

## DAY 1 – FRIDAY, AUG. 2, 2002

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Welcome to the ninth annual Brickyard 400 and the fifth annual IROC at Indy True Value International Race of Champions event at the Indianapolis Motor Speedway. The Brickyard 400 is the 21<sup>st</sup> race of the 2002 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 Sunday, Aug. 4. Our media center staff, headed by Indianapolis Motor Speedway Vice President of Corporate Communications and Public Relations Fred Nation and Media Center 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 World Wide Web 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.

IROC at Indy information is available on the World Wide Web this week on the official Indianapolis Motor Speedway Brickyard 400 event site, <http://www.brickyard400.com> and the official True Value IROC site, <http://www.irocracing.com>.

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Rain moved through the Indianapolis area this morning, stopping at approximately 9 a.m. Track crews immediately began drying the 2.5-mile oval.

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### IROC AT INDY NOTES:

- NASCAR Winston Cup veteran Ken Schrader will substitute for World of Outlaws champion Danny Lasoski this weekend. Lasoski was injured in a World of Outlaws race July 28 in Mechanicsburg, Pa.. Schrader will start from the pole in the Aqua car.

- Only 11 cars will start the event. Al Unser Jr. will miss this race as he entered a treatment center July 18 for treatment of an alcohol-abuse problem.

- Every driver in the starting field Saturday is mathematically eligible to win the True Value IROC season championship except for Ken Schrader, substituting for the injured Danny Lasoski, who was eliminated from title contention last month at the third event in the series at Chicagoland Speedway. NASCAR driver Kevin Harvick leads the series standings with 44 points. Al Unser Jr., who is not competing in this race, is second at 39, with NASCAR driver Tony Stewart third at 38. Dale Jarrett is 11<sup>th</sup> with 23 points, the final driver eligible for the title.

- Indy Racing League star Helio Castroneves will try to stay unbeaten in his career at the Indianapolis Motor Speedway during the IROC at Indy race. Castroneves won the 2001 and 2002 Indianapolis 500-Mile Races in his first two starts at IMS. He will start third in the Cream car in this race.

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### IROC AT INDY PRE-EVENT QUOTES:

**TONY STEWART:** “Any time you can win a championship, it’s big. But the IROC championship ... to compete against so many different drivers from so many different disciplines and to beat them in a series where the cars are so evenly matched, that’s big. It really is about driving the cars, and whoever does the best job driving their car is going to win the championship. If you can beat those guys on talent and not because you’ve got a better race car, that’s a great honor. It would rank right up there with the rest of the championships I’ve won, that’s for sure.” **(More IROC quotes on next page).**

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**IROC AT INDY PRE-EVENT QUOTES (cont.):**

**KEVIN HARVICK:** “Winning the IROC championship would mean a lot to me. The coolest thing is that you are able to compete and then beat all of the guys from different racing series. Being that this is my first year, I didn’t expect to be in contention going into the final race. When you start in the back in these cars, it’s mentally hard to get up front. The first few laps are important because that’s when most of the passes take place.”

**BUDDY LAZIER:** “It’s exciting to be in contention for the IROC championship. I am thankful for Chicago. It was a sweet victory, and it helped me in the points. If the race went perfect for me here, I would have a chance at the championship, and that makes it exciting, and it also makes me pay close attention in practice. I’ve been following IROC since I was 7 years old. It is so exciting to be part of the series and to be successful makes it more special. When I say we (IRL drivers) are at a disadvantage, it’s because we run cars half the weight. Maybe we’re trying not to set ourselves up for failure. When you have a race like Chicago that went so well for the IRL guys, it gave us a big lift. That was fun.”

**HELIO CASTRONEVES:** “A stock car is not the way I like it here. It’s totally different way of a learning process. It’s definitely a hard time with the hot weather. It’s cooler in May, and the little things might be little, but it makes a lot of difference. When you strap into an IROC car, even though I have three races here in my background, I’m still learning. Indianapolis is certainly a challenging circuit. Don’t count with my two-time winner here – don’t count with that at all, it doesn’t mean anything with these (IROC) cars. It’s going to be tough, and I need more time on the track. It’s great to run some laps and have guys around who understand.”

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

**FRIDAY:**

11:30 a.m. – Winston Welcome Luncheon, Plaza Chalet #3A

12:30 p.m. – Sterling Marlin Q&A, Fourth Floor, WorldComplex

1 p.m. – Joe Gibbs Racing press conference

**SATURDAY:**

9 a.m. – Petty Enterprises press conference

Following qualifying – NASCAR Winston Cup qualified drivers press conferences

Following race – IROC at Indy top three, True Value IROC season champion

**SUNDAY:**

10 a.m. – Pontiac Q&A with actor Vin Diesel

Following race – Brickyard 400 second- and third-place finisher and highest-finishing rookie

Following race – Brickyard 400 winner

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The Indianapolis Motor Speedway has chosen Sirius Satellite Radio, the country’s premier satellite radio broadcaster, and H.H. Gregg, the Midwest’s leading home appliance and consumer electronics retailer, to play host to qualifying day during the Brickyard 400 NASCAR Winston Cup weekend.

H.H. Gregg/Sirius Qualifying Day is scheduled for Saturday, Aug. 3.

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Chevrolet's Monte Carlo brand will lead the field for the ninth annual Brickyard 400 on Sunday. The 2002 edition of the race marks the sixth consecutive year the Monte Carlo has paced the NASCAR Winston Cup Series' finest to the green flag at Indy.

Kurt Ritter, general manager of General Motors' largest marketing division, will be behind the wheel of the Monte Carlo Pace Car as it leads the field to a 1:30 p.m. (EST) start.

**KURT RITTER:** "The opportunity to lead the pack to the start is, for me, a true honor. However, I know I'll feel the pride of everyone associated with Chevrolet ... our engineers, our dealers and our customers, as if they will be riding along with me. Chevy's captured over 500 wins in NASCAR's modern era, and Monte Carlo is, without question, the most successful nameplate in NASCAR Winston Cup history. As a recognized leader on the track, it makes perfect sense for us to expand our motorsports heritage by putting it out in front of the pack as a Pace Car."

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NASCAR Craftsman Truck Series points leader Mike Bliss won the J.D. Byrider 100 USAC Weld Racing Silver Crown Series race Thursday night at Indianapolis Raceway Park, which started IRP's Kroger SpeedFest.

Russ Gamester finished second, with NASCAR Craftsman Truck Series title contender Jason Leffler third.

NASCAR Winston Cup Series star Tony Stewart finished 10<sup>th</sup>. Indy Racing Infiniti Pro Series standouts Ed Carpenter and Aaron Fike finished 12<sup>th</sup> and 21<sup>st</sup>, respectively.

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### **MORE IROC AT INDY NOTES:**

- Al Unser Jr. was the last open-wheel driver to win the True Value IROC season championship, in 1988. All four open-wheel drivers in IROC at Indy on Saturday, IRL standouts Helio Castroneves, Sam Hornish Jr., Buddy Lazier and Scott Sharp, are eligible to win the title.

- IROC points leader Kevin Harvick will start 11<sup>th</sup> and last in the field Saturday, but that might be a help, not a hindrance, if the history of True Value IROC races at the Indianapolis Motor Speedway is any indication. The winner of three of the first four IROC races at IMS has come from the 11<sup>th</sup> starting spot – Mark Martin in 1998 and 2000 and Bobby Labonte in 2001. Martin won from the 10<sup>th</sup> spot in 1999.

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### **FIRST IROC PRACTICE:**

At 11 a.m., the ambient temperature was 74 degrees with west winds at 15 mph and a relative humidity of 76 percent. Skies were cloudy.

11 a.m. – **GREEN.**

11:45 a.m. – **YELLOW.** End of practice.

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Four of the 11 IROC competitors turned laps during the first IROC at Indy practice session this morning: Helio Castroneves, Bobby Labonte, Ken Schrader and Jack Sprague. Also turning laps were True Value IROC test drivers Dave Marcis and Jim Sauter.

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**FIRST IROC PRACTICE QUOTES:**

**BOBBY LABONTE:** “We’re pretty excited about it. We think we have a good chance at it. We’re seven points out of first. We got a few laps in this morning because we wouldn’t have had any other time to.” (About the open-wheel drivers): “They’ve done a really good job. Some of the guys are new this year, but they’re all really talented. They’re all really fast, so it’s pretty cool.”

**KEN SCHRADER:** (How do IROC cars feel at this track?): “They feel real good. We just went out and ran a full race to see what they’ll do. It’s just a unique track for the stock cars. The cars get tighter at the end of a run, but they feel good.” (About new surface): “The track was already so smooth; it already was our smoothest track. So we couldn’t tell that much difference.” (Inverted start hurt or help since you’re up front): “We’re starting 12<sup>th</sup>, filling in for Dude (Danny Lasoski). If you’ve got to start here, the pole ain’t bad.”

**HELIO CASTRONEVES:** (About driving IROC cars at Indy): “It’s definitely a new learning curve. There is nothing like what I’m used to. If I was in my IRL car, I would have a lot of front wing right now. But there’s nothing we can do about that because these cars don’t have wings. They have fenders and a roof on top. It’s fun. It’s good to learn in a different way. Different machines, you know. I just have to get better and better.” (About inverted starting order): “That’s something for them they have to be aware of. The cars might not be fast in the beginning to save tires. I do believe in the end of it, you can make a pass if someone destroys their front tires. I’m not an expert here. I’m probably going to be one of those guys who destroy their front tires and in the end be at the back of the pack. It’s tough, it’s different, but it’s fun.”

**JACK SPRAGUE:** “I think this is going to be a very colorful race. The car I was running in was very tight. But I haven’t really been on this track since I tested here five years ago. So the main thing for me was to get laps. I think this will be great racing that will be dominated by drafting. If you’re car is tight, you’re going to be in a lot of trouble.”

**DAVE MARCIS (IROC test driver):** “Well, we have worked hard all week on the cars, and of course you know our goal is to have the cars so they don’t get too tight by the end of the race. Everyone has to understand that, you know, we have 33 gallons of fuel, and when you burn that off, the rear percentage, you know, starts going away and the front percentage increases dramatically with 33 gallons of fuel so then the cars tend to get too tight at the end of the race. That’s what we have been working on all weekend, trying not (to) have that happen, and hopefully we have got that accomplished.”

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**SECOND IROC PRACTICE:**

At 12:45 p.m., the ambient temperature was 85 degrees with southwest winds at 7 mph and a relative humidity of 63 percent. Skies were cloudy.

12:45 p.m. – **GREEN.**

1:50 p.m. – **YELLOW.** End of practice.

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Six of the 11 IROC competitors turned laps during the first IROC at Indy practice session this morning: Helio Castroneves, Sam Hornish Jr., Bobby Labonte, Buddy Lazier, Ken Schrader and Jack Sprague. Also turning laps were True Value IROC test drivers Dave Marcis, Jim Sauter and Dick Trickle.

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**SECOND IROC PRACTICE QUOTES:**

**SAM HORNISH JR.** “I just want to finish high in the points, I guess. I’m very capable of doing it if I get a good race. Right now I’m sixth (in points), so I’d like to move up and get a top-four or top-three finish.”

**BUDDY LAZIER:** “Driving an IROC car so different than driving an Indy car. We know the track really well in an Indy car, but it’s a totally different line in a stock car. In a way, it’s almost a negative knowing the track the way we do in an Indy car because you tend to fall into what works in an Indy car and go to an Indy-car line rather than what works well for a stock car. I think it makes a big difference whether you start at the front or back of the field. On any flat track, in any kind of race car, being up front pays big dividends because you have clean air. Nevertheless, we’ve seen people win IROC races from the back of the field. Mark Martin was notorious for winning a race from the back of the field. So it is possible, but it’s going to be a big challenge working your way through the field.”

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Coors Brewing Company has extended its contract as primary sponsor of the No. 40 Dodge Intrepid R/T owned by Chip Ganassi Racing with Felix Sabates and driven by NASCAR Winston Cup points leader Sterling Marlin.

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NASCAR Winston Cup Series points leader Sterling Marlin met with the media this afternoon for a question-and-answer session.

**STERLING MARLIN:** (You’re the Winston Cup points leader -- Has it sunk in yet?): “Well, it gets better every week. So, you know, hopefully we can keep it going. Like I said, if we have to test every week to get better to find stuff out with what works with the car, then we are going to do it, and it’s just credit to all the guys that really worked hard, and we built a couple new cars, so we should be in good shape.” (Does experience count more at Indy than any other track?): “No. I guess we have been racing here, what, nine years? So, a lot of these guys have been around it. The rookies ... they seem to run good everywhere they go, so, you know, you at least hope to qualify good here because track position is so important.” (About track position): “Maybe if you have qualified bad or something, it’s something you have to work your way through. It’s, like I said, it is so hard to pass here, and you make some good pit stops – no tires, two tires, gas only, whatever.” (About diamond-grinding of track): “I tell you, I was really impressed with it. The track has really had a lot of grip when we came and tested, and I was watching Indy (500) stuff, and the track looks funny. It looks like its wet all the time. It used to when you would get out of the groove here it was really slick where everybody ran at. The track has really got a lot of grip to it.” (About Ganassi possibly expanding to three teams): “Well, I think if you look at Hendrick’s, they were successful with three teams for a long time, and I think it just gives you more resources, more testing time, and it costs quite a bit of money to start a team, and two teams and three teams, it might just help pay for itself. So if they do that, then I think it would just help the race team.” (About car choice for this race): “We brought the same car we had last week, and what usually works at Pocono kind of works here, so we got the same car we won Darlington with, won Vegas with, and had it last week and bring the best piece here, so hopefully it will be good enough.” (About toughest competition): “I don’t know, just got all of them. Mark (Martin) has been there a lot for the championship run, and I think he has finished second two or three times. He’s in the hunt. And, you know, Jeff (Gordon) has won four championships. All of these guys are better. They’ve been there, they’re right in the middle of it, and you just got to come in week in and week out and have the best game and see what happens.”

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**FIRST BRICKYARD 400 PRACTICE:**

Event-record lap: 49.704 seconds, 181.072 mph, Brett Bodine, Aug. 4, 2000

Fastest speed during July testing: 181.956, Matt Kenseth, July 16

At 2 p.m., the ambient temperature was 86 degrees with calm winds and a relative humidity of 65 percent. Skies were mostly sunny.

2:03 p.m. – **GREEN**. #6 Mark Martin first on track, followed by #48 Jimmie Johnson and #5 Terry Labonte.

2:20 p.m. -- #30 Green slows on track, smoking trailing from car. Crew reports no problem.

2:22 p.m. – **RED**. #55 Hamilton slows with apparent cut right-front tire. #12 Newman fastest at 180.422.

2:29 p.m. – **GREEN**.

2:33 p.m. – **RED**. Debris. #37 Cope slows on track, smoke trailing from car. Crew reports punctured water tank.

2:37 p.m. – **GREEN**.

3:15 p.m. – Track temperature was 116 degrees, according to Evernham Motorsports crew member on pit lane.

3:30 p.m. – Track temperature was 119 degrees, according to Roush Racing crew member on pit lane.

3:38 p.m. -- #97 Busch fastest at 181.734.

3:41 p.m. -- #40 Marlin second fastest at 180.992.

3:53 p.m. -- #8 Earnhardt third fastest at 180.759.

3:56 p.m. -- #9 Elliott second fastest at 181.613.

3:59 p.m. – **RED**. End of practice.

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**Top Five Speeds of Winston Cup Practice:**

- |    |                       |             |
|----|-----------------------|-------------|
| 1. | #97 Kurt Busch        | 181.734 mph |
| 2. | #9 Bill Elliott       | 181.613     |
| 3. | #40 Sterling Marlin   | 180.992     |
| 4. | #8 Dale Earnhardt Jr. | 180.759     |
| 5. | #6 Mark Martin        | 180.578     |

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**NASCAR Winston Cup practice quotes will be distributed on separate sheets.**

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**THIRD IROC PRACTICE:**

At 4:15 p.m., the ambient temperature was 86 degrees with calm winds and a relative humidity of 65 percent. Skies were partly cloudy.

4:15 p.m. – **GREEN**.

4:45 p.m. – **YELLOW**. End of practice.

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Four of the 11 IROC competitors turned laps during the third IROC at Indy practice session this afternoon: Helio Castroneves, Dale Jarrett, Buddy Lazier and Sterling Marlin. True Value IROC test driver Dick Trickle also turned laps.

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Five IROC rookies have won the season championship: Mark Donohue (1974), Harry Gant (1985), Al Unser Jr. (1986), Geoffrey Bodine (1987) and Ricky Rudd (1992). Four IROC rookies are in contention for the 2002 True Value IROC championship: Kevin Harvick, first in the standings; Sam Hornish Jr., sixth; Jack Sprague, tied for eighth; and Helio Castroneves, 10<sup>th</sup>.

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**SATURDAY'S SCHEDULE:**

10:05 a.m.        NASCAR Winston Cup qualifying (all positions)  
1 p.m.            IROC at Indy race (40 laps, 100 miles)  
2-2:45 p.m.      NASCAR Winston Cup practice  
3:45-4:30 p.m.    NASCAR Winston Cup final practice

**END DAY 1 (FRIDAY) NOTES**

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**ROBBY GORDON (No. 31 Cingular Wireless Chevrolet):** “Both of the sticker tire runs were within four one hundredths of each other. We’ll run somewhere between 49 to 50 (second laps). I think we’ve got a shot at the pole. The car is going to run a lot different in the cool morning air. Hopefully, the 97 (car) is not going to pick up as much as we did.”

**PJ JONES (No. 50 Conseco/Carter Lumber Pontiac):** “I haven’t been in a Winston Cup car in about one and a half years or in a Busch car for about eight months. The first couple times out, I had to get used to the car. I feel like I’m driving it better. I just have to figure out how to make the car turn.”

**DALE EARNHARDT JR. (No. 8 Budweiser Chevrolet):** “We normally do well here in qualifying. The car always drove pretty decent here. We just can’t really seal the deal at the end. There ain’t going to be no second groove, I can promise you that. We always have a comfortable car. We always run good. We get beat by pit strategy. Guys taking new tires, guys taking no tires. They’ve been beating us here a lot lately. Beat us here the last two years. We’ve got nothing to lose, the way we see it. We just go for the win every week.”

**STUART KIRBY (No. 57 CLR Ford):** (Do you have a handle on the setup?) “No, not really. We came here and tested three weeks ago and were pretty decent. Times that would have put us in the top 25. We changed some stuff when we came here, and we’re just way, way off. We think a spring might be coil binding and not letting it turn good. We’re going to go back to where we started when we were here testing and see what we can do with that. We’re basically a rookie team, all in all. We only made one race, Chicago. They have attempted a lot of races. We’re still learning about each other and just trying to get some good notes that we can learn off of and get the car going better.”

