

**DAY 1 – FRIDAY, AUG. 1, 2003**

**Page 1**

Welcome to the 10<sup>th</sup> annual Brickyard 400 and the sixth 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 2003 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. 3. Our MCI Media Center staff, headed by Indianapolis Motor Speedway Public Relations Director Ron Green and MCI Media Center Manager Bill York, is here to assist you and answer your questions during this event. Fred J. Nation, executive vice president of communications for the Indianapolis Motor Speedway, will also be in the media center throughout the weekend.

\*\*\*

**TODAY'S SCHEDULE (all times local):**

9 a.m.	Indianapolis Motor Speedway public gates open
10:30-11:30 a.m.	True Value IROC practice
12:30-1:50 p.m.	True Value IROC practice
2-4 p.m.	NASCAR Winston Cup practice
4:05-5 p.m.	True Value IROC practice

\*\*\*

Timing and scoring monitors are located throughout the MCI Media Center with up-to-the-minute times and speeds.

\*\*\*

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>.

\*\*\*

The Indianapolis Motor Speedway media staff will provide golf cart shuttle service between media parking and the MCI Media Center. The schedule:

**Friday, Aug. 1:**

- 8-9:30 a.m.
- 5-7 p.m.

**Saturday, Aug. 2**

- 7-9 a.m.
- 5-7 p.m.

**Sunday, Aug. 3**

- 7-10 a.m.
- 6 p.m.-close.

\*\*\*

At 8:40 a.m., the ambient temperature was 73 degrees with a relative humidity of 75 percent and south-southwest winds at 2 mph.

(More)

**DAY 1 – FRIDAY, AUG. 1, 2003**

**Page 2**

Jason McCord won the J.D. Byrider 100 Weld Racing USAC Silver Crown event last night at Indianapolis Raceway Park. J.J. Yeley started from the pole and led the first 93 laps before McCord passed him on Lap 94 and led the final seven laps to take the win.

NASCAR Craftsman Truck Series regulars Carl Edwards and Jason Leffler finished third and 19<sup>th</sup>, respectively. NASCAR Busch Series driver Mike Bliss finished 27<sup>th</sup>.

\*\*\*

Brickyard 400 fans will have the chance to meet Robby Gordon, driver of the No. 31 Cingular Wireless Chevrolet, from 5-7:30 p.m. tonight at the Cingular Wireless store, 7225 U.S. 31 South, Greenwood, Ind.

\*\*\*

Former NASCAR Craftsman Truck Series champion Mike Skinner attempt to compete in all three NASCAR events in Indianapolis this weekend. Skinner will drive the No. 15 VOKAL Clothing entry for Billy Ballew Motorsports in the NASCAR Craftsman Truck Series event tonight at Indianapolis Raceway Park. He will also drive the No. 7 Kleenex car in the NASCAR Busch Series event at IRP Saturday night. Skinner will also attempt to qualify the No. 01 U.S. Army-sponsored Winston Cup entry for MB2 Motorsports in the Brickyard 400.

**MIKE SKINNER:** “I guess you could say that I have a full weekend. I hope to have a good run for VOKAL in the truck race on Friday night, a good run in the Kleenex car on Saturday night and a good run for the U.S. Army on Sunday in the Cup race.”

\*\*\*

The NASCAR Winston Cup Leader Bonus stands at a record \$210,000 and is available to points leader Matt Kenseth. The \$10,000 bonus is available following every NASCAR Winston Cup race. If the points leader does not win the race, the bonus rolls over to the next week. The last driver to claim the bonus was Sterling Marlin following his win at Darlington in March 2002, 51 races ago.

Bobby Labonte claimed the previous record-high NASCAR Winston Cup Leader Bonus at the Brickyard 400 in 2000 when he was awarded \$190,000 by winning the race while also leading the NASCAR Winston Cup point standings.

\*\*\*

The Indianapolis Convention and Visitors Association has set up a concierge desk at the front of the media center, just to the right of the media center office. The ICVA will provide city information, directions and restaurant reservations throughout the weekend of the Brickyard 400.

\*\*\*

Ricky Craven’s PPI Motorsports pit crew will pull double duty this weekend in Indianapolis. In addition servicing the No. 32 Tide Pontiac for Craven at the Brickyard 400, the Tide team will work with NASCAR legend Darrell Waltrip when he races a Tide-sponsored NASCAR Craftsman Truck entry tonight at Indianapolis Raceway Park. Waltrip’s truck will carry a special paint scheme to raise awareness for Give Kids The World, a non-profit resort for kids with life-threatening illnesses.

\*\*\*

UPS and Federal Express parcel pick up is near the east gate of the garage area.

\*\*\*

At 10:30 a.m., the beginning of the first True Value IROC practice, the ambient temperature was 80 degrees with a relative humidity of 69 percent and southwest winds at 8 mph.

(More)

**DAY 1 – FRIDAY, AUG. 1, 2003 – REVISED (Corrects spelling of Greg Specht)**

**Page 3**

At a press conference this morning in the Trackside Conference Room, officials with Ford Racing announced new five-year partnerships with Roush Racing, Robert Yates Racing and Wood Brothers Racing, and addressed the new 2004 Ford Taurus and 2004 F-Series truck, which were unveiled Thursday at the Ford Fan Appreciation Day at the RCA Dome.

**DAN DAVIS (Director, Ford Racing):** “The five-year agreements that we’re announcing are an extension of a strategy that we at Ford have pursued over the years. As the sport becomes more technical, partners are really important, and we’re looking at establishing long-term agreements with all of our key programs. I think it’s a good way for Ford to show its commitment to race teams. Loyalty is something that we just take extremely seriously at Ford. We like to reward loyalty, and these three organizations have been so loyal to us that I felt it was important for Ford and Ford Racing to demonstrate our loyalty to them. We ready to put our money where our mouth is. We’re ready to sign contracts that are good contracts, that says we’ll put our money where our mouth is. We’ve picked our dance partner, and for Ford Motor Company and in NASCAR, these are our dance partners. We like these dance partners, and we want to hash out agreements with them, and we can do development work with these teams and get more technical support, and we know it will stay in our family.”

**GREG SPECHT (Operations Director, Ford Racing):** “What this means to me from an operations standpoint is tremendous. I think that was exemplified with the development of the ’04 Taurus and the ’04 Truck Series that was unveiled last night. The development of the Taurus was very much a joint effort between Ford Motor Company and our key teams, which are sitting here. The end product shows what this team is capable of doing, not in terms of performance of the vehicle, but the timing in that we are able to hand over the car to NASCAR this coming Wednesday, which is a month ahead of schedule. We can only do that when you have a long-term contract with teams the caliber of Robert Yates Racing, Roush Racing and Wood Brothers Racing.”

**EDDIE WOOD (Principal, Wood Brothers Racing):** “I’d just like thank Ford Motor Company for having the confidence in our race team to extend us another five years. Our family has been racing Fords since the beginning – I guess it’s 53 years, which is long before me – but it’s something we’re really proud of. We’ve never raced anything but Fords.”

**JACK ROUSH (Principal, Roush Racing):** “We’re really proud to be part of Ford’s inner circle now. I’m never happy to stand second in line, but we do stand second to Eddie and Len (Wood) in terms of service. Ford is celebrating its 100<sup>th</sup> anniversary, and Wood Brothers has been there 53. We’ve got a paltry 36 here in service with Roush Racing. The five-year agreement will make the Ford people feel comfortable, and that’s good. When Ford feels comfortable, everything works. We need to meet the challenges as technology comes in from overseas, both carmakers and race teams, and we need to match that and monitor that carefully. The kind of commitment that need to made for research and development and pooling of information and for the development of strategies can’t be made on an ad hoc basis. They can’t be made annually. The almost have to be made with a decade in mind, and this certainly is moving in the right direction.”

**ROBERT YATES (Principal, Robert Yates Racing):** “I’ve been with Ford for a long time, and if it hadn’t been for Holman-Moody and their factory program in Charlotte, N.C., I wouldn’t be in racing anyway. So I’d like to thank Ford for putting money near my home. They were the ones who put me in business in 1988 as an owner. The Ford guys have really supported us. We’ve contributed some, but not as much as late. But Ford and Jack’s shown the brand is capable of running competitive each week. We’re happy to have that, and when you sign these long-term deals, it’s usually after you’ve won two or three races in a row. The fact that they’re doing it with us without that, they have a lot of faith in us. It’s nice to have five years to work with.”

(More)

## DAY 1 – FRIDAY, AUG. 1, 2003

### Page 4

A limited number of reserved-seat tickets are still available for the 10<sup>th</sup> Brickyard 400. Fans can get tickets by calling (800) 822-INDY or logging on to [www.imstix.com](http://www.imstix.com).

\*\*\*

#### FIRST IROC PRACTICE:

10:32 a.m. – **GREEN**.

10:57 a.m. – **YELLOW**. Kinser brushed wall between Turns 3 and 4. Damage was minimal and Kinser continued around to pits.

11:05 a.m. – **GREEN**.

11:30 a.m. – **CHECKERED**. End of session.

\*\*\*

#### IROC AT INDY FIRST PRACTICE QUOTES:

**GREG BIFFLE:** “IROC cars are a little bit free. You’ve got to keep working on them. They’ve got a bunch of practice left, so we’ll see how they end up. It’s the first time here for me, so we’ll see what happens.”

**SCOTT SHARP:** “It’s fun. It’s 180-degrees different. It’s hard to adapt in a couple of practice sessions to a whole different kind of car. But it’s a good time. It’s fun to try to adjust your style and try to get the most out of the car. So we’re having a good time doing it.” (Do you notice the warmer weather in August, compared to May?): “Oh, yeah. They’re hotter to begin with, let alone with the engine in front of you, closed cockpit. They’re substantially hotter, let alone it being much more humid, higher ambient temperature.” (Looking forward to the race?): “It’s a fun time. It’s a draw. You never know if you’re going to get a good car or a bad car, but hopefully it’s a good race.”

**KURT BUSCH:** “The IROC car went real well. Trying to make some laps and get up to speed. We jumped into a little draft session, just trying to get as much valuable information as I can so that when I’m going out there for the race tomorrow I’m as prepared as I can be.” (About the race): “I’m in position to win the championship and to be the guy that carries away the biggest trophy. We’ve got eight points as an advantage, and we need to keep that.”

**HELIO CASTRONEVES:** (About difference between IRL cars and IROC cars at Indy): “Basically, it’s a lot. In the IRL, you just go flat-out here to make a good lap. Here, you have to set the car up in terms of driving. Lift off a little early, it’s more weight, less downforce. Totally different way to set up. It’s tough. Even though it’s the same track, it’s different.”

**JIM SAUTER (IROC test driver):** (About equalizing cars): “They’re about as close together as they were when we first came here. We’re having an awful time. The track changes so much on us, day to day, with the heat. We think we have a handle on it, and the next thing you know, we’re chasing things. We’ve decided we’ve got to quit chasing them and try to settle it down a bit because we’re chasing ourselves in circles. Most everybody who runs here knows that.”

\*\*\*

#### IROC AT INDY NOTES:

- Scott Sharp, the 1996 IRL IndyCar Series co-champion, will compete in the True Value IROC event at Indy. He replaces IndyCar Series standout Felipe Giaffone, who was injured in the IndyCar Series event July 6 at Kansas Speedway. Sharp also competed at the Chicagoland IROC event and finished ninth.

- The top three drivers in the IROC points standings, Kurt Busch (57 points), Mike Bliss (49 points) and Mark Martin (48 points), are all mathematically eligible for the championship.

(More)

**DAY 1 – FRIDAY, AUG. 1, 2003**

**Page 5**

**MORE IROC AT INDY NOTES:**

•Two-time Indianapolis 500 champion Helio Castroneves will start from the pole for the IROC race. He won the MBNA Pole for the Indianapolis 500 in May. Since the end of World War I, no driver has started on the pole for two races in the same year at Indianapolis.

\*\*\*

NASCAR and Winston jointly announced today a Victory Lap program for Winston through the rest of the 2003 season as a tribute to Winston's 33-year sponsorship of the Winston Cup Series.

A new logo was unveiled, and historical references and programs are being launched to commemorate the sponsorship. Eight show cars were unveiled by past Winston Cup champions.

Among the plans are for Rusty Wallace to take a "Polish Victory Lap" at the upcoming race at Bristol in honor of the late Alan Kulwicki, who died in an airplane accident in 1993 on the week that Wallace won at the storied track.

NASCAR President Mike Helton and many current and past NASCAR drivers participated in the announcement.

**MIKE HELTON (President, NASCAR):** "Well, it's victory lap tribute that we're going to spend the rest of the season, beginning at Bristol, in late August reminding ourselves, reminding fans, reminding the industry of the contribution that Winston has made through its involvement with NASCAR, its involvement at the racetracks and its celebration and crowning of our champions while they were here with us. It's an opportunity for us to take the last season that the Winston banner will hail as the Cup sponsor and hopefully thank them, pay tribute to them, for all that they have done for us."

\*\*\*

**SECOND IROC PRACTICE:**

At 12:30 p.m., the beginning of the second True Value IROC practice, the ambient temperature was 84 degrees with a relative humidity of 60 percent and south-southwest winds at 7 mph.

12:30 p.m. – **GREEN.**

1:50 p.m. – **CHECKERED.**

\*\*\*

The car draw for the 12 IROC drivers was conducted today. The car colors were determined by a blind draw. The starting lineup is determined by inverting the current point standings.

**IROC at Indy Starting Lineup:**

No.	Inside	Color	No.	Outside	Color
12	Helio Castroneves	Lime	11	Scott Sharp	Cream
10	Steve Kinser	Lt. Blue	9	Danny Lasoski	Green
8	Sam Hornish Jr.	Med. Blue	7	Jimmie Johnson	Rose
6	Kevin Harvick	Gold	5	Greg Biffle	Black
4	Ryan Newman	Red	3	Mark Martin	White
2	Mike Bliss	Orange	1	Kurt Busch	Violent

\*\*\*

**NASCAR WINSTON CUP PRACTICE:**

At 2 p.m., the beginning of NASCAR Winston Cup practice, the ambient temperature was 86 degrees with a relative humidity of 55 percent and south winds at 10 mph.

2 p.m. – **GREEN.** #48 Johnson first on track.

2:09 p.m. – **RED.** Debris.

2:15 p.m. – **GREEN.**

(More)

**DAY 1 – FRIDAY, AUG. 1, 2003**

**Page 6**

NASCAR Winston Cup drivers Dale Jarrett, Terry Labonte, Rusty Wallace, Bobby Labonte and Ricky Rudd talked about the 10<sup>th</sup> Brickyard 400 during interviews at the Winston Breakfast Club lunch today at the Indianapolis Motor Speedway.

**RUSTY WALLACE:** “I’m really looking forward to this racetrack and this race. I was second here last year, and the track has been really, really good to me. I have struggled qualifying. We worked real hard in the qualifying package during testing when we came here a couple of weeks ago. Hopefully, we’ll get a good solid qualifying run, but man, I am really looking forward to that race on Sunday. I love this race up here. You can’t not help but love this place when there is 400,000 people pulling for you out there.” (About qualifying): “In qualifying you want to be number one, no doubt about that. I haven’t had a pole yet this year. We’ve been real close many times, but I’m looking forward to getting that baby up front and finishing there.”

**DALE JARRETT:** (Did you start the tradition of kissing the bricks when you won here?): “I think we were the first ones to do that. It was kind of an idea that Todd Parrott and myself had, and I think it’s caught on, and it’s been a lot of fun.” (What prompted you to do it?): “Just the opportunity to be here and race was something that excited us so much that when we won the race we said, ‘Let’s do something a little bit different.’ Everybody has their thing. We know Helio (Castroneves) and his crowd climbs the fence, but we wanted to do something that we could really remember so to get the photo opportunity for us to be out on the front straightaway kissing the bricks just to let everybody know how special this place is to us.”

**TERRY LABONTE:** “This is the second biggest race we run. The Daytona 500, I think, is our biggest race. But I think when you get past that, this is the biggest race. It’s definitely our second-biggest event of the year, and it’s got there in only its first year, really. I think the majority of the guys, not all of them, but a lot of the guys that grew up are fans of Indy-car racing and probably always dreamed of racing here at the Brickyard, and it’s neat to really see us be able to do that when NASCAR came here and ran. It gave a bunch of us the opportunity to race at the Indianapolis Motor Speedway that never would have had the opportunity.

**BOBBY LABONTE:** “Winning the Brickyard 400 is special. Not just the history of the racetrack but what Tony George and everyone here does for you after you win. It’s just special. Like I said earlier today, I don’t have many trophies in my house. I have only two, and one of them is the Brickyard 400 trophy. The rest of them are boxed away. I rode around here with Bill Elliott the first time we were here. He’s been around this sport a lot longer than I have, and he was amazed, and so was I.” (About this year’s race): “I know that we’ll have a good, fast race car. We’ve got to qualify good, we’ve got to have good track position. That’s the key these days is track position, fuel mileage, tire strategy. We’ve have to qualify good tomorrow morning, get us a good starting spot, race the racetrack and make the adjustments we have to and be there at the end. You’ve got to be there at the end. We have to make sure we’re in the right place at the right time to take advantage of stuff that might come our way strategy-wise. We’d love to be able to lead every lap and lap half the field, but if we can’t, we just want to be able to win the race.”

**RICKY RUDD:** (About racing at Indianapolis): “The track doesn’t really lend itself to being able to stick your nose out in clean air. Track position is, and always has been, very critical here.” (About characteristics of track): “It drives very much like a left-hand road course. We don’t shift here, but at Pocono we do shift. But it’s very similar to a four-cornered road course.” (About stature of Brickyard 400): “It’s a big race for us. You’ve got the Daytona 500. There’s a lot of interest in that leading up to the start of the season. We’re at about the midpoint of the season, just past the midpoint. It becomes our second-biggest race, the next-biggest race on the schedule.”

(More)

**DAY 1 – FRIDAY, AUG. 1, 2003**

**Page 7**

**NASCAR WINSTON CUP PRACTICE (cont.):**

2:26 p.m. – A total of 44 cars have turned laps thus far.

**Top Five Drivers of the Day, 2:30 p.m.**

No.	Driver	Car	Speed	
1.	81	John Andretti	Kraft 100 <sup>th</sup> Anniversary Chevrolet	182.708 mph
2.	48	Jimmie Johnson	Lowes Chevrolet	181.382
3.	2	Rusty Wallace	Miller Lite Dodge	180.263
4.	25	Joe Nemecheck	UAW-Delphi Chevrolet	180.173
5.	77	Dave Blaney	Jasper Engines & Transmissions Ford	179.630

2:44 p.m. – Fifty-one of the 52 entered cars in the event have turned laps thus far.

\*\*\*

Only eight drivers have competed in both the Indianapolis 500 and Brickyard 400. Of those eight, only John Andretti (1994), Robby Gordon (1997, '01-02) and Tony Stewart (1999, 2001) have competed in both races in the same year. Four of the eight drivers are attempting to qualify for this year's event.

Driver	Indy 500	Brickyard 400	Notes
John Andretti	1988-94	1994-2002	Nephew of '69 "500" winner Mario Andretti; Has won in both NASCAR and Indy-style cars
Geoff Brabham	1981-87, '90-91, '93	1994	Son of three-time World Champion Jack Brabham
A.J. Foyt	1958-92	1994	Four-time Indy 500 winner; '72 Daytona 500 winner; '67 LeMans winner
Robby Gordon	1993-95, '97, '99, '00-03	1997, '01-02	Has won in both NASCAR and Indy-style cars
Jason Leffler	2000	2001	Finished 17 <sup>th</sup> in "500"
Scott Pruett	1989, '91-92, '95	2000	'89 Indy 500 Bank One co-rookie of the year
Danny Sullivan	1982, '84-93, '95	1994	1985 Indy 500 winner; 1989 CART champ
Tony Stewart	1996-99, 2001	1999-2002	Has led first lap of both "500" and "400"

\*\*\*

**NASCAR WINSTON CUP PRACTICE (cont.):**

**Top Five Drivers of the Day, 3:15 p.m.**

No.	Driver	Car	Speed	
1.	81	John Andretti	Kraft 100 <sup>th</sup> Anniversary Chevrolet	182.708 mph
2.	48	Jimmie Johnson	Lowes Chevrolet	181.382
3.	31	Robby Gordon	Cingular Wireless Chevrolet	180.959
4.	77	Dave Blaney	Jasper Engines & Transmissions Ford	180.321
3.	2	Rusty Wallace	Miller Lite Dodge	180.263

3:20 p.m. – Officials report a track temperature of 126 degrees.

3:37 p.m. – With only 23 minutes remaining in Winston Cup practice, points leader Matt Kenseth had turned only 14 laps and was 51<sup>st</sup> on the speed chart with a best lap of 173.150 mph.

(More)

**DAY 1 – FRIDAY, AUG. 1, 2003**

**Page 8**

**NASCAR WINSTON CUP PRACTICE (cont.):**

**Top Five Drivers of the Day, 3:45 p.m.**

	<b>No.</b>	<b>Driver</b>	<b>Car</b>	<b>Speed</b>
1.	81	John Andretti	Kraft 100 <sup>th</sup> Anniversary Chevrolet	182.708 mph
2.	48	Jimmie Johnson	Lowes Chevrolet	181.382
3.	25	Joe Nemechek	UAW-Delphi Chevrolet	181.389
4.	15	Michael Waltrip	NAPA Chevrolet	181.105
5.	29	Kevin Harvick	GM Goodwrench Chevrolet	181.068

3:49 p.m. – #17 Kenseth returns to track.

3:52 p.m. – #17 Kenseth turns a lap of 180.202, 12<sup>th</sup> fastest of the day.

3:53 p.m. – Crew of #81 Andretti reports he brushed the wall. Damage was superficial.

4 p.m. – **CHECKERED.** End of Winston Cup practice.

