 W. Burton, #43 Andretti, #99 J. Burton.

Lap 44: **YELLOW**. #43 Andretti hits outside retaining wall in exit of Turn 3. Andretti moved above the racing line exiting Turn 3 and hit the outside retaining wall with the right front and right side of the car. Car slid through short chute with flames underneath, stopping in short chute. Andretti climbed from car without assistance. Andretti reported cut right-front tire to crew on radio after accident. Heavy damage to right front and right side of car.

All cars in field pitted on Lap 44. #2 R. Wallace first out of pits to take lead, followed by #25 Nadeau. Pit crew of #24 Gordon continues with more aerodynamic repairs to right front of car. Team applying tape to right front.

(More)

**DAY 3 – SATURDAY, AUG. 5, 2000 (RACE DAY)**

**Page 5**

**RACE RUNNING (cont.):**

-- #9 Stacy Compton became the first driver to lead the Brickyard 400 who started in the last position. The previous lowest starting position for a leader was 42<sup>nd</sup>, the starting spot of leader Harry Gant in 1994.

Pit report: #99 J. Burton, four tires and fuel, 17 seconds; #25 Nadeau, four tires and fuel, 16 seconds; #20 Stewart, four tires and fuel, 18 seconds; #18 Labonte, four tires and fuel, 18 seconds; #28 Rudd, four tires and fuel, 18 seconds; #88 Jarrett, four tires and fuel, 18 seconds; #66 D. Waltrip, four tires and fuel, 24 seconds; #2 R. Wallace, four tires and fuel, 18 seconds; #32 Pruett, four tires and fuel, 14 seconds; #12 Petty, four tires and fuel, 20 seconds; #24 Gordon, four tires, fuel, extensive aerodynamic repairs, 70 seconds; #22 W. Burton, four tires and fuel, 18 seconds.

#17 Kenseth returns to pits for repairs from damage suffered during collision with #75 Dallenbach in pit stop.

Lap 47: **GREEN**. Order on restart: #2 R. Wallace, #25 Nadeau, #94 Elliott, #28 Rudd, #8 Earnhardt Jr. #28 Rudd passes #94 Elliott for third.

Lap 48: #8 Earnhardt Jr. passes #94 Elliott for fourth. #18 Labonte passes #94 Elliott, #8 Earnhardt Jr. for fourth.

Lap 51: #2 R. Wallace leads #25 Nadeau by .191 of a second.

Medical update from Dr. Henry Bock, Speedway medical director: #43 John Andretti was evaluated and released from the Clarian Emergency Medical Center without injury.

Lap 53: #2 R. Wallace leads #25 Nadeau by .204 seconds.

**JOHN ANDRETTI:** "I thought the track was in good shape. You expect Indy to get slick, though. But we blew a right-front tire. I don't know what to say. I'm not delirious, I'm just upset."

Lap 55: #50 Craven to pits, right-front shock problem. Car to garage, where team is changing steering box and adjusting camber.

Lap 59: #2 Wallace leads #25 Nadeau by .565 of a second.

Lap 60: Leaders – #2 R. Wallace, #25 Nadeau, #18 B. Labonte, #28 Rudd, #94 Elliott, #8 Earnhardt Jr., #20 Stewart, #99 J. Burton, #88 Jarrett, #1 Park.

-- Skies are cloudy after the race started under sunny skies.

-- This is Hut Stricklin's first NASCAR Winston Cup start of the season. He started 36<sup>th</sup> and was running 15<sup>th</sup> at Lap 60.

Lap 63: #2 R. Wallace leads #25 Nadeau by 1.068 seconds.

Lap 64: #18 Labonte passes #25 Nadeau for second in the short chute between Turns 3 and 4. Nadeau reporting tight-handling condition to crew.

Lap 66: #20 Stewart up to sixth.

Lap 68: #2 R. Wallace leads #18 Labonte by 1.538 seconds.

Lap 73: #2 Wallace leads #18 Labonte by 1.099 seconds.

Lap 74: #11 B. Bodine to pits, four tires and fuel.

Lap 75: #2 R. Wallace leads by #18 Labonte by .847 of a second. Gap between fifth-place #94 Elliott and sixth-place #20 Stewart is 8.726 seconds.

**RICHARD PETTY** (Owner, #43 Andretti): "What can you say to your driver when a tire blows? He (Andretti) was doing his job. When his luck starts to turn, he is going to be real tough."

Lap 79: #22 W. Burton to pits, four tires and fuel, slight chassis adjustment to right rear.