**MATT KENSETH (No. 17 Dewalt Power Tools Ford):** “We’re ready to go tomorrow. We’re going to make a few changes. The car isn’t as good as it was in testing. The track is really consistent.”

**KURT BUSCH (No. 97 Rubbermaid Ford):** “We’re executing what we did in testing and applying what we learned. It’s a fun racetrack because it’s 90 degrees at a time. The other tracks, you see 180 degrees. I felt lucky at the pill draw, but we didn’t draw as good as we would have liked. We will probably go out at 1:30 p.m. Our fastest runs have been at 3:30 p.m. We’ll make one change, and we’ll be ready.”

**MARK MARTIN (No. 6 Pfizer/Viagra Ford):** "The car's running great. I've been very cautious about being optimistic, although we had a great test, and we came back here and ran even better. So I feel good about our team, and I feel good about this race car. We're going to give it all we've got. It's about what you've got in your race team, car and equipment. We've got some pretty good stuff now."

**RICKY RUDD (No. 28 Havoline Ford):** "We didn't have too good a go of it. We started off good, made a couple changes, and it got real bad. We made some changes and got back to where we started from. We'll see what happens tomorrow. We never really got a good chance today. We tried some things, and they didn't work. We tried a bigger sway-bar combination, and it absolutely didn't work."

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**JOHN ANDRETTI (No. 43 Cheerios/Betty Crocker Dodge):** “I know that we're not real happy. Certainly, we're not where we want to be or near where we should be, but it's where we are. Quite honestly, there doesn't seem to be any major problems, but it won't go. I ran one of my quickest laps right off, but the rest of the day we spent searching. We had a couple of other problems that cost us some track time. That was unfortunate, but gremlins come up when you just don't expect them to. The track conditions here are all new. They've ground the track, and every time I come to this racetrack it feels brand new. Here in Indianapolis, the weather changes, and it creates a new racetrack about every 15 minutes. We just need to figure out what we're going to do and try to get it qualified in a good spot tomorrow and running well for the race.”

**JEFF GORDON (No. 24 DuPont Chevrolet):** “We struggled in testing, so we brought a different car here, and I think we made a good choice. The car is definitely driving better, but we're definitely off the pace that we need to be for qualifying. I think we're going to have a real good race car, but we need to be a little bit better for qualifying.” (About winning from the back of the field in 2001): “You don't want to do it that way, but I think we can again. We have a great team. I love this place. The car is driving good. I think our corner speeds are pretty good. We do not want to have to do it the way we did last year. But a lot of things had to factor in, a lot of things had to go our way. The type of season we've had so far this year, we can't expect those things to happen. It's hard not to have confidence when you come in here. The track has been my friend. The fans and all the support I've gotten around this facility and the state of Indiana has been great. Of course, three wins doesn't hurt. My guys always know how to dig deeper and give us everything we need to go out there and get to Victory Lane.” (About the heat and the track conditions): “There's nothing like Indiana. The summers, the humidity – it's pretty sticky out here. That diamond-grinding that they've done here is pretty amazing. The way the grip level is, the way the cars feel out there, I think the track's faster because of it. It doesn't seem to be as temperature-sensitive as it used to be. We practiced in the middle of the day, and we're going to qualify tomorrow morning, so that's going to make things interesting, but I don't think it's going to be as bad as it would've been a couple of years ago.” (About the diamond-grinding of the surface): “I wish that we could find a way to do this at some other tracks like a Homestead (Homestead-Miami Speedway) or a Loudon (New Hampshire International Speedway) or something like that. They always have the best surfaces here, and the technology that they put into that, I mean, it just feels great. It just feels like it's got a lot of grip out there, and it doesn't show any signs of coming apart. I'm real happy with it.” (Does the surface create a second groove?): “I don't know about that. The thing is, it's made it faster, so the bottom groove is faster than it's ever been. The top groove's faster, too, but I don't think it's going to be faster than the bottom groove. If you get shoved out there you might have something to hold on to. If you get to the outside of a guy, you might be able to make the pass. I still think the way to go is going to be at the bottom.” (About the winless streak since Kansas Speedway in September 2001): “I do feel like I'm on a drought because I haven't been to Victory Lane other than a couple of go-kart races lately. That's just how it is. We recognize what it takes to win the championship and what it takes to be up front in the points, and that's consistency, finishing laps and finishing up front. We've succeeded in a lot of areas other than the win column.”

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**STERLING MARLIN (No. 40 Coors Light Dodge):** “I think we’re in pretty good shape. We were third quickest, so I think we’ll be OK.”

**RYAN NEWMAN (No. 12 ALLTEL Ford):** “This track is really weather-sensitive. It’s good to come out of the box as strong as we were. We’ve got a good car in the Alltel Ford this weekend, and you know, it’ll be interesting to see what the difference in the racetrack is between practice this afternoon and qualifying tomorrow morning. It’s an awesome racetrack – not just because I’m from Indiana, but because it’s Indianapolis Motor Speedway and all the history here. You look at the glass here behind us (Legends Row), you’ve got Gordon Johncock, Bobby Unser, A.J. Foyt, everybody. Just the names around this racetrack are just awesome. I went to school at Purdue, grew up in South Bend, and there is just a lot of history for me in Indianapolis, racing here in the Midwest with USAC.”

**MICHAEL WALTRIP (No. 15 NAPA Chevrolet):** “It went pretty good. We were real pleased with the car when we unloaded it. We made some adjustments, and nothing really seemed to help us any, so we’ll go back to how we started and should be good tomorrow.”

**BILL ELLIOTT (No. 9 Dodge Dealers/UAW Dodge):** “It is a work in progress. The guys have done a great job, and I’m very proud of them. We’ve got some good race cars.”

**DALE JARRETT (No. 88 UPS Ford):** “We spent all of our time today getting ready for tomorrow only. We didn’t do any qualifying runs when we were here testing, so we had to spend the two hours today trying to find some things that would help us go fast, trying to make adjustments to find exactly what those things might be. Even though we found speed, we’re still quite a bit off.” (About the track surface): “The track is certainly different than it’s been in the past. There’s a lot of grip, and that should certainly enhance the racing.”

**(END)**

## DAY 2 – SATURDAY, AUG. 3, 2002

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2002 Indianapolis 500 winner Helio Castroneves received a Chevrolet Corvette as a prize for his victory in May this morning on the “yard of bricks” at the start-finish line. Castroneves then took a ceremonial lap of the 2.5-mile oval in the car with Jim Campbell from Chevrolet.

**HELIO CASTRONEVES:** “It’s (Corvette) smooth like a baby’s butt. It’s really nice. I’m going to take the car to Miami and drive South Beach and see the chicks.”

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At 10:05 a.m., the ambient temperature was 82 degrees with southeast winds at 5 mph and a relative humidity of 69 percent. Skies were sunny.

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Event-record lap: 49.704 seconds, 181.072 mph, Brett Bodine, Aug. 4, 2000

Fastest speed during July testing: 181.956 mph, Matt Kenseth, July 16

Fastest speed, Friday: 181.734 mph, Kurt Busch

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### BUD POLE QUALIFYING CHRONOLOGY:

(Best of two laps)

#### Time

Of Day	Car	Driver	Time	Speed	Rank
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10:06 a.m.	37	Derrick Cope	50.734	177.396	1
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10:08 a.m.	43	John Andretti	49.995	180.018	1
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#43 Andretti takes pole from #37 Cope. Fastest lap was first lap.

10:12 a.m.	8	Dale Earnhardt Jr.	49.552	181.627	1
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#8 Earnhardt takes pole from #43 Andretti. Fastest lap was first lap. Speed was the fastest official lap turned by a stock car at the Indianapolis Motor Speedway.

10:15 a.m.	9	Bill Elliott	49.421	182.109	1
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#9 Elliott takes pole from #8 Earnhardt. Fastest lap was first lap. Speed was the fastest official lap turned by a stock car at the Indianapolis Motor Speedway and the first stock-car lap faster than 182 mph at the track.

10:17 a.m.	23	Hut Stricklin	50.602	177.859	4
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#23 Stricklin brushed the outside wall on his first lap, causing minor damage to the right side of his car.

10:20 a.m.	30	Jeff Green	50.367	178.688	4
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10:23 a.m.	28	Ricky Rudd	50.280	178.998	4
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10:25 a.m.	2	Rusty Wallace	50.447	178.405	6
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#2 Wallace slowed on second lap and pulled off track. Wallace said team ran only one lap because car was running hot.

10:28 a.m.	31	Robby Gordon	49.575	181.543	3
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10:31 a.m.	29	Kevin Harvick	49.755	180.886	4
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10:34 a.m.	20	Tony Stewart	49.191	182.960	1
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#20 Stewart takes pole from #9 Elliott. Stewart turned only one lap. Speed was the fastest official lap turned by a stock car at the Indianapolis Motor Speedway and the second stock-car lap faster than 182 mph at the track.

10:37 a.m.	37	Stewart Kirby	51.276	175.521	12
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10:39 a.m.	25	Joe Nemechek	49.881	180.429	6
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10:42 a.m.	41	Jimmy Spencer	49.952	180.173	7
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10:44 a.m.	21	Elliott Sadler	50.664	177.641	13
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**DAY 2 – SATURDAY, AUG. 3, 2002**

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**BUD POLE QUALIFYING CHRONOLOGY (cont.):**

**(Best of two laps)**

<b>Time Of Day</b>	<b>Car</b>	<b>Driver</b>	<b>Time</b>	<b>Speed</b>	<b>Rank</b>
------------------------	------------	---------------	-------------	--------------	-------------

10:46 a.m.	49	Ron Hornaday	50.605	177.848	13
10:50 a.m.	6	Mark Martin	49.815	180.668	6
10:52 a.m.	4	Mike Skinner	49.936	180.231	8
10:54 a.m.	24	Jeff Gordon	50.151	179.494	11

#24 Gordon turned only one qualifying lap. Gordon said he encountered a mechanical problem during his run.

10:57 a.m.	99	Jeff Burton	50.203	179.272	12
11 a.m.	17	Matt Kenseth	50.020	179.928	11
11:02 a.m.	14	Mike Wallace	51.769	173.849	22
11:07 a.m.	18	Bobby Labonte	50.627	177.771	19
11:09 a.m.	9	Casey Atwood	50.352	178.742	15
11:12 a.m.	07	Ted Musgrave	50.592	177.894	18
11:15 a.m.	10	Johnny Benson	49.920	180.288	8
11:19 a.m.	98	Kenny Wallace	50.326	178.834	16
11:21 a.m.	74	Tony Raines	51.019	176.405	26

#74 Raines brushed the outside wall at the end of the front straightaway with the right side of his car on his first qualifying lap.

11:24 a.m.	26	Todd Bodine	50.140	179.497	13
11:27 a.m.	27	Scott Wimmer	50.840	177.026	27
11:30 a.m.	1	Steve Park	49.745	180.923	5
11:32 a.m.	36	Ken Schrader	50.371	178.674	21
11:35 a.m.	32	Ricky Craven	50.185	179.336	16
11:37 a.m.	19	Jeremy Mayfield	49.936	180.231	10
11:41 a.m.	55	Bobby Hamilton	50.389	178.610	24
11:43 a.m.	97	Kurt Busch			

#97 Busch did a quarter-spin to the left in Turn 3, slid sideways across short chute between Turns 3 and 4, straightened the car along the grass in the inside of Turn 4 and drove into the pits.

**KURT BUSCH:** "There is no sense in trying to change history. It's sad when your whole weekend is off a pill drop. I should have known with a track temperature of 127 degrees not to go for the pole."

11:52 a.m.	09	Geoffrey Bodine	50.275	179.015	19
11:54 a.m.	48	Jimmie Johnson	50.868	176.929	34
Noon	88	Dale Jarrett	49.997	180.011	14
12:02 p.m.	44	Jerry Nadeau	50.417	178.511	27
12:04 p.m.	71	Jim Sauter	51.068	176.236	38
12:08 p.m.	15	Michael Waltrip	49.948	180.187	12
12:10 p.m.	45	Kyle Petty	50.350	178.749	24
12:13 p.m.	5	Terry Labonte	50.377	178.653	28
12:16 p.m.	77	Dave Blaney	50.394	178.593	30
12:18 p.m.	22	Ward Burton	50.049	179.824	17
12:21 p.m.	50	P.J. Jones	52.287	172.127	46

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**DAY 2 – SATURDAY, AUG. 3, 2002**

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**BUD POLE QUALIFYING CHRONOLOGY (cont.):**

**(Best of two laps)**

<b>Time Of Day</b>	<b>Car</b>	<b>Driver</b>	<b>Time</b>	<b>Speed</b>	<b>Rank</b>
12:24 p.m.	11	Brett Bodine	51.097	176.136	36
12:28 p.m.	12	Ryan Newman	49.645	181.287	4
12:30 p.m.	40	Sterling Marlin	49.806	180.701	8

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**BUD POLE QUALIFYING NOTES:**

•Indiana native Tony Stewart earned his second Bud Pole of the season. His other pole came at the Dodge/Save Mart 350 in June at Infineon Raceway at Sonoma, Calif.

•This was sixth Bud Pole of Tony Stewart's career.

•Tony Stewart's previous best qualifying spot for the Brickyard 400 was ninth in 2001.

•Tony Stewart became the first driver to start on the pole for the Indianapolis 500 and the Brickyard 400. Stewart started from the pole for the 1996 Indianapolis 500 after his teammate, pole winner Scott Brayton, was killed in a practice crash after Pole Day.

•Tony Stewart's speed of 182.960 was the fastest lap ever turned by a stock car at the Indianapolis Motor Speedway. The previous mark was 181.072 set by Brett Bodine during the second round of qualifying for the 2000 Brickyard 400.

•The top five drivers in the starting lineup were faster than the previous fastest stock-car lap at the Indianapolis Motor Speedway of 181.072 set by Brett Bodine in 2000.

•Indiana native Ryan Newman was the top-qualifying rookie in fifth in the No. 12 ALLTEL Ford. Newman qualified fifth for the Brickyard 400 last year but was not an official Winston Cup rookie, running a limited schedule.

•This is the seventh top-10 qualifying position in nine Brickyard 400 starts for Bill Elliott, who qualified second today.

•Seventeen drivers exceeded 180 mph during qualifying, an event record. The previous record was 13 in 2000.

•NASCAR Winston Cup points leader Sterling Marlin was the last driver to make a qualifying attempt. In 2001, Jeff Gordon made the final qualifying attempt, was the Winston Cup points leader and went on to win the race.

•Every one of the 36 drivers who qualified based on their time has at least one previous Brickyard 400 start. NASCAR Winston Cup rookie Ryan Newman started this race last year.

•Rusty Wallace qualified 35<sup>th</sup>, as he has qualified 10<sup>th</sup> or lower for all nine Brickyard 400 races. But Wallace has finished in the top eight in seven of his eight prior starts.

\*\*\*

P.J. Jones, driver of the No. 50 Consec/Carter Lumber Pontiac, and his wife, Jolaina, welcomed their first child, a baby boy, into the world July 29. Parnell Jagger Jones weighed 8 pounds, 2 ounces and was 20.5 inches long.

Jolaina and Parnell returned home from the hospital Wednesday, the same day P.J. left for Indianapolis. P.J. Jones is the son of 1963 Indianapolis 500 winner Parnelli Jones.

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**IROC AT INDY RACE SPECIFICS:**

- The starting line up is determined by reverse order of True Value IROC points standings.
- Car numbers reflect current True Value IROC points standings
- Car colors were determined by a blind draw conducted Aug. 1.
- There are no scheduled pit stops in True Value IROC events
- The race is 40 laps/100 miles.
- Yellow flag laps to not count in True Value IROC events.

\*\*\*

**IROC AT INDY RACE RUNNING:**

At 1:25 p.m., the ambient temperature was 93 degrees with north winds at 4 mph and a relative humidity of 50 percent. Skies were sunny. The track temperature was 135 degrees according to Goodyear engineers.

At 1:27 p.m., the command was given to start engines. All 11 cars were rolling out of pit road.

Lap 1: **GREEN.** #11 Jarrett and #12 Schrader side-by-side through Turns 1 and 2. #11 Jarrett takes lead on backstretch. #10 Castroneves passes #12 Schrader for second in Turn 3. #5 Lazier moved from eighth to fifth on Lap 1. #11 Jarrett leads by .292 of a second over #10 Castroneves.

Lap 2: #11 Jarrett leads by .169 of a second over #10 Castroneves. #3 Stewart started 10<sup>th</sup>, now running sixth. #8 Sprague started fifth, now running 11<sup>th</sup>.

Lap 3: #11 Jarrett leads by .173 of a second over #10 Castroneves.

Lap 4: #11 Jarrett leads by .144 of a second over #10 Castroneves.

Lap 5: #11 Jarrett leads by .274 of a second over #10 Castroneves. True Value IROC officials report they are monitoring #5 Lazier. Laizer reported he felt he may have a right front tire losing air.

Lap 7: #11 Jarrett leads by .331 of a second over #10 Castroneves.

Lap 8: #11 Jarrett leads by .336 of a second over #10 Castroneves.

Lap 9: #11 Jarrett leads by .390 of a second over #10 Castroneves.

Lap 10: #1 Harvick passes #3 Stewart on inside for fifth place in Turn 3. Harvick started 11<sup>th</sup>. #11 Jarrett leads by .401 of a second over #10 Castroneves. Field rundown after 10 laps: #11 Jarrett, #10 Castroneves, #12 Schrader, #5 Lazier, #1 Harvick, #3 Stewart, #4 Labonte, #9 Marlin, #7 Sharp, #6 Hornish, #8 Sprague

Lap 11: #11 Jarrett leads by .404 of a second over #10 Castroneves.

Lap 13: #11 Jarrett leads by .199 of a second over #10 Castroneves. Top five are separated by less than one second.

Lap 14: #11 Jarrett leads by .299 of a second over #10 Castroneves. Fifth place #1 Harvick is 1.4 seconds ahead of sixth place #3 Stewart.

Lap 15: #11 Jarrett leads by .218 of a second over #10 Castroneves.

Lap 16: #11 Jarrett leads by .150 of a second over #10 Castroneves.

Lap 17: #11 Jarrett leads by .192 of a second over #10 Castroneves.

Lap 18: #11 Jarrett leads by .142 of a second over #10 Castroneves.