\*\*\*

**Top 10 Drivers of the Day**

	<b>No.</b>	<b>Driver</b>	<b>Car</b>	<b>Speed</b>
1.	81	John Andretti	Kraft 100 <sup>th</sup> Anniversary Chevrolet	182.708 mph
2.	48	Jimmie Johnson	Lowe's Chevrolet	182.645
3.	25	Joe Nemechek	UAW-Delphi Chevrolet	181.389
4.	77	Dave Blaney	Jasper Engines & Transmissions Ford	181.389
5.	15	Michael Waltrip	NAPA Chevrolet	181.105
6.	29	Kevin Harvick	GM Goodwrench Chevrolet	181.068
7.	17	Matt Kenseth	Smirnoff Ice Triple Black/DeWalt Ford	181.036
8.	31	Robby Gordon	Cingular Wireless Chevrolet	180.959
9.	20	Tony Stewart	Home Depot Chevrolet	180.930
10.	40	Sterling Marlin	Coors Light Dodge	180.596

\*\*\*

**NASCAR WINSTON CUP PRACTICE QUICK QUOTES:**

**JOHN ANDRETTI (No. 81 Kraft 100<sup>th</sup> Anniversary Chevrolet):** “We had a good test here and that played a big part in it. The weather was pretty similar to the test; it was actually hotter. Maybe not hotter, but sunnier. Tomorrow we think that the weather is going to be more overcast. We didn't even mess with the car much. We're trying to go off experience a little bit to figure out where we need to be.”

**JIMMIE JOHNSON (No. 48 Lowes Chevrolet):** “It was good. We were a little loose, so I think we could have been a 10 or an 0 somewhere in there. I think we could be in the 48's tomorrow. We're learning more and more, making the car slicker with more downforce.” (About qualifying): “The toughest thing about qualifying here is that we finish and then we sit all night long. Tomorrow, right after we have our cup of coffee and a bagel, you going to climb in a car and enter Turn 3 at 210 mph. No warm-up laps, nothing, it's time to go. You have to be mentally prepared tomorrow to find every half a tenth that's left out there.”

**JOE NEMECHEK (No. 25 UAW-Delphi Chevrolet):** “Hopefully I'm the guy that's the sleeper out there this week. We're quick right now. We've got awesome power. We tried a few things in practice and got the old UAW-Delphi Chevrolet running pretty decent. We had an excellent test here. It was about the same as we ran in the test when it was cool out. To run that in the heat of the day, I think you're going to see some speeds tomorrow that are going to be phenomenal.”

(More)

## DAY 1 – FRIDAY, AUG. 1, 2003

Page 9

### THIRD IROC PRACTICE:

At 4:05 p.m., the ambient temperature was 85 degrees with southwest winds at 12 mph and a relative humidity of 57 percent. Skies were partly cloudy.

4:05 p.m. – **GREEN**.

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

\*\*\*

Four of the 12 IROC competitors turned laps during the third IROC at Indy practice session this afternoon: Scott Sharp, Helio Castroneves, Steve Kinser and Danny Lasoski . True Value IROC test driver Dick Trickle also turned laps.

\*\*\*

Five IROC rookies have won the season championship: Mark Donohue (1974), Harry Gant (1985), Al Unser Jr. (1986), Geoffrey Bodine (1987), Ricky Rudd (1992) and Kevin Harvick (2002). Two IROC rookies are in contention for the 2003 True Value IROC championship: Kurt Busch, first in the standings, and Mike Bliss, second.

\*\*\*

### SATURDAY'S SCHEDULE:

7 a.m.	Indianapolis Motor Speedway public gates open
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**

**DAY 1 – FRIDAY, AUG. 1, 2003**  
**POST-PRACTICE QUOTES**  
**PAGE 1**

**JOE NEMECHEK (No. 25 UAW-Delphi Chevrolet):** (About rapid rise of young drivers in NASCAR): “When they get in these cars that have the track records. When Jimmie came in last year, he had a lot of stuff to fall back on with Jeff’s notes. Man, when I got in the 41 car, we had no notes. We were passing people and doing all sorts of crazy things to get up there. It’s a lot easier when you have those notes. Just like running Kyle Busch in our Busch car. He’s going to run good in all of these races, and I’ve run good in a lot of these races. We have a lot of notes and information to draw from, and Kyle Busch can drive a race car, so he’s going to run good. So I think that’s the biggest difference with these young guys coming in is they’re getting in top-notch rides. Back in the 70s, with all the old-timers, you had to get in a piece of junk to try to prove yourself and get better rides. Those days are gone. The top drivers are getting in the top cars.”

**LARRY FOYT (No. 14 Harrah’s Dodge):** (How was practice?) “It wasn’t really what we wanted. The car is pretty wicked right now. We’re trying different things and just hitting the racetrack a lot. I don’t know. It’s going to be a gamble. We’ll go for it tomorrow and hope we can get in the top 36.” (Do you feel comfortable here?): “I really like the racetrack. It’s just we haven’t had a car comfortable yet. We built a new car to come here with, and it’s just hard because we didn’t get to the wind tunnel to see what we got. We’re kind of stabbing in the dark, but I don’t know where we ended up in practice, probably around 36.”

**DAVE BLANEY (No. 77 Jasper Engines & Transmissions Ford):** “Practice went great. The Jasper car was really fast right from the first run, and I think we kept improving it bit by bit every run. We were faster each run so I’m comfortable driving it, and we’re pretty fast, and I look forward to tomorrow.”

**BILL ELLIOTT (No. 9 Dodge Dealers/UAW Dodge):** (How was practice?): “It was pretty bad. Tomorrow is another day, we’ll see.”

**ROBBY GORDON (No. 31 Cingular Wireless Chevrolet):** “It was pretty good. I think we ended up seventh or eighth quick. We’re under the track record. I drew a bad number, but who knows what bad is going to be tomorrow. It’s a different day, and we may have a shot at the pole. But if we don’t get the pole, I know we’re going to have a good race car. We tested really well here. We didn’t work on qualifying setup, and the stuff right out of the box ran good. I’m pleased about that. We’ll just have to see if we can suck a little more out of it tomorrow.”

**MICHAEL WALTRIP (No. 15 NAPA Chevrolet):** “It went good. We’ve got a good draw tomorrow. We go out sixth. Unfortunately here at Indy, qualifying is more about where you draw than any other factor. Unfortunately for somebody who drew last, I drew first. We’re a top-10 speed all day long and have a good draw, so we’re very optimistic we can get a good starting spot.”

**JIMMIE JOHNSON (No. 48 Lowe’s Chevrolet):** “So far, so good. We’re sitting second when all was said and done. The guys put tires on it at the end, and we picked it up a bunch and had a good day. Looking forward to getting a chance at the pole tomorrow.” **(More Johnson quotes to follow.)**

(More)

**DAY 1 – FRIDAY, AUG. 1, 2003**  
**POST-PRACTICE QUOTES**  
**PAGE 2**

**JOHN ANDRETTI (No. 81 Kraft 100<sup>th</sup> Anniversary Chevrolet):** “We had a good test here, and that played a big part in it. The weather was pretty similar to the test. It was actually hotter, maybe not hotter, but sunnier. Tomorrow we believe it’s going to be more overcast, and really we didn’t have a lot of experience of where we need to be. I’ll try to go out and stomp it in the ground out there and try to get in the race, and hopefully we can do that.” (The fast lap was the first lap?): “Stickers by far quicker, so we made three more runs. We sat and waited and watched what the other guys were doing on their second runs. We went and made another run and were kind of in the thick of things at the front. Obviously, not as fast as we run the first time, but nobody was. Then the next run, they tried a couple things with old tires, and then we made a sticker run, and I guess I tried a little too hard and we brushed the wall off of (Turn) 2. (Dale) Earnhardt Jr. asked me what I was doing. He asked me: ‘What are you doing, you only ran four laps. How can you hit the wall?’ And I said, ‘I already hit it once.’ We’re really only taking decals off the car. I think we knocked Oscar Mayer off and something else, so we need decals. And Junior wanted me to remind everyone that he is a car owner. Him and Teresa.” (Have you ever been the fastest driver of the day at Indy?): “I don’t know. Maybe not. I don’t know. Probably not.” (Does it mean anything to be fastest?): “Right now it does mean something because we’re going into qualifying, so everybody is throwing most of what they have at it. Overall it makes you feel like you had a good, fast car. Even when I brushed the wall, I was going to be 15<sup>th</sup>, so I know I have a fast car and we should have a good qualifying lap. It’s good to be fast any day. It’s good to be fast on the first practice, on Saturday, for the race. But qualifying practice sets the stage for where you’re at. I don’t think we’re a lock for the pole, because Winston Cup is tough, but at least we have a shot at it.” (How important is this weekend to you?): “It’s because it’s the Brickyard 400, and all that not because of any other circumstances. I have a great opportunity with the race team I’m driving for, and I had a really good opportunity the last couple of weeks. I’m not going to lay any pressure on me that will make it any more difficult. One race doesn’t tell you where I stand, but if we keep coming out and running fast, it’s only going to help us.” (On landing on his feet after his release): “Professionally what we do is so much in the open and in the public eye, you feel like you’ve been hit pretty hard by a baseball bat, and you didn’t see it coming. You’re a little bit tail between your legs because you’re disappointed where you at. Jeff Burton told me I better go to Michigan and not go into hiding, because that’s not what I needed to do. I went there, and I was thinking that everyone would think I had SARS, but it was everything but that. They’ve come to me with open arms, and people have been talking to me ever since then. When you get released in June, there’s not a lot going on because people are contracted to drivers. That’s the one thing I like about the 81 car, is I didn’t take someone’s job, because I know how that feels.”

**CHRISTIAN FITTIPALDI (No. 43 Boxtops for Educations/Cheerios Dodge):** “Not very well. We definitely need to find some speed in the car or otherwise tomorrow isn't going to be a very good day for us.”

(More)

**DAY 1 – FRIDAY, AUG. 1, 2003**  
**POST-PRACTICE QUOTES**  
**PAGE 3**

**MATT KENSETH (No. 17 Smirnoff Ice Triple Black/DeWalt Ford):** (Comparing the Brickyard 400 to the Daytona 500): “Well, it is different. To have a Daytona 500 trophy or to have a Brickyard trophy would be really, really awesome, but that does not necessarily mean from a driver’s standpoint that it is the toughest race to win or the most important race for you to win. There are 15 other races I would rather win as a driver to feel like I accomplished more than to win the Daytona 500.”

**JEFF GORDON (No. 24 DuPont Chevrolet):** “We practice during the hottest point in the day, then have to qualify in the morning. I do not understand that logic. We were not as good as the other cars and not even as good as some of our teammates. Hopefully, we make the right calls and adjustments. It can rain in the morning, but I do not want it to rain in the afternoon. I would like to test every weekend at every track, but you do not have that luxury. It does not matter where you start in this race. It matters where you finish. I have been in this thing long enough to know that you have good days and bad days, but you work through the tough days and enjoy the good ones. We have a long weekend ahead of this before this thing is all over, and a lot of fighting. This is a very difficult place to pass, so I would say strategy here could definitely pay off. Track position is going to be really critical here. If you can stretch on fuel mileage or get out there in clean air, it is going to be a big advantage. You always want to have a good race car that you can drive up through there and pass. That is one of the funnest things about racing, is working on that car to make it better than the competition, then driving it and maneuvering through traffic and making passes. The stuff where you just get out front and hope for clean air to pull away from the field. You want to win any way you can, but it definitely takes a little of the fun out of it, but that is not necessarily anybody’s fault. It is kind of the way technology has come into our sport. This track has never been the best as far as putting on a good race for us, because it is a flat, fast racetrack. That is not a good combination for us. It never really has been. It is a dramatic race. It is a spectacular race, and there is more hype than there really is great racing. It is not an Atlanta or Charlotte, but it is still the Indianapolis Motor Speedway, and we are all proud to be here and proud to win.” (About the chance to become a four-time winner at Indianapolis, matching A.J. Foyt, Rick Mears and Al Unser): “You know, I keep saying, do not compare me to those guys. Don’t compare the Brickyard 400 to the Indy 500, either. I just do not think they are in the same category. Yeah, we are at the same racetrack, but we are talking about totally different history and totally different types of racecars. You know, I do not care what I ever do here, I do not think I will ever be able to compare myself to those guys.”

**STERLING MARLIN (No. 40 Coors Light Dodge):** “I guess we’re the fastest Dodge. We wound up 10th. I had a good test up here, we were really good in race run, so we’ll see how it shakes out.” (Are you ready for qualifications?): “We better be ready.”

**CASEY MEARS (No. 41 Target Dodge):** “Right now we’re not really that good. I don’t think we’re real far off, to be honest. We were really tight and made a lot of changes on older tires, and the track started getting tighter and tighter, so we really freed up the car and then when we put sticker tires on and made our banzai run. We were just really, really loose. We didn’t put in a good time, but I think if we just tighten it up a little bit, we’ll be pretty good for qualifying.”

(More)

**DAY 1 – FRIDAY, AUG. 1, 2003**  
**POST-PRACTICE QUOTES**  
**PAGE 4**

**BOBBY LABONTE (No. 18 Interstate Batteries Chevrolet):** “Fuel mileage has been the big player here lately, and it's not the most fun thing to have, especially if you're not on the winning edge of it. It's just the way it's been. It's been like that for a while. I just think it's been a bigger topic strategy-wise. At New Hampshire, we got zero tires and gas the last 120 laps probably, and we pulled away from Jeff Gordon and some other guys, too, and passed more cars than anybody else the last 50 laps but just six cars. It doesn't seem like that's quite right to me, but if you're on the winning end of it, you're not going to complain a whole lot about it.”

**JOE NEMECHEK (No. 25 UAW-Delphi Chevrolet):** (Where do you think the pole will be?): “Well, I'm lucky, I'm going out early. I drew the first position. The track is fastest when it's coolest, but if it rains in the morning and we qualify in the afternoon, then I'm in trouble. You never know how it goes. But we learned in testing that first thing in the morning is when the track is fastest. As the track heats up, it starts going down bit by bit. Hopefully for myself, the conditions will be down and cloudy. I think the pole will be in the 48s.”

**JIMMIE JOHNSON (No. 48 Lowe's Chevrolet):** (Since the track hasn't changed, is the biggest difference aero?): “I think it's the combination of two things. We're making the cars more slicker and they have more downforce, and every time I climb into my race car, my motor guy tells me I've got 10 more (horsepower). It happens every weekend. I've started to joke with him and asking if we have 1,000 horsepower. I think we're learning a lot about the cars, and the team's getting better and better every day.” (What do you think the pole time will be?): “I think we can ran a 10 or an 0. It will be in the 48-second area.”

**(END)**

## DAY 2 – SATURDAY, AUG. 2, 2003

### Page 1

The No. 11 U.S. Micro Chevrolet of Brett Bodine is carrying a tribute to Indianapolis native Kenny Irwin Jr. as part of its “Brick Car” paint scheme this weekend. Irwin died in a practice crash July 7, 2000, at New Hampshire International Speedway.

A small picture of Irwin, the 1998 NASCAR Winston Cup Raybestos Rookie of the Year, and the words “In Memory of Kenny Irwin” appear on the left-rear quarter panel of Bodine’s car. Bodine sold individual brick sponsorships to fans for this weekend’s race, and one fan chose to honor Irwin.

\*\*\*

At 10:05 a.m., the ambient temperature was 74 degrees with southwest winds at 7 mph and a relative humidity of 84 percent. Skies were overcast.

\*\*\*

Event-record lap: 49.191 seconds, 182.960 mph, Tony Stewart, Aug. 3, 2002

Fastest speed during July testing: 182.028 mph, Jimmie Johnson, July 15

Fastest speed, Friday: 182.708 mph, John Andretti

\*\*\*

### POLE QUALIFYING CHRONOLOGY:

(Best of two laps)

#### Time

Of Day	Car	Driver	Time	Speed	Rank
--------	-----	--------	------	-------	------

10:05 a.m.	25	Joe Nemechek	49.061	183.445	1
------------	----	--------------	--------	---------	---

#25 Nemechek is on the pole. Nemechek’s lap of 183.445 mph is the fastest lap ever turned by a stock car at the Indianapolis Motor Speedway. The previous record was 182.960 mph by Tony Stewart.

10:08 a.m.	24	Jeff Gordon	49.390	182.223	2
------------	----	-------------	--------	---------	---

10:10 a.m.	38	Elliott Sadler	49.334	182.430	2
------------	----	----------------	--------	---------	---

10:13 a.m.	9	Bill Elliott	48.933	183.925	1
------------	---	--------------	--------	---------	---

#9 Elliott takes the pole from #25 Nemechek and turns the fastest lap by a stock car in IMS history.

10:16 a.m.	15	Michael Waltrip	48.987	183.722	2
------------	----	-----------------	--------	---------	---

10:18 a.m.	97	Kurt Busch	48.990	183.711	3
------------	----	------------	--------	---------	---

10:21 a.m.	12	Ryan Newman	48.850	184.237	1
------------	----	-------------	--------	---------	---

#12 Newman takes the pole from #9 Elliott and turns the fastest lap by a stock car in IMS history.

10:24 a.m.	14	Larry Foyt	50.323	178.845	8
------------	----	------------	--------	---------	---

On his second qualifying lap, #14 Foyt did a quarter-spin to the left in Turn 1 and made contact with the end of the SAFER Barrier on the outside retaining wall at the exit of Turn 1 with the rear of the car. Car spun around and right side of car made contact with outside retaining wall. Car slid to a stop at the entrance of Turn 2. The rear of the car suffered heavy damage. Foyt climbed from the car without assistance. Medical update from Dr. Henry Bock, medical services director for the Indianapolis Motor Speedway: Larry Foyt has been checked and released from the Clarian Emergency Medical Center in the infield of IMS. He is cleared to drive.

**LARRY FOYT (No. 14 Harrah’s Dodge):** “Kind of my fault. It was raining in Turn 3 and it really hurt me. I just slid. Way up and I knew it hurt my lap. I knew I had to get in on speed, so I probably tried to make it up in (Turns) 1 and 2 a little too much. I knew we were going to be loose qualifying. We just took a gamble, and it just didn’t pay off.” (Are you out of provisionals?): “We do have a provisional, but it all depends on how it shakes out. That’s what we have to see. The lap speed wasn’t near as good as I thought it would be, and it just hurt us where it was wet. I about wrecked down there and I did lose down here.”

(More)

**DAY 2 – SATURDAY, AUG. 2, 2003**

**Page 1**

**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>
10:38 a.m.	57	Kevin Lepage	49.415	182.131	8
10:41 a.m.	29	Kevin Harvick	48.822	184.343	1
<p>#29 Harvick takes the pole from #12 Newman and turns the fastest lap by a stock car in IMS history.</p>					
10:43 a.m.	88	Dale Jarrett	49.838	180.585	10
10:46 a.m.	22	Ward Burton	48.982	183.741	4
10:48 a.m.	02	Hermie Sadler	50.384	178.628	13
10:51 a.m.	91	Casey Atwood	49.539	181.675	11
<p>At 10:55 a.m., after 14 cars had qualified, the ambient temperature was 77 degrees with west-southwest winds at 8 mph and a relative humidity of 79 percent. Skies were sunny.</p>					
10:53 a.m.	8	Dale Earnhardt Jr.	49.866	180.484	13
10:56 a.m.	10	Johnny Benson	49.867	180.480	14
10:59 a.m.	54	Todd Bodine	49.747	180.915	12
11:01 a.m.	21	Ricky Rudd	50.064	179.770	16
11:03 a.m.	17	Matt Kenseth	49.358	182.341	9
11:07 a.m.	0	Jason Leffler	49.516	181.759	12
11:09 a.m.	74	Tony Raines	49.795	180.741	15
11:12 a.m.	23	Kenny Wallace	49.711	181.046	14
11:14 a.m.	32	Ricky Craven	49.849	180.545	18
11:17 a.m.	71	Jim Sauter	50.240	179.140	22
11:19 a.m.	6	Mark Martin	49.513	181.770	12
11:22 a.m.	11	Brett Bodine	49.866	180.484	21
11:25 a.m.	01	Mike Skinner	49.497	181.829	12
11:29 a.m.	16	Greg Biffle	49.373	182.286	10
11:30 a.m.	1	Jeff Green	49.717	181.025	18
11:33 a.m.	48	Jimmie Johnson	49.091	183.333	8
11:36 a.m.	77	Dave Blaney	49.410	182.149	13
11:38 a.m.	20	Tony Stewart	49.304	182.541	9
11:40 a.m.	40	Sterling Marlin	49.210	182.890	9
11:43 a.m.	7	Jimmy Spencer	49.770	180.832	24
11:45 a.m.	4	Robert Pressley	50.204	179.269	32
11:48 a.m.	99	Jeff Burton	50.098	179.648	32
11:51 a.m.	81	John Andretti	49.154	183.098	9
11:58 a.m.	30	Steve Park	49.457	181.976	18
Noon	37	Derrick Cope	50.509	178.186	39
12:03 p.m.	04	David Reutimann	50.304	178.912	37
12:06 p.m.	79	Billy Bigley Jr.	49.939	180.220	33
12:09 p.m.	41	Casey Mears	49.690	181.123	23
12:11 p.m.	31	Robby Gordon	49.234	182.801	11
12:14 p.m.	5	Terry Labonte	49.905	180.343	35

(More)

**DAY 2 – SATURDAY, AUG. 2, 2003**

**Page 3**

**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>
12:17 p.m.	07	Ted Musgrave	50.149	179.465	39
At 12:19 p.m., light rain began falling. Seven cars are still in line to qualify.					
12:30 p.m.	49	Ken Schrader	49.898	180.368	35
12:32 p.m.	43	Christian Fittipaldi	50.242	179.133	43
12:34 p.m.	18	Bobby Labonte	49.071	183.408	8
12:36 p.m.	2	Rusty Wallace	49.250	182.741	13
12:40 p.m.	42	Jamie McMurray	49.424	182.098	21
12:42 p.m.	45	Kyle Petty	50.011	179.960	41
12:45 p.m.	19	Jeremy Mayfield	49.110	183.262	11

#29 Harvick wins pole.