Lap 80 (halfway): Leaders – #2 R. Wallace, #18 Labonte, #25 Nadeau, #28 Rudd, #94 Elliott, #20 Stewart, #99 J. Burton, #8 Earnhardt, #88 Jarrett, #3 Earnhardt. #10 Benson, #36 Schrader to pits.

(More)

## DAY 3 – SATURDAY, AUG. 5, 2000 (RACE DAY)

### Page 6

#### RACE RUNNING (cont.):

-- The leader of the Brickyard 400 at the halfway point has won only twice, Jeff Gordon in 1994 and Dale Jarrett in 1999.

Lap 81: #88 Jarrett, #66 D. Waltrip, #77 Pressley, #28 Rudd to pits.

Lap 82: #25 Nadeau, #20 Stewart, #3 Earnhardt, #99 J. Burton, #12 Petty to pits.

Lap 83: #2 R. Wallace, #24 Gordon, #32 Pruett to pits. #18 Labonte takes lead then to pits, around track then to pits. #2 R. Wallace regains lead.

-- This is the third Brickyard 400 that #18 Bobby Labonte has led. This is the 11<sup>th</sup> NASCAR Winston Cup Series race this season that he has led. #2 Rusty Wallace has led 13 races this season, a series high.

Lap 84: #8 Earnhardt Jr., #31 Skinner, #94 Elliott to pits.

Pit report: #25 Nadeau, four tires and fuel, 17 seconds; #20 Stewart, four tires and fuel, 16 seconds; #99 J. Burton, four tires and fuel, 16 seconds; #18 Labonte, four tires and fuel, 16 seconds; #2 R. Wallace, four tires and fuel, 20 seconds; #24 Gordon, four tires and fuel, 14 seconds; #88 Jarrett, four tires and fuel, 16 seconds; #66 D. Waltrip, four tires and fuel, 17 seconds; #28 Rudd, four tires and fuel, 17 seconds; #8 Earnhardt Jr., four tires and fuel, 17 seconds; #31 Skinner, four tires and fuel, 16 seconds; #3 Earnhardt, four tires and fuel, 19 seconds.

Lap 85: #2 R. Wallace leads #25 Nadeau by 1.598 seconds. #18 Labonte third, 2.246 seconds behind leader.

Lap 89: #2 R. Wallace leads #25 Nadeau by .560 of a second.

Lap 90: Fastest qualifier #11 B. Bodine was running 40<sup>th</sup>, last car running on track.

Lap 92: #2 R. Wallace leads #25 Nadeau by .776 of a second.

Lap 97: #2 R. Wallace leads #18 Labonte by .235 of a second.

Lap 100: Leaders -- #2 R. Wallace, #18 Labonte, #25 Nadeau, #94 Elliott, #28 Rudd, #20 Stewart, #99 J. Burton, #88 Jarrett, #3 Earnhardt, #8 Earnhardt Jr.

-- On Lap 100, #36 Ken Schrader was the last car on the lead lap, running 25<sup>th</sup>. Schrader is the only driver to complete every lap of the first six Brickyard 400's.

Lap 104: #2 R. Wallace leads #18 Labonte by .551 of a second. #25 Nadeau third.

Lap 107: #2 R. Wallace leads #18 Labonte by .468 of a second. #25 Nadeau third.

Lap 109: #21 Sadler to pits.

Lap 112: #18 Labonte tries unsuccessfully to pass #2 R. Wallace for lead with low move entering Turn 4. #2 R. Wallace leads by .261 of a second at start-finish line.

Lap 114: #2 R. Wallace leads #18 Labonte by .267 of a second.

Lap 115: #2 R. Wallace leads #18 Labonte by .197 of a second.

Lap 116: #2 R. Wallace leads #18 Labonte by .415 of a second.

Lap 117: #12 Petty to pits.

Lap 118: #2 R. Wallace leads #18 Labonte by .230 of a second. #28 Rudd, #20 Stewart to pits.

Lap 119: #18 Labonte under #2 R. Wallace on back straightaway, passing Wallace for lead at entrance of Turn 3. #18 Labonte leads #2 R. Wallace by .216 of a second at start-finish line. #94 Elliott, #99 J. Burton to pits.

**RICKY CRAVEN:** "We were destroying right fronts (tires). The cautions were saving us. We finally had one come apart under the green. We might have stayed out if we were running for points. There's no use putting around. You can't learn anything. The car was running good, and we could have been respectable, perhaps top 20. But somehow the setup was wrong, and we couldn't correct the problem."