Lap 19: #11 Jarrett leads by .241 of a second over #10 Castroneves.

Lap 20: #11 Jarrett leads by .194 of a second over #10 Castroneves. Field rundown at halfway point: #11 Jarrett, #10 Castroneves, #12 Schrader, #5 Lazier, #1 Harvick, #3 Stewart, #4 Labonte, #9 Marlin, #7 Sharp, #8 Sprague, #6 Hornish.

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## DAY 2 – SATURDAY, AUG. 3, 2002

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Lap 21: #8 Sprague passes #7 Sharp in Turn 3 on inside. #11 Jarrett leads by .276 of a second over #10 Castroneves.

Lap 22: #11 Jarrett leads by .234 of a second over #10 Castroneves.

Lap 25: #11 Jarrett leads by .460 of a second over #10 Castroneves.

Lap 27: #11 Jarrett leads by .295 of a second over #10 Castroneves. Top five are separated from sixth place #3 Stewart by more than five seconds.

Lap 30: #3 Stewart pulls into warm-up lane in Turn 3. Car pulls into pits. Jay Signore, IROC president, reports that Stewart indicated the car was bogging in the corners and would not pull.

Lap 33: #11 Jarrett leads by .410 of a second over #10 Castroneves.

Lap 35: #11 Jarrett leads by .437 of a second over #10 Castroneves. Field rundown: #11 Jarrett, #10 Castroneves, #12 Schrader, #5 Lazier, #1 Harvick, #8 Sprague, #9 Marlin, #7 Sharp, #4 Labonte, #6 Hornish, #3 Stewart.

Lap 37: #11 Jarrett leads by .651 of a second over #10 Castroneves.

Lap 38: #11 Jarrett leads by .611 of a second over #10 Castroneves.

Lap 39: **WHITE.** #11 Jarrett leads by .467 of a second over #10 Castroneves.

Lap 40: **CHECKERED.** #11 Dale Jarrett wins the fifth IROC at Indy by .380 of a second over #10 Helio Castroneves. #12 Ken Schrader finishes third. #1 Kevin Harvick finished fifth and clinched his first True Value International Race of Champions series championship.

\*\*\*

### IROC AT INDY NOTES:

- This is Dale Jarrett's second True Value IROC victory. His first came in 2001 at Daytona International Speedway.

- Dale Jarrett led all 40 laps today. The last time a driver led every lap of an True Value IROC race was in July at Chicagoland Speedway when Buddy Lazier led all 67 laps en route to victory.

- Kevin Harvick is the first True Value IROC rookie to win the IROC championship since Ricky Rudd in 1992. He is the sixth rookie to win the title in the 26-year history of IROC. The other four rookies who won IROC titles were: Mark Donohue (1974), Harry Gant (1985), Al Unser Jr. (1986), Geoff Bodine (1987).

\*\*\*

### A FULL TRUE VALUE IROC QUOTE SHEET WILL BE DISTRIBUTED SHORTLY.

\*\*\*

### Final True Value IROC Standings (Ties are broken by highest average finishing position in all four races. If a tie still exists, tie is broken by highest finishing position in final race.)

1.	Kevin Harvick (NASCAR Busch Series)	54
2.	Buddy Lazier (Indy Racing League)	49
3.	Dale Jarrett (NASCAR Winston Cup Series)	49
4.	Helio Castroneves (Indy Racing League)	43
5.	Bobby Labonte (NASCAR Winston Cup Series)	43
6.	Tony Stewart (NASCAR Winston Cup Series)	42
7.	Al Unser Jr. (Indy Racing League)	39
8.	Jack Sprague (NASCAR Craftsman Truck Series)	36
9.	Scott Sharp (Indy Racing League)	36
10.	Sterling Marlin (NASCAR Winston Cup Series)	35
11.	Sam Hornish Jr. (Indy Racing League)	35
12.	Danny Lasoski (World of Outlaws)	30

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**DAY 2 – SATURDAY, AUG. 3, 2002**

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**FIRST BRICKYARD 400 PRACTICE:**

At 2:30 p.m., the ambient temperature was 94 degrees with southwest winds at 8 mph and a relative humidity of 49 percent. Skies were sunny.

2:30 p.m. – **GREEN**. #24 Gordon on track after crew repaired broken rear axle after qualifying. Axle broke just as Gordon crossed start-finish line at the end of his first qualifying lap.

2:57 p.m. – All 43 starters have been on track.

3:15 p.m. – **RED**. End of practice.

\*\*\*

**Top Five Speeds of First Winston Cup Practice:**

- |    |                       |             |
|----|-----------------------|-------------|
| 1. | #8 Dale Earnhardt Jr. | 174.351 mph |
| 2. | #88 Dale Jarrett      | 174.213     |
| 3. | #9 Bill Elliott       | 174.118     |
| 4. | #32 Ricky Craven      | 174.004     |
| 5. | #12 Ryan Newman       | 173.957     |

\*\*\*

**SECOND BRICKYARD 400 PRACTICE:**

At 3:55 p.m., the ambient temperature was 94 degrees with south winds at 7 mph and a relative humidity of 44 percent. Skies were partly cloudy.

3:55 p.m. – **GREEN**.

4:41 p.m. – **RED**. End of final practice. Session was ended two minutes early due to light rain.

\*\*\*

Forty-one of the 43 starting drivers took part in the second practice session. Todd Bodine, driver of the No. 26 Discover Card Ford, and Kenny Wallace, driver of the No. 98 Stacker 2 Chevrolet, both did not participate in the final practice because they were at Indianapolis Raceway Park for the NASCAR Busch Series event tonight.

\*\*\*

**Top Five Speeds of Second Winston Cup Practice:**

- |    |                     |             |
|----|---------------------|-------------|
| 1. | #9 Bill Elliott     | 175.915 mph |
| 2. | #20 Tony Stewart    | 175.142     |
| 3. | #32 Ricky Craven    | 175.087     |
| 4. | #40 Sterling Marlin | 174.839     |
| 5. | #88 Dale Jarrett    | 174.717     |

\*\*\*

According to Goodyear, the track temperature at the start of Bud Pole qualifying at 10:05 a.m. this morning was 108 degrees. The track temperature at the end of qualifying at 12:30 p.m. was 135 degrees.

\*\*\*

**BRICKYARD 400 FIELD NOTES:**

•The 42 Brickyard 400 veterans in the 43-driver field represent a record 233 previous Brickyard 400 starts. The previous record was 179 by the 38 veterans in the 2000 field.

•The 1,096 previous laps led by the 30 former lap leaders in the 2002 field is a record. The previous record was 904 laps by the 22 former lap leaders in the 2001 field.

•The 2002 field contains a record 30 former lap leaders of the Brickyard 400. The previous record was 26 in the 1998 and 1999 fields. **(Continued on next page.)**

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**DAY 2 – SATURDAY, AUG. 3, 2002**

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**BRICKYARD 400 FIELD NOTES (cont.):**

•Jimmie Johnson is the only driver in the 43-driver field with no previous Brickyard 400 race starts, a record for the lowest number of first-time starters. The previous record was two first-time starters in 1996.

•The 42 veterans in the 43-driver field represent a record \$29,722,228 in previous Brickyard 400 purse earnings. The previous record was \$22,686,156 by the 36 veterans in the 2001 field.

•The time gap between the fastest and slowest qualified cars is 1.401 seconds, the widest margin in the history of the event. The previous widest margin was 1.363 seconds in 1995.

\*\*\*

**SUNDAY'S SCHEDULE:**

7 a.m.               NASCAR Winston Cup garage opens  
1 p.m.               Driver introductions  
1:30 p.m.           Ninth Brickyard 400 (160 laps/400 miles) NBC (Live)

**END DAY 2 (SATURDAY) NOTES**

**DAY 2 – SATURDAY, AUG. 3, 2002**  
**POST-QUALIFYING QUOTES**  
**PAGE 1**

**JOHN ANDRETTI (No. 43 Cheerios/Betty Crocker Dodge):** “It feels great. I think that time is a good time. I knew that Dale Jr. and Bill (Elliott) would beat me right afterwards, and I kept telling myself, ‘Don’t get disappointed, don’t get disappointed,’ but if you beat them, don’t get too excited, either. That means they just had a problem. They didn’t have a problem, and they beat me. It’s not going to be a great starting spot, but it’s going to be a spot in the Brickyard 400. That’s how it goes. I think that was a good lap for us. It’s the quickest we’ve gone here. It’s not as good as you’d like to run because guys are beating you.” (About the diamond-grinding of the track surface): “The track for sure has more grip, but I don’t think we get the advantage out of it that the Indy-car guys get because they’re so much lighter and they’ve got downforce, so a little bit of grip picks them up a lot. For us, it helps. It makes the track a little less temperamental. It makes the track more consistent, it makes the cars more consistent, but it’s still Indianapolis, where all four corners are identical but none of them drive the same or give you the same feel at all.”

**BILL ELLIOTT (No. 9 Dodge Dealers/UAW Dodge):** (About the track): “It seems like it’s in good shape. They said they ground the track since we were here last year, so the track’s smooth and in good condition. It’s a relatively cool morning, so to speak, if you can call it a cool morning at all in Indianapolis. We had a decent drive.”

**TONY STEWART (No. 20 Home Depot Pontiac):** (About his qualifying run): “There were two of the corners that I didn’t even lift out of the throttle all the way. Didn’t lift much at all, to be honest, so I knew we had a good lap. Three of the four corners I ran through better than I had all weekend, so it was a pretty good lap.” (About qualifying early in the day): “It worked out good for us. You just don’t know what’s going to change and how much things are going to change. Being around this place as many times as I have, learning how to play into that wind is a big factor. We knew coming out this morning that the conditions were going to be different (from yesterday), we just didn’t know if they were going to be better for our car or worse. Sometimes it can change the handling in a way you don’t want it to change, but our balance stayed the same. We just had a little better grip today. I was honestly hoping for just something in the top 10 like we were yesterday.” (About racing at Indianapolis): “When I come here, I probably put more pressure on myself than anywhere I go, and I knew that I was either going to put down a really good lap or a really bad lap. The biggest thing is that I put so much pressure on myself, with what’s going on around here and having so many family members and friends and everything here. It’s just one of those weekends that when I’m not in the car, I need to go sit in a cold closet by myself and just relax. I get too amped up about what’s going on and being home and being back at the Speedway here.” (About brushing the wall in the 2001 Brickyard 400): “I get pretty mad when I make mistakes on my own. When it’s something that’s out of your control, it’s one thing, but when you force it upon yourself...I did it from trying too hard. As hot as it is here, I think I’ve lost about five pounds just in a few laps in a qualifying run. I hope it stays hot like this. It seems like when it gets hot, the track gets slippery, and the slipperier it gets, it seems like the more the mechanical balance comes in and takes some of that aero garbage that we talk about every week out of the equation. I hope it just stays hot.”

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**DAY 2 – SATURDAY, AUG. 3, 2002**  
**POST-QUALIFYING QUOTES**  
**PAGE 2**

**RICKY RUDD (No. 28 Havoline Ford):** “The track temp’s a little bit cooler, which means it is a little bit more optimum for running faster than it was yesterday afternoon. What we’ve seen with the new racetrack surface, it doesn’t seem to make the big differences like we used to see between the early morning to late in the day. We’re not very happy at all with that lap. We came here, we tested, and we ran very well. We were about sixth or seventh fastest here. They took the car back to the wind tunnel and saw some things in the wind tunnel they thought could make the car better, and obviously, I think we all wish we could have it back like it was. Now we’ve just got to take this race car and make the best of it.”

**JEFF GORDON (No. 24 DuPont Chevrolet):** “Whatever broke, it couldn’t have happened in a better place, I guess, but I didn’t want anything to break at all. It’s going to be interesting to see what happens to us. I’m just hoping it’s not a motor because that will mean we’ll have to start in the back of the field. We haven’t been super fast with our qualifying setup, so we’ve got some work to do anyway, but I think we’ve got a good race car.” (Can you win this race from the back?): “You can win it from anywhere. It just depends on how the cautions fall and the pit strategy you use. It’s possible, and we’ve got a good race car and a great race team. That being said, we can certainly win this race, but we’re going to have our work cut out.” (About the qualifying run): “I got a little bit tight off of Turn 3, and that hurt my momentum. But other than that, it was a good lap.”

**STEVE PARK (No. 1 Pennzoil Chevrolet):** “We were keeping a close eye on the temperature of the racetrack, and it kind of got to what it was yesterday. It was a lot cooler this morning. We just knew that the setup that we had was going to be similar to what we had yesterday. We were real loose yesterday, so we tightened the car up. Paul (Andrews, crew chief) and the guys made a real good decision to tighten the car up. We were just a little bit loose, probably a little bit looser than I wanted to be. I gave up a little bit of time in Turn 4. I was a little disappointed in myself. It was just a little bit too loose where I couldn’t hammer the gas.”

**PJ JONES (No. 50 Conoco/Carter Lumber Pontiac):** “The track’s good. It’s a last-minute deal. It’s pretty tough to come in at the last minute and run good. I just put the thing together on Thursday. A.J. (Foyt) had to run another car. I was talking to him about running next week on the road course (Watkins Glen). We’re having some struggles, but we just tried our best and tried to get what we could get. This place is awesome. I was here when I was 2 weeks old, and I’ve been here almost every year. It’s a thrill. I get a chill every time I run it.”

**BOBBY LABONTE (No. 18 Interstate Batteries Pontiac):** “It wasn’t very good, speed-wise. Yesterday we were too loose and made a lot of changes to the car to get it tightened up, and we went a little too far.”

**KEN SCHRADER (No. 36 M&M’S Pontiac):** “This is racing. Just a big production to figure out a way to line them up. We just made a lap.” (About the diamond-grinding of the track surface): “It was already our smoothest racetrack. I can’t tell much difference.”

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**DAY 2 – SATURDAY, AUG. 3, 2002**  
**POST-QUALIFYING QUOTES**  
**PAGE 3**

**DAVE BLANEY (No. 77 Jasper Engines & Transmissions Ford):** “We’re right about where we wanted to be, maybe a little bit slower. To tell you the truth, that’s about the average for where this car qualifies, but it always races good.”

**ROBBY GORDON (No. 31 Cingular Wireless Chevrolet):** “It’s good that the left ankle is sore because you don’t use the brake. They (ankles) aren’t giving me any trouble. The track was fast this morning because it was cool. I thought we just made the pole. I got loose in Turn 4, and I had to get off. But we’re good enough to get it in the show. We have a good shot in this race. We’re going to learn about the tires in the first set of pit stops. I’m proud of the guys. The grooves helped the speed a lot for grip.”

**TED MUSGRAVE (No. 07 Kenwood/Sirius Satellite Radio Dodge):** “The car was unbelievably loose. I don’t know what happened. It would get sideways on me about every corner. I just had to slow down and drive it real easy the second lap. Like I say, everything else was feeling really good. Just something got screwed up.”

**MICHAEL WALTRIP (No. 15 NAPA Chevrolet):** “I would have thought we would have won the pole, but the weather made it unfair. I’m mad, but I’ll get over it. I guess if I would have drawn earlier, I wouldn’t be complaining. It will be fair tomorrow: We all race at the same time. Tomorrow will be a better judgment on who’s got the fastest car.”

**STERLING MARLIN (No. 40 Coors Light Dodge):** "The car was a little loose in qualifying, but I think we'll be in good shape for the race. It's a long day. Fifty cars is a lot of cars to qualify. It's a little bit slippery, but the job they've done on this track, the diamond-(grinding), has given this track a lot of grip. The trac's got a lot of grip, and it should be a good race. Our car was pretty balanced yesterday when we ran, and it was a little free today. It doesn't matter where you start, it matters where you finish. Starting in the front is definitely a plus for us."

**DALE JARRETT (No. 88 UPS Ford):** "The car was a handful to drive. We made a lot of changes, and they were for the better. We went faster than we did yesterday, and that was the main objective. This is a huge race to us. The history of this place and to see all these fans and how excited they are about it, it's incredible. We've obviously got our work cut out, but I think we can do it. There's no doubt that the draw was against us today. When you race 36 times a year, some days you get the advantage, and some days it works against you. There's nothing you can do about it. You just take that and make the most of it."

**MARK MARTIN (No. 6 Pfizer/Viagra Ford):** "We picked up a little bit from yesterday, and yesterday was awful good. Some people have slowed down, and a lot of people have picked it up. I wish I could do more. The track is limiting, and the car has to do it for you. You can't do anything to make it go faster, and it's frustrating for me." (About the heat): "It's so darn hot now, how much worse can it get? I've got a great race car. I knew we weren't going to qualify well. Yesterday it looked like we were, but we're not. It's a good run for us. We'll have a fair start, a lot better than a lot of them."

(More)

**DAY 2 – SATURDAY, AUG. 3, 2002**  
**POST-QUALIFYING QUOTES**  
**PAGE 4**

**DALE EARNHARDT JR. (No. 8 Budweiser Chevrolet):** “It depends what gear you pull, how much tape you have on the grill and things like that. You can do things to accommodate the heat and help the motor or to try and save the motor a little bit. We’re pulling a little bit less gear than I think a lot of people are. You’ve got to watch what you do in practice as far as yesterday. With only running one lap, try not to get too much heat in the motor because when you heat the motor up and cool it off, you make all the parts that you heated up brittle.”

**HUT STRICKLIN (No. 23 Hills Bros Coffee Dodge):** “We’ve been real loose since we’ve been here. We made a lot of changes on the car from yesterday until this morning and trying to get every ounce I could. I mean, this is the Brickyard. This is for all the marbles here. You try to get everything you can out of the car for that one lap, and I just came off (Turn) 4 and got a little bit too loose. I just tried to stay on the gas and chase it out and just ran out of racetrack. It probably hurt my time a little bit, especially on the second lap.”

**RYAN NEWMAN (No. 12 ALLTEL Ford):** “It’s great to be back in Indiana. It’s our best qualifying effort at Indy, that’s two years in a row for us. That’s important, as far as a rookie team, to be able to qualify so good and hopefully lead on race day. I knew we were a potential for the pole yesterday. I got into Turn 3 probably a little hotter than I should have. That cost me a little bit of time, but overall, it was a good run for us. It’s hot. In the race car, it was super hot.” (What would a win here mean to you?): “It would be awesome. It’s Indianapolis, that’s the cool part of it. It would be awesome to win any place. This place has got a lot of history.”