\*\*\*

**POLE QUALIFYING NOTES:**

- Kevin Harvick earned his first pole of the season and the first Brickyard 400 pole of his career. His previous best start in the Brickyard 400 was seventh in 2002.
- This is the second pole of Kevin Harvick's career. His other pole came at the second Daytona race in 2002.
- Ryan Newman qualified a career-best second for the Brickyard 400. He qualified fifth for his two previous Brickyard 400s.
- Indiana natives Jeff Gordon and Ryan Newman are the only drivers that have qualified in the top five in their first three Brickyard 400s. Gordon started third, first, first from 1994-96, respectively. Newman has qualified fifth, fifth and second in 2001-2003, respectively.
- Kevin Harvick's speed of 184.343 mph was the fastest lap ever turned by a stock car at the Indianapolis Motor Speedway. The previous mark was 182.960 set by Tony Stewart during qualifying for the 2002 Brickyard 400.
- The top 11 drivers in the starting lineup were faster than the previous fastest stock-car lap at the Indianapolis Motor Speedway of 182.960 set by Tony Stewart.
- This is the eighth top-10 qualifying position in 10 Brickyard 400 starts for defending champion Bill Elliott, who qualified third today.
- Greg Biffle was the top-qualifying rookie in 18<sup>th</sup> in the No. 16 Grainger Ford.
- Kevin Harvick won the pole by .028 of a second over Ryan Newman, tying the closest margin between the pole and second place. In 2001, Jimmy Spencer won the pole by .028 of a second over Bill Elliott.
- Rusty Wallace qualified 15<sup>th</sup>, and he has qualified 10<sup>th</sup> or lower for all 10 Brickyard 400 races. However, Wallace has finished in the top eight in eight of his nine prior starts. He has finished second three times (1995, 2000, 2002).

(More)

## DAY 2 – SATURDAY, AUG. 2, 2003

### Page 4

Chris Paulsen, owner of Indianapolis-based C & R Racing, Inc., announced today that Ray Evernham, team owner of Evernham Motorsports, is the winner of the sixth annual “True Grit” Award. The award will be presented during pre-race festivities Aug. 3 at the Indianapolis Motor Speedway for the 10th Brickyard 400. This \$10,000 award will be presented by C & R Racing and Visteon.

Evernham is a former NASCAR modified racer from New Jersey. After his driving career came to an end, he joined the International Race of Champions (IROC) series as a mechanic. When Jeff Gordon competed in the NASCAR Busch Series in 1991 and 1992, Evernham was his crew chief.

The two joined Hendrick Motorsports in late 1992 for Gordon's rookie season in 1993. Evernham prepared the car that Gordon drove to victory in the inaugural Brickyard 400 in 1994 and together, Evernham and Gordon won 42 races, including the 1994 and 1998 Brickyard 400s and three of Gordon's four Winston Cup championships.

Evernham left Hendrick Motorsports in September 1999 to help bring Dodge back into Winston Cup racing. The pinnacle of that came last August when Elliott drove Evernham's Dodge to victory in the ninth Brickyard 400.

Evernham was chosen from a panel that included Bruce Martin, the auto racing editor for SportsTicker; Ben Blake of RACER Magazine, David Poole of *The Charlotte Observer*, Curt Cavin of the *Indianapolis Star* along with NASCAR media relations officials Mike Zizzo and Herb Branham.

**RAY EVERNHAM:** “It feels good whenever you get an award like that for some accomplishments. It's nice to be recognized. This is a special place to be recognized here. I'm honored. You go through your career and those are the things when you look back and reflect on that people recognize your effort. It's nice to be recognized. The first race we ever won here, Chris built a special radiator for us and Jeff Gordon. We always use Chris's radiators when we come to Indianapolis and his radiator was on my car when we won here last year.”

\*\*\*

### 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 1:20 p.m., the ambient temperature was 79 degrees with west-southwest winds at 9 mph and a relative humidity of 74 percent. Skies were overcast.

At 1:21 p.m., the command was given to start engines. All 12 cars were rolling out of pit road. #8 Hornish, scheduled to start fifth, will start 11<sup>th</sup> since he missed practice yesterday.

Lap 1: **GREEN.** #12 Castroneves leads into Turn 1. #6 Harvick started sixth and moved to second by Turn 2. #12 Castroneves leads by .833 of a second over #7 Johnson. #6 Harvick third, #4 Newman fourth, #5 Biffle fifth.

Lap 2: #12 Castroneves leads by 1.2 seconds over #6 Harvick.

(More)

**DAY 2 – SATURDAY, AUG. 2, 2003**

**Page 5**

**IROC AT INDY RACE RUNNING (cont.):**

Lap 3: #5 Biffle brushed the wall between Turns 1 and 2. #12 Castroneves leads by 1.217 seconds over #6 Harvick.

Lap 4: Field rundown: #12 Castroneves, #6 Harvick, #4 Newman, #7 Johnson, #11 Sharp, #1 Busch, #5 Biffle, #2 Bliss, #3 Marting, #10 Kinser, #8 Hornish, #9 Lasoski.

Lap 5: #12 Castroneves leads by .830 of a second over #6 Harvick.

Lap 6: #12 Castroneves leads by .513 of a second over #6 Harvick.

Lap 7: #12 Castroneves leads by .428 of a second over #6 Harvick.

Lap 8: #12 Castroneves leads by .345 of a second over #6 Harvick.

Lap 9: #12 Castroneves leads by .508 of a second over #6 Harvick. Newman is third, Johnson fourth and Sharp fifth.

Lap 10: #12 Castroneves leads by .348 of a second over #6 Harvick.

Lap 11: #12 Castroneves leads by .359 of a second over #6 Harvick.

Lap 12: #7 Johnson passes #4 Newman for third in Turn 3. #12 Castroneves leads by .347 of a second over #6 Harvick.

Lap 13: #4 Newman brushed wall between Turns 1 and 2. #12 Castroneves leads by .355 of a second over #6 Harvick.

Lap 14: #12 Castroneves leads by .254 of a second over #6 Harvick. Third through 12<sup>th</sup> rundown: #7 Johnson, #4 Newman, #11 Sharp, #1 Busch, #5 Biffle, #3 Martin, #2 Bliss, #9 Lasoski, #8 Hornish, #10 Kinser.

Lap 15: #7 Johnson passes #6 Harvick on the outside at the exit of Turn 4 for second. #12 Castroneves leads by .484 of a second over #7 Johnson.

Lap 16: #12 Castroneves leads by .376 of a second over #7 Johnson.

Lap 17: #4 Newman passes #6 Harvick for third at the exit of Turn 4. #12 Castroneves leads by .269 of a second over #7 Johnson.

Lap 18: #12 Castroneves leads by .182 of a second over #7 Johnson.

Lap 19: #12 Castroneves leads by .151 of a second over #7 Johnson.

Lap 20: At the halfway point, #12 Castroneves leads by .169 of a second over #7 Johnson. Third through 12<sup>th</sup> rundown: #4 Newman, #6 Harvick, #11 Sharp, #1 Busch, #5 Biffle, #3 Martin, #2 Bliss, #9 Lasoski, #10 Kinser, #8 Hornish.

Lap 21: **YELLOW.** Debris. Turn 4. Yellow flag laps do not count. Field will restart in six rows of two.

Lap 21: **GREEN.** #12 Castroneves and #7 Johnson side by side through Turns 1 and 2. #7 Johnson takes lead in Turn 3. Leads at the line by .575 of a second over #6 Harvick. #12 Castroneves falls to seventh. #3 Martin up to fifth.

Lap 22: #7 Johnson leads by .497 of a second over #6 Harvick. #4 Newman is fifth, #1 Busch fourth and Martin fifth.

Lap 23: #7 Johnson leads by .314 of a second over #6 Harvick.

Lap 24: #7 Johnson leads by .338 of a second over #6 Harvick.

Lap 25: #7 Johnson leads by .389 of a second over #6 Harvick. Third through 12<sup>th</sup> rundown: #4 Newman, #1 Busch, #3 Martin, #11 Sharp, #12 Castroneves, #5 Biffle, #2 Bliss, #10 Kinser, #8 Hornish, #9 Lasoski.

Lap 26: #7 Johnson leads by .402 of a second over #6 Harvick.

(More)

**DAY 2 – SATURDAY, AUG. 2, 2003**

**Page 6**

**IROC AT INDY RACE RUNNING (cont.):**

Lap 27: #7 Johnson leads by .347 of a second over #6 Harvick.  
Lap 29: #7 Johnson leads by .290 of a second over #6 Harvick.  
Lap 30: #7 Johnson leads by .553 of a second over #6 Harvick.  
Lap 31: #7 Johnson leads by .485 of a second over #6 Harvick.  
Lap 32: #7 Johnson leads by .579 of a second over #6 Harvick.  
Lap 33: #5 Biffle and #12 Castroneves side by side on mainstretch and through Turn 2 in battle for seventh. Biffle completes pass in Turn 3. #7 Johnson leads by .434 of a second over #6 Harvick.  
Lap 34: #7 Johnson leads by .462 of a second over #6 Harvick.  
Lap 35: #7 Johnson leads by .455 of a second over #6 Harvick.  
Lap 36: #7 Johnson leads by .677 of a second over #6 Harvick.  
Lap 37: #7 Johnson leads by .614 of a second over #6 Harvick.  
Lap 38: #7 Johnson leads by .671 of a second over #6 Harvick.  
Lap 39: **WHITE FLAG.** #7 Johnson leads by .741 of a second over #6 Harvick.  
Lap 40: **CHECKERED FLAG.** #7 Jimmie Johnson wins the sixth IROC at Indy by .696 of a second over #6 Kevin Harvick. #1 Kurt Busch finished fourth and wins the True Value IROC XXVII title.

\*\*\*

**IROC AT INDY NOTES:**

- This is Jimmie Johnson's first True Value IROC victory.
- Kurt Busch won the True Value IROC XXVII title today. He is the seventh rookie to win the IROC championship. The other six rookies who won IROC titles where: Mark Donohue (1974), Harry Gant (1985), Al Unser Jr. (1986), Geoff Bodine (1987), Ricky Rudd (1992), Kevin Harvick (2002).

\*\*\*

**IROC AT INDY QUICK QUOTE:**

**JIMMIE JOHNSON:** "It's an honor to be here and win at the Brickyard. It's something I've dreamt of doing, and hopefully this is a good sign of things to come tomorrow for our race team in the Winston Cup Series." (About taking the lead on the Lap 20 restart): "I knew it was going to be my only opportunity to get a pass done. I worked by everybody and got to Helio (Castroneves). He was doing a great job. I didn't think I had anything for him, but when the caution came out I knew I would have about a lap to get something done. Harvick helped me down the straightaway and helped me get by, and it helped him into second place, so that was it from there."

**KURT BUSCH:** "It just an honor to drive in this series for one thing, but to compete against the best of the best and beat them one day – I just dreamed about this day, and it came true. My father's the greatest mentor in racing. He helped me get here. Of course, my Winston Cup crew and not to mention Mark Martin. A true competitor until the end."

\*\*\*

**A FULL IROC QUOTE SHEET WILL BE DISTRIBUTED SHORTLY.**

\*\*\*

**FIRST NASCAR WINSTON CUP SERIES PRACTICE:**

At 2:27 p.m., the ambient temperature was 78 degrees with southwest winds at 13 mph and a relative humidity of 74 percent. Skies were overcast.

2:28 p.m. – **GREEN.**

(More)

**DAY 2 – SATURDAY, AUG. 2, 2003**

**Page 7**

**FIRST NASCAR WINSTON CUP SERIES PRACTICE:**

**Top Five Drivers of the Day, 3 p.m.**

	<b>No.</b>	<b>Driver</b>	<b>Car</b>	<b>Speed</b>
1.	20	Tony Stewart	Home Depot Chevrolet	176.581 mph
2.	42	Jamie McMurray	Havoline Dodge	176.184
3.	9	Bill Elliott	Dodge Dealers/UAW Dodge	176.122
4.	6	Mark Martin	Viagra Ford	175.974
5.	99	Jeff Burton	CITGO Ford	175.764

3:15 p.m. – **CHECKERED.** End of first practice session.

**TOP FIVE DRIVERS OF FIRST PRACTICE SESSION:**

	<b>No.</b>	<b>Driver</b>	<b>Car</b>	<b>Speed</b>
1.	20	Tony Stewart	Home Depot Chevrolet	176.581 mph
2.	42	Jamie McMurray	Havoline Dodge	176.184
3.	9	Bill Elliott	Dodge Dealers/UAW Dodge	176.122
4.	6	Mark Martin	Viagra Ford	175.974
5.	99	Jeff Burton	CITGO Ford	175.764

Derrick Cope, driver of the No. 37 Friendly's Chevrolet, did not participate in the first practice session. Crew reports they were tuning the engine.

\*\*\*

**SECOND NASCAR WINSTON CUP PRACTICE:**

At 3:45 p.m., the ambient temperature was 78 degrees with southwest winds at 10 mph and a relative humidity of 74 percent. Skies were cloudy.

3:45 p.m. – **GREEN.**

3:50 p.m. – #37 Cope on track after missing first practice session.

4:02 p.m. – **RED.** Track inspection.

4:04 p.m. – **GREEN.**

4:30 p.m. – **RED.** End of second practice session.

**TOP FIVE DRIVERS OF SECOND PRACTICE SESSION:**

	<b>No.</b>	<b>Driver</b>	<b>Car</b>	<b>Speed</b>
1.	31	Robby Gordon	Cingular Wireless Chevrolet	176.294
2.	42	Jamie McMurray	Havoline Dodge	175.987
3.	30	Steve Park	America Online Chevrolet	175.960
4.	48	Jimmie Johnson	Lowe's Chevrolet	175.867
5.	12	Ryan Newman	ALLTEL Dodge	175.781

\*\*\*

Larry Foyt used his backup car in the afternoon practice sessions. He damaged the qualified car when he crashed in Turn 1 on his second qualifying lap.

(More)

**DAY 2 – SATURDAY, AUG. 2, 2003**

**Page 8**

Mike Skinner participated in pole qualifying today and then participated in the first afternoon practice session at IMS. Skinner then went to Indianapolis Raceway Park to qualify for tonight's Busch Series Kroger 300. He then returned to IMS for the second practice session.

\*\*\*

**BRICKYARD 400 FIELD NOTES:**

- The 38 Brickyard 400 veterans in the 43-driver field represent 229 previous Brickyard 400 starts. The record for most years of experience was 233 set in 2002.

- The 1,204 laps led by the 27 former lap leaders in the 2003 field is a record. The previous record was 1,096 laps by the 30 former lap leaders in the 2002 field.

\*\*\*

**SUNDAY'S SCHEDULE:**

7 a.m.	Indianapolis Motor Speedway public gates open
1 p.m.	Driver introductions
1:30 p.m.	10 <sup>th</sup> Brickyard 400 (160 laps/400 miles) NBC-TV and IMS Radio Network (Live)

**END DAY 2 (SATURDAY) NOTES**

**DAY 2 – SATURDAY, AUG. 2, 2003**  
**POST-QUALIFYING QUOTES**  
**PAGE 1**

**BILL ELLIOTT (No. 9 Dodge Dealers/UAW Dodge):** (Are you surprised by the conditions?): “It’s kind of surprising for this place. You got to take what you can get. You think you draw a good spot, and sometimes it doesn’t turn out what you want it to be. It looks like it will be equal, otherwise the next few guys may go faster. It looks like we got all we could out of our car. If I went back and re-ran it, I don’t how I would do better. I was very pleased with the car. We’ll have to see where we’ll end up.”

**JEFF GORDON (No. 24 DuPont Chevrolet):** “The guys did a really good job taking notes and getting information from the other teams, plus the track is really cool right now, so there’s a lot of speed in the track. I’m really happy with the speed we’ve picked up, but we’re still going to be a long ways off.” (Where do you need to start to be competitive?): “You’ve got the wrong idea there, bud. We’ve haven’t qualified good here the last few years, but we’re still competitive in the race. I don’t know what we need for qualifying. We used to kick butt here in qualifying, and I’m not doing anything different. The cars are still great race cars, but we’re off somewhere and guys have found something that works. Our teammate seems to have found it, and maybe we need to look at our approach, but for the race, we’ll be fine.”

**JOE NEMECHEK (No. 25 UAW-Delphi Chevrolet):** “Not fast enough right now. It’s going to be close. There’s so many cars that are so close in qualifying trim. We just didn’t get everything out of it. It was a little too tight, but we still got a good lap out of it. Anytime you can break the track record somewhere, you’re going to really go fast.” (Will your car be a good race car?): “Absolutely. It will be better than in qualifying.”

**MICHAEL WALTRIP (No. 15 NAPA Chevrolet):** “Hopefully the weather will stay consistent because the schedule is a little unfair for the guys who drew late. In racing you like to see things be constant. This isn’t, but if the clouds stay over it could be.” (On the changing conditions): “It’s faster. Anything you can get good on hot day is better than a cool one.”

**DALE JARRETT (No. 88 UPS Ford):** “You get that opportunity with a good draw and you’ve got to take advantage of it. We just had some problems yesterday with the front end of the car, and we tried to fix them with the chassis and it was way too tight today and just killed our speed.”

**CASEY ATWOOD (No. 91 Evernham Motorsports Dodge):** “It was pretty good. We didn’t pick up as much as we wanted to. I got through (Turns) 1 and 2 the best I ever have, and then I got down into (Turn 3,) and I was feeling pretty good because I had gotten through there so good and something happened. It just went straight. It didn’t turn for me, and we lost all our time there. Hopefully that will get us in solidly and have a good day Sunday.”

**JOHNNY BENSON (No. 10 Valvoline Pontiac):** “Not too good. I’m just sliding all over. We’ve had that since we’ve been here. It’s a little discouraging, but at the same token, we’ll get it ready for the race and see what happens. Today didn’t go as well as we’d like to have seen.”

(More)

**DAY 2 – SATURDAY, AUG. 2, 2003**  
**POST-QUALIFYING QUOTES**  
**PAGE 2**

**TONY RAINES (No. 74 Aaron's Dream Machine Chevrolet):** "We picked up a little bit, but we needed to go in the first 10 cars. It was a little overcast, and it was cool. The sun come out and warmed it up a little bit. I think that's about half a second than we ran in practice. We did what we needed to do, but I think it will be enough. The track had good grip. The car was better in (Turns) 1 and 2, and I screwed it up in (Turns) 3 and 4. I was hoping to run a 49.5, so we're close." (On first Brickyard experience): "I'm still nervous, and I ain't even on the track now. Obviously we want to qualify for it, but it's going to be tough because the track is changing."

**HERMIE SADLER (No. 02 TNA Wrestling Pontiac):** "Track is great, and the car drove good. We just didn't get the speed that we wanted. There's a lot of things that go on here that we're not up the speed on. We drove good. We gave it the best effort we had. It just doesn't seem like we can get the speed that we need. So we're a little disappointed."

**DALE EARNHARDT Jr. (No. 8 Budweiser Chevrolet):** "The car didn't handle good. It just didn't drive good. Didn't feel good. It was just uncomfortable. It wasn't set up good enough, I guess. I don't know. I just drove into the corner and didn't have the grip I need and couldn't cut a faster lap." (Do you have a good enough race for tomorrow?): "Yeah, it's (400) miles. It's a long race. There's plenty of race to make it happen. It just depends on how cautions fall and if you can use things to your advantage. But your car's got to be handling to get to the front. No matter where you start, you have to be handling good. If we don't get it handling good, then we'll have our work cut out for us."

**MATT KENSETH (No. 17 Smirnoff Ice Triple Black/DeWalt Ford):** (Did the car bottoming out hurt you?): "It seems like it hurt me quite a bit. Yesterday, it didn't rub at all, and today it was just scraping all around the track, and taking a lot speed off. For the time of day, it wasn't a terrible lap for our car. Everybody around us was running a little slower, so hopefully the conditions will stay the same. The sun will stay out, and the track will keep backing up. Qualifying is the luck of the draw than how fast your car is. You've just got to go out early."

**KEVIN LEPAGE (No. 57 CLR Ford):** "We had an early draw, and the CLR guys did a good job preparing the car. We were off a little bit last night and worked on it pretty hard over the evening. I'm just hoping Mother Nature comes out and gives us a little sun. Without any provisionals, we need to make the show on time. It was a pretty good lap. It was all I had. We'll see where it stacks up."

**KURT BUSCH (No. 97 Rubbermaid Ford):** "With this overcast sky and the cool temperatures this morning, it feels like it's getting cooler here standing here, but maybe it's just the sweat on myself. This place is the most sensitive to temperature, and you have to adjust for it and have your crew on top of the game to make the adjustments you need to lay down a lap. We laid down a 48-second lap, and that's pretty good." (Did you have to rely on notes to adapt?): "We've been struggling with our car all weekend with a condition we're having. I believe it's aerodynamic where it wants to turn right as soon as I set the nose going into the corner. When wants to turn right at 200 mph going into a left-hand corner, it's not all that good."

(More)

**DAY 2 – SATURDAY, AUG. 2, 2003**  
**POST-QUALIFYING QUOTES**  
**PAGE 3**

**RYAN NEWMAN (No. 12 Alltel Dodge):** “We didn’t have the run that we wanted to have yesterday, but to pick up a second-and-a-half is really awesome for the Alltel Dodges. (Crew Chief) Matt (Borland) and everyone on the crew did a great job. We’ll go on, and if we get the pole, we get the pole, but if not, we should have a starting spot with a new track record.” (What changed the most?): “The conditions were really nice, but it was raining down in (Turns) 3 and 4 when I was out there and I lost a little grip for that, but we’ll see what happens.” (What would it mean to you to win here, being an Indiana native?): “It’s another win. It would be awesome, but you never know until you do it. To come back here and see the changes that have been made to the Speedway, and for it to still be the Speedway is really cool. Just being in Indiana, you really get the ‘Back Home Again in Indiana’ feeling.”

**JIMMIE JOHNSON (No. 48 Lowe’s Chevrolet):** “It was a real good run, especially looking at where we were last year, taking the first provisional. To make it, hopefully in the top 10, is a big accomplishment for the Lowe’s team.” (Did you brush the wall?): “It was off of (Turn) 4. You have to use the whole race track here, and I definitely used it all up. I just brushed the wall a little bit. I didn’t hurt anything.”