(More)

**DAY 3 – SATURDAY, AUG. 5, 2000 (RACE DAY)**

**Page 7**

**RACE RUNNING (cont.):**

Lap 120: #22 W. Burton, #88 Jarrett, #66 D. Waltrip to pits.

Lap 121: #2 Wallace, #3 Earnhardt to pits.

Lap 122: #18 Labonte, #32 Pruett, #31 Skinner, #25 Nadeau to pits. #18 Labonte exits pits in lead.

Lap 123: #2 R. Wallace passes #18 Labonte for lead entering Turn 3. #2 R. Wallace leads by .182 of a second at start-finish line. #24 Gordon to pits.

Lap 131: #2 R. Wallace leads #18 Labonte by .238 of a second. #94 Elliott third, 5.111 seconds behind leader.

Pit report: #25 Nadeau, four tires and fuel, 20 seconds; #99 J. Burton, four tires and fuel, 17 seconds; #20 Stewart, four tires and fuel, 16 seconds; #18 Labonte, four tires and fuel, 16 seconds; #28 Rudd, two tires and fuel, 13 seconds; #22 W. Burton, four tires and fuel, 18 seconds; #94 Elliott, four tires and fuel, 16 seconds; #88 Jarrett, four tires and fuel, 18 seconds; #2 R. Wallace, four tires and fuel, 18 seconds; #3 Earnhardt, four tires and fuel, 16 seconds; #66 D. Waltrip, four tires and fuel, 19 seconds; #32 Pruett, two tires and fuel, 16 seconds; #31 Skinner, four tires and fuel, 14 seconds; #24 Gordon, four tires and fuel, 17 seconds.

Lap 133: #4 Hamilton suffers engine failure, according to team public relations representative. Out of race.

Lap 135: #2 R. Wallace leads #18 Labonte by .174 of a second.

Lap 137: #2 R. Wallace leads #18 Labonte by .229 of a second.

Lap 140: Leaders – #2 R. Wallace, #18 Labonte, #94 Elliott, #25 Nadeau, #20 Stewart, #99 J. Burton, #88 Jarrett, #28 Rudd, #3 Earnhardt, #31 Skinner.

Lap 142: #2 R. Wallace leads #18 Labonte by .215 of a second.

Lap 143: #2 R. Wallace leads #18 Labonte by .237 of a second.

Lap 143: #24 Gordon to pits, fuel and chassis adjustment, 10 seconds.

Lap 145: #2 R. Wallace leads #18 Labonte by .188 of a second.

Lap 146: #18 Labonte gets under #2 R. Wallace in short chute between Turns 3 and 4. Cars side by side down front straightaway, touching as Labonte's right front touched Wallace's left rear. #18 Labonte leads by .004 of a second at start-finish line, with cars side by side.

Lap 147: #18 Labonte clears #2 R. Wallace for lead in Turn 1.

Lap 148: #18 Labonte leads #2 R. Wallace by 1.161 seconds. #94 Elliott is third, 7.508 seconds behind leader.

Lap 150: Leaders -- #18 Labonte, #2 R. Wallace, #94 Elliott, #25 Nadeau, #20 Stewart, #99 J. Burton, #88 Jarrett, #3 Earnhardt, #31 Skinner, #28 Rudd.

Lap 151: #18 Labonte leads #2 R. Wallace by 2.632 seconds. #94 Elliott third, 8.574 seconds behind leader.

Lap 152: #18 Labonte leads #2 R. Wallace by 2.751 seconds. #12 Petty to pits, fuel only.

Lap 153: #18 Labonte leads #2 R. Wallace by 2.197 seconds.

Lap 154: #18 Labonte leads #2 R. Wallace by 2.716 seconds.

Lap 155: #18 Labonte leads #2 R. Wallace by 3.299 seconds.

Lap 156: #18 Labonte leads #2 R. Wallace by 3.455 seconds. #28 Rudd to pits, fuel only.

Lap 157: #18 Labonte leads #2 R. Wallace by 3.212 seconds.

Lap 158: #18 Labonte leads #2 R. Wallace by 3.419 seconds.

Lap 159: #18 Labonte leads #2 R. Wallace by 4.336 seconds.

Lap 160: #18 Labonte wins 2000 Brickyard 400 by 4.229 seconds over #2 R. Wallace.

(More)

## DAY 3 – SATURDAY, AUG. 5, 2000 (RACE DAY)

### Page 8

#### RACE RUNNING (cont.):

Unofficial top 10: #18 Labonte, #2 Wallace, #94 Elliott, #25 Nadeau, #20 Stewart, #99 J. Burton, #88 Jarrett, #3 Earnhardt, #31 Skinner, #32 Pruett.