**BILL ELLIOTT (No. 9 Dodge Dealers/UAW Dodge):** “We’ve had a good year to this point. We’ve got four poles to our credit. I’m kind of on the pole, but I’m just on the wrong side of it. I’m proud of my guys and what they’ve done. The draw was an important part of where we ended up today. There are a lot of good race cars. With the swing in track conditions as much as there is, it’s hard to make it an equal place.” (About his performance improvement this year): “I guess I wasn’t cut out to own my own race team. Trying to deal with all of the struggles, sponsors, employees and everything you do with owning a race team, I guess took a lot out of me. I didn’t realize how much it was taking away from the racing, week in and week out. For now, Ray (Evernham) deals with all that, and it’s been a saving grace for me. Now I can get back and concentrate on the car and try to make the car go as fast as I possibly can. It’s been a lot of fun here the last couple of months. The team’s come together real well. We’ve become more as one, and I’ll tell you that’s 99 percent of this game, trying to get everybody working in a good direction, keeping the morale up. We’re going into a very long, hard stretch here until the end of the season, and keeping that morale going and getting through these hot months is the biggest part of what we do.”

**MATT KENSETH (No. 17 Dewalt Power Tools Ford):** “The Dewalt car was pretty good. I got through (Turns) 1, 2, and 3 perfect. I just scraped Turn 4. I just got too tight getting in there and pushed real bad coming off of (Turn) 4. I had to let all the way off the gas in the straightaway. I think we had a good three-quarters of a lap, it’s just that you have to have a perfect one here.”

**(END)**

## DAY 3 – SUNDAY, AUG. 4, 2002 (RACE DAY)

### Page 1

#### ORDER OF THE DAY:

7 a.m. Public gates open  
11:15 a.m. Indiana State University band on track  
11:30 a.m. Drivers/crew chiefs meeting  
11:35 a.m. Indiana State University band in Victory Circle  
11:45 a.m. E-One fire truck lap  
11:55 a.m. Pace Car Lap of past Brickyard 400 Pace Cars  
Noon Race cars in starting positions  
12:05 p.m. Indianapolis Police Department Motorcycle Drill Team Parade Lap  
12:07 p.m. Indiana State University band plays  
12:17 p.m. Public address interview with actor Vin Diesel  
12:25 p.m. Public address interview with Indiana Governor Frank O'Bannon  
12:36 p.m. Indiana State University band plays  
12:40 p.m. Race cars move down pit lane to in front of Pagoda  
1:05 p.m. True Grit Award presented  
1:10 p.m. Driver introductions and ceremonial lap/NASCAR awards presentation  
1:34 p.m. "America the Beautiful," Indiana State University band  
1:36 p.m. Invocation, Rev. Howard Brammer  
1:37 p.m. National Anthem, Jimmy Ryser  
F-16 flyover, 181sts Fighter Wing, Indiana Air National Guard, Terre Haute, Ind.  
Lead pilot: Major Tom "Avon" Sims; No. 2: Captain Andy "K-Man" Kazmaier;  
No. 3 Major Tom "Coma" Bowman; No. 4 Lt. Eric "Stinger" Finch  
1:39 p.m. Command to start engines, IMS Chairman Mari Hulman George  
1:41 p.m. Parade lap  
1:50 p.m. Start of ninth Brickyard 400 (160 laps/400 miles)  
6 p.m. Track closes

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Defending event winner and NASCAR Winston Cup champion Jeff Gordon turns 31 today. Kurt Busch turns 24 today.

\*\*\*

#### PRE-RACE NOTES:

- The best Brickyard 400 finish by a driver who also has competed in the Indianapolis 500 is fifth by Tony Stewart in 2000.

- No front-row starter ever has won the Brickyard 400. Three of the last four winners have come from the second row, with Bobby Labonte winning from third in 2000, Dale Jarrett from fourth in 1999 and Jeff Gordon from third in 1998.

- Three drivers who have started outside of the top 10 have won this race: 1995 winner Dale Earnhardt, who started 13<sup>th</sup>, 1996 winner Dale Jarrett, who started 24<sup>th</sup> and 2001 winner Jeff Gordon, who started 27<sup>th</sup>.

(More)

## DAY 3 – SUNDAY, AUG. 4, 2002 (RACE DAY)

### Page 2

#### RACE SPECIFICS:

- Buster Auton drives the Chevrolet Monte Carlo Pace Car during the race.
- Pit-road speed limit is 55 mph.
- The Pace Car speed will be 65 mph during caution periods.
- There will be three Pace Laps before the green flag flies to start the race.
- The estimated pit window is every 38 to 42 laps, based on fuel mileage.
- The drivers will use Goodyear tires with codes D-6344 for the left side and 6346 for the right side. The same tire combination is used at Homestead-Miami Speedway and Pocono Raceway.
- #4 Mike Skinner, #14 Mike Wallace, #30 Jeff Green and #55 Bobby Hamilton will drop to the rear of the field at the start due to engine changes.

\*\*\*

#### RACE RUNNING:

Race distance: 160 laps.

1:43 p.m. – Command to start engines by Mari Hulman George, Indianapolis Motor Speedway chairman of the board

1:44 p.m. – The ambient temperature was 93 degrees, with northwest winds at 8 mph and a relative humidity of 50 percent. Skies were sunny. Track temperature was 134 degrees.

1:45 p.m. – All cars roll from starting grid.

Lap 1: **GREEN**. #20 Stewart leads into Turn 1, #9 Elliott second. #20 Stewart leads #9 Elliott by .108 of a second at the line. #8 Earnhardt Jr. third at .961 of a second.

- The pole sitter has led the first lap of all nine Brickyard 400 races.

- #20 Tony Stewart is the first driver to lead the opening lap of the Indianapolis 500 and the Brickyard 400. Stewart led the opening lap of the Indianapolis 500 in 1996 and 1997.

Lap 2: #20 Stewart leads #9 Elliott by .181 of a second.

Lap 3: #20 Stewart leads #9 Elliott by .155 of a second.

Lap 4: #24 Gordon up to 16<sup>th</sup> after starting 21<sup>st</sup>.

Lap 5: #20 Stewart leads #9 Elliott by .263 of a second. #24 Gordon up to 15<sup>th</sup>. #2 Wallace up to 23<sup>rd</sup> after starting 35<sup>th</sup>.

Lap 6: #20 Stewart leads #9 Elliott by .158 of a second.

Lap 7: #20 Stewart leads #9 Elliott by .144 of a second. #8 Earnhardt Jr. third, 2.968 seconds behind leader.

Lap 8: #88 Jarrett eighth after starting 17<sup>th</sup>.

Lap 9: #20 Stewart leads #9 Elliott by .139 of a second. #8 Earnhardt Jr. third, 3.852 seconds behind leader. #26 T. Bodine up to 11<sup>th</sup> after starting 20<sup>th</sup>.

Lap 10: Top 10 – #20 Stewart, #9 Elliott, #6 Martin, #98 K. Wallace, #12 Newman, #31 R. Gordon, #29 Harvick, #88 Jarrett, #1 Park, #26 T. Bodine.

Lap 11: #9 Elliott inside of #20 Stewart on backstretch, but Stewart maintains lead entering Turn 3. Elliott attempts to pass on inside again entering Turn 4, but Stewart holds him off to keep lead.

Lap 12: **YELLOW**. #11 B. Bodine, #14 Wallace crash exiting Turn 2. #14 Wallace spun in Turn 2, collecting #11 B. Bodine. #14 Wallace hit SAFER Barrier exiting Turn 2, becoming first stock car to hit the SAFER Barrier. Crew for #14 Wallace reports crash caused by cut right front tire.

Lap 12: Pit report: Fuel only: #20 Stewart (9 seconds), #9 Elliott (8 seconds), #31 R. Gordon (10 seconds), #12 Newman (10 seconds), #6 Martin (10 seconds). Four tires and fuel: #19 Mayfield (21 seconds), #88 Jarrett (20 seconds), #26 T. Bodine (17 seconds).

(More)

**DAY 3 – SUNDAY, AUG. 4, 2002 (RACE DAY)**

**Page 3**

**RACE RUNNING (cont.):**

#10 Benson, #19 Mayfield make contact exiting pits, causing damage to #10 Benson.

Lap 16: **GREEN**. Restart order – #8 Earnhardt Jr., #20 Stewart, #9 Elliott, #31 R. Gordon, #6 Martin.

Medical report from Dr. Henry Bock, Speedway medical director: #14 Mike Wallace has been evaluated and released without injury from Clarian Emergency Medical Center.

**BRETT BODINE:** “I was just trying to get a pass on Mike there, and it looked like he cut a right-front tire or something. He went straight into the wall coming off (Turn) 2, and I tried to get below him before he ricocheted, but he must have come off real quick, and he caught me right on the passenger door. This is the best our car has been all week, so I was kind of happy I was passing some cars. Those guys were holding me up pretty bad in front of me, and then Mike must have cut his tire. It’s frustrating to get torn up. We wanted to run better than we qualified, and I thought we were going to do that. But you know, that’s racing. It’s just what happens, and I hope Mike is OK.”

Lap 25: #24 J. Gordon up to seventh after starting 21<sup>st</sup>. #17 Kenseth up to eighth after starting 18<sup>th</sup>.

Lap 26: #20 Stewart leads #9 Elliott by .640 of a second.

Lap 30: Top 10 -- #20 Stewart, #9 Elliott, #12 Newman, #31 R. Gordon, #6 Martin, #24 J. Gordon, #17 Kenseth, #1 Park, #29 Harvick, #40 Marlin.

Lap 31: #8 Earnhardt Jr. 22<sup>nd</sup> after starting third. Earnhardt reports tight handling condition to crew.

Lap 32: #20 Stewart leads #9 Elliott by .484 of a second. #12 Newman third, 6,848 seconds behind leader.

Lap 34: #24 J. Gordon passes #6 Martin for fifth.

Lap 35: #97 Busch hits SAFER Barrier in Turn 3 after tap in left rear corner from #41 Spencer. Busch does half-spin in Turn 3 and hits SAFER Barrier with left side of car. Busch climbs from car without assistance, waits next to car and walks toward racing groove to make gesture to Spencer when cars pass on next lap.

Lap 37: **YELLOW**. Pit report: Four tires and fuel: #6 Martin (18 seconds), #17 Kenseth (18 seconds), #12 Newman (17 seconds), #9 Elliott (16 seconds), #20 Stewart (16 seconds), #31 R. Gordon (18 seconds), #1 Park (18 seconds), #88 Jarrett (17 seconds), #26 T. Bodine (21 seconds), #22 W. Burton (17 seconds), #28 Rudd (17 seconds). Four tires, fuel, round of wedge in: #24 J. Gordon (16 seconds). #19 Mayfield, #98 K. Wallace only cars not to pit. Order exiting pits: #9 Elliott, #20 Stewart, #12 Newman, #31 R. Gordon.

More pit car adjustments: #8 Earnhardt Jr., tire pressure, wedge; #36 Schrader, wedge, track bar; #30 Green, wedge; #48 Johnson, tire pressure, raise track bar, pull tape from grill; #41 Spencer, wedge; #18 B. Labonte, tire pressure.

Lap 38: #19 Mayfield leads. This is the first career lap he has led in the Brickyard 400.

Lap 41: Forty-one of 43 starters still running, with 40 on track. Cars out: #14 M. Wallace, #97 Busch. In garage: #11 B. Bodine.

Lap 43: **GREEN**. Restart order: #9 Elliott, #20 Stewart, #12 Newman, #31 R. Gordon, #29 Harvick.

Lap 44: #9 Elliott leads #20 Stewart by .256 of a second.

Lap 46: #31 R. Gordon climbs from ninth to fourth since restart.

(More)

## DAY 3 – SUNDAY, AUG. 4, 2002 (RACE DAY)

### Page 4

#### RACE RUNNING (cont.):

Lap 47: Repairs end on #11 B. Bodine. B. Bodine heads to pits of #28 Rudd as relief driver for #28 Rudd, who is feeling ill.

Medical report from Dr. Henry Bock, Speedway medical director: #97 Kurt Busch was evaluated and released without injury from Clarian Emergency Medical Center.

Lap 50: #2 R. Wallace up to 11<sup>th</sup> after starting 35<sup>th</sup>. Track temperature climbed to 138 degrees, according to Goodyear. Track temperature was 136 degrees at start of race.

Lap 51: #09 G. Bodine did half-spin in Turn 1, hitting SAFER Barrier with left side of car exiting Turn 1. The car slid across the track and hit the inside retaining wall with the rear of the car. Heavy damage to rear of car.

Lap 52: **YELLOW**. Pit report: Fuel only -- #6 Martin (6 seconds), #17 Kenseth (7 seconds), #9 Elliott (eight seconds), #20 Stewart (seven seconds), #29 Harvick (6 seconds), #31 R. Gordon (7 seconds), #24 J. Gordon (6 seconds), #88 Jarrett (9 seconds), #99 J. Burton (8 seconds). Four tires and fuel: #25 Nemechek (16 seconds), #55 Hamilton (15 seconds).

**KURT BUSCH:** “Just an unfortunate circumstance where we raced with an old, decrepit has-been, or I guess a never-was is the term we need to use for Jimmy Spencer. We raced him at Bristol, and he raced us here. That’s how he races, so there’s nothing I can do, and we’re not going to go back and race him like that.”

#43 Andretti in lead.

Lap 53: #43 Andretti to pits, right-side tires, fuel, 17 seconds. #9 Elliott regains lead.

Lap 54: #28 Rudd returns to pits for second time this pit sequence so crew can reroute air hoses to help provide relief from heat for Rudd, 39-second stop.

Lap 56: **GREEN**. Restart order: #9 Elliott, #20 Stewart, #17 Kenseth, #99 J. Burton, #6 Martin.

Medical report from Dr. Henry Bock, Speedway medical director: #09 Geoffrey Bodine was evaluated and released without injury from Clarian Emergency Medical Center.

Lap 58: #8 Earnhardt Jr. 37<sup>th</sup> after starting third. Team made track-bar adjustment during last stop, but Earnhardt still reports tight handling condition exiting turns.

Lap 59: #9 Elliott leads #20 Stewart by .724 of a second. #17 Kenseth third, 1.899 seconds behind leader.

Lap 63: #77 Blaney up to 10<sup>th</sup> after starting 33<sup>rd</sup>.

Lap 65: #9 Elliott leads #17 Kenseth by 3.496 seconds. Kenseth started 18<sup>th</sup>.

•Hoosier drivers #20 Tony Stewart and #43 John Andretti both have led the Brickyard 400 this year, the first time that two former leaders of the Indianapolis 500 have led the Brickyard 400 in the same race.

Lap 70: **YELLOW**. Debris. Four tires and fuel: #20 Stewart (14 seconds), #6 Martin (15 seconds), #29 Harvick (16 seconds), #9 Elliott (14 seconds), #88 Jarrett (17 seconds), #31 R. Gordon (14 seconds), #17 Kenseth (20 seconds). Four tires, fuel, wedge adjustment: #26 T. Bodine (24 seconds). Right-side tires and fuel: #40 Marlin (8 seconds), #24 J. Gordon (9 seconds), #99 J. Burton (16 seconds).

Lap 71: Pit report: Four tires and fuel: #25 Nemechek (27 seconds), #98 K. Wallace (12 seconds), #41 Spencer (18 seconds).

Lap 73: **GREEN**. Restart order: #20 Stewart, #31 R. Gordon, #40 Marlin, #77 Blaney, #9 Elliott.

Lap 77: #20 Stewart leads #9 Elliott by .183 of a second.

Lap 78: #9 Elliott passes #20 Stewart for lead entering Turn 3. Elliott leads by .461 of a second at line.

Lap 80 (Halfway): **YELLOW**. Smoke trails from #19 Mayfield.

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## DAY 3 – SUNDAY, AUG. 4, 2002 (RACE DAY)

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Lap 80: Pit report: Fuel only: #6 Martin (8 seconds), #17 Kenseth (9 seconds), #29 Harvick (7 seconds), #8 Earnhardt Jr. (6 seconds), #40 Marlin (6 seconds). Right-side tires and fuel: #2 R. Wallace (11 seconds). Four tires and fuel: #99 J. Burton (15 seconds), #43 Andretti (15 seconds), #24 Gordon (17 seconds), Four tires, fuel, spring-rubber change: #25 Nemechek (34 seconds).

Lap 81: Pit report: Four tires and fuel: #41 Spencer (19 seconds), #98 K. Wallace (22 seconds).

Lap 82: Pit report: Fuel only: #55 Hamilton (five seconds), #45 Petty (7 seconds).

Garage report: Crew of #19 Mayfield reports engine failure. #11 B. Bodine returns to garage area after standing in pits of #28 Rudd as possible relief driver.

Lap 85: **GREEN**. Restart order: #9 Elliott, #20 Stewart, #31 R. Gordon, #12 Newman, #26 T. Bodine, #32 Craven, #17 Kenseth, #88 Jarrett, #6 Martin, #29 Harvick. Defending champion #24 J. Gordon 24<sup>th</sup>.

Lap 88: #9 Elliott leads #20 Stewart by 1.417 seconds. #31 R. Gordon third, 2.399 seconds behind leader.

Lap 90: Top 10 -- #9 Elliott, #20 Stewart, #31 R. Gordon, #12 Newman, #26 T. Bodine, #6 Martin, #17 Kenseth, #88 Jarrett, #99 J. Burton, #32 Craven.

Lap 91: #9 Elliott leads #20 Stewart by 3.747 seconds.

**JEREMY MAYFIELD:** “We broke something in the engine. From the start, it didn’t really seem like we were going anywhere. We missed the setup just a little bit. We kept working on it, but we just didn’t seem like we were going. All of the sudden, something went loose and broke something in the motor.” (About the heat): “The heat was fine. I think everybody was a little hot. But inside the car, these guys do a real good job and take care of me. My eyes are white, and I feel real good right now but still have a long way to go. But my car seemed like it was going to be pretty good.”

Lap 95: #9 Elliott leads #31 R. Gordon by 4.464 seconds.

Lap 97: #9 Elliott leads #31 R. Gordon by 4.289 seconds.

Lap 98: #7 Atwood hits SAFER Barrier between Turns 1 and 2. Atwood’s car became loose in Turn 1 and was tapped by #28 Rudd. #7 Atwood did half-spin and hit SAFER Barrier with left side of car. Car did half-spin forward while sliding into Turn 2 and stopped adjacent to wall.

Lap 99: **YELLOW**. Pit report: Four tires and fuel: #6 Martin (15 seconds), #17 Kenseth (17 seconds), #12 Newman (15 seconds), #32 Craven (15 seconds), #9 Elliott (15 seconds), #31 R. Gordon (20 seconds), #20 Stewart (19 seconds), #88 Jarrett (19 seconds), #26 T. Bodine (15 seconds), #43 Andretti (17 seconds), #99 J. Burton (17 seconds). Fuel only: #24 Gordon (6 seconds), #40 Marlin (42 seconds, engine problem, possible dropped valve).