**KEVIN HARVICK (No. 29 GM Goodwrench Chevrolet):** “It was a great lap for GM Goodwrench car. We took our practice yesterday and made six laps and tried to pay attention to what we did last year. We knew had a good draw, so we knew the car was going to need a little bit different gear, and we needed to be a little bit free yesterday afternoon. That’s what we did and so far, so good.” (On the conditions for his run.): “We tried to concentrate on our car being on the neutral to loose side, and for the most part, it was. The track’s got lot of grip in it now, and unless it gets really hot really quick, there’s still a chance somebody could beat it.” (What would it mean to win the pole here?): “Anything you do here means a lot to me. Obviously there’s a lot of history with open-wheel and stock cars. It’s an important place for the GM Goodwrench team.”

**WARD BURTON (No. 22 Caterpillar Dodge):** “I’m really happy with the progress the CAT team has made since we got here. The Caterpillar car is going to be in the top five or top 10 somewhere. To not have tested and to have struggled on the fast tracks, the high-downforce tracks is really a big boost for us. I just hope we can back it up on Sunday.”

**RICKY CRAVEN (No. 32 Tide Pontiac):** “A little cloud cover would have gone a long way. We certainly improved the car, but I know we had sun when we went out, and you can’t even put that into percentages. It’s pretty big. You’re only guessing, but I would have like to had that as opposed to anything I could have done to the car.”

**MARK MARTIN (No. 6 Viagra Ford):** “I would have liked to qualify better, but if we had gone out at 10:15 a.m., we’d be up there pretty good.” (Are you surprised about how fast the early cars were?): “Yes and no. They were fast because it was cool. The sun’s been out now and this track deteriorates really fast, and I feel like that’s an awesome run for what we got to work with. It wasn’t a pole run at any time, but it’s fast for what we had to work with.”

(More)

**DAY 2 – SATURDAY, AUG. 2, 2003**  
**POST-QUALIFYING QUOTES**  
**PAGE 4**

**ROBBY GORDON (No. 31 Cingular Wireless Chevrolet):** “I like Indy. Indy is great. Every year we get to come here and race at the Speedway. I’m fortunate enough I get to race here twice a year and have even more fun. I’m pleased to get in the show. We were going to get in the show anyway because of the way the points are, but I’m pleased to get a good qualifying position, and we’ll race our way to the front. I’m very happy for my teammate Kevin Harvick. I think the Cingular Wireless car will be strong on Sunday for the race.”

**GREG BIFFLE (No. 16 Grainger Ford):** “The sun keeps coming in and out, but it looks like the clouds will be staying for the rest of the day, and that’s going to hurt us. It will knock us down. I left some on the table. I left a fair amount on the table, but it’s the first time around here, and I didn’t know what to expect. I didn’t want to overdrive. You’re better to underdrive it than overdrive it.”

**STERLING MARLIN (No. 40 Coors Light Dodge):** “I wish I could I went earlier. A lot of guys picked up, and we picked up six-tenths, but a lot guys picked up a second and that’s not really fair. It’s still cool, but I could have gone at 10 a.m., I’d go at 10 a.m. It shows. Kenseth ran a .35 and he ran a .70 yesterday. Guys that weren’t too good yesterday picked up a whole lot. They need to do this at 2 p.m., or 3 p.m., to make it easier for everyone.”

**JIMMY SPENCER (No. 7 Sirius Satellite Radio Dodge):** “We struggled a lot yesterday, and that’s the fastest we’ve run by far. It’s still three to four tenths off of where we should have been. We thought we could run in the low 49’s, but it was only a (49).70 so it’s not too good.”

**JEFF BURTON (No. 99 CITGO Ford):** “We came here and tested the week before last and had a great test. We felt pretty good about our stuff, and we unloaded and haven’t been near where we tested. We’re real confused about that. I don’t understand that one bit. We got behind, and had to guess about what we had to do, and didn’t hit it. I don’t know what to tell you. When I left testing, I was thoroughly pleased. We can’t get it anywhere close.”

**JOHN ANDRETTI (No. 81 Kraft 100<sup>th</sup> Anniversary Chevrolet):** “So far, so good. The Kraft Chevrolet has been really good since we unloaded it. Had I not made some mistakes in qualifying... I was trying to get more than maybe I should have, but that’s the point to qualifying is to get everything you got. Tony (George) just needs to move the wall a little bit. They said they concreted (Turn 2), and I used that, as well. The only thing is you need to use the part underneath your feet and not the one on the side. It’s a good run for us. I just needed to be a little more conservative.” (On the conditions): “They told me it was 14 degrees hotter when Harvick did his lap. Kevin was awful fast in practice yesterday. He got the right conditions, so did some of the other guys. Some got average conditions. I didn’t think I was going to challenge him for the pole, but you’ve got to give it a shot. After I brushed the wall, I thought: ‘Now it’s time to make the race, John. You’re not in unless you qualify on speed. They won’t let you in because they like you.’”

(More)

**DAY 2 – SATURDAY, AUG. 2, 2003**  
**POST-QUALIFYING QUOTES**  
**PAGE 5**

**ROBERT PRESSLEY (No. 4 Kodak Perfect Touch Pontiac):** “That’s as good as we’ve been here, but not coming and testing I think put us behind a little bit. We’ll take what we got and see where it falls out.”

**TED MUSGRAVE (No. 07 Sirius/hhgregg Dodge):** “It’s just our luck. We’ve been really good, but when I started my lap, it started raining. We started the run and went to the radio to tell the guys what they wanted me to do, and no one had a radio on to tell me to come in, because they would have let me run again. That’s bad preparation on our team.”

**CASEY MEARS (No. 41 Target Dodge):** “This isn’t home, but in a way, it’s like coming home. I’m meeting all these people and seeing people that have known my family for years. It’s a good time, a lot of fun. To have a good run here at the Speedway is at the top of my list.”

**DAVE BLANEY (No. 77 Jasper Engines & Transmissions Ford):** “I don’t think the car was that bad. We’re fighting the weather deal. It just depends on what you get for track temperature. I think the car was a little tighter than it would be. It ran so good yesterday in the heat of the day, so I didn’t know what I had in the cooler temperatures. But we got what we got. “

**TONY STEWART (No. 20 Home Depot Chevrolet):** “With the temperature climbing like it did, I’m pretty happy where we ended up. We’re close enough to the front that that’s a good enough starting position to do what we need to do.” (Were you surprised by the times turned in?): “Not at all. Every year we go faster here. I’m not surprised at all. If the track could have stayed cooler, we would have run faster. I kept looking over my shoulder to see if the clouds were coming, or how thick they were going to be. They are pretty broken up today and real small patches. The top clouds weren’t moving too fast, but the lower ones were moving pretty quick, but not fast enough to give us cloud cover.”

**STEVE PARK (No. 30 GM America Online Chevrolet):** “We went out late and had a bad pick going out late. The guys who went out early were really fast. It’s one of those situations where it’s the luck of the draw and where you pick and where you go out. Not a bad run. It was what we expected for this time of day. Now we can work on what we need for race trim.”

**DERRIKE COPE (No. 37 Friendly’s Chevrolet):** “We just didn’t have the speed. We picked up a lot of speed from practice, but the later draw -- obviously the track is not as good -- and the cloud cover tried to help us out a bit. We just didn’t have enough today.”

**BILLY BIGLEY Jr. (No. 79 Arnold Development Companies Dodge):** “I think it was really to our favor. We got a cloud cover about three cars before us, we just missed the setup a little bit. The valance hit the racetrack pretty hard, which scrubbed some speed, and then the driver made an error. I hung it out pretty hard and bumped the wall in Turn 4, and that really hurt our lap. I think we had a pretty good lap to at least make the race until we bumped the fence.”

(More)

**DAY 2 – SATURDAY, AUG. 2, 2003**  
**POST-QUALIFYING QUOTES**  
**PAGE 6**

**BOBBY LABONTE (No. 18 Interstate Batteries Chevrolet):** “It worked out good for us, because on most days, it would be hotter than this, so it helped us out. We had a pretty decent lap. We ran better than we did yesterday, so we picked up on it, so that’s good. Our qualifying speed is indictive of the weather. You can’t really control that.”

**KYLE PETTY (No. 45 Georgia Pacific Dodge):** “The way the weather was today was funny. You watch the news, and they show the fishing forecast and they tell you the good times of the day and bad times of the day, and that’s the way it went. I think the day started phenomenally well. The first 10-15 cars really got a good shot at. Then it went through a bad stage. Then it got good. Then it got bad. Then it got good. Then it got bad. It’s hard to tell from us. We probably picked up more than anyone out there, but we’ve been so far off with both our cars.”

**TODD BODINE (No. 54 National Guard Ford):** “This is probably the worse time of day to have qualifying. They need to start it at noon. The track doesn’t change a lot from noon to 2:30 p.m. or so, and that’s when you need to be doing this. Not 10 a.m.” (On his run): “It wasn’t bad. A little too tight. The clouds make a big difference. Kevin put out that lap and then the sun came out. But we’ll take it. We’ll be in the field.”

**RICKY RUDD (No. 21 Rent-A-Center/Motorcraft/USAF Ford):** “We had to do some bodywork on the car and it was untested. I think it will race good, but on the qualifying lap, we go down in the corner, we turn the steering wheel and it just goes straight. It doesn’t want to go around the corner, so we have a lot of work to do.”

**JASON LEFFLER (No. 0 NetZero Hi Speed Pontiac):** “That’s fast. It was capable of going faster, but we didn’t get any practice yesterday because I blew the motor up. That was lap five and six for the weekend there. I wasn’t really worried. There’s more left in it. We just need more laps around here.”

**KENNY WALLACE (No. 23 Stacker2 Dodge):** “Just a real temperamental racetrack. We saw the real quick speeds early, and we ran a 49.70-something. In reality, that’s a real quick lap. It look likes the speed is out of the track. Maybe we should start at noon, because that would be a little more even, but I’m happy with the car.”

**JIM SAUTER (No. 71 ARAN Trading Chevrolet):** “The run went good. It was a little bit tight and probably hurt our run three or four tenths off our time, and we certainly didn’t need that today. We gave it our best shot, and we loosened it up quite a bit and only picked up five tenths. Everyone is picking up seven tenths, so I don’t think it will treat us very good.”

**BRETT BODINE (No. 11 U.S. Micro/Brick Car Ford):** “That’s as quick as we’ve gone, but it ain’t going to be quick enough. Just really disappointed. You can’t do anything about the weather and we just happened to catch the track at its hottest. I could have been better. We just missed it a little bit. But it doesn’t take much here.”

(More)

**DAY 2 – SATURDAY, AUG. 2, 2003**  
**POST-QUALIFYING QUOTES**  
**PAGE 7**

**TERRY LABONTE (No. 5 Kellogg's/got milk? Chevrolet):** “(The weather) didn't make much of a difference. It was probably pretty close to what everyone else had.”

**MIKE SKINNER (No. 01 U.S. Army Pontiac):** “It went well, but I don't want to make excuses. That's the hottest the racetrack has been, 106 degrees. Our Army Pontiac drove really good. I got loose in (Turn) 1 yesterday making a mock-up run, and dog gone, I did it again today. I think I left too much on the table down there. I didn't want to make a mistake at both ends of the racetrack, so I was a touch conservative at the other end.”

**DAVID REUTIMANN (No. 04 Kodak Easy Care Pontiac):** “Horrible. Horrible would probably be an understatement. That's the best way I can sum it up. It's not from lack of trying. It's not from lack of effort. It's not from lack of good people. It's just off a little bit, and you can't be off a little bit at this stage of the deal. You have to be 100 percent or you're not going to make it. And we didn't make it.”

**JAMIE McMURRAY (No. 42 Havoline Dodge):** “I heard a lot of guys say they didn't drive it hard enough. I wanted to make sure I drove it hard enough. I just scuffed (the wall). It's part of going fast on a qualifying lap.”

**JEREMY MAYFIELD (No. 19 Dodge Dealers/UAW Dodge):** “These guys done a great job on the car. We were loose at the end of practice yesterday, and picked up eight-tenths or seven-tenths. That's pretty good for how hot the track got and slowed down toward the end. We're happy with that.”

**(END)**

**For Immediate Release**

**10<sup>th</sup> BRICKYARD 400 PRESS CONFERENCE**

**BILL ELLIOTT**

**Aug. 2, 2003, Indianapolis Motor Speedway**

THE MODERATOR: Joining us in the trackside press conference room is Bill Elliott, defending race winner. Thank you for coming over. We appreciate the time. First of all, you tested here about two weeks ago. The Indy drivers say when they test in April and come back in May, oftentimes the track totally changes. Talk about track conditions from your test two weeks ago till now.

BILL ELLIOTT: I didn't feel like we got a very good test in when we were here a couple weeks ago. We came in the Monday after Chicago. We ran some Monday, then we started to run Tuesday, it rained. We got only a very limited schedule on Wednesday. There were several things happening on the racetrack. We elected to run half a day. I was kind of disappointed when I ended up leaving here. I didn't feel like we got much accomplished. We didn't do any qualifying runs. And then you come in yesterday for a late afternoon practice for early morning qualifying, it's hard to, you know, just make a second guess of what you're going to do as far as qualifying goes.

THE MODERATOR: We'll open it up for questions for Bill.

Q. With the speed that you saw today, what does that mean for the race, in your opinion?

BILL ELLIOTT: Not a lot. I mean, you know, the cooler the track gets, the faster these cars are going to go. That's pretty evident with what happened this morning. I was lucky enough to get a good draw. A lot of times I'd rather be lucky than good any day of the week. I was fortunate enough to get an early draw. It worked out for us. You know, it was pretty bad for the guys kind of in the middle when the track temp got up; it kind of hurt them. Then it kind of came back a little bit at the end. It was kind of a hard judge. But, you know, right now, depending on what the track temp is tomorrow, what the conditions are, it's going to judge the speed of the race.

Q. When you guys came here 10 years ago, there was some concern on both sides, maybe from the NASCAR side that Indy might detract a little from the Daytona 500, or from the Indy side that this would drain away from some of the aura of Indy. Seems like it worked pretty good for both sides. What would be your take on it as a veteran who has been here for a long time?

BILL ELLIOTT: I would agree with that. I think we've been able to carve our way into the record books here in a short period of time. And I think the people that were Indy 500 fans have become Brickyard fans and vice versa. I think it's been a twofold deal. I don't know that you're ever going to take away from the Daytona 500 looking at it from that side. The Daytona 500 is always the biggest event because it starts our season. You come to Indy, it kind of is the second half of the season. So it's like the start of a new part of the season. You know, to me, I've enjoyed running here over the last 10 years, at least nine years. I enjoyed coming here for the Goodyear test back in '92, I had some good memories, great memory of last year, great win here. We'll see what tomorrow brings.

Q. Speaking generally, are you happy with the progress the race team has made in the past couple years?

BILL ELLIOTT: Well, there's areas I like, and there's areas I dislike. I can't really sit here and say that I agree with everything everybody does or I disagree with everything everybody does. All in all, it's come a long way. Everybody's got an opinion on a lot of decisions that are made as far as the competitor's side goes. You know, like I said, some I agree with, some I disagree with.

Q. It has always been a reality that the cooler the track, the better it is and the more speed you're going to get. But how much can you actually attribute to the consistency of the driver and the creativeness of the mechanics and machines now? It's always been that if the track is cooler, the cars are going to run better. The drivers are used to the track, there's much, much more improvement in machines. How much of that is responsible for the increase in speed?

BILL ELLIOTT: Well, I think over the last at least nine years of coming here, I think just the evolution of where these cars have come to. You know, Goodyear has made the tires better. The manufacturers have made aerodynamics better. The crews have learned how to turn the engines harder, produce more power. You put all those ingredients together, you're going to come up with faster speeds. It's just an ongoing evolution of refining every part of the race car. That's the key to running faster. It isn't that anything gets better; it's just small improvements in every area.

Q. Three Dodges in the top five. What is it about the Dodge that seems to work so well here, at least in qualifying?

BILL ELLIOTT: Well, I think they all got a lucky draw (laughter). At the time we went, you know, I knew Ryan was going to be definitely a factor, I mean, coming off a win last week. You know, I started second, won the race last year. Looks like he's going to start second. Who knows what's going to happen tomorrow. But, you know, for us, we're just going to have to keep a good, consistent track position kind of day. You've heard that a million times. That's going to be the key. Not have any problems.

Q. Is there any reason to think that slowing down the cars a bit here might improve the quality, sort of entertainment value or show? Does speed inherently make for better racing or is there a point at which speed detracts from racing?

BILL ELLIOTT: Well, the point, I think, you look at the faster you go through any corner, the less raceable it is. I mean, that's true with any racetrack we go to that's freshly surfaced or whatever. You go to racetracks that tend to be really good, and it tends to be a one-groove racetrack. This racetrack, it's been difficult from that side, even the first time we came here, especially for 3,400-pound stock cars. I mean, I don't know. I have my opinions, but a lot of things would have to change. If we took downforce out of these cars, everything would have to change along with that. You just can't go cut spoiler off or raise the air dams in the front and expect everything to be OK. The tire evolution would have to change. We'd have to come back to a common ground as far as everything goes to where it would all work together. That's where I see looking back at the past, you know, the problem that I see, you just can't cold turkey cut everything off because, you know, we tried the five-five rule back several years ago when you had a lot of complaints from the other side. You've got to think through it. You have all these drivers in a realm of reality, that we've got so much downforce on these cars versus what we had,

you know, four or five years ago. I mean, when I started in my career, in this business, if you had a couple hundred pounds of downforce in the rear, the cars probably had lift in the front. I mean, it was a whole different game. Today it's all about how you get your attitude of your car, downforce, who can make the most, be able to put the power down. But there again, in the race, that becomes some point of a negative. You know, it gives the huge advantage to the guys out front, less of an advantage to the guys in the middle of the pack, or if you get in the back of a pack. But, you know, like I said, there's no common ground. You know, you've got to be able to put a package together to make those changes and make them work properly.

THE MODERATOR: Driver introductions have begun for the IROC race. We will not be having Kevin Harvick and Greg Biffle in until after the IROC race. Couple more questions for Bill.

Q. From what I understand, the safety workers here are volunteers for the IndyCar Series safety team. Do you find that more comforting than other tracks that use volunteers? Is that something you'd like to see NASCAR adopt?

BILL ELLIOTT: Yes, it's something I'd like to see NASCAR adopt. I feel like it's time this sport goes into a realm of common people coming in every week that know the drivers and understand what values are out there. My hat's off to Tony George and all the guys here because they have been on the leading edge of safety. When we talk about soft walls, all this stuff, they put them up. They've always been -- you know, whatever happens here, everything I've seen in the past, they've been very quick to respond.

Q. Bill, you'll hear some drivers talk about how they don't especially think starting this qualifying session this early in the day is fair, given the weather changes we're going to have. Is there any way to get around that, or qualifying 50 cars, you're going to run into that whenever you're going to try to start it?

BILL ELLIOTT: Well, there might be certain times during the day. Let's say it started at noon today. It started out with a track temperature pretty warm, then the clouds come, it sprinkled rain. I don't know how you're going to make an even playing field. It all comes back to luck of the draw. Ironically, even the last guy didn't have that bad of a draw the way everything shook out today. But, I mean, unless you did it at night, it's hard to really make it totally equal. And still, that's controversial.

THE MODERATOR: The plan is to either after the IROC race, we'll be working closely with NASCAR on this, or after Winston Cup practice, we'll be bringing in the three drivers who were supposed to come in before the IROC race. Thank you.

...BY4002003...

**DAY 3 – SUNDAY, AUG. 3, 2003 (RACE DAY)**

**Page 1**

**ORDER OF THE DAY:**

7 a.m. Public gates open  
11:15 a.m. Indiana State University “Marching Sycamores” band on track  
11:30 a.m. Drivers/crew chiefs meeting  
11:35 a.m. Indiana State University band in Victory Circle  
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  
12:06 p.m. Indiana State University band plays  
12:21 p.m. Performance by “The Beu Sisters” on victory podium  
12:30 p.m. Pit lane open only to “hot” credentials  
12:36 p.m. Indiana State University band plays  
1:05 p.m. True Grit Award presented  
1:10 p.m. Driver introductions and ceremonial lap/NASCAR awards presentation  
1:32 p.m. “America the Beautiful,” Indiana State University band  
1:36 p.m. Invocation, Rev. Howard Brammer  
1:37 p.m. National Anthem, Montgomery Gentry  
1:38 p.m. Flyover  
1:39 p.m. “Gentlemen, start your engines,” Mari Hulman George  
1:41 p.m. Parade lap  
1:50 p.m. Start of 10<sup>th</sup> Brickyard 400 (160 laps/400 miles)

\*\*\*

Jeff Gordon turns 32 tomorrow. Kurt Busch turns 25 tomorrow.

\*\*\*

The crew of John Andretti’s No. 81 Kraft 100<sup>th</sup> Anniversary Chevrolet discovered an engine problem this morning. Tony Eury Sr., crew chief for Andretti’s teammate Dale Earnhardt Jr., is assisting in the hurried engine change this morning.

\*\*\*

**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 driver has won the Brickyard 400 starting from the pole position. Bill Elliott won last year’s event after starting second.
- 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>.
- The Brickyard 400 has only been affected by rain one time. In 1995, the race was scheduled to start at 12:17 p.m. but did not start until 4:25 p.m. due to rain.
- Bobby Labonte holds the record for the fastest average speed in Brickyard 400 history. He averaged 155.912 mph when he won the 2000 Brickyard 400.
- The closest margin of victory in Brickyard 400 history was in 1997 when Ricky Rudd defeated Bobby Labonte by .183 of a second.
- The car starting on the pole has led the first lap of all nine previous Brickyard 400 races.

(More)

## DAY 3 – SUNDAY, AUG. 3, 2003 (RACE DAY)

### Page 2

#### PRE-RACE NOTES (cont.):

•The winner of the Brickyard 400 has gone on to win the NASCAR Winston Cup championship in the same year four times. Drivers who have completed the Brickyard 400/NASCAR Winston Cup championship “double” include: Jeff Gordon (1998), Dale Jarrett (1999), Bobby Labonte (2000), Jeff Gordon (2001).

\*\*\*

#### RACE SPECIFICS:

- Buster Auton drives the Chevrolet Monte Carlo Pace Car during the race.
- Jimmy Howell is the flagman for the Brickyard 400. Rodney Wise is the assistant flagman.
- 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 race distance is 160 laps/400 miles on the 2.5-mile oval.
- The estimated pit window is every 32 to 36 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 Pocono Raceway.