Top-finishing rookie: #32 Scott Pruett, 10<sup>th</sup>.

-- This is Bobby Labonte's first Brickyard 400 victory. His previous best finish was second in 1997 and 1999. Labonte has finished second, third and second in the last three years in the Brickyard 400.

-- Tony Stewart, Bobby Labonte's teammate, showered him with Gatorade and hugged him in the winner's circle.

-- The winner of the Brickyard 400 has gone on to win the NASCAR Winston Cup championship in each of the last two seasons. Jeff Gordon won this race and the title in 1998, and Dale Jarrett repeated the same feat last year. Today's winner, Bobby Labonte, leads the NASCAR Winston Cup point standings after this race.

-- This is Bobby Labonte's second victory of the year. His previous win came in February at Rockingham, N.C. This was Labonte's 14<sup>th</sup> top-10 finish and 10<sup>th</sup> top-five finish in 20 starts this year.

**BOBBY LABONTE:** "I can't think of a better day right here. I rode around with Darrell Waltrip on my pace lap, and he signed my hat. To beat a great driver like Rusty Wallace, it's awesome. I've been close here, and it just came up this time. Rusty Wallace put up a great fight. I was better than him in Turn 2, and I could get by him. This is one of those races that you dream about. I've dreamed about it a long time. Tony Stewart, I'll remember that when I kiss those bricks, they're Hoosier bricks."

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#### POST-RACE NOTES, EVENT HISTORICAL NOTES:

- Bobby Labonte won from the third starting position. This is the third time in the seven-year history of the Brickyard 400 that the winner has started third. Jeff Gordon won from third in 1994 and 1998.

- The average race speed was 155.918 mph, an event record. The previous record was 155.218 mph by Dale Earnhardt in 1995.

- This is the first Brickyard 400 victory for a Pontiac. Chevrolet won in 1994, 1995 and 1998, while Ford won in 1996, 1997 and 1999.

- Bobby Labonte won by 4.229 seconds, the widest margin of victory in Brickyard 400 history. The previous record was 3.351 seconds by Dale Jarrett over Bobby Labonte in 1999.

- Fourteen cars finished on the lead lap, the fewest ever at a Brickyard 400. The previous record was 16 in 1994.

- Runner-up Rusty Wallace led 110 laps, the most ever by a non-winner at the Brickyard 400. The previous record by a non-winner at this race was 70 laps by Johnny Benson in 1996. Benson ended up eighth.

- Rusty Wallace climbed from seventh to third on the all-time Brickyard 400 lap-leader list after leading 110 laps today. Jeff Gordon is first at 277, followed by Dale Jarrett at 186 and Wallace at 136.

- There were nine lead changes among five drivers, the fewest lead changes in Brickyard 400 history. The previous record was 10 in 1998. The five lap leaders were the fewest in Brickyard 400 history. The previous record was six in 1999.

- Ken Schrader completed 159 of 160 laps today, ending his streak as the only driver to finish every Brickyard 400 lap ever run.

- Jeff Gordon failed to lead a lap today, ending his streak as the only driver to lead at least one lap in every Brickyard 400.

(More)

**DAY 3 – SATURDAY, AUG. 5, 2000 (RACE DAY)**

**Page 9**

**POST-RACE NOTES, EVENT HISTORICAL NOTES:**

•Bobby Labonte turned the fastest lap of the race, 173.477 mph, on Lap 2. That was the fastest race lap in Brickyard 400 history. The previous record was 172.639 by Jeff Gordon on Lap 10 in 1997.

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**DRIVERS WITH TOP-10 FINISHES IN INDIANAPOLIS 500, BRICKYARD 400:**

	<b>Indianapolis 500</b>	<b>Brickyard 400</b>
John Andretti	Fifth (1991), Eighth (1992), 10 <sup>th</sup> (1993, 1994)	Seventh (1998)
Scott Pruett	10 <sup>th</sup> (1989)	10 <sup>th</sup> (2000)
Tony Stewart	Fifth (1997), Ninth (1999)	Fifth (2000), Seventh (1999)

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**BRICKYARD 400 LAPS LED BY MANUFACTURER:**

Ford 615 (Dale Jarrett is top Ford lap leader, with 186 laps led.)  
Chevrolet 383 (Jeff Gordon is top Chevrolet lap leader, with 277 laps led.)  
Pontiac 122 (Johnny Benson is top Pontiac lap leader, with 72 laps led.)