Lap 100: Pit report: Four tires and fuel: #25 Nemechek (23 seconds), #41 Spencer (16 seconds), #07 Musgrave (19 seconds).

Lap 104: **GREEN**. Restart order: #9 Elliott, #24 Gordon, #6 Martin, #12 Newman, #31 R. Gordon, #20 Stewart, #32 Craven, #88 Jarrett, #99 J. Burton, #17 Kenseth.

Lap 105: #9 Elliott leads #24 J. Gordon by 1.004 seconds. #31 R. Gordon up to third in two laps after restart.

Lap 106: #10 Benson to garage, engine off.

Lap 108: #9 Elliott leads #24 J. Gordon by 1.815 seconds.

Medical report from Dr. Henry Bock, Speedway medical director: #7 Casey Atwood was evaluated and released without injury from the Clarian Emergency Medical Center.

Lap 111: #88 Jarrett inside #24 J. Gordon on backstretch for second. #6 Martin inside #24 J. Gordon on front straightaway for third.

Lap 112: #9 Elliott leads #88 Jarrett by 4.010 seconds.

(More)

## DAY 3 – SUNDAY, AUG. 4, 2002 (RACE DAY)

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### RACE RUNNING (cont.):

Lap 114: #9 Elliott leads #88 Jarrett by 4.315 seconds. #24 J. Gordon slips to seventh – did not take tires on last pit stop.

Lap 115: #31 R. Gordon slipped to eighth after running third on Lap 105.

Lap 116: #9 Elliott leads #88 Jarrett by 4.223 seconds.

Lap 118: #9 Elliott leads #88 Jarrett by 4.339 seconds.

Lap 119: #9 Elliott leads #88 Jarrett by 4.374 seconds.

Lap 120: #9 Elliott leads #88 Jarrett by 4.531 seconds.

Lap 121: #9 Elliott leads #88 Jarrett by 4.640 seconds. #6 Martin third, 7.374 seconds behind leader.

Lap 122: #9 Elliott leads #88 Jarrett by 4.458 seconds.

Lap 124: #32 Craven falls to 22<sup>nd</sup>. Craven reports tire possibly losing air.

Lap 125: #32 Craven to pits. Track temperature drops to 121 degrees, according to Goodyear.

Lap 127: #21 Sadler brushes outside wall between Turns 1 and 2, cutting right-front tire. #4 Skinner reports engine failure.

Lap 128: **YELLOW**. Pit report: Fuel only: #77 Blaney (seven seconds). Right-side tires, fuel: #6 Martin (9 seconds), #20 Stewart (13 seconds). Four tires and fuel: #17 Kenseth (16 seconds), #9 Elliott (16 seconds), #12 Newman (17 seconds), #31 R. Gordon (14 seconds), #88 Jarrett (12 seconds, not all fuel in car, catch can stuck in back of car when it exited pits, knocking fueler to ground), #22 W. Burton (22 seconds), #99 J. Burton (15 seconds), #43 Andretti (19 seconds). Four tires, fuel, wedge adjustment: #24 Gordon (18 seconds). Damage to front end of #40 Marlin, who hit #44 Nadeau during pit stops.

Lap 129: #77 Blaney has flat left-front tire. #88 Jarrett shown black flag for leaving pits with fuel catch can attached to car.

Lap 130: #88 Jarrett to pits to serve black-flag stop-and-go penalty. Changed left-side tires, added fuel, 9 seconds in pit, held on end of pit road to serve penalty.

Lap 134: **GREEN**. Restart order: #6 Martin, #20 Stewart, #2 R. Wallace, #29 Harvick, #9 Elliott, #31 R. Gordon, #17 Kenseth, #99 J. Burton, #12 Newman, #48 Johnson. #20 Stewart under #6 Martin in short chute between Turns 1 and 2 for lead.

Lap 135: #20 Stewart leads #2 R. Wallace by .145 of a second. #6 Martin fourth, .865 of a second behind leader. #32 Craven to pits, garage.

Lap 136: #20 Stewart leads #2 R. Wallace by .083 of a second.

Lap 137: #2 R. Wallace passes #20 Stewart with inside move entering Turn 3. #2 R. Wallace leads #20 Stewart by .324 of a second at line. #9 Elliott up to third.

Lap 138: #2 R. Wallace leads #20 Stewart by .566 of a second. #9 Elliott third, .878 of a second behind leader.

Lap 139: #9 Elliott passes #20 Stewart for second entering Turn 3. #2 R. Wallace leads #9 Elliott by .749 of a second.

**JOHNNY BENSON:** “The car broke. I’m not sure exactly what’s going on. When we started the race, the car was really good, and I made a mistake there on pit road. I hit Jeremy, got us back, coming up to pit road couldn’t do nothing. Hendrick Motorsports did a great job on the engines. I thought that maybe something was going wrong because I couldn’t stay up on the straightaways. It started faltering, and then all of the sudden it just broke.”

Lap 142: #2 R. Wallace leads #9 Elliott by .317 of a second.

Lap 144: #2 R. Wallace leads #9 Elliott by .256 of a second. #20 Stewart third, 3.945 seconds behind leaders.

(More)

## DAY 3 – SUNDAY, AUG. 4, 2002 (RACE DAY)

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### RACE RUNNING (cont.):

Lap 145: #2 R. Wallace leads #9 Elliott by .245 of a second.

Lap 147: #2 R. Wallace leads #9 Elliott by .215 of a second.

Lap 149: #9 Elliott even with #2 R. Wallace on backstretch, passes for lead with inside move entering Turn 3. #9 Elliott leads #2 R. Wallace by .368 of a second.

Lap 150: #26 T. Bodine to garage, trailing smoke. #9 Elliott leads #2 R. Wallace by .678 of a second.

Lap 151: #9 Elliott leads #2 R. Wallace by .911 of a second.

Lap 152: #9 Elliott leads #2 R. Wallace by 1.144 seconds. #17 Kenseth third, 8.176 seconds behind leaders.

Lap 154: **YELLOW**. Debris in Turn 2.

Lap 156: #22 W. Burton, #6 Martin make contact on front stretch during caution-flag lap.

Lap 157: **GREEN**. Restart order #9 Elliott, #2 R. Wallace, #17 Kenseth, #20 Stewart, #29 Harvick. #9 Elliott leads #2 R. Wallace by .903 of a second at the line.

Lap 158: #9 Elliott leads #2 R. Wallace by 1.209 seconds. #17 Kenseth third, 2.380 seconds behind leaders.

Lap 159: #9 Elliott leads #2 R. Wallace by 1.241 seconds.

Lap 160: **CHECKERED**. #9 Bill Elliott wins the ninth annual Brickyard 400 by 1.269 seconds over #2 R. Wallace. #17 Kenseth third. Average race speed: 125.014 mph.

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### POST-RACE TOP-THREE QUICK QUOTES:

**BILL ELLIOTT (No. 9 Dodge Dealers/UAW Dodge):** “When we came here and tested, we worked so hard on race stuff, and I’ll tell you, every lap I drove, that race car paid off. We ran 125 laps the first day and 170 the second, so I done run about two races before I got here. I’m so proud of these guys and what they’ve done and what they’ve accomplished. It makes my job awful easy. I’ll tell you what, it says a lot for the guys here and all the guys back at the shop who put these things under me week in and week out.” (About his battle with Rusty Wallace): “I kept working on him, working on him, and I felt like if I could ever get to him, I’d be OK. I finally got to him and got him a little loose and was able to power under him.” (About winning at Indianapolis): “It’s the greatest. Man, it’s the greatest.”

**RUSTY WALLACE (No. 2 Miller Lite Ford):** “When Bill (Elliott) passed me, I was just getting too loose. I was tight all day long. The last stop, we took a bunch of wedge out, put a bunch of air in the right rear tire. We were smoking down the straightaway, big horsepower, and I said ‘Man, I don’t think he can catch me.’ Then with 10 laps to go, I got up off of Turn 2, and I got loose. He stuck his nose underneath, and the aero push kicked in, and I couldn’t do nothing.”

**MATT KENSETH (No. 17 Dewalt Power Tools Ford):** “It was pretty hot, but it was a good day for the Dewalt team. Everybody works pretty hard coming to Indianapolis, and we put forth a competitive effort. All the guys did a great job preparing the cars. We had a real fast car today. We had anywhere from a second- to fifth-place car. All day we were competitive, but we couldn’t quite ever get the track position we needed. Bill was in his own league. Bill definitely deserved to win this race.”

**POST-RACE QUOTE SHEETS AND TRANSCRIPTS WILL BE AVAILABLE ON SEPARATE SHEETS SHORTLY.**

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### **DAY 3 – SUNDAY, AUG. 4, 2002 (RACE DAY)**

#### **Page 8 (REVISED and UPDATED – corrects average speed, adds final note)**

#### **POST-RACE NOTES:**

- This is Bill Elliott's first Brickyard 400 victory in his ninth start. His previous best finish was third, in 1994 and 2000.
- Bill Elliott became the first driver to win this event in a Dodge. The previous best finish by a Dodge was second by Sterling Marlin in 2001.
- Bill Elliott is the oldest Brickyard 400 winner at 46. The previous oldest was Dale Earnhardt, who was 44 when he won in 1995.
- Rusty Wallace finished second for the third time in the Brickyard 400. He was runner-up in 1995 and 2000. This is Wallace's eighth top-eight finish in nine Brickyard 400 starts.
- Team owner Roger Penske has a victory and a second-place finish in two races this year at the Indianapolis Motor Speedway. Helio Castroneves won the Indianapolis 500 in a Penske-owned car in May, and Rusty Wallace finished second in a Penske-owned car today.
- Bill Elliott and Bobby Labonte each have completed a record 1,439 out of 1,440 possible laps in nine Brickyard 400 starts each.
- Bill Elliott, 46, became the oldest driver to lead the most laps in a Brickyard 400. He led 93 of the 160 laps today. The previous oldest was Rusty Wallace, who was 43 when he led 110 laps in the 2000 Brickyard 400.
- Rusty Wallace has led 148 laps in nine career Brickyard 400 starts, the most laps led by any non-winner of the event.
- There were 36 caution-flag laps today, an event record. The previous record was 34 in 1998. There were eight caution periods today, the second highest in event history. The record is nine in 1998.
- There were 30 cars on the lead lap at the finish, an event record. The previous record was 24 in 1998. There were 33 cars running at the finish of today's race.
- The average speed of this race was 125.033 mph, the slowest Brickyard 400 in history. The previous slowest was the 1998 Brickyard 400, which Jeff Gordon won with an average speed of 126.770 mph.
- Jeremy Mayfield, Joe Nemechek and Kenny Wallace each led a Brickyard 400 lap for the first time today.
- A Dodge led 96 laps today, the most for the manufacturer in this event. Bill Elliott led 93 laps, and John Andretti, Sterling Marlin and Jeremy Mayfield each led one lap. Dodge's previous best at the Brickyard was 31 laps in 2001, the manufacturer's first year of competition in this event.
- Dale Jarrett finished on the lead lap for the eighth consecutive Brickyard 400. He has completed 1,280 consecutive laps in the Brickyard 400, an event record.
- Rusty Wallace climbed 33 positions from the start to the finish to tie an event record. He finished second after starting 35<sup>th</sup>. Wallace finished fourth after starting 37<sup>th</sup> in 2001, and Morgan Shepherd finished fifth after starting 38<sup>th</sup> in 1996.
- The overall purse of \$7,423,979 is a Brickyard 400 record. The previous record was \$6,752,478. The 2002 Indianapolis 500 had an Indianapolis Motor Speedway-record purse of \$10,028,580.
- Sterling Marlin and Jeff Burton became the ninth and 10<sup>th</sup> members of the Brickyard 400 millionaire's club, comprised of drivers who have earned at least \$1 million of prize money in this event. Marlin has earned \$1,059,767 in his Brickyard 400 career; Burton has earned \$1,003,298. Three-time Brickyard 400 winner Jeff Gordon is the leader with \$3,909,256.
- Bill Elliott became the first front-row starter to win the Brickyard 400. He started second.

#### **END DAY 3 (SUNDAY) NOTES**

**DAY 3 – SUNDAY, AUG. 4, 2002**  
**POST-RACE QUOTES**  
**PAGE 1**

**KEVIN HARVICK (No. 29 GM Goodwrench Service Chevrolet):** "We're happy with a fifth-place finish. It was real hot. It was a good run for us today. Our car was the best at the end."

**MIKE SKINNER (No. 4 Kodak Chevrolet):** "It kind of killed our streak, didn't it? We've had an awful good record here at Indy. We lost a motor. Started losing a cam or something yesterday in practice. We had to change an engine, and the Kodak Max car was really good. We hit on something, finally. We put on four tires, and the car got a little bit tight. We felt like on the next stop, if we could put it back like we had it the stop before and the stop before, it was pretty fast. We was catching a lot of really good cars. It looked like maybe if we could get back, we'd get us another top-10 finish here, maybe top-15 if nothing else, but it wasn't meant to be. Something in the motor cut loose."

**ROBBY GORDON (No. 31 Cingular Wireless Chevrolet):** "I had a good car. Track position is the key. Had a run on Kevin (Harvick), got by him and didn't want to wreck him, so I backed off. But it will be the last time I do that. The heat wasn't too bad. The car felt good. All the guys on the Cingular team did a great job. I had a really good car all day long. I thought we had a car to win the race at the end. The key was once Kevin raced me, four guys got by me at one time, and we were done from that point on. Hats off to everybody here at Richard Childress Racing. We did a great job, and the second half of our season is coming around."

**HUT STRICKLIN (No. 23 Hills Bros Coffee Dodge):** "At the start of the race, we were pretty much out to lunch. The car was really tight, couldn't seem to get loosened up. Finally, about halfway through, we hit on a few things and started to get it loosened up and getting it better and better and better. The guys made a good call there at the end. We took on two tires, and a lot of guys took on four, and it gave us track position. Finally, the last stop, a lot of guys came in ahead of us, and we elected to stay out on old tires and were able to hold them off. All in all, it was a good day, considering where we started."

**STEVE PARK (No. 1 Pennzoil Chevrolet):** "It's a moral victory for us. It was just one of those deals where you could race. If your car wasn't set up right, you'd lose the handling and jump back a little bit, but you could pass on the outside, and we saw some three-wide (racing) down the backstraight. I just love Indy. I think it's a great track. We love coming here to race. The Pennzoil Chevrolet was running great today. It was a really good race car all day today. Track position was key right there at the end. I don't know how the leaders felt, but as soon as I got behind the 24 car, I could roll with him, but I'd get too tight. We took four (tires) with 30 (laps) to go, and when everybody pitted for two (tires) right there at the end, we stayed out. We gained the track position we needed. Paul Andrews (crew chief) did a really good job of calling the race and calling the tires. We're just happy to be here and have a top-10 finish. Last week at Pocono, for the first time I saw people walking around with their heads up a little bit and a little skip in their step, and we qualified good and ran good and then ended up on our roof. To come here and qualify and run so good is definitely a morale booster, not just for myself, but for the whole Pennzoil team."

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**DAY 3 – SUNDAY, AUG. 4, 2002**  
**POST-RACE QUOTES**  
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**JIMMIE JOHNSON (No. 48 Lowe's Chevrolet):** "Man, to finish where we did with all the trouble we had fought. I have to take some credit for it (the trouble). I just don't know my way around here. But we still had a pretty wicked car in qualifying trim, and then when we got into race trim, we started making gains on it, and I got more familiar with the track. I was able to get Chad (Knaus, crew chief) the information that he needed to adjust the car for me. We knew something was wrong, but we just didn't know how to fix it. So once I got into a rhythm on Happy Hour, we sat on it last night, and the guys and Chad did an incredible job getting a car that I could drive, and our guys on pit road showed up today. They nailed some 13-second stops, got us some great track position, and we were able to hold our own when we were there, so it was really good." (About the heat): "It was hot. I just tried to keep breathing. The guys do a good job at keeping the air moving through the car and stuff, so actually I don't feel all that bad."

**DALE JARRETT (No. 88 UPS Ford):** "I don't really know what happened with that pit situation. We didn't get the catch can out for some reason, so I had to come back in. We had a great race car, just never right to the front. Bill Elliott had a great day, and I had a great car. I don't know, we were out in front of him there. If we hadn't made that mistake, I don't know what would have happened."

**BOBBY LABONTE (No. 18 Interstate Batteries Pontiac):** "I was tight, then loose, for the most part of the day. Overall, the car was decent. We got up to about 11th place, that was as close as I could get. Passing was a matter of getting a good run on someone out of a corner. The heat wasn't as bad as last weekend, for whatever reason."

**JIMMY SPENCER (No. 41 Target Dodge):** "I was real glad to see Bill Elliott win the race. That's pretty cool. Bill had a real fast car all weekend, and I'm pretty proud to see him win it for Dodge." (About the contact with Kurt Busch): "I don't know if something broke on his car or what. He just slowed down immediately, and I bumped him. I sure didn't mean to do it, you know. I thought something broke because he just really slowed down. I think Kurt has a lot to learn, and some of that is to control his mouth."

**JOHN ANDRETTI (No. 43 Cheerios/Betty Crocker Dodge):** "It wasn't a very good day. We had a problem. We had a rear-end gear that wasn't locking correctly, and we had it right at the very beginning. I called in and told them, and they told me that they had to change it because I had a problem with the other gear. So it was disappointing. The car would just go left and right. It was hard to drive. You just put sticker tires on it and drive the hell out of it. Do the best you can and just hang on the rest of the way." (About the heat): "It was brutal. I'm a little guy, and it tears little guys up. It gets that hot."

**ELLIOTT SADLER (No. 21 Motorcraft Ford):** "We blew a right front tire, messed up the front end, and broke a sway bar. Very frustrating day here at the Brickyard. Not what we wanted to do, but that's the way it goes sometimes." (About the heat): "I was pretty surprised. The guys kept some ice water and some ice packs ready for me. I can feel it right now, but actually with the wind circulating, it's not too bad."