\*\*\*

NASCAR Chairman of the Board Bill France was in the garage area of the Indianapolis Motor Speedway this morning.

**BILL FRANCE:** “I remember (the first Brickyard 400) was 10 years, and I think it was great for the city of Indianapolis and the Indianapolis Motor Speedway. It was great for NASCAR and all the drivers and teams and so forth. There’s a lot of history at this place. It’s always nice to come here. The people up here are very friendly and appreciate our races, and we’re happy to put on a show for them.” (Do you have a favorite for the race, or do you have to keep mum on that stuff?): “In my position and job, I really shouldn’t have a favorite. It’s always nice when somebody wins the race for the first time. I know Dale Earnhardt when he was living and won it, it was a tremendous experience and so was Jeff Gordon and anyone else who won it the first time. It’s like a marriage. The greatest day of your marriage is the day you get married.”

\*\*\*

Four-time Indianapolis 500 winner Rick Mears is at the Brickyard 400 today. Mears is the uncle of NASCAR Winston Cup driver Casey Mears.

\*\*\*

At 12:40 p.m., approximately 1 hour and 10 minutes before the start of the 10<sup>th</sup> Brickyard 400, 42 of the 43 cars were on the starting grid. John Andretti’s No. 81 Kraft 100<sup>th</sup> Anniversary Chevrolet was still not on the starting grid.

\*\*\*

At 1 p.m., the ambient temperature was 75 degrees with west-southwest winds at 10 mph and a relative humidity of 66 percent. Skies were partly cloudy.

\*\*\*

At 1:13 p.m., John Andretti’s car was placed on the starting grid. All 43 cars are now on the starting grid.

(More)

**DAY 3 – SUNDAY, AUG. 3, 2003 (RACE DAY)**

**Page 3**

**RACE RUNNING:**

- #81 Andretti, #0 Leffler will drop to the rear of the field at the start due to engine changes.
- #14 Foyt will drop to the rear of the field at the start due to using a backup car, not the car he qualified.
- Larry Rockwell of Checker's/Rally's will wave the green flag to start the 10<sup>th</sup> Brickyard 400.

**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.

•As the field rolled off the starting grid, the crew of #38 Sadler was working underneath the car. Crew reports the car had an oil leak. The crew indicated the car should be OK for the race. IMS Fire and Safety crews covered the area with oil dry after the cars left the starting line.

1:44 p.m. – The ambient temperature was 78 degrees, with southwest winds at 12 mph and a relative humidity of 66 percent. Skies were sunny. The track temperature was 126 degrees.

Lap 1: **GREEN.** #29 Harvick leads into Turn 1. Leads at the line by .289 of a second over #12 Newman. #97 started sixth, now running fourth.

•The car starting on the pole has led the first lap of all 10 Brickyard 400s.

Lap 2: #9 Elliott passes #12 Newman for second. #29 Harvick still leads. #17 Kenseth started 17<sup>th</sup> and is now running 10<sup>th</sup>.

Lap 3: #29 Harvick leads by .446 of a second over #9 Elliott. #20 Stewart started 15<sup>th</sup>, now running ninth.

Lap 4: #29 Harvick leads by .233 of a second over #9 Elliott.

Lap 5: Top 10: #29 Harvick, #9 Elliott, #12 Newman, #97 Busch, #22 W. Burton, #25 Nemechek, #31 R. Gordon, #20 Stewart, #17 Kenseth, #15 Waltrip.

Lap 6: #29 Harvick leads by .418 of a second over #9 Elliott. #8 Earnhardt started 36<sup>th</sup>, now running 27<sup>th</sup>.

Lap 7: #29 Harvick leads by .293 of a second over #9 Elliott. #24 Gordon started 19<sup>th</sup> now running 12<sup>th</sup>.

Lap 8: #29 Harvick leads by .276 of a second over #9 Elliott. #15 Waltrip started fifth, now running 12<sup>th</sup>.

Lap 9: #29 Harvick leads by .402 of a second over #9 Elliott. #99 Burton started 37<sup>th</sup>, now running 23<sup>rd</sup>.

Lap 10: #29 Harvick leads by .282 of a second over #9 Elliott. #20 Stewart now running fifth, 6.7 seconds behind leader Harvick.

Lap 11: #29 Harvick leads by .309 of a second over #9 Elliott.

Lap 12: #29 Harvick leads by .319 of a second over #9 Elliott. #20 Stewart running fifth, now 5.9 seconds behind leader Harvick.

Lap 13: #29 Harvick leads by .294 of a second over #9 Elliott. #20 Stewart running fifth, now 5.3 seconds behind leader Harvick. #24 J. Gordon up to 10<sup>th</sup>.

Lap 14: #29 Harvick leads by .404 of a second over #9 Elliott. #20 Stewart running fifth, now 4.9 seconds behind leader Harvick.

Lap 15: #29 Harvick leads by .363 of a second over #9 Elliott. #20 Stewart running fifth, now 4.6 seconds behind leader Harvick.

(More)

**DAY 3 – SUNDAY, AUG. 3, 2003 (RACE DAY)**

**Page 4**

Lap 16: #20 Stewart passes #97 Busch for fourth. #29 Harvick leads by .170 of a second over #9 Elliott. #20 Stewart now 4.1 seconds behind leader Harvick.

Lap 17: #9 Elliott attempted to pass #29 Harvick for lead in Turn 4. Pass attempt on inside failed. #29 Harvick leads by .167 of a second.

Lap 18: #9 Elliott passes #29 Harvick for lead on inside in Turn 3. #9 Elliott leads by .169 of a second over #29 Harvick. #20 Stewart is in fourth, 2.1 seconds behind leader #9 Elliott.

Lap 19: #9 Elliott leads by .798 of a second over #29 Harvick. #20 Stewart is in fourth, 2.0 seconds behind leader #9 Elliott.

Lap 20: #9 Elliott leads by 1.1 seconds over #29 Harvick. #20 Stewart is in fourth, 1.6 seconds behind leader #9 Elliott.

Lap 21: #20 Stewart passes #12 Newman for third in Turn 1. Pass was made on inside. #9 Elliott leads by 1.5 seconds over #29 Harvick. #20 Stewart is in third, 1.6 seconds behind leader #9 Elliott.

Lap 22: #20 Stewart passes #29 Harvick for second on inside of Turn 1. #9 Elliott leads by 1.2 seconds over #20 Stewart. #22 Burton to pits, four tires, gas, track-bar adjustment, 19 seconds.

Lap 23: #9 Elliott leads by .807 of a second over #20 Stewart.

Lap 24: #9 Elliott leads by .393 of a second over #20 Stewart.

Lap 25: #9 Elliott leads by .114 of a second over #20 Stewart.

Lap 26: #20 Stewart passes #9 Elliott on the inside in Turn 1 for the lead. #20 Stewart stretches lead down the backstretch. #20 Stewart leads by 1.5 seconds over #9 Elliott.

Lap 27: Top five: #20 Stewart, #9 Elliott, #12 Newman, #29 Harvick. #20 Stewart leads by 2.2 seconds over #9 Elliott.

•Tony Stewart has now led in three consecutive Brickyard 400s.

Lap 28: #20 Stewart leads by 2.8 seconds over #9 Elliott.

Lap 29: #20 Stewart leads by 3.2 seconds over #9 Elliott.

Lap 30: #20 Stewart leads by 4.2 seconds over #9 Elliott. #42 McMurray started 22<sup>nd</sup>, now running fifth.

Lap 31: #20 Stewart leads by 5.5 seconds over #9 Elliott. Top five are separated by 10.9 seconds.

Lap 32: #20 Stewart leads by 5.6 seconds over #9 Elliott.

Lap 33: #24 J. Gordon passes #97 Busch for sixth in Turn 4. #20 Stewart leads by 5.5 seconds over #9 Elliott. #40 Marlin to pits, four tires, gas, pressure and track-bar adjustment, 16 seconds. #18 B. Labonte to pits, four tires, gas, pressure adjustment, 16 seconds.

Lap 34: #20 Stewart leads by 5.7 seconds over #9 Elliott. #42 McMurray to pits, four tires, gas, 15 seconds.

Lap 35: Leader #20 Stewart to pits: #12 Newman now leads; Pit report - Four tires and gas: #9 Elliott, 15 seconds; #29 Harvick, 16 seconds; #20 Stewart, 18 seconds.

Lap 36: #24 J. Gordon leads by 2.2 seconds over #97 Busch. Pit report - Four tires and gas: #48 Johnson, 14 seconds; Newman, 15 seconds.

Lap 37: **YELLOW.** #88 Jarrett spun to the left entering pit lane and made contact with his jackman, John Bryan, with the right front of the car. The right front of the car then made contact with the pit wall. IMS Fire and Safety crew responded immediately to Jarrett's pit stall and began attending to Bryant. Jarrett's pit stall is the first pit stall on pit lane.

Medical update from Dr. Henry Bock, medical services director for the Indianapolis Motor Speedway: John Bryan, the jackman for #88 Jarrett, is being transported via ground to Methodist Hospital in Indianapolis via ground. He is awake and alert.

(More)

## DAY 3 – SUNDAY, AUG. 3, 2003 (RACE DAY)

### Page 5

Lap 39: #24 J. Gordon to pits, four tires, gas, air pressure adjustment, 16 seconds. Team pits due to concern about fuel mileage.

Lap 40: #24 J. Gordon has been sent to the rear of the field because he made a pit stop while the pits were closed. Pit report - Four tires and gas, air pressure adjustment: #17 Kenseth, 16 seconds; #8 Earnhardt, 19 seconds. Four tires and gas: #97 Busch, 19 seconds.

Lap 41: Pit stop report – #18 B. Labonte, four tires, gas, 19 seconds. Fuel only: #29 Harvick, #20 Stewart, #9 Elliott, six seconds; #40 Marlin, five seconds; #8 Earnhardt, five seconds, #42 McMurray, five seconds.

Lap 43: Top 10: #12 Newman, #48 Johnson, #2 R. Wallace, #24 J. Gordon, #17 Kenseth, #97 Busch, #15 M. Waltrip, #20 Stewart, #9 Elliott, #29 Harvick.

Lap 44: #88 Jarrett returns to track.

Lap 45: **GREEN.** Several lapped cars in front of #12 Newman as he leads into Turn 1. #12 Newman leads by .435 of a second over #20 Stewart.

Lap 47: **YELLOW.** #74 Raines bumped into the rear of #81 Andretti exiting Turn 1. #81 Andretti spun to the left exiting Turn 1 and made contact with the outside retaining wall between Turns 1 and 2. No contact with the SAFER Barrier was made. #81 Andretti continued to the garage area with heavy damage to the rear of the car; #8 Earnhardt to pits: four tires and gas, 16 seconds.

**JOHN ANDRETTI:** “What happened is somebody up front had to check up for some reason. The 15 was in front of me, and he slowed down quite a bit. I slowed down and didn’t hit him, but the guy behind me ... It’s like an accordion, and the middle part of the accordion is the part that’s no good. He lifted the back of my car up and spun me around. I don’t think there’s anything he could have done. Obviously, I wanted a good result here. For the day to be done, it’s really frustrating.”

Lap 49: Top 20: #12 Newman, #20 Stewart, #2 R. Wallace, #48 Johnson, #29 Harvick, #9 Elliott, #77 Blaney, #42 McMurray, #1 Green, #40 Marlin, #24 J. Gordon, #18 B. Labonte, #30 Park, #17 Kenseth, #97 Busch, #15 M. Waltrip, #21 Rudd, #5 T. Labonte, #41 Mears, #38 Sadler.

Lap 51: **GREEN.** #12 Newman leads into Turn 1. #20 Stewart passes #12 Newman for lead on inside on backstretch. #20 Stewart leads at the line.

Lap 52: #20 Stewart leads by .195 of a second over #12 Newman.

Lap 53: #20 Stewart leads by .323 of a second over #12 Newman.

Lap 54: #20 Stewart leads by .357 of a second over #12 Newman.

Lap 55: #20 Stewart leads by .475 of a second over #12 Newman.

Lap 56: #20 Stewart leads by .755 of a second over #12 Newman. #2 Wallace in third, 1.9 seconds behind.

Lap 58: #20 Stewart leads by 1.103 seconds over #12 Newman.

Lap 59: #20 Stewart leads by 1.251 second over #12 Newman.

Lap 62: #20 Stewart leads by 1.7 seconds over #12 Newman.

Lap 63: Top 10: #20 Stewart, #12 Newman, #2 R. Wallace, #48 Johnson, #29 Harvick, #9 Elliott, #42 McMurray, #40 Marlin, #17 Kenseth, #77 Blaney.

Lap 64: #19 Mayfield to the garage. Crew reports gearbox problem, changing gears.

Lap 65: Former Brickyard 400 winners are running: sixth (Bill Elliott, 2002), 12<sup>th</sup> (Jeff Gordon, 1994, '98, 01), 14<sup>th</sup> (Bobby Labonte, 2001), 24<sup>th</sup> (Ricky Rudd, 1997), 41<sup>st</sup> (Dale Jarrett, 1996, 1999).

Lap 68: #20 Stewart still leads.

(More)

**DAY 3 – SUNDAY, AUG. 3, 2003 (RACE DAY)**

**Page 6**

Lap 72: Top 10: #20 Stewart, #12 Newman, #2 R. Wallace, #48 Johnson, #42 McMurray, #17 Kenseth, #29 Harvick, #9 Elliott, #40 Marlin, #1 Green.

Lap 73: #20 Stewart leads by 1.3 seconds over #12 Newman.

Lap 74: #20 Stewart leads by 1.5 seconds over #12 Newman. There are 36 cars still on the lead lap and 41 cars still running. #81 Andretti is out of the race due to a crash, and #19 Mayfield is in the garage. His crew is making a gearbox change.

Lap 76: #48 Johnson passes #42 McMurray on the outside in Turn 1 for fourth. #20 Stewart leads by 2.2 seconds over #12 Newman. #2 R. Wallace is in third 10.248 seconds behind leader #20 Stewart.

Lap 78: #48 Johnson and #42 McMurray side by side from Turn 1 through Turn 3 for fourth. #42 McMurray takes fourth in Turn 3. #17 Kenseth passes #48 Johnson for fifth in Turn 4.

Lap 79: #20 Stewart leads by 3.003 seconds over #12 Newman.

Lap 80: At the halfway point, #20 Stewart leads by 3.4 seconds over #12 Newman. Crew of #19 Mayfield completed change of gearbox in 12 minutes. Five crewmen worked under the car in the garage to complete service. Mayfield returns to race. Pit report: #48 Johnson, four tires, gas, pressure adjustment, 16 seconds; #18 B. Labonte, four tires, gas, track bar adjustment, 15 seconds.

Lap 81: #20 Stewart leads by 11.489 seconds over #42 McMurray; Pit report: #2 Wallace, four tires, gas, air pressure adjustment, track bar adjustment, 16 seconds; #24 Gordon, four tires, gas, air pressure adjustment, 15 seconds; #12 Newman out of gas entering pits, four tires, gas, 17 seconds; #29 Harvick, four tires, gas, 16 seconds; #20 Stewart, four tires, gas, 14 seconds; #40 Marlin, four tires, gas, track bar adjustment, 17 seconds.

Lap 82: #17 Kenseth now leads as leader #20 Stewart pits; Pit report: #42 McMurray, four tires, gas, 16 seconds; #77 Blaney, four tires, gas, wedge adjustment, 19 seconds; #1 Green, four tires, gas, air pressure adjustment, 17 seconds.

Lap 83: #1 Green leads as #17 Kenseth pits. Pit report: #9 Elliott, four tires, gas, 16 seconds; #17 Kenseth, four tires, gas, adjustments to wedge, air pressure, removed tape from grill, 16 seconds; #97 Busch, four tires, gas, air pressure adjustment, track bar adjustment, 16 seconds.

Lap 84: #6 Martin leads as #1 Green pits. #8 Earnhardt to pits, four tires, gas, remove spring rubber, 17 seconds.

Lap 85: #6 Martin leads by 4.091 seconds over #31 R. Gordon.

Lap 86: #6 Martin leads by 3.901 seconds over #31 R. Gordon. Pit stop report: #22 W. Burton, four tires, gas, 16 seconds; #25 Nemechek, four tires, gas, 17 seconds.

Lap 87: #20 Stewart leads as #6 Martin and #31 Gordon pit. Pit stop report: #31 R. Gordon to pits, four tires, gas, remove rear spring rubber, 16 seconds.

Lap 88: #20 Stewart leads by 10.272 seconds over #42 McMurray.

Lap 90: #20 Stewart leads by 8.7 seconds over #42 McMurray.

Lap 91: Top 10: #20 Stewart, #42 McMurray, #17 Kenseth, #2 R. Wallace, #48 Johnson, #29 Harvick, #12 Newman, #40 Marlin, #18 Labonte, #1 Green.

Lap 92: #20 Stewart leads by 7.7 seconds over #42 McMurray.

Lap 93: There are 42 cars still running, with 28 on the lead lap.

Lap 94: #20 Stewart leads by 7.2 seconds over #42 McMurray.

Lap 95: #20 Stewart leads by 6.4 seconds over #42 McMurray. #45 Petty to garage, crew reports broken rear end.

Lap 96: #20 Stewart leads by 5.5 seconds over #42 McMurray.

(More)

**DAY 3 – SUNDAY, AUG. 3, 2003 (RACE DAY)**

**Page 7**

Lap 97: #20 Stewart leads by 5.4 seconds over #42 McMurray.

Lap 98: #20 Stewart leads by 5.0 seconds over #42 McMurray.

Lap 99: #20 Stewart leads by 4.9 seconds over #42 McMurray.

Lap 100: #20 Stewart leads by 4.9 seconds over #42 McMurray. Top 10: #20 Stewart, #42 McMurray, #17 Kenseth, #2 R. Wallace, #48 Johnson, #29 Harvick, #12 Newman, #40 Marlin, #18 Labonte, #15 M. Waltrip.

Lap 101: #20 Stewart leads by 4.9 seconds over #42 McMurray.

Lap 102: #20 Stewart leads by 5.5 seconds over #42 McMurray.

Lap 103: #20 Stewart leads by 5.7 seconds over #42 McMurray.

Lap 104: #20 Stewart leads by 4.4 seconds over #42 McMurray.

Lap 105: **YELLOW.** Oil reported from #38 Sadler; Top 10: #20 Stewart, #42 McMurray, #17 Kenseth, #2 R. Wallace, #48 Johnson, #29 Harvick, #12 Newman, #40 Marlin, #18 Labonte, #15 M. Waltrip.

Lap 106 pit report: #12 Newman, four tires, gas, 16 seconds; #40 Marlin, four tires, gas, 17 seconds; #29 Harvick, four tires, gas, 16 seconds; #15 Waltrip, four tires, gas, 17 seconds; #20 Stewart, four tires, gas, 17 seconds; #17 Kenseth, four tires, gas, removed tape from grill, wedge adjustment, 16 seconds, #2 R. Wallace, four tires, gas, air pressure adjustment, track bar adjustment, 16 seconds; #18 B. Labonte, four tires, gas, 16 seconds; #6 Martin, four tires, gas, 19 seconds; #42 McMurray, four tires, gas, 15 seconds; #77 Blaney, four tires, gas, 17 seconds; #1 Green, four tires, gas, air pressure adjustment, 17 seconds; #8 Earnhardt, four tires, gas, 17 seconds; #5 T. Labonte, four tires, gas, 20 seconds.

Lap 107: #22 W. Burton to pits, four tires, gas, 16 seconds.

Lap 108: Top 10: #31 R. Gordon, #18 B. Labonte, #42 McMurray, #17 Kenseth, #48 Johnson, #2 R. Wallace, #20 Stewart, #29 Harvick, #32 Craven, #12 Newman; Pit report: #25 Nemechek, gas only, five seconds; #40 Marlin, fuel only, 14 seconds.

Lap 110: **GREEN.** #31 R. Gordon leads into Turn 1. Leads at the line by .604 of a second over #18 B. Labonte. #2 R. Wallace fell to eighth.

•Robby Gordon has now led laps in both the Indianapolis 500 and Brickyard 400.

Lap 112: #31 R. Gordon leads by .491 of a second over #42 McMurray. #18 Labonte has fallen to fourth.

Lap 113: #31 R. Gordon and #42 McMurray side by side for lead on mainstretch. #31 R. Gordon leads at the line by .0003 of a second.

Lap 114: #42 McMurray passes #31 R. Gordon on the inside in Turn 1 for the lead. Leads at the line by .881 of a second over #17 Kenseth as #31 R. Gordon falls to third.

Lap 115: Top 10: #42 McMurray, #17 Kenseth, #31 R. Gordon, #29 Harvick, #20 Stewart, #18 B. Labonte, #48 Johnson, #97 Busch, #2 R. Wallace, #12 Newman.

Lap 117: #42 McMurray leads by 2.098 seconds over #17 Kenseth.

Lap 119: #42 McMurray leads by 1.3 seconds over #17 Kenseth.

Lap 120: #20 Stewart passes #29 Harvick for third in Turn 3.

Lap 121: #42 McMurray leads by 1.6 seconds over #17 Kenseth. #20 Stewart is third, 4.026 seconds behind the leader.

Lap 122: #42 McMurray leads by 1.9 seconds over #17 Kenseth. #20 Stewart is third, 3.9 seconds behind the leader.

Lap 123: #42 McMurray leads by 2.1 seconds over #17 Kenseth. #20 Stewart is third, 3.8 seconds behind the leader.

(More)

**DAY 3 – SUNDAY, AUG. 3, 2003 (RACE DAY)**

**Page 8**

Lap 124: #42 McMurray leads by 2.3 seconds over #17 Kenseth. #20 Stewart is third, 4.004 seconds behind the leader.

Lap 125: #42 McMurray leads by 2.5 seconds over #17 Kenseth. #20 Stewart is third, 4.2 seconds behind the leader.

**ELLIOTT SADLER:** “It’s very disappointing. We were actually just getting the car good to where we were running good times. Probably one of the fastest cars on the track. I know we were running faster than that leader. It just wasn’t meant to be.”

Lap 126: #42 McMurray leads by 2.9 seconds over #17 Kenseth. #20 Stewart is third, 4.4 seconds behind the leader. #12 Newman to pits, two tires, gas, 12 seconds.