**END DAY 3 (SATURDAY) NOTES**

## Post-Race Quotes – Saturday, Aug. 5, 2000 – Page 1

**DALE EARNHARDT** (#3 GM Goodwrench Chevrolet): “We were just real tight all day, and that last set of tires didn’t help us. It was just a survival day. We tried to work on some aero stuff, but we couldn’t hit on the right combination.” (About championship chase): “I wish he (Labonte) wouldn’t have won this race, but we’re still not out of it.”

**TERRY LABONTE**: “It was more frustrating than disappointing watching the race. But yesterday I made my mind up that I was stepping out, and nothing changed my mind today. Todd (Bodine) did a great job for us. He finished 15<sup>th</sup> and passed Steve Park on the last lap, and he ran real strong in the second half of the race. We worked real hard. Well, I didn’t. I just sat back and watched. I told the guys that a headset doesn’t feel as good as a helmet.” (About watching his younger brother Bobby win the race): “I watched him the whole race, and I was real nervous the last few laps. I kept my fingers crossed. Rusty (Wallace) and him were much better than anybody else. But anything can happen. But Bobby has always ran well here, and today it was just his day.” (About Bobby leading the points): “They have a good team, and they were real close (to the title) last year. Sometimes you have to lose a championship before you win one.”

**DALE JARRETT** (#88 Quality Care/Ford Credit Ford): “Push, Push, Push. We just never could get he car freed up. If we would’ve had a caution we might have been able to catch the guys up front. We got it better through out the day but never could quite get it good enough.”

**HUT STRICKLIN** (#90 Hills Brothers Coffee Ford): “Everything we did today was such a big accomplishment. No one will really understand what an accomplishment this was for both myself and the team. I know people didn’t think we could run this well here, but all this time that I haven’t been racing, I haven’t been sitting around just watching TV. I’ve been learning about the car, about the chassis, and all that. We’ve got the best engines, with Penske engines, and the best car, with a Ford Taurus. We just need some time to put it all together. I worked on the car a couple days this week, and the engine crew worked overtime to get ready. Anyone that’s not on this team just doesn’t understand what a big day this was for us.”

**DALE EARNHARDT JR.** (#8 Budweiser Chevrolet): “We were good at the beginning, and I really thought we were going to have a fast car all day. And then the clouds came in, and we just got tighter and tighter and tighter. We chased the car all day but never could get it loosened back up enough. If I could have gotten it the way it was at the start, we’d have been good. But we never could get there.”

**BRETT BODINE** (#11 Ralphps Supermarkets Ford): “We were OK at the start when the sun was out. But then it got cloudy, and our car went away. We had that long green spell, and we couldn’t pit. And I kept going backward. Once we got to pit, we were OK. But this track is all about handling, and we went too far back before we could change things.”

**TONY STEWART** (#20 The Home Depot Pontiac): “I’m real happy. We had a fifth-place car and finished fifth today. I had a good car, but I couldn’t run with the top two guys out there. We made up a lot of positions early. I have to credit Ward Burton. At the start, he went to the outside, and I followed him. We got around about six guys on the first lap or two. With that long, long run of green, pit stops were very important today. The guys on my crew gave me more spots than I got on the track today. We took a bad qualifying run and turned it into a top-five finish, so I’m happy. I’m glad to see Bobby (Labonte) get the win. I said this morning that if I couldn’t win, I would want Bobby to win.” (About trouble with passing): “You wanted to be in front and be in front of a group. It’s hard to pass. Harder than ever in Winston Cup. It’s getting more like Indy cars because when you get up within four or five car lengths of somebody, it takes your air away, and it’s really difficult to pass them unless you’re a lot faster than they are.”

**JEFF GORDON** (#24 DuPont Automotive Chevrolet) (About accident): “Rick Mast slowed down a lot faster than I could. The rest is history. We’ve had some troubles here. When nobody else falls out and there are no cautions, you’re pretty much stuck.”