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**DAY 3 – SUNDAY, AUG. 4, 2002**  
**POST-RACE QUOTES**  
**PAGE 3**

**JEFF GORDON (No. 24 DuPont Chevrolet):** “It’s been a good week for us. That’s a good solid run, and we never gave up. We had good pit stops, good strategy, making smart calls. Really pretty much came home about the best that we were all day. It was so hot out there. The good thing is, Indianapolis is not a real demanding track from a driver’s standpoint, with it being flat and as big as it is. It was just so miserable hot, thank goodness for the cautions. I think the cautions allowed all of us to kind of cool down and get some fluids in us and not get dehydrated. My guys took good care of me in the pits. I knew we had a good car yesterday in the final practice, but I didn’t know we were going to be that good. I think a lot of guys missed their setups at the beginning of the race with the heat. Ours was just awesome. We were just driving up underneath guys and driving to the front. It was fun. I had a great time. Unfortunately, we kind of lost the handle on a couple sets of tires, and toward the middle of the race we were fading. We regrouped, made smart calls, came back in, got four tires and got that car back toward the front. It was a real good run for the DuPont Chevrolet. It’s great for Bill Elliott, it’s great for Ray Evernham. I’m happy for those guys. They certainly deserve it. They wore us out today. There was no one even in their class, and we all have to get to work on getting better if we’re going to keep up with those guys.”

**MICHAEL WALTRIP (No. 15 NAPA Chevrolet):** “I had a push all day long. We’d get the car really free on new tires, and we’d try to help it on old ones, and it was just a handful, so we weren’t balanced very well. We don’t know why. Steve (Park) did a great job. I’m really happy for the Pennzoil team.”

**JOE GIBBS (Owner, No. 20 Home Depot Pontiac):** “I thought Tony (Stewart) fought his guys out. Our pit crew did, too. We gave it our best shot. I thought we had a chance to win. I know it’s a bitter disappointment for everybody, including Tony. This is the number-one place he wants to try to win a race. I thought we had a chance today, but hey, some other people were better, that’s all.” (About Bill Elliott): “I thought he was very, very good. To be quite truthful, that one run there, he came out there like he was shot out of a gun. He must have went past four of us. For sure, he probably had the dominant car.” (About Tony Stewart’s run): “We had a really good car. So Zippy (Greg Zipadelli) and Tony are making small adjustments, because you don’t want to make something big out of it. As the day wore on, we got better at one point, then I think we fell away a bit. He didn’t say anything on the radio. I know he was upset. When he doesn’t say anything, he’s upset.” (About Tony Stewart’s relationship with the media): “I’ve never been a great athlete that has severe disappointments. It’s hard for me to say. This is the number-one place that he wants to win a race. It’s a bitter disappointment. I think when you get him in that situation, it’s hard for him to even talk. Sometimes, I think he says things he wishes he hadn’t said. So, to be truthful, we’ve kind of tried to say ‘Tony, the best thing to do might be just to not say anything.’ So maybe, partially, some of that is our fault. I think it’s just the heat of battle. This year, we’ve worked real hard on doing a lot of things. I think it’s a work in progress. He knows he needs to control himself all the time. It’s just hard sometimes. I think, in total context, that’s how I look at it. The guy’s got a heart of a champion. He wants to win races. There are so many good things there.” (Was there a post-race altercation between Stewart and a photographer?): “I talked to the gentleman, and I feel confident we don’t have a problem there. We had a good discussion. That’s all I need to say about it.”

**(END)**

**For Immediate Release**

**2002 BRICKYARD 400 PRESS CONFERENCE  
BILL ELLIOTT, RAY EVERNHAM, MIKE FORD**

**MODERATOR:** Bill, congratulations. What a run. Talk about the race today.

**BILL ELLIOTT:** Fantastic. Feels like it took an eternity to get here. As I was running along here the last several weeks, I've been reflecting on a lot of different things. My dad passed away back in '98, my nephew passed away, what all that has meant to me throughout my lifetime. You know, just wishing they were here to celebrate this victory. There was a lady here, Darcy Ross, that worked for CMG, who became a special friend. She passed away of cancer not too long ago. You know, all I could think about was all those folks, you know. It's satisfying to come here and win. But, you know, this was just -- I feel like all those people were right in the car with me today - from my dad, my nephew, to my grandmother, grandfathers - you know, just kind of holding their hands around me, making me make the right decisions. One thing I got to say: Regardless of what I do, I am so proud of my guys, it's unreal. They have worked so hard, so dedicated. We came here and tested and we ran every lap we could possibly run, you know, in the two days we tested. When I walked out of here, I was a whipped puppy at the end of the day. To come here and dominate like we did, you know, still wasn't as good as Dale Jarrett did a couple years ago, but at least we're chipping away at it. The 20 car was good early, 2 car was good at the end. 88 seemed like to have an awful good race car, ended up having a little misfortune on the gas stop. Seemed like he was coming along the later part of the race. I was just proud of all the guys. They worked so hard, put all this dedication into it. From Ray, to Mike to Kenny, to Vince, to Derek, to Billie, to Mike Hawkins, all the team guys back at the shop, motor side and chassis side. That says a lot for the dedication, how hard these guys work.

**MODERATOR:** Bill has finished in the top 10 seven times in the Brickyard 400. His best finish prior to this was third in '94 and 2000. Joining us are Ray Evernham and Mike Ford. Ray, real fast, comments on the race today.

**RAY EVERNHAM:** Oh, boy. It's a stunning day for me. I really still can't believe this, what these guys have done for me. Dodge of course has given me the opportunity. But, you know, Bill and Mike were two of the first people I hired. You dream about days like this. But, you know, I know how hard that these guys worked. Mike had a plan coming here. This is something that everybody knew was important to Bill. And they put it together. For the past two weeks, they have put a heck of a race car on the racetrack. And Mike is very methodical and very intense. I was just very proud, I was like a parent today. You know, when I won here as a crew chief, it was all mechanical, you were proud of your mechanical accomplishments. Today it was overwhelming to know how happy it would make him, especially happy, especially happy (laughter). And what it meant to Mike because I know what it went to me all the nine guys. It's just I would say a paternal type of happiness, emotion today.

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**Q.** Anything you did different to prepare for this race than most other races?

**MIKE FORD:** We came to test a few weeks back. We had a plan. We were going to sacrifice a little bit in qualifying. A lot of people come here and spend two days trying to qualify. We had our eyes set on the trophy. That's what we wanted to accomplish. We had a plan, had a plan set forth, took a few weeks to prepare everything, and we came here. I think we ran two races worth of laps. We spent a lot of time on the racetrack trying to answer the questions that our race cars have left us a little bit short on in the past. We answered some of those. You know, it panned out for us last week at Pocono. We were able to learn a little more coming in here. We found a little bit of speed and race trim here.

**Q.** Bill, back when you were the King of Speed back in the '80s, two Daytona 500 wins, all you accomplished then, what was it about today when in Victory Lane you said this was your greatest?

**ELLIOTT:** A lot of emotion here today. I mean, it seems like it's been a lifetime getting here, and I don't know how to describe it. I mean, you know, you just look back, all the hard work, all the dedication. Even the years when I had my own deal, I came here and ran well, but never could make the right decisions to get in Victory Lane. It seemed like every time it was always a hard-luck story of why we didn't win at the end of the day. Over the last several weeks, it's been, you know, we kept thinking, "Oh, my, now we can do it. We can do it each and every week." We've just got to keep that momentum rolling. Now I feel like we're going into a stretch where it's wearing a lot of guys down. This race team is really a viable race team, as good as the morale is, as good as these guys are working together, as good as Mike Ford and myself's communications are together, certainly we're not going to get what we want every week, but I think this is a great start to a great future, you know, a great building block for Ray Evernham and what he wants this race team to be for years down the road.

**Q.** Bill, just to clarify, when you say it seems like it's been a lifetime getting here, you mean getting back to Victory Lane after the lean years you've had?

**ELLIOTT:** A little bit of both. I mean, it seems like that, you know, everybody's too easy to count you out. You know, and then you stop believing in yourself. I mean, when Ray came to me, as I said back several weeks ago, I mean, I couldn't even think he was going to hire me, with my past record at that point in time, I hadn't done much of anything. You know, I thought maybe he needed a psychologist (laughter). First off, having a race team, and second off for hiring me. There again, it's like Mike has brought something to me that I guess I've lacked for a number of years. It's that solid consistency, that foundation that each and every driver needs out there. That solid foundation, you know, gives me more confidence on the racetrack and gives those guys more confidence in the decisions they make every minute of every day. And that's a two-way street. And it's a never-ending evolution. I learn something new every time I come to the racetrack.

(More)

**Q.** We saw Tony very clearly wave you by, very clearly get out of the way, like, "I can't do anything with them, come on." He let you have it. Rusty Wallace sat there a few minutes ago and said he thought he had the thing won, then he got up off the corner, got loose, you drove under him. He said, "When Bill passed me, I got a big grin on my face," he was so happy for you. Gestures like that these last couple weeks, seems like nobody is happier for you than your fellow drivers. Have you felt that in the garage, they're really thrilled for you?

**ELLIOTT:** Very much so. I mean, from the young to the old. I mean, you know, it's been a long time coming. And, I mean, it's just like I keep telling these guys, "I'm on the shorter end of the stick than these younger guys." They've got a lot of future, a lot of years left to go. I mean, regardless of how long I drive, whether it's next week, next month, 10 years from now, the sport's eventually going to push you out. That's going to be a part of evolution. But I'm just proud of where I'm at today. I'm proud of the accomplishment. You know, everybody has been so good to me here of late. It's like, you know, I feel it's a joy coming into the garage and driving the race car. I want to focus on the race car. I want to focus less on doing other stuff. You know, I think I've got a good balance in my life right now from not only my family's side, but from the professional to the race side. I've been able to put things in perspective. Now, with all that being said, that gives me the confidence to come into these events each and every week and put the car together. Like I said, we ain't going to get it right each and every week, but I still feel like we're going to be a threat each and every week.

**Q.** At the end of Happy Hour yesterday, you kept getting faster and faster and faster. That just doesn't happen anymore in Happy Hour, doesn't seem. What's it like to go to bed knowing you have that good of a car and have to wait for the race? Does that take you back to the days when you felt like that all the time?

**ELLIOTT:** Well, a couple things was going on yesterday. We were scuffing a couple of sets of tires in. We were going out. The racetrack kept getting cooler. The racetrack kept picking up speed. The more turn one and turn four get shaded here, it was almost starting to rain down in three and four, it eventually did just as soon as practice was over. Racetrack started cooling up. I think that goes somehow to like how qualifying transpired on Saturday. We got the luck of the draw, ended up second. I was proud of our run. But still, this old racetrack changes a lot. That was the biggest thing that Mike and Derek and Kenny and all the guys had to decide late yesterday afternoon, was how we were going to start this race in the middle of the heat and keep the car under us all day long.

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**Q.** As dominant as you were back in '88, '92, did you ever think a decade later some of those same guys would still be chasing you around like they were today?

**ELLIOTT:** You never know. I mean, if you stay in a sport long enough, you going to ride that roller coaster up and down. I don't care who you are. To me it becomes a part, if you can just -- you know, to me I look at it, and guys that's had the most successful years or careers have had a very stable foundation under them. I look back on my past years, and I was stable in the '80s doing my own deal, but then the sport got so big, I couldn't keep up. Then the '90s came along, I went to Junior. First year I just walked in on a great team with Tim, and all the guys already had an established deal. We came out and won races, nearly won the championship. Then Tim and Junior didn't see eye to eye. That kind of separated that team. Then Mike and I spent the next two years trying to put it back together. And then in '95, I decided to do my own deal. I just kept going down different roads. I never could put things together in the right direction. And with Ray, you know, Mike came along with me, in I guess late '99, first of 2000, and he's given me the stability and the confidence. We had some awful good runs in our deal in 2000. I mean, I was proud of what -- them guys slept on the floor back at the shop, you know, because I didn't have the money to do it like it needs to be done today. And they put a lot of dedication in behind me. Then when Ray came along, we turned top 15, top 20 finishes into top 15s, top 10s, top fives. You know, last year we finished maybe a lap down. Now we put in a lead lap. We just kept making it better and better. That goes to show you the communication and the dedication of what we've done and what these guys have done week in and week out.

**Q.** I'd like for you to just reflect on how deep the valley was when you were struggling. You went from being called former champion to Bill Elliott, who has lost more than 225 races. Put that into perspective with how you feel now.

**ELLIOTT:** I don't think anybody can put it into perspective. I mean, you know, I look back on like Darrell (Waltrip) and several of them guys. I feel like I've had a second chance at life. I mean, I'll tell you one thing about Ray is right, wrong or different, regardless of how we ran all last year, he called me on Monday or Tuesday and said, "Look, we'll get you a better race car next week." You don't know how good that made me feel. To know that he supported me, there was no talk behind your back, "We'll get somebody else to drive the car," whatever. Just keep the support going that. Just made me want to come back and drive the car a little bit harder. I do feel like I've had a second chance at this. To go through the struggles and the trials and tribulations that I went through in the late '90s, it's like I could have walked away just about easier than I could have stayed. It was getting to that point in my career. But, you know, I'm glad I stayed. At least I had a second chance, and this guy give it to me.

**Q.** Ray, you developed two teams, one as a crew chief, one as an owner. Do you see a turning point in this team that went from the building to the competitive? Does it parallel anything at Hendrick's?

(More)

**EVERNHAM:** I built a team when I built the 24. I feel like I'm building an organization now; Mike is building a team. You know, a turning point for them really, you know, at the end of last year when they really started to run good, Mike had to get his guys together, they had some setbacks, but he went into this winter with a plan about how he was going to approach the season. He's very intense, which I like, because that's the way I used to be (laughter). He's very methodical. He sticks to his guns. So, you know, a team's got to be built around leadership. Mike has some great guys on his team, but he's matured very much as a great leader. I don't know that it parallels anything at Hendrick. I don't really compare it to that. Mike does differently than I did them. Again, the things I think makes those guys successful now is the fact that Mike respects Bill, and all the guys on the team know that Bill Elliott is the best driver in their car on Sunday. They've got the best guy. They work, they work hard together. I think any team that's successful, that parallels a lot of championship organizations. But, you know, it wasn't a formula like we said, "OK, we're going to make it like Hendrick, we want to make it like everyone in motorsports." With Dodge being new, this is an organization, and Mike's got a group of young guys, they're going to do things in a different way.

**ELLIOTT:** Mike, tell me where you were at when I won the championship in '88.

**FORD:** I was still in high school (laughter).

**Q.** Bill, this is supposed to be a year where the young guys were going to come, win the Brickyard 400. All these guys have been doing it all season. What does it say when you got a guy out there that's going to turn 47 in October being chased by a guy who is going to turn 46 in a couple weeks?

**ELLIOTT:** Well, you know, Rusty had a good pace. I think had he put on four tires and made a few more adjustments, he would have been hard to beat there at the end. But that's what it's all about. I think, looking at the young guys, we're going -- they're going to be a great part of this sport in the near future. That's the things that we've got to look at. You know, I still want to make my mark while I'm here. Fortunately enough, Ray, Mike, all the guys that put some excellent equipment under mere me, made some good decisions both collectively together here as a group. As Ray said, it's all about believing in each other. For whatever reason, we have really (inaudible) together as a race team. I don't know how to explain that. Mike can read me before I ever say anything. You know, he knows what to do with the race car.

**Q.** Bill, when you put the tires on with 20 or so to go, you dropped back to about fifth, just describe coming back up through there, making the pass for the lead.

**ELLIOTT:** Well, every lap you run becomes a little bit tougher. You get a little more time on your tires. And I knew it was going to be a struggle. You know, the guys give me some good breaks there, especially Tony. I was able to run Rusty down. Just kept working him, kept working him. I didn't know if I was going to pass him or not. The places I was good, he was good enough. The places I needed to be better, he was real good. I just kept working him. He kind of slipped getting into Turn 1. That let me get pretty close to his bumper. I knew he made a slip in turn two. I was able to get up under him.

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**Q.** Mike, did you see a truck go out to pick up that debris with six laps to go?

**FORD:** No, I really didn't see the caution or the debris that was on the racetrack. Just tried to focus. If there's anything on our end we could do, kind of keep Bill informed on what's happening, how many laps there were to go, keep our eye on the trophy there.

**ELLIOTT:** There was a piece of rubber up in Turn 2. It was kind of up out of the groove. I didn't see the caution come out (laughter). I knew I had my work cut out for me the last four laps because you never know. You go down to one corner, make a slip, make a wrong move. Rusty's pace was pretty good on a short run. All it takes is a couple guys getting a run on you, you miss a shift, make one little mistake, they're going to be all over you.

**Q.** Ray, what are some of the specific things you saw Bill do say in '98 or '99 that made you think, "He's the guy I want driving my race car"?

**EVERNHAM:** I used to talk when I was with Jeff. Bill would come over and talk to me about setups. Bill and I worked together in IROC. I knew how good he was really from IROC. We would just talk. I knew from talking -- when you talk to a driver, you can pretty much tell whether that guy is on the ball or what he feels. Bill and I talked about a lot of setups and things like that. Jeff Gordon and I actually had some conversations about Bill. There were times in that McDonald's car, Bill I remember one time at Michigan, I guess he was putting a whooping on us. I don't know if he broke or what. "Bill is pretty frisky today." Jeff said, "That guy's good." When I was leaving to start this deal, I talked to Jeff Gordon a lot. He said, "Look, you need to get that guy." You know, Bill had told me a little bit about his sponsor problems and everything, so actually before this whole thing went down, Bill knew before anybody. I went in and said, "Look, something big is about to happen. I want you to come drive for me." I was really very, very fortunate enough to get him. But, you know, there's just certain things that great drivers do, like come through on clutches like today was a real big day. There were some opportunities there that he had to execute things perfectly, like the pass he executed last week, working Rusty and passing him at the right time, handling, getting a good jump on that restart. Great drivers can do things like that. When you have the big game, that's when those guys come through.

**Q.** Bill, one of the things we always ask guys who grew up in stock cars in the southeast is about Indianapolis. How long does it seem distance-wise from the hills of north Georgia to racing a place like this and winning at a track with so much history?

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**ELLIOTT:** Well, you know, I look back on when I started. When I was in Winston Cup in the '70s, my dad didn't have the money to do it. We didn't have the money to do it. I keep telling the story, we went and bought used tires from whoever, Jay helped me on the side, I gave him a little money, a hundred dollars here and there. You know, to ever go from there -- to go through the steps and the road I followed to this point is mind-boggling. You'd have to live it to understand it. The ups and downs, the heartaches, the years of satisfaction from winning, the years of disheartening things that's happened on the racetrack, didn't seem like you could buy a race. You know, to come here and have such a great team like this around you and how much I appreciate these guys and how much effort they put behind me, how good that makes me feel on the racetrack. You know, I keep saying that over and over again, but, you know, I think that's what makes me the proudest of all at accomplishments I've done, to have a group of people working as well together as what we have. And that to me, as I said the other day, it's 99 percent of the game.