Lap 127: #42 McMurray leads by 3.1 seconds over #17 Kenseth. #20 Stewart is third, 4.5 seconds behind the leader.

Lap 128: #42 McMurray leads by 3.3 seconds over #17 Kenseth. #20 Stewart is third, 4.7 seconds behind the leader. #15 Waltrip to pits, two tires, gas, eight seconds.

Lap 129: Top 10: #42 McMurray, #17 Kenseth, #20 Stewart, #29 Harvick, #31 R. Gordon, #48 Johnson, #97 Busch, #2 R. Wallace, #24 J. Gordon, #6 Martin.

Lap 131: #42 McMurray leads by 3.1 seconds over #17 Kenseth. #20 Stewart to pits, two right-side tires, gas, tire pressure adjustment, eight seconds.

Lap 132: #42 McMurray leads by 3.0 seconds over #17 Kenseth.

Lap 133: Leader McMurray pits and #17 Kenseth takes lead. #29 Harvick to pits, two tires, gas, eight seconds. #42 McMurray to pits, two tires and gas, 10 seconds.

Lap 134: #17 Kenseth leads by 17.426 seconds over #31 R. Gordon. #8 Earnhardt to pits, two tires and gas, 11 seconds.

Lap 135: #17 Kenseth leads by 18.590 seconds over #31 R. Gordon.

Lap 136: #17 Kenseth leads by 19.661 seconds over #48 Johnson. #31 R. Gordon in third.

Lap 137: #17 Kenseth leads by 20.045 seconds over #48 Johnson.

Lap 139: **YELLOW.** Debris. Turn 2. Top 10: #17 Kenseth, #48 Johnson, #97 Busch, #31 R. Gordon, #24 J. Gordon, #2 R. Wallace, #6 Martin, #9 Elliott, #5 T. Labonte, #7 Spencer.

Lap 141: Pit stop report: #97 Busch, two tires, gas, nine seconds; #9 Elliott, two tires, gas, nine seconds; #31 R. Gordon, two tires, gas, nine seconds; #17 Kenseth, two tires, gas, wedge adjustment, 12 seconds; #48 Johnson, four tires, gas, 17 seconds; #8 Earnhardt, gas, five seconds; #24 Gordon, two tires, gas, 10 seconds; #2 R. Wallace, two tires, gas, wedge adjustment, tire pressure adjustment, 10 seconds; #20 Stewart, two left tires, gas; #6 Martin, two tires, gas, 10 seconds; #7 Spencer, two tires, gas, nine seconds.

Lap 142: Top 10: #42 McMurray, #29 Harvick, #17 Kenseth, #31 R. Gordon, #24 J. Gordon, #2 R. Wallace, #9 B. Elliott, #6 Martin, #5 T. Labonte, #97 Busch.

Lap 145: **GREEN.** #42 McMurray leads into Turn 1. Battle for lead on backstretch between #42 McMurray, #31 R. Gordon and #29 K. Harvick. #29 Harvick takes lead, #31 R. Gordon second as the **YELLOW** comes out for an accident between Turn 3 and 4. #97 Busch bumped the rear of #5 T. Labonte. #5 Labonte did half-spin to the left and was hit by #40 Marlin and #21 Rudd. #48 Johnson spun. #10 Benson, #01 Skinner and #25 Nemechek involved. All cars continued on to either on track, pits or garage.

Lap 147: Top 10: #29 Harvick, #31 R. Gordon, #42 McMurray, #17 Kenseth, #24 J. Gordon, #2 R. Wallace, #9 Elliott, #6 Martin, #30 Park, #20 Stewart.

(More)

**DAY 3 – SUNDAY, AUG. 3, 2003 (RACE DAY)**

**Page 9**

Lap 151: **GREEN.** #29 Harvick leads into Turn 1. #29 Harvick leads at the line by .633 of a second over #31 R. Gordon.

Lap 152: #29 Harvick leads by 1.311 seconds over #31 R. Gordon.

Lap 153: #29 Harvick leads by 1.812 seconds over #31 R. Gordon.

Lap 154: #29 Harvick leads by 2.407 seconds over #31 R. Gordon.

Lap 155: #42 McMurray and #31 Gordon side by side for second on backstretch. McMurray completes pass in Turn 3. #17 Kenseth passes #31 R. Gordon for third in Turn 3. #29 Harvick leads by 3.491 seconds over #31 R. Gordon.

Lap 156: #29 Harvick leads by 3.587 seconds over #42 McMurray.

Lap 157: #17 Kenseth passes #42 McMurray for second on the inside entering Turn 3. #29 Harvick leads by 3.535 seconds over #17 Kenseth.

Lap 158: #29 Harvick leads by 3.545 seconds over #17 Kenseth. #31 R. Gordon has fallen to sixth.

Lap 159: **WHITE FLAG:** #29 Harvick leads by 3.198 seconds over #17 Kenseth.

Lap 160: **CHECKERED FLAG:** #29 Kevin Harvick, driver of the No. 29 GM Goodwrench Chevrolet, wins the 10<sup>th</sup> Brickyard 400 by 2.758 seconds over #17 Matt Kenseth.

•Kevin Harvick is the first driver to win the Brickyard 400 after starting on the pole.

\*\*\*

**POST-RACE TOP-FOUR QUICK QUOTES:**

**KEVIN HARVICK (No. 29 GM Goodwrench Chevrolet):** “I can’t believe this. I don’t even know if I can explain it. It’s so awesome. I told Matt (Yocum, NBC) I’ve got a picture hanging on my wall that says ‘Good luck, hope to see you here someday’ from Rick Mears. Damn if we aren’t here in victory lane at the Brickyard. This is awesome. The team, these fans and all the people that stuck with us through thick and thin – it’s a pretty awesome day for us. Anything we can do that Dale Earnhardt did is an accomplishment. That’s why we still have this “3” on the side. He’s what made this whole organization what it is today. I’m just glad to be a part of it.”

**MATT KENSETH (No. 17 Smirnoff Ice Triple Black DeWalt Ford):** “I was a little too far behind. All my guys did a great job. We had good pit stops and we had a good strategy. I knew it was going to be tough to get around the 31 and then get around the 29.”

**JAMIE McMURRAY (No. 42 Havoline Dodge):** “We had a good car. We broke the last two weeks. I’m excited. Everyone was here from Havoline today. We put a good show on them for them and all the people here. I don’t know how many people are here. It’s a really cool racetrack.”

**JEFF GORDON (No. 24 Dupont Chevrolet):** “It was a fight. I told the team before the race that we were going to fight for that checkered flag. We fought all day long. I’m so proud of the guys. I know we didn’t gain any championship points on Kenseth, but that was championship form as far as I’m concerned.

\*\*\*

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

\*\*\*

**POST-RACE NOTES:**

•This is Kevin Harvick’s first Brickyard 400 victory in his third start. His previous best finish was fifth in 2002.

(More)

## **DAY 3 – SUNDAY, AUG. 3, 2003 (RACE DAY)**

**Page 10**

### **POST-RACE NOTES (cont):**

- Bill Elliott has completed a record 1,599 out of 1,600 possible laps in 10 Brickyard 400 starts each. Bobby Labonte finished one lap down and has now completed 1,598 laps, good for second all-time.

- Matt Kenseth, Jeff Green, Robby Gordon and Jamie McMurray each led a Brickyard 400 lap for the first time today.

- Robby Gordon now has led laps in both the Indianapolis 500 and the Brickyard 400. He led the Brickyard 400 for the first time today and has led laps in the Indianapolis 500 in 1993, 1995, 1999 and 2003. Gordon joins John Andretti and Tony Stewart as the only drivers to lead laps in both races.

- Tony Stewart led 60 laps, the most of any driver. He started 15<sup>th</sup>, the furthest back any driver has started that has led the most laps. His 12<sup>th</sup>-place finish was also the lowest for any driver who has led the most laps.

- This is the second Brickyard 400 victory for team owner Richard Childress. The late Dale Earnhardt won in a Richard Childress Racing car in 1995.

- Excluding the inaugural Brickyard 400 in 1994, Jamie McMurray's third-place finish is the best ever by a Brickyard 400 rookie.

- Rusty Wallace finished 10<sup>th</sup> today and has finished in the top 10 in nine of the 10 Brickyard 400s. His best finish was second in 1995, 2000 and 2002. His lowest finish was 38<sup>th</sup> in 1997.

- Three-time Brickyard 400 winner Jeff Gordon finished fourth. In 10 Brickyard starts, he has finished in the top six eight times.

- Jeff Gordon led three laps. He has now led in a record eight Brickyard 400s and has led a record 309 laps.

**END DAY 3 (SUNDAY) NOTES**

**DAY 3 – SUNDAY, AUG. 3, 2003**  
**POST-RACE QUOTES**  
**PAGE 1**

**JEFF GORDON (No. 24 DuPont Chevrolet):** “That’s awesome, a great effort. I didn’t know what to expect when the green flag fell today. We were really bad yesterday. I was looking for a feel and the team wanted to give to me. They fought hard all weekend long to get me that feel, and we finally came through today in the race. That’s when it really counts. I hated that we started so far back, and we fought the way we did this weekend. It was very frustrating. Heck of a test for this race team, but they pulled through with flying colors. I couldn’t more proud of them. I had a good car. I just needed track position. I’m worn out because I had a hard-fought day from where we came.” (You had a tough weekend, so this has to be satisfying?): “Very satisfying. It’s a total team effort. These guys work so hard to bring great race cars, and this car we brought here was a good race car. We just didn’t see it all weekend long.”

**BILL ELLIOTT (No. 9 Dodge Dealers/UAW Dodge):** “It wasn’t bad. Our Dodge ran pretty well. We just lost track and couldn’t keep up.” (This place is very hard. Was it different with the new rules?): “Worse. It was worse than ever.”

**MATT KENSETH (No. 17 Smirnoff Ice Triple Black/DeWalt Ford):** “It was a really great finish for us. The guys had real good stops. It was a great day. We had a good car and we got a good finish with it, so it feels really good. I thought we had a good car, but then when that first deal worked out when we had to pit when the pits were closed to get gas and stuff. I wasn’t sure what was going to happen, but we had a good enough car to go fast. The team did a great job with the car and they made good calls in the pits, and we had a really competitive car all day. It seemed like we came from behind a lot, but our car was really handling good and we could really pass good. They did a good job at working at that really hard yesterday.”

**STEVE PARK (No. 30 GM America Online Chevrolet):** “It was decent. I was just glad to see Kevin win. We had a top-10 car. We just got screwed up in a lot of traffic. For me it was a good race.”

**KYLE PETTY (No. 45 Georgia Pacific Dodge):** “I ran 40th. It felt terrible today. We have no motor, no motor, no motor. We have to figure it out. We need to find a motor somewhere.”

**CASEY MEARS (No. 41 Target Dodge):** “The day was OK. It wasn’t the day that I wanted to have in Indianapolis. That is probably one of the worst runs that we have had in a while. We were running so well. We came here, and we were just off. At the end of the day, we brought the car home and got a lot of experience. I am looking forward to coming back here next year.”

**JEFF BURTON (No. 99 CITGO Ford):** “The tires were wearing so much, and the fenders were burned off of the car today. We had something break or something go wrong. It was just giving us trouble all day.”

(More)

**DAY 3 – SUNDAY, AUG. 3, 2003**  
**POST-RACE QUOTES**  
**PAGE 2**

**TERRY LABONTE (No. 5 Kellogg's/got milk? Chevrolet):** "It was kind of one of those chain-reaction deals. He got the back of me and just turned me around. We were actually going to have a pretty good finish. It was just too bad. Joe (Nemechek) said once it happened there was nothing we could do about it. The car was everywhere. We were sitting there, working our way up to the top 10, and then that happened. We lost about 10 spots in that deal. From the week that we had, it ended up to be an OK deal. I just hate when that happens. There were some good spots there, but oh, well, that's just the way it goes."

**JEREMY MAYFIELD (No. 19 Dodge Dealers/UAW Dodge):** "We had a bad enough day as it was, just a bad day overall. We keep fighting and just keep digging."

**JAMIE McMURRAY (No. 42 Havoline Dodge):** "I tell you what, once I got the lead, I struggled with trying to stay focused, just trying to take all this in. This is an incredible racetrack. Starting so far back, everybody says it's so hard to pass here, but we didn't struggle. Our car was so fast. This is a pretty cool deal. Everybody was racing hard at the end. I'm not really happy with third, but the way the last few weeks went, I'm pretty content." (About racing Robby Gordon at the end): "Yeah, you know, he's a damn menace to society, I think. That guy, he just races so hard." (About competing at the Indianapolis Motor Speedway): "I was pretty intimidated, honestly, coming here. And, the first day of testing, we struggled. But the second day, we learned a lot. It's a cool racetrack, it's hard to race on, and it is hard to pass on. You can't race two wide, but it's a pretty cool place." (About the passes toward the end): "Matt had to shove me by Robby. Robby, he just drives so hard, and it's so hard to pass that guy. You can pass everybody else, but him. But Matt shoved me by him and once I got out in front of Matt, I was just tight. I don't know why. We were pretty free all day long. Before the caution came out, I mean, I was just trying to stay focused. I didn't think they were going to catch us. Our car was real consistent and didn't seem to fall off, but we got a caution and we got all bunched up. I'm usually really good on restarts, but I kept getting hung on the outside. I think the 31 picked me up and the 29 got into me, I mean, no one's fault, it's just the way it is."

**JASON LEFFLER (No. 0 NetZero Hi Speed Pontiac):** "We just got real tight. Nothing really cooperated with us. It just did not work. Bad day."

**GREG ZIPADELLI (Crew Chief, Tony Stewart):** "We always come here in a good attitude focused with a good car. It just did not turn out that way." (About race) "Poor finish. The Home Depot Monte Carlo ran good all day. The guys put up a great car. We kind of had a poor pit stop and gave up track position and kind of struggled from there. We put tires on that were a little loose. We were still doing OK, and then that caution came out and gave up all of that ground and big lead that you had. Just from that point on, it seemed like with 30 or 40 to go or whatever, we just struggled. Nothing went our way or did not play the right game."

(More)

**DAY 3 – SUNDAY, AUG. 3, 2003**  
**POST-RACE QUOTES**  
**PAGE 3**

**JIMMY SPENCER (No. 7 Sirius Satellite Radio Dodge):** “The guys worked hard. Our motors are still off a little bit. We need more acceleration. The car is real tight, and (Crew chief) Tommy (Baldwin Jr.) kept working on it and working on it. Great pit stops. Great calls in the pits with Tommy and all the guys. It is good to get back into the top 10, without a question.”

**DALE EARNHARDT JR. (No. 8 Budweiser Chevrolet):** “We are pretty happy despite a finish which was not as good as we would like to have had. We were not looking too good there. We moved up a lot.”

**MICHAEL WALTRIP (No. 15 NAPA Chevrolet):** “We started off, and we were in left field. We got it dialed in and had a really good car running in the top 10. We got a lap down, made a lap up, and just got too tight at the end. I felt really comfortable and very confident about our car once we got the lap back, sitting there with four fresh tires. Unfortunately, 16th is all we got today. We made a good day out of it by varying our line. We moved up running around the top of this place. I have never seen anybody do that before.”

**KENNY WALLACE (No. 23 Stacker2 Dodge):** “We ran good. We just started way too loose, and it seems we got to get a little bit better on our adjustments. Once we got our car tightened up we get to going good. That's kind of our story all year long, but hey, we finished 24th, that ain't good, but there's 43 that started.”

**GREG BIFFLE (No. 16 Grainger Ford):** “It was a pretty tough day. We tested down here, and it felt like the car was a lot better than it was. We don't really know what we got to do to get our car to drive good in traffic. We get around other cars we can't keep up, and I'm just not real sure why. This is a first year team trying to figure it out; we'll just keep after it.”

**DALE JARRETT (No. 88 UPS Ford):** (About hitting crewman): “I didn't even care about the rest of the race. I had to finish it for the guys. They worked hard but I could have cared less.”

**CASEY ATWOOD (No. 91 Evernham Motorsports Dodge):** “We just started off way too loose, and it took us mostly all race to get it tightened up. We could run fast laps right there at the end, but we were already two laps down. We just started off not where we wanted to.”

**MIKE SKINNER (No. 01 U.S. Army Pontiac):** “You know, they say cautions breed cautions, and they were right. Our Army Pontiac had about five of them passed in the first lap and we thought: ‘heck, we’re going to get a good, top-15 finish. It will be a good start for us.’ (Crew chief) Ryan Pemberton, everybody did a great job on our Pontiac. I just want to thank the U.S. Army for giving me this opportunity and MB2 Racing. As far as what happened, I don’t know. They all got together right there. We had it missed, and one came down off the well and plowed the heck out of us. Hopefully Boris (Said) can get us a good run at the Glen, and I can continue our little venture at Michigan.”

(More)

**DAY 3 – SUNDAY, AUG. 3, 2003**  
**POST-RACE QUOTES**  
**PAGE 4**

**MARK MARTIN (No. 6 Viagra Ford):** “(Crew chief) Ben (Leslie) and the crew did a great job in the pits and calling the race. Turned up with a ninth-place finish. Feels good to get a top 10. We maybe had a better car than that.”

**LARRY FOYT (No. 14 Harrah’s Dodge):** “We were making it better. I hate it that we hurt our primary car in qualifying. That was just trying too hard to make it in on speed, and this was a car we really shouldn’t have brought here. The last time we ran it was at Darlington. It’s just kind of our backup. We were really off at the start, and worked on the car all day. We were making it better, but it was a handful all day. But at least we brought it home in one piece.”

**TONY RAINES (No. 74 Aaron’s Dream Machine Chevrolet):** (On incident with John Andretti): “I felt really, really bad because I know John’s situation. That was a one-race deal. I was on the end of that chain reaction, and when we come in there, everybody was whoa-ing, and I was going back to the gas, and I jumped on the brakes so quick and so hard that my foot hit the brake pedal and went over the top of it. I got slowed down, but I hit him. It was an honest accident. I can’t think of anyone less that I’d want to hit because John is trying to get back into this sport or get a full-time ride. I just hated it. It was a pure accident. It’s happened to me before, but either way, it’s no good.”

**RICKY RUDD (No. 21 Rent-A-Center/Motorcraft/USAF Ford):** “The damage is bad, but we could have patched it up and beat about eight cars that were in the wreck. Heck, I had a bigger fight trying to stay out of the ambulance that wanted to take me away.” (What happened?): “The No. 5 car turned sideways. I couldn’t tell what turned him. He slid back in front of everybody and there was nowhere to go. A lot of smoke. No way to miss it.” (Are you hurt?) “They must have a standard policy that they if you break down on the racetrack, they put you in an ambulance. Nothing wrong with me, I’m fine. If I had gotten back to pits five laps earlier, we could have patched it up and got it back in the race. We spent five laps arguing today.”

**JOE NEMECHEK (No. 25 UAW-Delphi Chevrolet):** “On that restart, somebody got into somebody, and all of a sudden everybody started spinning. I don’t know what was going on. It knocked the radiator out of the car. It’s just a shame.”

**WARD BURTON (No. 22 Caterpillar Dodge):** “It was really horrible. Add to it, the car was not to my liking. The guys worked really hard, but the car was not to my liking all day. There wasn’t any happy medium that we could find.”

**(END)**

**For Immediate Release**

**BRICKYARD 400/IROC AT INDY PRESS CONFERENCE  
KURT BUSCH, KEVIN HARVICK, JIMMIE JOHNSON  
Aug. 2, 2003, Indianapolis Motor Speedway**

**MODERATOR:** Welcome. Joining us trackside of the MCI Media Center is your 2003 IROC champion, Kurt Busch. Kurt, congratulations.

**KURT BUSCH:** Thank you. It's quite an honor. It's really been great day for me for qualifying for sixth with the Winston Cup car and just being able to perform the way that I needed to do today. And, you know, one bad finish will take you out of the finish with the IROC series, and it feels good to be able to bring it home.

**MODERATOR:** This was Kurt's first season in IROC. He won his first IROC at Talladega on April 5th of this year. He also finished second at Daytona and third at Chicagoland. Kurt, just a question before we throw it open to the media. It's been a busy day after the race. You got right back in your Cup car and started practicing. Has this accomplishment even started to begin to sink in with you yet?

**BUSCH:** It did the last couple of laps of the IROC race, being in position to hold Mark Martin off and what other challenger, what other competitor would you want, somebody that I look up to as a mentor within Roush Racing and as many championships as he fought for and he got in the IROC series as well as Winston Cup, he's always the most aggressive competitor but yet he never shows it. And it's a great honor to race him and to be able to come away with what you would call a championship over Mark Martin; it's something you dream about as a kid. And a lot of preparation goes into my IROC races, with studies of tapes, with different types of practice situations. I get in as many cars as I can, and I felt as if I put the right amount of pressure on myself as well as the competitors so that I could perform the right way and achieve the best finishes that I could each and every race.

**MODERATOR:** We'll throw it open. All the way back, Claire.

**Q:** Congratulations, Kurt, it's a big honor to get that, and you had said that your dad had something to do with this or your daddy encouraged you along the way to achieve. Can you kind of say in what sense he too was focused on this?

(More)

**BUSCH:** Very -- the father figure he was, just he was a great friend, a great mentor, a father figure, and the two of us just hung out like anybody else would, whether we had a father-son relationship or not. He's been the greatest mentor and the greatest guidance that I could ever have when I jumped into a race car, and I relate back to that because of the fact of IROC we don't have a spotter, I don't have a crew chief, I just have 40 laps and, in our case, 60 laps at Chicago, to just race the car to the best of my ability and whatever the car is underneath me is what I've got to drive. And it reminds me of the past when you came up through racing, when you had a 50-lap late model race or a Southwest Tour race that was only a hundred laps long, you had to race what you were given. You couldn't complain to anybody, nobody there to help you, not even a spotter to tell you when the green was coming out. You have to watch the flagman. That's how much I reverted back to my past to achieve this championship. And every time I do that I think about the sticker that my dad always laid on my dash before I went to go race, and it was strategy. I always looked at that, and I always tried to play that.

**Q:** Kurt, when this thing started, would you ever have imagined coming with a worst finish of fourth in the series and a championship, is that a realistic expectation going in?