(More)

**RUSTY WALLACE** (#2 Miller Lite Ford): “Sometimes that happens. The front end was pushing. The rain was coming, I could hardly see out of my visor, so I knew the track was cooling. Turn 3 was my worst turn all day, and I knew he (Bobby Labonte) could get me. He got under me.” (How does it feel to finish second?): “Second sucks. (Laugh) I lost in ’94 and ’95. We lost it when I got caught behind an accident on pit road. He (Labonte) just needed clean air, and once he got around me, he pulled away. We ran well, we led a lot of laps, and we got a lot of points. Really I’m thinking championship. I was up front most of the day. I had the race of my life with Bobby Labonte; it was 75 laps with him 4 inches off my bumper.” (About finishing second for Roger Penske, who has won the Indianapolis 500 10 times as an owner): “I wanted to win it for me, but I really wanted to win it for Roger. He was he with his wife, and he was on the radio. He was happy for the crew after the race.” (About the aerodynamic rules): “A lot of us are running so close because of the rules. We need the air on our spoiler, and if somebody is blocking it, it’s touch. But the Indy cars put up with it; everybody puts up with it. The car got tight with all the cloud cover. This is the flattest track we run on, and it’s the fastest track we run on and when you are running close to 200 mph, it’s tough.” (About making changes): “Your constantly talking to your crew, and it’s easy to overshoot or undershoot. I made a bad call in qualifying with the setup, or we could have starting in the front row. You just have to make the right call.” (Do you feel that this track owes you one because of all the laps you have led?): “I think there are a lot of guys who deserve to win this race. The guy sitting next to me (Bill Elliott) has turned a ton of laps here. I think maybe Daytona, more than anything; we’ve flipped and screwed that one up.” (What happened when you and Labonte touched?): “We both got together. I didn’t drive down onto him, and he didn’t come up into me. I think when you are going that fast, the air tends to pull you together.” (About the Indianapolis Motor Speedway): “You can overdrive this racetrack. The older guys have maybe a little more patience than some of these younger cats. My spotter was telling me all day, ‘Easy into the turn, easy out.’”

**BILL ELLIOTT** (#94 McDonald's Ford): “I was just happy to finish. We’ve had so much tragedy with this McDonald’s team the last six to eight weeks. From our standpoint, it was a good day, and I think we can take this and turn this into turning around the second half of the season.” (Could you catch Labonte and Wallace?): “I never did see them. I knew they were up there somewhere. You can catch up, but once you get up there, it still takes a lot of laps to pass. It’s a tough track. We needed this for morale. We felt like we have a good race team. We’ve accomplished a lot. The track conditions bit a lot of us. You run those green-flag-to-green-flag pit stops; it’s tough to get the setup. You don’t really think about the sun’s out, or it’s not out. You think more about how your car is.”

**JERRY NADEAU** (#25 Michael Holigan.com Chevrolet): We ran great all day. We were just tight. We made several adjustments to loosen it up. We were trying to lap cars. It was so frustrating. The best driver wins this place. We did everything we could. We’ve had a lot of great runs this year. Lately luck has been on our side. It was a solid race. We started in the back—didn’t think we’d come up that good. I tell you, it was a lot of fun at the beginning of the race. I had the best Monte Carlo in the race. We had great pit strategy to come home 4<sup>th</sup> place.

**DARRELL WALTRIP** (#66 Route 66/Big Kmart Ford): “It was a great weekend for us. We got off to a good start. We just wanted a weekend where people said, ‘D.W. was there.’ I wanted to pass the #32 car (Scott Pruett) for a top-10 finish, but I can’t complain. I knew we had a good car and knew we would fight our way back somehow. We’ve been gaining a little bit each race. Our motor program has stepped up a notch. When you’re way far behind, you have to start taking little steps, and that’s what we’ve been doing. I’m just proud of this team for working so hard, and like Larry (Carter) said, ‘The fun meter was way, way up.’ People will remember this was D.W.’s last race (at Indianapolis). I’m really going to miss it. The people have been great. I’ve never had fans treat me so well. They feel my pain, and I feel their love.”

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**JEFF BURTON** (#99 Exide Batteries Ford): “We ran better in practice and just never had the car fast today. The car was good in practice and in testing, but the race was a whole another matter. We never got a handle on the handling, but we did the best we could. Sixth isn’t bad. We gave it a good effort. But the important thing was we just started too far back. I’m a little disappointed we didn’t finish any better, but I guess to finish sixth and run no better than we did.”