**Q.** Bill, you won that first million-dollar check, you became known as Million Dollar Bill. Would you like to be known now as Brickyard Bill?

**ELLIOTT:** I'd like to be another brick in the wall. I kept saying that earlier (laughter). You know, at its point in time, the competition went like it went today. A lot of competition back then, I can recall that race like it was yesterday. Earnhardt ran well, Gant ran well, Cale ran well. They all had an opportunity to win. Some misfortune happened at some point during the day. The last one was Cale breaking a power steering line going into turn three. I passed him. Caution came out. I held him off for the last few laps. There was just as many people -- I think there was more people wanting to beat me than the people wanting to see me win at that point in time. You know, it all has its point in time. One of these days I can sit back in my rocker and reflect on, you know, each win and what it meant at a particular time. I mean, last week was a great win for this race team. It was a crucial win for this race team. It brought the momentum into this weekend. It brought the confidence in this race team, that we could come here and come out of here victorious Sunday afternoon. That's the things you can't put a price on. Is just like that commercial, that's priceless at the end of the day. That momentum is as much an important part of this sport, you couldn't put a value on it. I think to come here today and to win and achieve this goal is a fantastic victory not only for myself, but this race team.

**Q.** When we were coming down, we heard the fans. They were screaming, "Awesome Bill." What does that do to your ego, psyche, after having that type of accomplishment?

**ELLIOTT:** You know, I've been trying to stay on an even keel. I've been trying to focus totally on racing, forget about the rest of the stuff. As I alluded to earlier, you know, I don't want to run off and do a bunch of commercials, I don't want to do movies. I want to be right here. I want to run this race team to the best of my ability. I want to be 100-percent focused on this race team. I feel like with 100-percent focus that Mike Ford and all the guys do, they deserve 100-percent focus out of me.

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**Q.** You were kind of emotional there at the end of the race. Wondering where all this ranks for you? What point did you think that you were at a level that you could do this?

**EVERNHAM:** You know, that's kind of not like me. I don't know where all that came from. It's been a lot of trial and tribulation. Quite honestly, there were a lot of people that said, when I left Hendrick and the 24, that I was never going to win again, that I couldn't accomplish this. That was part of it. And, again, you know, knowing how much it meant to Bill and to Mike. You see Chase sitting up here. Chase got to go to Victory Lane for the first time with Bill and last time at Pocono. I know how much that means because my son got to go to Pocono. I think all those things hit you at once. Knowing you haven't been a car owner that long, I've been fortunate enough or blessed enough to get in a position that you find people like Bill Elliott and Mike Ford, sponsors that believe in you enough to say, "OK, here, we believe you can get this done." Then when it starts to happen, you get over a hump with a major accomplishment like this, I think it overcame me a little bit. I didn't know what to say. I think for the first time in my life I was speechless (laughter).

**Q.** Bill, even in the years when you were struggling, you always seemed to run well here. What is it about this track, why you could always come up here and get a top five, a good run like that?

**ELLIOTT:** You know, that's what I said. Even when I ran my own deal in the McDonald's car, I came up here and led a lot of laps, but I never could come get to Victory Lane. I don't know. It's just been a great racetrack for me. I've had a knack of getting around this racetrack. I've qualified well here nearly every time. I don't know what it is about it. My driving style and adaptability to this pick event, and we got the car right today. All those runs that we made. I told Mike, we were testing, "How many more runs do we have to do?" It was using me up. I went home that night, I didn't sleep at all that Tuesday night we left from all the testing. But that's a part of it. I needed to learn more. I needed to give them more information. They needed to learn more information. It seems like for all the stuff they're doing now, it seems like I've been able to adapt to what they've been giving me real well, been able to read it and turn and give that input back to them, then they've turned around and give it back to the car and made it faster.

**Q.** Mike, you get the last word. When Robert Yates won the championship as a car owner, he said to the journalists, "You don't know what it means to walk in the garage as a champion." As a crew chief now, you've put together a team, you whooped them into shape, won two races in a row. What does it mean to walk into the garage area as a steadily winning crew chief?

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**FORD:** I think the first thing it does for you, being young, not being a crew chief over a number of years, is it gives you confidence. You know, we started this race team at the beginning of last year. We set a goal of getting to the top 15 in points. We accomplished that in our first year, which was a large hurdle for us. But the most important thing was by the end of the year, we could get our race cars built and get to a competitive level. That gave us a small taste of what we needed to do coming into this year to really be competitive. You know, through rule changes over the winter and early part of the year, we really couldn't put everything together because we were working more on getting to the racetrack rather than learning how to go fast. Right around the Charlotte point of this year, we got our race cars in very good shape. Through engineering, like I say, these guys have mentioned other names, Derek Jones, Ken Francis, Vince, we've all been able to collect our thoughts and think about what we're trying to learn and be able to put a price on certain projects that we want to work on. We've been able to do that since, say, the Charlotte point of this year. You know, a lot of those projects are starting to pay dividends right now. We're becoming more competitive. Kind of use Pocono as a test last week for coming here. There were a few things we wanted to answer leaving the Indy test. We answered some of those at Pocono. We were able to take that a step further. I'd say the biggest thing it does, not only for the crew chief, but for the race team, it gives you confidence as a young team, that you can go out there on pit road and win a race.

**MODERATOR:** Bill led 93 laps. That pushes his Brickyard total laps led to 149 in his nine-year Brickyard history. He's the first winner of this race to start on the front row. Bill, Ray, Mike, congratulations.

...BY4002002...

**DAY 2 – SATURDAY, AUG. 3, 2002**  
**IROC POST-RACE QUOTES**  
**PAGE 1**

**SCOTT SHARP:** “It was just an honor to be racing at the Speedway today. The car was a little tight, and as a result, I had trouble staying in the draft. But I appreciate the opportunity to race in the IROC series, and I hope to have the opportunity again soon.”

**STERLING MARLIN:** “The car just drove terrible. The heat had nothing to do with it. There was just no downforce. It’s like they’ve taken all the downforce out of the car. The whole race was just push, push, push.”

**BOBBY LABONTE:** “The car was too tight. It had a bad push.”

**BUDDY LAZIER:** “I could have caught them early on before the tight condition started. I was a little short on (Ken) Schrader, but I’ve enjoyed the IROC experience.”

**JACK SPRAGUE:** “It was awesome. I’ve never run a race here at the Brickyard. They promised me they’d give me a good car, and the first 15 laps, it was wicked loose. I thought, ‘Here we go again.’ But after about 15 laps, I started moving up and started picking them off one at a time. It was hard to pass. I was catching those guys, but they were too far away. That was a good race for us. I was having a lot of fun. I learned a lot about this racetrack. I wish I’d been closer because I think I could have won the thing.”

**KEN SCHRADER:** “We ran third. I wanted to do better. DJ (Dale Jarrett) had us bound up at the start, and I just didn’t know how much confidence to put in it. I didn’t want to wreck everything. It was won coming off Turn 2.”

**DALE JARRETT:** “It was a great race car. We raced very hard in it. It’s pretty nice. I knew it was important to get my car out front, and I fought (Ken) Schrader as hard as I could there on that first lap, trying to get the lead. I knew the car was going to tighten up later on, and if I could get out front, I’d have a better chance.” (About battling with Helio Castroneves at the end of the race): “My car started to push, so I moved up to save the tires a little bit. Whenever he got a little bit closer, I went back down to my groove and was able to pull away a little bit.” (About the Brickyard 400 tomorrow): “It’s a leader’s racetrack. It’s no different than the Indy cars here. Getting that air is nice. Out front is the best place to be.”

**TONY STEWART:** “The car was just too tight. I just couldn’t drive it that tight. These guys are better drivers than me; I guess I don’t know what the hell to do behind a steering wheel anymore.”

**HELIO CASTRONEVES:** (What is it about this track that suits you so well?): “I think I’m learning a lot. I’ve been learning with all those drivers, especially with the guys that are teaching us during the practice. Also the NASCAR guys, you know, they give little tips. They think they don’t give you any tips, but even the little ones, you can still improve. Today, Dale (Jarrett) didn’t make any mistakes and, obviously, he knew what he was doing. I had a good time.”

**SAM HORNISH JR.:** “Sometimes it’s not your day. It’s tough because they were pulling away from me while I was in the draft. Something was not quite right with the car.”

**(END)**

**For Immediate Release**

**TRUE VALUE IROC AT INDY PRESS CONFERENCE  
KEVIN HARVICK, DALE JARRETT  
Aug. 3, 2002**

**MODERATOR:** In your press conference room is your 2002 IROC champ, True Value IROC champion, Kevin Harvick. We will run down the top five in points real fast. Kevin Harvick, representing the NASCAR Busch Series, clinched the championship with 54 points. Next was Buddy Lazier, representing the Indy Racing League, with 49. Third was Dale Jarrett, representing the Winston Cup Series, also with 49. The tie-breaking system for IROC, ties are broken by highest average finishing positions in all four races. Fourth was Helio Castroneves, representing the IRL, and fifth was Bobby Labonte, with NASCAR's Winston Cup Series. Dale, this is Dale Jarrett's second True Value IROC victory. His first came in 2001 at Daytona International Speedway, and that year he finished fifth. This is his best finish in the points. For Kevin, Kevin Harvick is the first True Value IROC rookie to win the IROC championship since Ricky Rudd in 1992. He is the sixth rookie to win the title in the 26-year history of IROC. The other four rookies that won IROC titles were Mark Donohue in '74, Harry Gant in '85, Al Unser Jr., '86, and Geoff Bodine, '87. We are going to start with the race winner first. Dale, congratulations. Share with us your strategy today. You lead every lap.

**DALE JARRETT:** Get out front (laughing). That is easy to say, but I knew from practice yesterday, I tried being behind the car and how difficult it's going to be to make a pass, and then how much better, and how much more you were in control out front, just because, these cars, like all others, depend a lot on the air. I knew that I could run the line I wanted to and take care of the tires. That was going to be the main thing where I didn't, you know, the cars generally start off maybe a little bit loose and then get really tight, especially if you are in traffic. And I was able to do all of that. Helio (Castroneves), a couple of times, caught up to me, but that was when I was running the line, and I felt like I wasn't using my tires as much, and I just had to go back to the other line to get back to a couple car lengths lead. So it went perfect for me. I knew the start of the race was one of the most important thing, and I was either going to spin out or get the lead, and I about spun out, but I did get the lead.

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**Q:** Kevin, you didn't get a chance to celebrate too much. You jumped right into your Cup car and went to practice. Now is it starting to sink in what you've accomplished today?

**KEVIN HARVICK:** Well, I mean, when we came into the year, I mean, it was something that just really neat to be in the IROC series, and race against all the different divisions and people that are driving the IROC cars. It is just an honor to drive them, but to come to the last race in the year and have a shot to win the championship was really neat for me. I was nervous this morning, and didn't eat. I was pretty whipped out when I got in there. I forgot to eat lunch today, so I paid the price for that one, but it was a great experience, and hopefully next year we can do it again. It's just a lot of fun. I mean, I enjoy. They kind of remind me of the older-style Busch (Grand National Series) cars in the way you drive them, and we had a lot of success with those and just a challenge to drive. They've got 30-some gallons of fuel in them, and soon as the fuel burns off, you've got to change the way you drive. I enjoy it, and had a good time doing it.

**Q.** Did you know the championship scenario during the race?

**HARVICK:** I paid a lot of attention to it the last couple of weeks and there were a lot of different scenarios in my head. The racer in me wanted to pass Buddy (Lazier), but the smart thing to do was to just stay behind him and not force the issue. I got up under him a couple of times, and he came down, and I didn't really think it was a point I needed to make to pass him. We just tried to play it as smart as we could and look at the big picture. The first lap I about spun out. I ran into the back of Sam Hornish Jr. and about ended the day in the first corner. There were are few points there where we were three-wide. Usually most of the passing that you can do, the cars are so close, you really have to set a guy up late in the race to get by him and he kind of has to make a mistake. You can be aggressive the first four or five laps and abuse the thing and try to pass as many cars as you can, because after that you really have to set somebody up.

**Q.** Where does the IROC title rank?

**HARVICK:** It's something that's obviously a huge accomplishment I can put right next to the Busch Grand National trophy. There's not very many people who can say they've won IROC race, let alone a championship. It's something that means a lot to me. I feel you beat the best drivers in your sport, in Winston Cup race, (NASCAR Craftsman) Trucks, Busch, IRL and things like that. It's something I think I'll put up there with the championships I've won in the past."

**Q.** Talk about track conditions for the Brickyard 400.

**HARVICK:** It seemed like last year when you get on the gas after 15 laps in a run, the front end would just take off if you nailed the gas and know it feels like there's some grip for the front tires to grab onto and you can run a consistent pace, and it's not just two-tenth (of a second) slower every lap.

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**Q.** Dale, compare conditions today to tomorrow.

**JARRETT:** I saw that if you have a good race car. The surface isn't going to make up for the car not driving well. If you got a good car, you can certainly make passes. You can set people up. Once the tires get a little bit of wear to them, you can set people up and then find your strong point where your car is really good. Obviously, off of (Turn) 2 and (Turn) 4 is where you would like for that to happen because you've got a whole straightaway to make the pass. I see the track is going to make for a very competitive race for the guys that have good cars.

**Q.** After winning today, what is your strategy for tomorrow?

**JARRETT:** "Obviously with 42 other guys out there, it's going to be a difficult task. As I've said in the past, to win this race, as it is in most, but in particular here, you have to do everything just right. You can't have any problems. I have to do my job on the racetrack. We have a good race car, so we know that part of it. The next thing is our strategy that we use. There may be some circumstance that may dictate exactly what we'll do pit-wise, when we'll pit and what we'll do when we get in there. The key is getting in the top five or at least the top 10 when you make that final pit stop.

**Q.** Castroneves got into a stock car for the first time and finished 11<sup>th</sup>, then he moved up to seventh, then third and now second. How do you see him as a driver?

**JARRETT:** There is a lot of talent there. I think that he could probably get into any type of motorsports, in any type of car and do well at it. If he put his mind to it and decided that he wanted to come to Winston Cup racing, I feel quite certain that he could do that. He seems to have a really good feel. I practiced with him yesterday and was running behind and in front of him, and it was interesting to see today at different times where he was working and making his car better and how he was making his runs at me. There's just a lot of talent there. Again, whatever he chooses to do full time, all the time, he's going to be very successful at it.

**HARVICK:** I have a funny story to tell. We were in Chicago practicing, and me and Helio were there the day before, and he's like, "Man, I slow down," ... you know how he talks ... he says, "I slow down a lot after five or six laps". I said, "You know, Helio, if you'd just let off the gas pedal ... " He said: "Let off the gas pedal? Why would I do that? I must make the car work by not letting off the gas pedal." I told him: "This isn't an Indy car, Bud. You've got to let off the gas pedal. You must go slower to go faster." "Ahhh," he said. "I must go slower to go faster." I thought that was pretty funny.

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**Q.** Would you guys like to see the format change for IROC? Perhaps some other races, some short ovals and maybe some road courses to give it a bit more variety?

**HARVICK:** It just depends on the circumstances. I'm game for whatever they come up with. Whatever they decide to do, I'll be more than happy to do it. A road race is one thing. If it's a short track, the thing I think the open-wheel guys will be at more of a disadvantage if we went somewhere like a Richmond or a Bristol than they will be at an Indianapolis or a Chicago or somewhere like that. Those are some of the things that have to be taken into mind when you choose a racetrack, but wherever they want to go, I'll go.

**JARRETT:** It's tough because you have to make 12 cars attain the same speed and drive the same for different types of drivers who drive different types of cars. I think we need to keep it interesting for the fans and for the TV audience. You talk about going to a road course, I'm not sure. I know they used to run at a couple of road courses. That would be interesting. But whatever we could do to make it a good show for the fans.

**Q.** Kevin, since it didn't turn out to be your year for the Winston Cup championship, does that make the IROC championship more special?

**HARVICK:** Well, I think there are a lot of things since we've kind of turned around, and everything is kind of special since then. To climb back up in the points has been fun so far, and the communication between everybody on the race team, but yeah, in IROC we won the race in California, and that helped a bunch, confidence-wise. Anytime you win a championship, anywhere, it means something. You don't get to win a lot of them, so anytime you win one, it's something you cherish.

**Q.** Given that this series is supposed to be 12 of the best drivers in North America in identical race cars, was your win today perhaps too easy?

**JARRETT:** It wasn't very easy for me from where I was sitting. It might have looked like it was because there wasn't a pass for the lead, but I was working pretty hard on every lap. It just that you get at a place like this where the cars are very dependent on the air ... we have a hard enough time in Winston Cup making our own car drive good, so trying to make 12 of them drive like that is very, very difficult. I've had cars that I felt weren't quite as good in some places, and my car today was just great. I couldn't have done anything to have made my car any better. I was just fortunate to have that car and start up front to get myself in that position today. It's almost an impossible job that they have to please 12 drivers at every racetrack.

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**Q.** This is kind of a similar question, but you hear fans argue all the time about ‘You take Kevin Harvick and put him in this car, or you take Dale Jarrett and put him in that car, could they run the same?’ Given that these cars are identical, how do you gauge how good the drivers are based on how well you’ve done with this? Do you say, ‘Well, now I’d like to see how that guys runs against me in an IROC championship race?’

**HARVICK:** I think there are a lot of times when you see who can adjust to different conditions. I know from the beginning of this race to the end, my driving changed 180 degrees from the way it started the race. A lot of times it just takes some people longer to adapt to something than it does someone else. Some guys can adapt in one lap and change driving styles on the next lap. I've been pretty fortunate through my whole career to go from thing to thing and race a lot. I've been pretty fortunate to adjust to things. Some guys don't and some guys do. It just depends. You could look at it a bunch of different ways.

**JARRETT:** In Winston Cup cars, we have our teams giving us lap times, lap by lap. If I make a change, I'll tell them on the radio, ‘Hey, I'm going to change what I'm doing a bit, how does it affect my lap time?’ Sometimes you can tell, and other times it's just a very small amount that you're trying to change to go just a little bit faster. Out there, in these (IROC) cars, you've got to go totally by your feel and what you think in whether you're making your car any better, or not. That's why winning one of these championships, when there are only four places you can make something happen, is very special. I know that Kevin is very proud of what he did, and that's quite an accomplishment to do that. You really have to be ready to adjust on your own and, at times, take chances in making that adjustment.