**BUSCH:** I always come from humble beginnings, and of course I knew I had a lot to learn, and I spent as much time as I could in the car at Daytona during practice. And I just wanted a modest finish out of that first event, and then I began to assess what I could do after that finish on who I was able to manipulate in the draft and who I was able to pass with ease and who was going to be my challengers. And so after that race, I felt as if I made one mistake and that was when I had gone up for the lead, I only led one lap. I thought that's what it took to get a bonus point, but I was wrong, it takes the most amount of laps to get bonus points, the second most, and the third most if you want to achieve bonus points. And so with that mistake I went to Talladega trying to achieve most laps led so I could get that extra five points, and that put me in a great points position. And so it was one mistake that I made throughout the year, and I think that helped me achieve the success I had at Talladega. And then the way that I approached the season was to run as hard as I could at those plate races to get a solid points base built for a track like Chicago and Indy where it's more difficult to pass.

(More)

**Q:** Kurt, from what I understand the future of the IROC series is a little shaky. Does that disappoint you a little?

**BUSCH:** That's what I've heard. I knew that going in. Just due to the fact of the other drivers not participating, I can't imagine why not, the way that the cars were prepared, the professionalism that the Signore family showed me and just all the group there from Jersey, they race four times a year, they bring what they can to the racetrack, and the prestige I think is missing from the other drivers on what they're missing. They need to appreciate it a bit more and jump back in, and when they get the invite to accept it, whether it's from year to year they think the car's changed, I haven't had that taste, I had competitive cars every time I ran, and you have to do the best you can with it. And so it was a great show, and I believe the point situation came down to the best show that it possibly could have with a rookie in charge, with a veteran Mark Martin, who's won every race he has at Indy, and then with Mike Bliss being the dark horse in the bunch, I think that really staged itself for a great finale and the way the cars raced throughout the year. If I had to throw one thing in there, I would say that we need to go to Daytona for a second event under the lights at Daytona and maybe take off Chicago. Obviously we need to come back here to Indiana.

**MODERATOR:** Talk about the race today itself. That restart was pretty chaotic there for a while. First talk about your strategy, and then did you gain much on that restart?

**BUSCH:** Yeah, there was a restart at Talladega and a restart at Chicago, well, there was one at Daytona but I wasn't affected by it, and here again today, where I was able to take advantage of two cars and advance my position and so I never lost on a restart. So I feel as if that had a great benefit toward the final outcome and just the way that the whole race progressed today. We got a caution at halfway. I almost contemplated coming in to get tires, but I knew that would be probably a wrong decision based on track position is so vital here at Indy, and so the race just progressed a little bit further. My car got a little bit on the tight side. I saw Mark catch up to me but yet his car got tight, as well. So we just needed a better balance, I believe, or I needed to back the corner up. You know, hindsight, I think I did the job I needed to do, and if I was more aggressive, I may have been able to challenge for the lead.

**MODERATOR:** Any more questions for Kurt?

**Q:** Have you had enough time, probably haven't with the Cup practice, to figure out where this ranks among your career achievements so far?

**BUSCH:** It's real satisfying to know that my father and I would just sit on the couch and observe these IROC races and the amount of talent and competition that was within these races because the guys are always friendly and the guys always just want to rub each other's face in the dirt, and so you have that camaraderie going back and forth on how competitive this is, and it really means a lot. To compare this to my first Winston Cup win wouldn't be something wrong at all and of course my Southwest Tour championship that I achieved in 1999, you know, championships are few and far between. And to put this on the shelf, it's wonderful and it's something that I worked very hard for and I was fortunate to be in the positions I was all year long with the IROC series. And so this ranks up above that Southwest Tour Championship, right along with my Winston Cup win at Bristol.

(More)

**MODERATOR:** Well, Kurt, congratulations, we're going to go ahead and let you go, you start sixth tomorrow in the Brickyard 400. Good luck.

**BUSCH:** Thank you.

**MODERATOR:** Now joining us in the Trackside Press Conference Room is the pole sitter for the Brickyard 400, Kevin Harvick. First of all, Kevin, it's just a pole, but it's a pole for the Brickyard 400. What does this do for the team and you heading into tomorrow?

**KEVIN HARVICK:** Well, it gives us a lot of confidence, that's for sure because, you know, I'm not the greatest qualifier in the world, and to lay down a lap like that and sit on the pole at the Brickyard is pretty cool and, you know, the guys are all pumped up. We struggled a little bit in happy hour at the beginning of it and got our car really good at the end. So we're looking forward to tomorrow and you can't get any better track position than what we've got at the start of the race. So we need to try and lead and get those five points, because right now that means a lot. But trying to put myself in a position to win the race is the ultimate goal tomorrow.

**MODERATOR:** This will be Kevin's third Brickyard 400 start. His first in 2001 he started 11th, finished 11th, but led 18 laps of that race. Last year in 2002, he started seventh and finished fifth. We'll throw it open to questions for Kevin.

**Q:** Yeah, Kevin, this has been, I guess, you would call it an uncharacteristically quiet season for you so far. Is that by design?

**HARVICK:** It's too much work to cause a lot of commotion, but, you know, we've just got to take all the energy that I have and channel it toward the right things and racing a lot more this year in the Busch car and fortunate to have the IROC car and I've raced my truck a few times, but just learned how to -- it's no different than everyday life, just focus so much on one thing, focus on what I need to focus on during the weekends and don't dwell on things during the week and really just, you know, try to live my life during the week. It's really important to me what happens on the weekends, but it doesn't make my life stop during the week, so that's the main thing that I've tried to focus on this year.

**Q:** Kevin, I'd like to hear your thoughts on the stature of the Brickyard 400 versus the Daytona 500.

**HARVICK:** For us, it's pretty much the same emphasis that we put on the Daytona 500. You know, for myself and the guys, to sit on the pole here is a total team effort. I have nothing to do with sitting on the poles at Talladega or Daytona, those are strictly race cars and power and, you know, tricks here and there. So when we come and you do something here and you know that everybody has put as much emphasis on this race as they do for Daytona or anything like that, it makes you feel like you've really accomplished something. You know, I grew up an open-wheel fan, being from Bakersfield, a Rick Mears fan, so I always thought I was going to race Indy cars. And my father said no, he wouldn't even let me drive a midget. So he worked on stock cars, and that was the direction that I headed in.

**Q:** Is this as big as Daytona 500, this race?

**HARVICK:** It's right there. I mean, stock cars have a small advantage at the Daytona 500, but it's close, for me anyway. I'm not going to speak for everybody else.

(More)

**Q:** Kevin, you didn't just step on it and get the pole, I mean, there were records set, there were like 10 people that surpassed it, and I think four that busted the record, so you were the top of the group that broke the record. Is your car that good for tomorrow and how do you translate this pole to the race on Sunday?

**HARVICK:** Well, I think the biggest thing you translate from the pole is track position. You know, the whole day you're going to be trying to decide if you want two tires, you want four tires and really trying to be able to keep that. But our car was terrible at the beginning of happy hour, and we made two small little changes, and, man, it really took off. I'm so excited about the race tomorrow, just for the fact that our car's running good and we were able to adjust on it in happy hour. We haven't raced this car since Las Vegas, and I think it's on its third body, and we've never even taken it to the racetrack. So it's the same chassis that we raced here last year and had a lot of success and won Chicago with last year, so the car -- the chassis itself has always done it good and it's just working out the small characteristics of the body.

**Q:** Could you just comment a little bit more, expand on how the pole will help you in the early part of the race, how you hope to capitalize on that advantage?

**HARVICK:** Well, the biggest thing is just leading the lap right off the bat and then you can get that out of the way. But, you know, obviously pit stalls come into play and getting a pit stall either the first stall or one with an open end, I don't even know where they pick, but I know it's one of the two, and, you know, the main thing is just when you start up front, it makes your day -- usually makes your day a lot easier unless you have problems. If you're off a little bit during one or two runs, you usually fall back seventh or eighth, and if you're starting 25th or 30th, it seems like it takes forever to make you up three or four spots. So just need to make sure we capitalize on it all day.

**Q:** Talk about the restart there in the IROC race and charging there to the front.

**HARVICK:** That was pretty cool. You know, if we wouldn't have had a restart I'm not so sure that Helio wouldn't have won the race. I don't know what was on the racetrack, but I was chomping at the bit because I enjoy restarts and have a lot of fun on restarts. And I got a -- Jimmie kind of took off a little bit early and got himself out there and Helio got a good run, and when they got real close together I got a really big run, and I just decided to shove Jimmie out into the lead and wound up getting myself right behind him and myself and Jimmie and Ryan were all really close in our cars and it was just almost impossible to get by somebody. The cars weren't handling bad; they were just the same speed. I mean, I was wide open through (turns) 3 and 4 and just barely breathing it through (turns) 1 and 2, so nobody made a mistake and wound up finishing second.

**Q:** Kevin, when you talk about the two tire change, how does that affect the car differently than if you take four tires?

(More)

**HARVICK:** The biggest thing is it usually tightens the car up, usually makes it not turn as good, and if you make a really long run and you've had 10 or 15 laps on your left side tires, it's probably going to fall off more than it would with four tires. So timing is pretty key on when you put two tires on and how many laps you have on your left side tires. If you're going to have to put a second can of fuel in, there's no reason not to put four tires on. But if you can just -- if you can come in before most of the field, you can usually put two tires -- or four tires on and, you know, come out ninth or 10<sup>th</sup>. So sometimes it's worth it.

**Q:** So much about today seemed to be the part of the draw you were in and whether, you know, the sun popped out or a little rain. Is that kind of a bad thing, because it's different conditions for everybody, is it maybe a good thing because it's another kind of goofy wrinkle, or does your opinion kind of matter on how it affects you?

**HARVICK:** Well, today is the best I've seen it in the three years that I've done it. You know, the clouds came back over at the end of qualifying. I know in the middle the sun popped out a little bit. I was hoping it would just stay out, but the clouds came back over and the breeze picked back up, so I've seen it a lot worse. The first year I was here, you know, the sun came out, and it got really hot, and the guys at the end didn't have a chance. So, you know, part of it is the luck of the draw, but I tell you what, we've had a lot of things not go our way this year and for one thing to go right feels good.

**Q:** Kevin, now that you've got this out of the way you look toward tomorrow, what do you and Todd talk about in strategy, think about or have to be concerned about going into tomorrow's race and kind of create a game plan or semi-game plan, even though things can change?

**HARVICK:** Well, the main thing is to try to keep the track up front with track position. Obviously, if our car is off we're going to have to make some adjustments, but is it worth making the adjustments on the race car and losing two or three spots in the pits pulling a spring rubber out or something like that, so that's the kind of things we have to weigh out. And, man, I wish if we knew when all the yellows were going to fall, we could plan it right out, but it's kind of a trial by error as you go along through the race and just kind of have to wait and see how it all falls. I mean, we can map it out if it goes green all the way and that's pretty easy. But if there's a yellow, you just kind of have to adjust through the race.

**MODERATOR:** I'm going to take two more questions. Ben.

**Q:** A pole winner has never won this race. Is there anything about this track that would cause that to be?

**HARVICK:** I mean, as much as track position is important, that's kind of funny. I don't like that stat. I wish you wouldn't have told me that. But I don't know why that is. You know, usually if you can get yourself positioned in the front of the pack that's where you need to be in the clean air, and that's a good question. I hope it ends tomorrow. That's the stat we're hoping to end. But I don't have any logical answer for it.

(More)

**Q:** When you were growing up in Bakersfield, did you and Casey Mears know each other or run around together?

**HARVICK:** Yeah, we all grew up racing go-karts, myself and Casey and Clint and, you know, Roger was doing the off-road at the time and obviously Rick was gone racing Indy cars most of the time. But most of my time was spent around Clint and when Rick and Roger would come to Mesa Marin and race late model cars, my dad would work on one or the other, I think. That was a long time -- I can't remember that far back. I have a tough time remembering what I did yesterday, but yeah, we did grow up around each other, not a lot, but we did race around each other for a few years there.

**MODERATOR:** Well, Kevin, don't worry about Ben's statistic, those statistics and records --

**HARVICK:** Now I won't sleep tonight.

**MODERATOR:** -- they're made to be broken. So good luck tomorrow.

**HARVICK:** Thanks.

**MODERATOR:** Congratulations. Joining us in the Trackside Press Conference Room for our last interview of the day is the 2003 IROC winner Jimmie Johnson. This was Jimmie's first season in IROC and his first IROC win. His previous best finish in the IROC was a fourth at Chicagoland. Jimmie, first talk about what a win here at Indy in any kind of car means and then talk about that restart that really you capitalized on.

**JIMMIE JOHNSON:** Yeah, it's very special to win here. Even in the IROC race, you know, you've got great Winston Cup drivers, Busch drivers, truck drivers. Helio, you know, and I was following him and I'm thinking, this guy has won here a lot, he's not going to like me trying to take this away from him. So it was a great accomplishment to win at the Speedway and to pull into victory lane, and I can say that I've won at the Brickyard. Not many people can say that, so I'm very excited about that and proud of that. But on the restart I knew that was probably my only chance to get by Helio. He was running really good, and I caught him and he was pretty observant in his mirrors and found a few tenths in each corner, figured out the line that I was running to catch him on, and then once he figured that out I was stalled out behind him and I really couldn't do much with him. The restart I knew was going to be my opportunity to make a pass, and I knew when I had Harvick lined up behind me I was going to be in pretty good shape. He's not afraid to use a little bump-drafting to move forward, so when we made it to the back straightaway, I got my car good and straight and just waited and here he came, and he tucked up behind me and bump drafted and I was able to pull him by Helio, as well, so he went into second and just was able to, you know, kind of drive in my mirrors. And I figured out three of the four corners and was able to stretch it out on Kevin a little bit, and then I noticed he was -- he found a new line through Turn 1 and was starting to catch me and once I figured that out, then we were just kind of at an equal margin the rest of the way.

**MODERATOR:** We'll open it up for questions for Jimmie. Jimmie, I've always thought this when you talk about bump draft, at a place like Indy, do you ever have a fear that the guy's going to go in the corner and he's not going to quit bump drafting you, or do you have that confidence in him?

(More)

**JOHNSON:** Yes, it is a worry, and you enter the turn and you know that the guy is probably an inch off the bumper when you're letting off the throttle and you try to maybe let off a little bit earlier and at a slower rate so you don't startle them and they run into the back of you. But there's definitely, you know, that thought running through your mind as you're turning into the corner.

**MODERATOR:** As a driver, your win today, psychologically, does it give you momentum going into tomorrow?

**JOHNSON:** Yeah, I was able to get some more laps on this racetrack. This track is very tough to drive and every lap that I get I'm getting better and better on the racetrack. And I think it's going to give me confidence as a driver to run here and to carry it over into our happy hour. We had a great happy hour, so it definitely does help.

**Q:** Hopefully the IROC series will continue, and I want to know what you think about it running. They're looking for a sponsor now. Humpy Wheeler from Lowe's Motor Speedway said he thought they should do the IROC race on one day and do like a dirt track, a regular course, and do like several different runs in one day. What do you think of that idea?

**JOHNSON:** You know, I've heard of a lot of different ideas, and, you know, I don't think it would be a bad idea to mix it up, maybe throw a road course in and the dirt track to cater toward everybody's background. Steve Kinser and Danny Lasoski are doing a great job, but this is their own asphalt experience. So I think to mix it up it would be fun. It would be a good time for me. I would love to go run on the dirt some more. I mean, that's where I grew up. I think a road course would be great. So I think there's a lot of things they could look at. Obviously, the sponsorship dollars will dictate what they're able to do and know the cars they build today they take to Daytona, Talladega, Chicago, and here, and they don't have to worry about changing bodies, changing suspension, and that's a big expense when you're looking at dirt tracks and road courses and all that. So if the sponsorship dollars are right, I think they can come up with a creative idea.

**Q:** Jimmie, you talk about that bump drafting, the Indy-car guys aren't used to doing something like that. Does that put them at a disadvantage when you get in a situation on a restart and stuff like that?

**JOHNSON:** Maybe getting started, but some of the most courageous guys of bump drafting that I've been out there with have been the Indy-car guys. They don't -- that's the thing I always grin about when we're out there, you can get somebody with a bump-drafting move or give them a nudge in the corner, or do something, but as soon as you clear them, they're on your bumper, and they get you back from it. These guys are champions, and I watched Sam Hornish deal with Mark Martin was beating on him and then Mark got by him, and Sam did the same thing to him and took the spot back. And I thought, 'Wow, he's a racer, he isn't going to take anything, and even though he's not in his normal type of race car, he knows what to do with the car.' So maybe getting started, but those guys are sharp.

(More)

**Q:** I just wondered maybe if you could give a sense a little bit about how Jeff Gordon had said how his teammates and some other guys on his team hadn't gotten the speed figured out in qualifying. He got it figured out a little bit but making strides, that might not even affect him tomorrow, though, where he's starting from 19th, he's starting one from lower before?

**JOHNSON:** Yeah, I know they're struggling, even in happy hour now, the car is doing something really weird for him entering the corner. It's turning itself for him, and he's finding himself turning right to keep the car from running across the curbing. So there's something going on there that they'll figure out, and hopefully they'll be able to find it now that they've got a little bit more time to look through everything. With a half an hour break between our two practice sessions, they could only look so far, obviously. So there's something that's gone wrong, but I think, you know, if you make Jeff Gordon mad, he's going to come back and put it on you the next day. And he's not happy right now, and he's going to show up tomorrow morning hungry, and he'll be one of the guys to beat.

**MODERATOR:** Take two more questions. Dustin.

**Q:** Jimmie, you were fast in testing, if you get the right qualifying draw maybe you're on the pole, you win the IROC, what is this like for you, you know, less than 24 hours before the race, this almost seems like it's building up to quite a weekend for you. Is it anticipation, anxiety, or can you remain calm in this situation?

**JOHNSON:** It's let me sleep well. I mean, a year ago today, I was dreading this race. I had took a provisional. Our Winston Cup car, I was struggling with the track, the setup, and it was one of the most difficult races we had on our race team mentally last year. Fortunately in the race, learned how to drive the track, learned what to do, we made some good adjustments, and I was able to finish seventh. But everything leading up to the race and to the finish of the race, it was one of the toughest weekends on us. And to be able to qualify strong, win an IROC, it's just amazing what can happen in the course of a year. And I think I'll sleep very good tonight and wake up tomorrow morning and see what happens.

**MODERATOR:** If there are no further questions, Jimmie, congratulations on your win today and good luck tomorrow.

**JOHNSON:** Thank you.

...BY4002003...

**DAY 2 – SATURDAY, AUG. 2, 2003**  
**IROC POST-RACE QUOTES**  
**PAGE 1**

**HELIO CASTRONEVES (No. 12 Lime):** “I just need to know how to find the draft. Those guys, side-by-side, I don’t know how they do it. Harvick was just pushing Jimmie like crazy (on the restart) and I was thinking, ‘How is this possible?’ It was fun. Unfortunately I think I destroyed the right front tire. I was feeling like a pro for a moment, thinking, ‘Hey, I’m not doing that bad,’ but those guys have a lot of experience. I’d like to learn more.”

**STEVE KINSER (No. 10 Light Blue):** “We did finally end up ninth. Harvick got by me going into (Turn) 1, got me pushed up and got me to last and after that, it’s hard to pass anybody. Your time to pass is in the beginning and on the restarts. I didn’t see it all, but that’s probably where most of the passing was done. Once you get shuffled back, you have to push in behind the other cars. I worked my tail off pushing to get back by Bliss. I finally got to where I could get a good run under him. I just got shuffled back in the first corner. That’s about all I can say.” (On the start): “Harvick got underneath me and got me all messed up. I guess I do not know how to take off with those guys. I thought I was blocking the bottom, and then here he comes. When he got me weeded out and got to the outside, then they all got by me. Then I figured I would start to work my way. It wasn’t bad for how much time we got in the cars. I am pretty happy with it, I guess.”

**DANNY LASOSKI (No. 9 Green):** “This is the greatest series I’ve ever been in my life. The guys worked their tails off. It’s a heck of a challenge to come off dirt on here. Today was nobody’s fault by mine. I missed third gear twice on restarts. I raced my way back past a couple of them and here we are. I tell you what, I pray to God they invite me back next year, because I’ll be the first one here.”

**KEVIN HARVICK (No. 6 Gold):** “Jimmie just got out front, and his car was pretty good, but my car was decent, too. They all match so close. I made a couple mistakes and got a little bit behind.”

**MARK MARTIN (No. 3 White):** “Just wasn’t good enough. Kurt was just awesome. Every race, he was right there. (Did you enjoy the season?): “It would have been more fun if we had won. That’s what we were after, but Kurt was just incredible this year.”

**KURT BUSCH (No. 1 Violet):** “There are no teammates in IROC. You have got to go. This is a 40-lap venue where you just have to go every lap and what it needed to be, and we were able to go away with the top spot today.” (Comparing this championship with other accomplishments): “I have won local championships. I won a Featherlite Southwest series championship, which was big in 1999. Winning my first ever Winston Cup race, this is a parallel with those two, and being able to be a champion once again. It just an honor to drive in this series for one thing, but to compete against the best of the best and beat them one day - I just dreamed about this day, and it came true. My father’s the greatest mentor in racing. He helped me get here. Of course, my Winston Cup crew and not to mention Mark Martin. A true competitor until the end.”

(More)

**JIMMIE JOHNSON (No. 7 Rose):** “It’s an honor to be here and win at the Brickyard. It’s something I’ve dreamt of doing, and hopefully this is a good sign of things to come tomorrow for our race team in the Winston Cup Series.” (About taking the lead on the Lap 20 restart): “I knew it was going to be my only opportunity to get a pass done. I worked by everybody and got to Helio (Castroneves). He was doing a great job. I didn’t think I had anything for him, but when the caution came out I knew I would have about a lap to get something done. Harvick helped me down the straightaway and helped me get by, and it helped him into second place, so that was it from there.”

**MIKE BLISS (No. 2 Orange):** “It was good. We were just too tight. We were tight all day. As soon as I started on the get-go, I was way too tight. It was fun, my first experience in IROC. It was excited to be here.”