**SCOTT PRUETT** (#32 Tide Ford): “I was telling everybody we were gaining momentum, but we needed one element. Brad (Parrott) came on board and focused it, particularly in setup. And he gave me confidence.” (About today’s race): “I had a great car, but the temperatures cooled down, and I didn’t know how much of a change to make. The car was getting a push just like everybody else. I didn’t know what to tell Brad. That’s just the lack of experience.” (About returning to Indianapolis, this time in a stock car): “The thing that comes back to me is the awesomeness of the Indy track. I wasn’t sure I was coming back until I signed with Tide. There’s nothing like the fans, to see that again. It’s just the awesomeness of Indy.” (About effect of new crew chief): “We had all the right pieces but didn’t put it together right. We were making the right assumptions, but with Brad on board, it made a difference. He was able to take the energy and fine-tune it. And I think we’ll have terrific races in the future. I’m having fun here and enjoyed the race today.” (Have you been discouraged this season): “Yes. After Richmond, I was ready to give it up. I was physically spent. But being in a number of other situations similar to that, and with the focus and drive I’ve used in those, I picked myself up. We ran well at Pocono. Here we got a top 10 and hope to continue on to Watkins Glen.” (What has been your biggest obstacle this year?): “Driving the car into the turns deep, learning to brake and stabbing the gas. A Cup car does not like that. Driving slower helped me to go faster.” (Does your Indy-car experience help you at this track?): “No. There’s not many parallels. Side by side is not the same, and the draft is significantly different.” (About returning to tracks for second time this fall): “I’m real excited to go back to Michigan, Bristol and Talladega with a lot more confidence and understanding, and applying more to each race.” (What about Richmond?): “I’m still scared of that place.” (Parallel between 10<sup>th</sup>-place finish as Brickyard 400 rookie today and 10<sup>th</sup>-place finish as Indianapolis 500 rookie in 1989): “The intensity is very similar. The biggest difference here is that a Cup race is three days. The 500 is a month. You have time to get used to the race itself.”

**RICKY RUDD** (#28 Texaco/Havoline Ford): “We just had problems today. The car just got too tight, and that wasn’t too bad. But we made a choice to put on two tires, and that was a bad decision. Then we ended up pitting for fuel, and it just wasn’t our day. Track position was everything for everybody, but we just got to pushing so bad we couldn’t do anything.” (About your race): “Well, it’s just disappointing. Our car got to pushing real bad, and we couldn’t get it to turn. Then we made a bad call to put on two tires, and that really killed us. And then we ended up having to stop for extra fuel, and that killed us. So it was one thing after another.” (Was it hard to catch up with few cautions): “There wasn’t any chance because our car needed some serious adjusting, and we never got a chance to do it.”

**MIKE SKINNER** (#31 Lowe's Chevrolet): “I did something today that I just feel real terrible about. I was trying to help Mark Martin get past the 7 (Michael Waltrip), and the 7 ran into the side of him and really slowed Mark down. I ran into the back of Mark and spun him out, took him out. I was a really bad deal. It could have been a good points race for him, and I just really, really hate that. That was the worst thing that happened to me today. We struggled with the car. We did some stuff aerodynamically to the nose of the car that really, really hurt the car when it was behind other cars. When the car was out there in clean air by itself, we were just as good as anybody. Our lap times were as good as anybody’s. Track position hurt us. Stuff we did to the front of the car really hurt us. We made the car a little too air-dependent. When I got behind cars, it just wouldn’t go. (Crew chief) Larry McReynolds did a great job making the calls, and the crew did a great job getting the car in and out of the pits. The driver took out a friend and feels awful bad about it. We’ve got to keep on doing the best we can and make smart decisions, and try to make fewer mistakes.”

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**WINNER'S PRESS CONFERENCE:**