**HARVICK:** Let me explain something. We work on our Winston Cup car and change the nose weight, and we may change it two-tenths of a percent of a half of a percent. When these IROC cars get done racing, they have five to six percent more nose weight on them because they're burning 30 gallons of fuel. That's a big change. I know if you change five or six percent from the nose in my car right now, it's going to be a nightmare tomorrow. That's just one of the challenges of the series, and that's something that I don't know if a lot of people know about. But that's a big change from the beginning of the race to the end.

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**2002 BRICKYARD 400 PRESS CONFERENCE  
RUSTY WALLACE, MATT KENSETH & RYAN NEWMAN  
Aug. 4, 2002**

**RON GREEN:** We will have the second and third-place finishers, as well as the highest finishing rookie. Joining us already is third-place finisher Matt Kenseth. Matt's previous best finish here at the Brickyard 400 was 26th in 2000, but he has three wins in 2002.

Matt, a long day out there on the track, but you really came on strong in the latter half. Talk about your run.

**MATT KENSETH:** It was a great day for us. Our Dewalt car was pretty fast all day. We just struggled getting track position. So we made our way up through there early in the race. Every run our car was real fast except in the...I don't remember which run it was, but I guess the run before our last run, the car got real tight, and I couldn't really make up ground like I wanted to. We had a little bit of an off day in the pits the first couple stops. For them guys I'm used to gaining spots, and we'd lose a couple here and there. Then the last pit stop we needed, we got a real good pit stop, and we only came out one car behind Bill (Elliott). So we had the position, we just didn't have anything to run with that 9 car. We had a good top-five car all day, but we didn't have one that good.

**GREEN:** We are transcribing these interviews and the winner interview, so I need you to ask your question in the microphone. We will open it up now with questions for Matt.

**Q:** Matt, as a young guy, can you talk about seeing a guy like Bill Elliott, who's been in the sport so long, winning here today?

**MATT KENSETH:** It's pretty cool. My first Winston Cup race I ever drove, I drove for Bill when Bill's father died over in '98. I got to know him a little bit through that. And you know, he's a great guy and a great race car driver. So to me it's cool. Not so much last year, but a few years before that, he struggled a little bit being as competitive as he used to be. So it's cool for me to see him getting a ride and win races and be able to dominate like that. So that's pretty cool. Real happy to see a guy like that win the race.

**Q:** Last couple years you haven't really done this well. What was the big difference from last year to this year that put you up in the top three like this?

**KENSETH:** First year we came here, we didn't run good, and we got wrecked on pit road. It actually wrecked it pretty bad on pit road, and we just ran around all day. Then last year we had a really great car. We had a great test here. We qualified 20<sup>th</sup>, but we didn't have a great draw. Happy Hour we had one of the fastest cars in the long run, pretty much the same as I felt like what we were today. We were pretty good, and I got in that Lap 2 wreck when the 96 car spun out. Last year we had real high hopes coming here, and we didn't get past Lap 1 or 2. I felt we had a good car last year, and our test was real productive here. We found something that made our car go fast, and it was just a good consistent car all day.

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**Q:** Matt, the crew was pretty calm all day yesterday. I mean practice was done and things were pretty well put away, even after the Happy Hour practice. Has the car just been that awesome all weekend or what?

**KENSETH:** I guess it wasn't awesome enough. I was pretty happy with it in practice yesterday. I didn't want to put a lot of extra miles on the engine and the drive chain. This place has long straightaways, and I didn't want to break something in the engine, either. We did a lot of testing here, everybody tested here, and we were happy with our test. All we did, we didn't even take that car apart, we left everything on it and painted it and came back. So I was pleased with my car. We didn't have all the speed like Bill Elliott and some of them guys had, but we had a good consistent car, so we just put it away and waited to see what the race would do.

**GREEN:** Also joining us in the Trackside Press Conference Room now we have second-place finisher Rusty Wallace. Rusty finished second at the Brickyard 400 in '95 and 2000 and now in 2002. This is his eighth top-10 finish at the Brickyard 400. Also joining us is highest-placing rookie finisher Ryan Newman. We're going to continue questions with Matt, Rusty and Ryan.

**Q:** Anyone who wants to answer, could you talk a little bit about what the heat was like out there? Was it as bad as people expected? Did it drain you for a little bit? Just for the layman, if there's any kind of anecdote that you can tell, just to let people know how hot it is in those cars on a day like today.

**RUSTY WALLACE:** It's just flat hot out there, no doubt about that. The crews do all they possibly can with helmets, cool helmets and giving you some water in pit stops and stuff like that. But really on a day like this, you don't have a choice except to get a good night's sleep the day before the race and drink a lot of water and get in there and get after it. That's all I know to do.

**GREEN:** Rusty, let's go ahead and talk about your run. Another second-place run, but a strong run. Go ahead and talk about your run today.

**WALLACE:** Yeah, I started the race, I had a real poor qualifying run. I got up to like ninth or 10<sup>th</sup> in like 30 laps, got up there pretty quick. After that I four-tired it, and the car got a little tight on me, and then I kept chasing it throughout the race. I took so much wedge out of it and aired the right-rear tire up so much and did so many crazy things I would never do, pull spring rubbers out of the left rear and raise track bars. I couldn't keep up with the racetrack. Finally, at the very end there, we kept hovering around eighth, ninth the whole doggone day. I said, 'Let's two-tire it.' We put more air in the right rear tire and took more wedge out. When I went out there, it was like perfect. Then it turned really good. I passed (Tony) Stewart and got the lead and really checked out, and I thought with 10 laps to go, I said, 'Man, I've got this thing won. I think can hold him off,' and I went off in (Turn) 2. I just took so much wedge out and got it so loose, I got a little too free off of (Turn) 2, and he got his nose underneath me, and that was it.

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**GREEN:** Ryan, answer the questions about the conditions out there and then talk about your fourth-place run today.

**NEWMAN:** For me, I got spoiled today. It was the first time I got to use the air-conditioner in my helmet. It was a little different.

Talking about the heat, your adrenaline takes over so much, you can pretty much cope with it up to a certain point, and then it seems your body wants to start breaking down. Overall, you do everything mentally to try to avoid that. Definitely tough, definitely hot, but I guess that's why we get paid what we get paid, right, Rusty?

**GREEN:** For the media that joined us, we are transcribing this interview and also the winner's interview.

**Q:** Rusty, when you get that close to winning a big event like this and then Elliott's car is just that strong, how helpless of a feeling is it to see him pull away from you?

**WALLACE:** It's real frustrating because I lost it in '95 when Dale (Earnhardt) won the race. I led it all day long and then had a big pit road accident, got hung in the pits and couldn't make it out, and he won. But still I had like 30 laps to try to pass him. When I got behind him, I got this big aero push, and I couldn't pass Dale. We come across the line just boom-boom in first and second. The year before last, I led all day long right up to 12 laps to go, and Bobby Labonte got past me. I had a bad push that day and finished second. Basically, that's the same doggone thing that happened now, almost the same identical lap.

**Q:** Rusty, is this the best Brickyard 400 that you've been part of, number one. Number two: at the very end there were a bunch of 40-year-olds going after it, what does that say about guys driving well into their forties?

**WALLACE:** Well, that issue right there just gets under my skin. I don't even feel like talking about it because we're all race car drivers. These guys are all great drivers, and we're all doing our job. I will tell you it's not like stick and ball, how fast you can run and how much weight you can lift. In NASCAR, it's about how much you know and how long you've been there and understand the springs and shocks and your competitors. As far as the race, I think it was a great race. I've had races where I've led all day long and had races where I just was terrible out there. So to come from 35th up to the front and finish second, I'm real proud of my team and all that. I saw everybody two-tiring cars all day long, and I said, 'Hell, I'm going to try that.' I'm a four-tire guy, and I just did too many four tires. Finally at the end I was getting beat by it. When they diamond cut the racetrack, and I was looking at the track before the race. I thought it was so rough that it was really going to start killing the left side of the tires. I really thought that four tires were going to be the way to go. And the way it panned out, the track rubbered up pretty quick. You could run two tires for a long period of time.

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**Q:** Rusty, over here. What is it going to take to win this race? And also for the three up there, I think you guys all had the opportunity to run close behind Elliott. Where was he strongest or what was it about him that he was dominant today?

**KENSETH:** I couldn't run close behind him for very long. If I left the pits behind him, I could run behind him, but I don't know. I didn't get to run behind him enough to know. He was just fast everywhere it seemed like. He was real fast on new tires.

**Q:** Ryan, any comment about Bill?

**NEWMAN:** Definitely a rocket. I got a chance to start third: Elliott, then Stewart and then me. I went into (Turn) 1, and my car was sliding all over. Those guys just checked out. From the aero pushed deal, it's just a situation where you might have a little better race car, you can race up with him, but to get by him it's a totally different thing.

**WALLACE:** For me to win this race, I'm going to have to keep plugging and have a good handling car. We had a lot of horsepower today, that was one thing I was able to look at all day long. I mean, the last 30 laps with Elliott, he would be right on my rear end coming off the corner, but by the time we'd get down to Turn 1, I had almost a car and a half on him, almost two car lengths. I would pull him in the straightaways. But he just had those four fresh tires versus my two, and I just couldn't hold him off. You've got to keep putting yourself in position. I've had a great record here, and I like coming here. Pays a lot of damn money here, too. That's one reason I like it. (Laughter)

**Q:** Rusty, you were around when Bill was winning four races in a row back in '92. Have you ever seen him as dominant on a racetrack as he was today all the time?

**WALLACE:** Oh, yeah, we've seen him back in the '80s just really flying. He hasn't lost anything, I don't think. He's got a crew chief and a team that's really behind him. They're well oiled, they're working great, their pits stops are fast, and Evernham is doing a great job running the company. That's probably one of the number-one teams out there. Quite honestly, I was really surprised they weren't doing better last year. But they've got together this year and a lot of poles, a lot of good runs, wins, led a lot of laps. They're on it right now.

**Q:** Rusty, for all the success that Roger (Penske) has had up here in the Indy 500, how important it is for you to get him into victory lane for this race?

**WALLACE:** It's real important to do that. When I was sitting here leading with 10 to go, I'm thinking, 'Maybe I'll finally bring the boss a win home, because so we've tried for so long.' Got awful close, but he was real happy for the second-place finish and the fourth-place finish that we got as a team and whole. I know that everybody saw Team Penske out there, and they're real good. But, you know, just for him, I would like to win it for him. I think it would be pretty special, as many wins as he's had in the Indy 500, to finally get a stock car win would be cool.

**GREEN:** Matt joined us right away. Any more questions for Matt Kenseth?

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**Q:** I would like to hear your thoughts on the heat. We heard from the other two guys. Did you have any problems?

**KENSETH:** It was hot, but I think we all expected it to be hot. When I get hot or tired in the car, it's the night before that I don't expect it to be hot. Like Martinsville this spring, I expected it to be 60 and woke up and it was 85. Those are the days when you're kind of not ready for it. But if you're prepared for it and drink a lot of fluids and, like Rusty says, get a good night's sleep the night before and the guys do a good job venting everything in the car. For me it was a just consistent heat all day, and it kept getting a little bit hotter and hotter all day, and I never got to a point in the middle of the race where I was thinking about saying, 'Man, it's hot, I wish it would cool off.' It just got a little worse all day. I was glad it was 400 instead of 500, though. (Laughter)

**GREEN:** Matt, thanks for your time. Congratulations. We'll continue on with questions.

**Q:** Rusty, about every week you address the aero push. Last week Elliott got out front in Pocono and took off, he did the same thing today. He could possibly do that at Michigan. What do we do to correct that?

**WALLACE:** The only thing you can do to correct it, you've got to get all the downforce off the back or get more downforce on the front. There's no way you're going to be able to get any more in the front. We can't physically do that unless we take the air dam and put it on the ground. And then if you do that, you've got to change all the springs and stiffen everything up, and that's still not going to work. So I think probably the quickest fix for it is to take the rear spoiler off, and then Goodyear has agreed to go back in and soften the tires up if NASCAR agrees to do that. And then I think you're going to have good racing back. Then I think you'll see a lot of tire wear, you'll see a lot more passing instead of the problem we're having right now. Right now the tires are so good, they won't wear out. They'll just keep running and running and running. When you lose that air to the front end, that front just takes off, and that's it.

**Q:** Rusty, Friday night, you talked a lot about golf. If today wasn't a hole in one, you've got a pretty good under-par game here. Talk about the championship because you're getting a little closer.

**WALLACE:** A super-big setback last week at Pocono when I had that first-lap crash. But it's like everything I lost last week, I gained back this week. Talk about a teeter-totter. It's unreal. The 40 car had problems, and we needed him to have some problems to get back in the game. I haven't looked at the point standings yet, I don't know where we're at. But I know in order to win the thing, you've got to worry about it every single race. Every week you need to worry about it and need to lead a lap. I haven't been real good at that part. But you need to be consistent, that's for sure.

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**Q:** For both of you, not age so much, but experience. Is this a kind of track that, you know, a more experienced driver -- some tracks, I guess, are different but is this a track where age and time pay off with little things along the way or experience.

**NEWMAN:** I think Rusty's point earlier, if you have the desire and confidence and team behind you, it doesn't matter. You can pretty much do anything if you want to as long as you have an ego. A lot of NASCAR Winston Cup racing is a big Lance Armstrong story. If you put your mind to it, you can do pretty much what you want to.

**GREEN:** Rusty, any comment on that?

**WALLACE:** Basically the same thing Ryan said, I guess, except that -- I think that these guys -- I can't talk for anybody else, but for Ryan, I can speak for him and say that if the driver has got the natural talent to drive -- there's some drivers that's took a long time to get good behind the seat. He's just got natural talent. He's kind of like my son, Steve, you put him in any type of car and he wins or wrecks. He's just on it. And Ryan has just got it together. You give them good equipment, you give them good, strong motors and give them a good, fast pit crew, it doesn't take a driver like him to spool up, especially with the constantly changing rules. Tracks change and rules change. Him and I have went to racetracks for the first time together, so I don't have any advantage whatsoever.

**Q:** Rusty, talking about Bill's driving style over the years, when he got by you over there, did it seem maybe a little more over to you even than if it had been somebody else, knowing here's a guy who historically when he's had a good car is almost flawless, just doesn't make mistakes, where maybe if somebody else you could hope for a mistake, say this guy isn't going to mess up.

**WALLACE:** If anybody is going to pass me -- when he passed me, I got a grin on me because I remember so vivid when all the media was just blasting Earnhardt and blasting Elliott, time to retire, you guys are washed up. They have one bad year, and he's gone. When Earnhardt came back and won the 500 and won Atlanta and was kicking everybody's butt, that was making me feel good, you know. Then Bill, Bill went from like, 'This is a struggle' to all of a sudden, great, he's the guy to beat right now. When he passed me, I was like that's okay. If I get passed by anybody, I would rather it be Ryan or him. That was it.

**Q:** Ryan, as an Indiana boy, if you had gotten your first career victory here, would the celebration in South Bend probably have been about as big as it is for Dingus day?

**NEWMAN:** There's more than Pollacks in Indiana. (Laughter) You know, it's just something that I can't really speak about. It would be really cool and be great. There's so many other things and wouldn't just be about being in Indiana or being the Brickyard 400. It's just about winning for Roger Penske and Don Miller and Rusty. All those things would be great, too. We finished fourth. I hope we don't have to wait to get our first win until next year.

**GREEN:** We've got one more question back here. Then we'll wind this thing down so we can get these guys out of here and cooled off.

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**Q:** Can you tell me how close your two cars are? This year it seems like you guys are a lot, lot closer than you have been in the past.

**WALLACE:** I would say today's setup was pretty doggone close. There are a lot of things that happen during the race that I don't know exactly what Ryan is doing, and everything happens so fast. After a pit stop is over, we talk to the guys, say what did you do that time or what did you do for tire pressure. I just kept having to throw everything at it to loosen it up. But the bodies are the same, the frames are the same, the engines are the same. They're owned by the same car owner. They're about as close as I can expect right now.

**NEWMAN:** Pretty much the same thing. Just like Rusty said, all it takes is a pound or two pounds of air in one corner of the race car to make the cars drive different. So you have to compensate with a spring or a shock or something else or a sway bar. We do a lot of things principle-wise that are the same, whether it's making the car a certain way or how we tie the front of the car down with shocks and things like that. But like Rusty said, everything mechanically in the car typically is a hundred percent the same for both he and I. It's just, you know, I guess, specific parts when it comes to the suspension to balance the car out that gets a little bit different.

**Q:** Rusty, earlier in the season you were getting top 10's but weren't challenging all the time for wins. You're starting to do that more often now. What's the change? Is it just getting used to some of these setups or team improvement or something else?

**WALLACE:** I can't really say it's any of that, it's just circumstances. We had a great run going in the Daytona 500 and got in that wreck with five laps to go. And I thought we had a shot to win that thing. We had a good run in the Firecracker 400 in Daytona, good run at Loudon, good run today. A lot of great runs going on, but just no wins. I'm really dying to win real bad. I've won 16 consecutive years right now in a row. I'd like to at least win 18 and say I tied Richard Petty's record of the longest winning streak in NASCAR history. That would be cool. That's what I am gunning for.

**Q:** Rusty, having run here nine times now, the track looked a little racier today than it has in years past with the stock cars. What was it like out there? Were you almost two grooves?

**WALLACE:** No, I don't think you ever get two grooves. You'll pass a car up off of Turn 3, get underneath a guy there, get underneath a guy going into Turn 1 and going between (Turn) 2. I think the diamond cutting gave a little bit more grip to the tires. It showed that in qualifying. But I don't know, I'll tell you what, once that track started rubbering up, I don't know what Ryan's car did, but my car got major tight halfway through, halfway part of the race. I did outlandish things to try to loosen it up, and it wasn't affecting it. Finally I just had to get nuts with it. For me to take four rounds of wedge out of it at one time and put four pounds of air in right-rear tire at one time, that's kind of nuts for me, but we were doing it.

**GREEN:** Is there a final question for Rusty or Ryan?

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**Q:** After watching what Elliott did today, would you put a vote in either way about going to Dodge at this point? Do you think Dodge has a stronger program? Will you have a say in Roger's decision at the end of the year?

**WALLACE:** Yeah, we'll definitely have a say in the decision what happens, that's for sure. There's no news right now whatsoever. There's many offers out there, all over, because everybody knows our contract is up at the end of the year with Ford. We're in negotiations with them right now. The way it's looking right now, I plan on being there still.

**Q:** With Ford?

**WALLACE:** For Ford right now the way it's looking, I plan on being with Ford right now.

**GREEN:** Rusty, Ryan, great runs. Thank you very much for joining us.

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