**BOBBY LABONTE** (#18 Interstate Batteries Pontiac): "It's definitely a thrill. We've been close a couple of times. The car worked great all day. The only time we got below fifth was when we pitted and took four tires when other guys took two. The car was flawless. We only adjusted air pressure all day long." (Have you felt like you were getting closer to winning this race or more frustrated?): "I don't think I was getting frustrated, but I hadn't thought we were getting closer. Every year, the competition gets tougher. I know that over the past three years, it's been a little bit here, a little bit there. It's gone that way the last few years – we lost by a little bit. We had the car today that was fast. We had a car that would run on the bottom of the track, and we saw guys do that in the past and win, so that's what we did. Things play in your hands. We feel like we can go out there and win every weekend. Today was a major accomplishment. We're working through things all the time. Consistency is what we're working for." (About the battle with Rusty Wallace): "Prior to the last pit stop, I got by him before he was to pit. I could see his car was a little tight in Turn 1 and a little in (Turn) 3, and that's where I could get him. All I saw all day was blue. Blue, blue, blue, blue, blue ... We were talking on the radio going down the backstretch, and all of a sudden he got up on the racetrack. I got underneath him, gassed it, and went and got by him." (About being the runner-up the past few Brickyard 400s): "The past two years we've been close. Second is still great. It's nothing to be ashamed of. We just got beat by a little bit better cars then. Yesterday afternoon, we thought we had a car that was good. We worked on it and made it better." (On the difficulty of passing here): "It seemed like when I got back a little and got a run. The car stuck better. When I got up on him, it was not as good. I'd have an aero push when I got up on him." (On what it means to win here): "It hasn't really sunk in yet. You see the guys who have won this race and you think, man, I wish I could be part of it. The prestige behind this race, the fact that there will be a Formula One race this year on this same track, that's cool. This is one I will talk about. When we get old and we're sitting out on a boat, one of us will say, 'You remember when we won the Brickyard?'" (On his pass of Wallace for the lead on the frontstretch): "It's so hard to pass here. I was puckered up on that one because when we got to (Turn) 1, I wasn't sure what was going to happen." (On his impression of the Indianapolis Motor Speedway): "The very first time we (NASCAR drivers) came here to test, I was riding around in the pace car with Bill Elliott, and he says 'This is the biggest racecourse in the world!' That really says something, when a guy as famous as Bill Elliott makes a statement like that. Then, today, I'm riding in the parade around the track with Darrell Waltrip. All the people are just yelling and screaming as we go by, and I know their yelling for him and not for me. Then, as we go down the backstretch it gets quiet, and he turns to me and says, 'Well, what do you think?' And I just told him what an honor it was just to be going around this great track with him. Then I handed him my cap and asked him to sign it for me. That is biggest memory of the day." (This was really a memorable day for the Labonte family, can you comment on that?): "I think the big thing is that it was a smart decision on his (Terry's) part because he just wasn't comfortable. I would rather he do that. Streaks are just numbers that are going to come to an end. He hasn't had that good of a year so far, but maybe the number that comes up next, which will be number one will be better than the year he's had so far. It's definitely sad in a lot of ways, but he's safe and sound, so that's good." (Did you see him (Terry) when you were finished?): "I saw him on the pit road. I grabbed him and nearly drug him down the pit lane to victory circle." (On passing Rusty Wallace): "He gave me a push, and I was concerned about making sure my steering wheel was straight. I didn't want to mix his white and my green cars together because I didn't know what color that was going to be. My nose had a big scratch on it because I had been pushing people, too."

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**WINNER'S PRESS CONFERENCE (cont.):**

**JIMMY MAKAR** (Crew chief, #18 Labonte): “This is really special. It’s the kind of thing you dream about, to come and be part of history, getting the chance to kiss the bricks out there. I found myself really thinking about what it represented, how many people have crossed those bricks over the years.” (On the team’s focus for the championship): “We just have to continue like we’re doing. The game plan is to go into every single week with that race in mind. This win is important, but Monday morning the focus will be on next week and Watkins Glen. If we do that, things will take care of themselves.” (On whether Labonte’s car gained speed or Rusty Wallace’s car lost speed): “We didn’t really adjust the car much all day. We just made a little air pressure adjustment here or there. The car had good speed all day long. We took four tires on our first stop, and that dropped us back. Then, we started moving up, and as everyone cycled through their pit stops it was evident that we had a very strong car.”

**JOE GIBBS** (Owner, #18 Labonte): “Jimmy (Makar) and Bobby (Labonte) are the guys who deserve this. I’m just thrilled to watch them. We have a great team, including the 20 car (Tony Stewart) guys. All of them work together so well back at the shop. Everybody on the team is loving this.” (What is it like to win here considering you’ve won three Super Bowls and now the Brickyard 400?): “When I was a kid, I dreamed about coming here just to watch the race (Indianapolis 500). Then to be here at practice and have a car in the race, and then to win one of the greatest sporting events in the world, I’m thrilled. Just like Bobby. I was standing out there in the winner’s circle with Norm Miller, chairman of Interstate Batteries, and I was remembering when I didn’t have a car or a sponsor or anything, and I called on Norm. And now here we were, standing in the winner’s circle, and we just won the race. Today is the greatest day of any I’ve ever had.”

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**For Immediate Release**

**2000 BRICKYARD 400 WINNER'S QUOTE FROM VICTORY LANE**

**BOBBY LABONTE:** "I can't think of a better day right here. I rode around with Darrell Waltrip on my pace lap, and he signed my hat. To beat a great driver like Rusty Wallace, it's awesome. I've been close here, and it just came up this time. Rusty Wallace put up a great fight. I was better than him in Turn 2, and I could get by him. This is one of those races that you dream about. I've dreamed about it a long time. Tony Stewart, I'll remember that when I kiss those bricks, they're Hoosier bricks."

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