**SCOTT SHARP (No. 11 Cream):** “Not bad... pretty pleased... sort of ‘stuck’ more or less. It just got tighter and tighter, which you sort of expected. Ran hard with the NASCAR guys, I think I was the first open-wheel guy to finish. Just following those guys along.”

**SAM HORNISH JR. (No. 8 Medium Blue):** “Not too bad. I couldn’t make it here for practice, so I had to start at the back. That’s part of how it goes sometimes. I just did what I could. I wanted take it easy in the beginning and not get in any trouble and not hit anything.”

**RYAN NEWMAN (No. 4 Red):** “We got a good start. Jimmie had an awesome run. The restart definitely helped him out, and hurt me a little bit. But it was a good race for all, I think. (Are you happy with your third-place finish?): “You’re never happy finishing third, but it’s better than fourth.”

**(END)**

**For Immediate Release**

**BRICKYARD 400 PRESS CONFERENCE**

**Kevin Harvick, Richard Childress**

**Sunday, Aug. 3, 2003**

**MODERATOR:** Joining us in the MCI press side conference room, winner of the 10th running of the Brickyard 400, Kevin Harvick, and winning car owner, Richard Childress. Kevin, we'll start with you. Your comments on winning.

**KEVIN HARVICK:** Right now, it's like, "Whoa, what just happened?" We kept ourselves in contention all day. Our car started off really tight. We made just subtle adjustments every pit stop. They were all right. When I saw we were at the end of the race, our car was really good on the restarts and we could really make up some ground on new tires and we kind of would fade at the very, very end of a run. There at the end, once we got out in clean air, and got under Jamie, and got out by ourselves, I think we ran, what, half a second faster than we had run all day? Once I got out there and saw that Robby was doing what he had to do to keep them back there, it was just put it in cruise control and don't make any mistakes at that point.

**MODERATOR:** Richard, your second trip to Victory Lane for the Brickyard 400. Talk about this win.

**RICHARD CHILDRESS:** I mean, it's great. Any time you win at the Brickyard, it's special. You know, with all the history, tradition, and everything that's went on up here, have your name on that trophy, seeing Kevin's name on that, it's going to be special. We one it with Dale in '95. We look back, that was one of the most special things that we done, winning the 500 and championships. But the Brickyard fits right in there with it. Kevin, in our career, we'll look back someday and say, this will be one of the most special wins that he'll have in his career. But I'm just thrilled. I think the pass he made over there on Jamie was the winning move. Once he got out front, it was -- I knew if nothing went wrong or nothing broke, he was going to be hard to beat.

**HARVICK:** Or wreck (laughter).

**MODERATOR:** Questions.

**Q:** Talking about that move, obviously a 400-mile race can come down to one corner. That was certainly the case. Can you talk us through what happened, what you saw? Could you tell why Jamie checked up?

**HARVICK:** You know, he chose to go around the outside. But on the restart, there were six cars that were on the tail of the lead lap, three went low, three went high. Then it was Kenny Wallace, Jamie and me. I cleared Kenny. I think Jamie thought, like on all the other restarts, you were just going to drive around all those devise. They pretty much stayed side by side. I figured if I was on the bottom, I had at least more control over my own destiny than I would if I had just followed him. I cleared Kenny, just dove down there. It was like the sea just parted. Off through the traffic we went. That was it. I think Robby came with us on that one, didn't he?

**CHILDRESS:** Yes.

**Q:** Kevin, on that cold day in 2001 when you took over this ride, you said nobody would ever replace Dale Earnhardt. Today you joined him as a winner here. Talk about being able to do something that he had done in his career.

**HARVICK:** Well, I mean, like I've said to a lot of people today, anything we can join him in doing is an accomplishment because everything he did in his career was pretty much a positive and pretty much guided this race team and organization to where it is today. So to win as he did in '95 here at the Brickyard is something that is an accomplishment for me, an accomplishment for Richard, just to put this team back to where it was in '95 and '96 and every year that Dale drove it, is just a great feat for the whole organization. I know it feels good for me. I know, Richard, how many times we've talked about what we need to do to make it better. Here we are. We've had a great couple months, been close to winning not only here, but, you know, five or six times.

**Q:** Racing is a cruel sport. They judge you on your last win. I hate to remind you of the drought. Can both of you talk about what you do in a drought to keep the spirits up and keep performing to get to a day like today?

**CHILDRESS:** I think, you know, this sport has the highest and lowest of any sport that I've ever known. You know, you can go to the bottom real quick. You can't figure it out. You know, we kind of got behind with our organization. Kevin was driving. We just kept telling these drivers, "Believe in us, we're going to get it back." The last several months we've worked with our fab shop. We've really put our engineering group good and solid together. The engine shop, you know, I'm down there at least once a week to tell them we got to have more power, talking to Kevin. I think that's the thing, is having faith. And you look at -- you know, in my career, I've seen the best go here and come back. It's tougher to get back up there. You know, you can get behind in one day, but it may take you months to ever catch that one day up. That's the way this sport is. It's a tough sport.

**Q:** Kevin, can you tell the story about the autograph that you received from Rick Mears when you were a kid? How old were you?

**HARVICK:** I don't remember exactly when I got it because it was probably in the early '80s. I believe it's '79 when he and Tom Sneva and Roberto Guerrero, those three were on the front row. It just says, "Good luck, hope to see you here someday." Man, I didn't know I'd be sitting in Victory Lane and be getting to do all this here at the Brickyard. It means a lot to me. I've looked at that picture for a long time. When I finally got the opportunity to race here a few years ago, I mean, you know, it was pretty much a dream come true for me. I really can't put it all into words. I really don't know how I feel yet. But I know I feel good, I can tell you that much. But it's hard to explain how good I feel.

**Q:** Kevin, did you sleep last night after learning that no one from the pole had ever won the race?

**HARVICK:** No. The last time I was in this room, you guys were viciously reminding me of that (laughter). You know, you also said records were meant to be broken, too. Last night the only

thing I didn't sleep -- the only reason I didn't sleep was because I thought we had the wrong shocks on the back of the car. That was why I didn't sleep. The first thing I did this morning when I woke up was call Todd and Bill and tell them we need to put the shocks back.

**Q:** With the track position and everything else at the end, you got to kind of walk a tightrope, maybe skip a stop like you did, get back to the front, just hope a caution does come out. Describe how that worked last two or three stops.

**HARVICK:** I mean, the strategy really played right into our hands for us. I thought we were going to run third there for a while. The 20 car pitted, I don't know why. I mean, we were well within our fuel. We were done pitting. At that point we had pretty much made our bed and had to lay in it. When we had that restart, I always look forward to restarts because I usually make up a lot of positions on the restarts. You know, Jamie went high, I went low. Robby followed me, we went by. That was pretty much the key to the whole race. Basically there was a lot of green flag runs today, and we ran through fuel stops. I'm glad it didn't have a lot of cautions because when you have a lot of cautions, repeatedly in a row, what happens is you have a lot of guys that just don't put any tires on or two tires and wind up in the front. Your car's good, so you put four tires on, then you come out 20th. It played into our hands pretty good.

**Q:** Can you talk a little bit about kissing the bricks, what that was like, when you saw that being done before, climbing the fence, Richard, the guys climbing the fence. They planned it, right?

**HARVICK:** We had actually talked about kissing the bricks this morning. You know, everybody was just really positive and really up beat. You know, the first thing he said this morning, "It's going to be an awesome day." We were running late. We fell into a police escort and made it to the track in seven minutes. He said, "I promise you, everything's going our way today." It's hard to describe. I mean, knowing the history and prestige of everything that's run on top of those bricks, that's why I wanted to stop and leave our own rubber mark across the bricks. If I didn't climb the fence, Helio would be mad at me. I figured I better go out there and do it.

**Q:** Kevin, back to the Rick Mears photograph. Where were you in your career at the time that he would say to you, "Hope to see you here someday"?

**HARVICK:** Probably pretty early in my go-kart days. Probably 10 or 11 years old. So four or five years into my go-kart career.

**Q:** What kind of previous advice did RC give you that he came on post-race and said, "I told you if I told you listen, we would get there"?

**HARVICK:** That wasn't him, was it?

**CHILDRESS:** We got her guessing (laughter).

**HARVICK:** I don't remember who it was. It wasn't Richard.

**CHILDRESS:** I was up there breathing hard.

**HARVICK:** He was hiding (laughter).

**Q:** Could both of you talk about last year when you won Chicago, you'd had something of a drought. You talked that y'all went down on Richard's farm down by the river, had a talk. He said, "Look, everything's going to be all right." A long drought again. Any more of those conversations, did they happen? Did you know without saying it or did you talk about it some more during this last drought?

**HARVICK:** Well, I mean, I think last year I learned a lot, and Richard taught me how to get through a lot of different situations. That river trip was probably the most important thing that happened between the two of us. I think he drug me out of the river. It was one of those deals where I didn't know how to handle any of it and was pretty much at the point where I was just, you know, ready to quit and just go do something else. But Richard has a good way of talking to all of us, all of our employees at RCR, to make it all positive, it's going to be OK. He's been here and done that several times. Most of the time, if you just be -- if you're part of the solution, you're going to be more of a help than you are if you are going to make the problem worse. Last year taught me a lot. I think this season, it's paid dividends in a lot of different ways.

**Q:** Richard?

**CHILDRESS:** I just think that, you know, it's tough for what Kevin was put into in 2001, to go through that. I think RCR got behind. Our drivers didn't get behind as much as we got behind. You know, I just think it was us growing together, knowing what we want to do. You know, our goal someday is to be on the stage at New York. That's what I want to do. Kevin has all the talent, all the ability. We got to do our job. As you seen today, under pressure, whatever, he can handle his-self. He handled his-self under the pressure of 2001; he can handle a championship. Won the championship in the Busch with him. Just excited about the years ahead of us.

**Q:** After leading early in the race, then when Tony kind of took over and started running away, were you content to stay up in the top five just so that you would be in a position later to make a move rather than burn it up like maybe Tony did on his setup?

**HARVICK:** You know, I wasn't going to fight him too hard because the more you fight him at the beginning of the race, the more people you get involved in the race, the further you get behind. With Ryan and Tony and Bill there at the beginning, I was content to do what I had to do to think about what we needed to do to our car to make it better. We've said all weekend that we need to make sure that we put ourselves in position and have our car the best we've had it all weekend on the last run. Fortunately, our car was by far the best it had been all day. And the weather was cooling down, pretty much played how we needed it to play. Track position worked itself out perfect. All the pit stops were good, came at the right time with the yellows. So it was just -- everything just clicked.

**Q:** Ricky Rudd in '97, you don't just show up at this place and get lucky and win. It takes almost like a planning. What all went into this winning this race, RC?

**CHILDRESS:** I think a lot of testing, a lot of development in our engine shop. Todd Berrier, he's just a brilliant young man, working with our engineering group, our fab shop. You know, if you have a driver that can get the job done like Kevin, we got to do our job. Took a lot of hard work just to get us back to where we've been the last, like Kevin said earlier, we've been in

contention to win for the last seven or eight weeks. If you stay in contention to win, you're going to win a race. We kept saying, "We know if we can stay in contention." That's the key. If you can stay there and get the consistency, you're going to win your share of races. And this won't be the last one he'll win, either.

**Q:** Was this a particular goal you set in May?

**HARVICK:** It's a goal every year.

**CHILDRESS:** To come here and to win this race or the Daytona 500, that's probably the two biggest races in all of motorsports, especially in NASCAR. And to win one of these events, been fortunate to win them, this will go down as one of our special wins forever in our careers.

**HARVICK:** Not going to take our car?

**CHILDRESS:** No, we're going to keep racing that baby.

**Q:** (Inaudible)?

**HARVICK:** I think the tire did that (laughter).

**Q:** Along that line, Kevin, after you left your mark literally on the track out there, what happened with the tire and the fender? What was the push like afterward?

**HARVICK:** I would have just drove it down Victory Lane, but they had it all blocked -- I mean, pit lane to Victory Lane, but they had it all blocked. Heck, man, if you're going to win here, you might as well leave your mark. You might not every get another chance. I said, "I need to leave some rubber on the bricks, make sure everybody leaves here happy with a little tire smoke in their hair." Just a lot of fun. I tried not to tear it up too bad.

**Q:** Kevin, you said you were surprised that the 20 car had to pit again. When he led all those laps in the beginning, did you think it was going to come down to you and him at the end?

**HARVICK:** I really thought the 42 and the 20 were the cars to beat. You never know where your car's going to be after you make a pit stop. Our car, like I say, we made it better every run, every time we got an opportunity to adjust on it, it was a positive. I mean, my jaw just hit the floor when I saw the 20. I'm positive that he didn't need to pit. So, I mean, they pretty much gave all the chances they had away, and that was it.

**Q:** In the grand scheme of things, you talked about the picture that you got of Rick Mears, 10, 11-year-old kid. You go from there to what you had to go through when you took over this ride, now you've won at the Brickyard. Is this one of your pinch yourself kind of moments where you have to look at the whole scope of your life and say, "How did I get here?"

**HARVICK:** That's for sure. I mean, how did I get here? I wish somebody could tell me. I mean, it's just really hard to put into words, I mean. I know how much it means to me. I know it means a lot to these guys, too. But just growing up, you know, obviously an open-wheel fan, to know what it meant to win this race, Indy 500, in an Indy car, you know, means a lot to me. It means a

lot to this race team. But I think for me personally, it's something that you put a star beside this one every year, and you put a star beside the Daytona 500, a bigger star than you would on the rest of the races, just for the fact that it's bigger. It's bigger, it's just bigger in all ways. There's nothing that's not bigger about even just racing at the Brickyard. You know, if we'd have finished third, heck, it would have still been a great weekend. We sat on the pole at the Brickyard. To come back and win the race is just unbelievable.

**Q:** Obviously two very different kinds of race cars, but still a track that's very contrary for any crew and team. Rick was very regular around here. He said you spend the first half of the 500 getting your car right, and the second half you go on and try to win the race. When you decided to settle in right after the start today, was it just a natural way of doing things or did Rick Mears' overall thoughts about this place kind of help you to be patient?

**HARVICK:** Well, I think our game plan from the beginning was, you know, we needed to lead a lap, we needed the five points. If our car was really good at the beginning, we needed to lead all we could. Once Tony and those guys came up to challenge us, there's just not any reason to fight them at that stage in the race because you know you can make your car better. There's no reason to get yourself eight or 10 seconds further behind than you need to be. Just let them go and do what you need to do to make your car right. You can race the hell out of them at the end. That's what we wanted to do. Like I say, the biggest thing we did today was make our car better on every pit stop. That's what did the most for us once we got out in the front. Like I say, I mean, I ran the first 10 laps as hard as I could -- seven laps as hard as I could run. The last five, I just put it on cruise control and just kind of did what we had to do.

**Q:** Kevin, you said yesterday that you wanted to be an open-wheel driver, but your dad forced you into stock cars. Talk about that decision now and what it means, I guess.

**HARVICK:** Well, I think it means I never got to do what I wanted to do (laughter). But I didn't know what was right or wrong at that point in my life. Still don't, for that matter. You know, my dad was smart enough to understand that at that point in time stock car racing was going up, and open-wheel racing was kind of hitting a plateau and settling down, and didn't really know where it was going. He just didn't want me to get hurt was probably the biggest reason. He didn't want me to drive midgets, he didn't want me to drive Formula Fords or anything like that. We didn't have any money to do anything, and basically he spent a year and a half building my first car from all the pieces and parts that everybody else didn't want. We still managed to figure out how to win with that. Scraped and scrounged through the years in late model cars, up through the Southwest Tour, things like that. Right now I'd say it was probably a good decision on his part.

**Q:** The teamwork, unknowingly really Robby kind of helped. I don't know if that was planned teamwork, but it worked out that way, that he held off some people behind him. Earlier I asked Richard to also say your thoughts when you started kissing the bricks, jumping on the fence.

**HARVICK:** She asked you about the bricks. I think the part about Robby, you know, I was mad after Sears Point. But you still have to understand, and I think the main thing that he and I understood was, you know, we can be mad at each other because we're racers. Both of us race very hard and want to win every time we go out on the racetrack. You know, for the most part, I'll get over it. He won Sears Point. That really brought the morale of all three race teams up, the whole company up. Today he came back and helped me. So, you know, for the most part, on my

end, you just have to be done and over with it and just really understand that he did all he could for the company and myself today, and I need to remember that the next time he's out there winning a race. It's all about what's the best for all those people working on the cars because they are the heartbeat of what happens. If they're fussing and fighting over something that he and I did, it won't work. So we got to make sure that all those guys are getting along and trading notes and doing the things they need to do in the shop.

**Q:** Richard, watching the guys kissing the bricks, they jump up and climb on the fence, what were y'all thinking?

**CHILDRESS:** I thought it was great. I've never had a cold kiss like that that felt so good (laughter). And I did it three times - even three times better. It was special to see those guys. I mean, I know you guys are around the racetrack, but the sacrifice that these crew members and the sacrifice that everybody makes in this sport, from their family, to their wives, to themselves, that's what it's all about, was watching those guys jump up there today and get on that fence and just getting the calls we've had this evening, be able to go back and see the families, everybody at work, from the guy that sweeps the floors to the guys that are in our engineering group, whoever, you know. It's just special. It takes special people in a sport to do it. I'm fortunate to be surrounded with so many special people.

**MODERATOR:** Hard to top that quote. Richard, Kevin, congratulations.

...BY4002003...

**For Immediate Release**

**BRICKYARD 400 PRESS CONFERENCE  
Matt Kenseth, Jamie McMurray  
Sunday, Aug. 3, 2003**

**Q:** (Inaudible)

**MATT KENSETH:** We're out here to try to win races. We did everything we could to try to win the race, and we came up a little bit short. If it would have went green, I think Robby definitely had the strategy to win, and I think we would have been in good shape. When we put tires on our car, it was really, really fast in traffic, and we worked on that really hard yesterday. I thought we had a good car; it just seemed like we had to come from behind an awful lot today, but coming out of here finishing second, is a great effort. I would have loved to have a little more time to catch Kevin, because I know we had a little better tires than he did, but he got away to such a big lead when we were jockeying around with the 31 car trying to get around.

**Q:** (Inaudible)

**KENSETH:** Well, he (Robby Gordon) blocked Jamie really bad, but I don't think it had anything to do with his teammate being in the lead, I think he would have done the same thing no matter who was leading to try to finish second at Indy. So I think he was doing everything he could to protect his position, and we were doing everything we could to try to take it. So he didn't do anything dirty or overstepping his bounds or anything like that. You just knew it was going to be tough to get around him with 10 to go as it would be with anybody.

**Q:** At the restart where you and Jamie fell back, what happened there?

**KENSETH:** You have to be more specific. I don't know, where we fell back?

**Q:** (Inaudible).

**KENSETH:** Yeah, we didn't really fall back. I think the second-to-the-last start, they restarted -- you know, everybody had old tires, there was a whole bunch of cars on the tail end of the lead lap because we stayed out and they pitted. So they lined up four on the inside, four on the outside. And 77 got a bad start, he went into Turn 1, and his car wouldn't turn and got real high. We all kind of checked up to give everybody a little breathing room, and 31 come blasting through there three wide. We thought there was going to be a wreck, so I had to get out of it and him and the 41 slammed together about three or four times and the 31 just kind of muscled his way in there. So it was a tense moment because everybody was restarting on old tires, and I was trying to take it a little bit easy through there, and the 31 just pounced on it wide open to get whatever he could.

(More)

**MODERATOR:** I've been handed a piece of paper here. We do have with us Matt Kenseth, who came in second. He is the current Winston Cup points leader. Matt's previous best Brickyard 400 finish was third in 2002. You have seven Winston Cup wins with your most recent being Las Vegas in March of 2003.

**Q:** Matt, Jamie caught lightning in the bottle last year, he was very much in the hunt today in the lead. He was, I think, in the top five yesterday in both practice sessions. What's your impressions of him?

**KENSETH:** Who are you talking about?

**Q:** Jamie McMurray.

**KENSETH:** Yesterday after all the practices, I knew last night going to bed in the motor home that he was the guy to beat today unless something happened. So looking at everybody's time and looking over the time sheets that the computers keep for all of us, he was by far the fastest car in the final practice yesterday. So he had a great car all day. I was surprised we could even run with him. At the end we had a little better tire to get around him. But he had a great car today, Tony had a great car today, I thought pretty equal to ours. The 42 on even ground with no pit strategy, go out and see who can go the fastest, he definitely, my thought, today had the best car.

**Q:** Matt, you talked about playing catch-up all day, was there a reason you were behind early on in the day?

**KENSETH:** Yeah, what really happened, the first run we made, a lot of people pitted early under green and the fuel thing and all the pit strategy things have been so whacky lately that we wanted to make sure we could run to at least Lap 37. If we could do that, we could make it on three stops, the race on three stops in case it went green the whole race. So we were trying really hard to do that. We were still out there when whatever happened on pit road happened. And we ran under caution for a long time running second and thought we were going to run out of gas. So we had to pit when the pits were closed; and because we did that we had to start on the tail end of the lead lap, and that got a lot of us quite a ways behind early.

**MODERATOR:** Also joining us in the Trackside Press Conference Room is the third-place finisher, he's also the highest finishing rookie in the race, Jamie McMurray. This is Jamie's first Brickyard 400 start. Won his first Winston Cup race at Charlotte in October of 2002. We'll continue with questions.

**Q:** Matt, you gained a few points on two and three again today, and Jeff Gordon and Dale Jr. keep waiting for you to have a bad day and they keep having worse days than you. Are you beginning to feel sort of in a zone yourself at this point?

(More)

**KENSETH:** I don't really feel in a zone, but I do feel fortunate we made it to the end of all these places. I feel really great coming out of here today second. A lot of people -- I shouldn't say a lot of people, but some people have been saying the last few weeks our finishes haven't been as good as maybe they have been in previous. And we have been finishing 12th and 13th and ninth and seventh and stuff like that. So I was happy to be a front-runner today. I think Jamie had the car to beat all day long. But I felt like we had at least a third-place car all day and ran competitively and called the race in a competitive manner, and I think we drove it as hard as we could drive it. That's how we've been approaching it all year. Just go out and do the best we can. You know, real thankful for the finishes we had, but we've still do have a lot of racing to do, and we've got to keep it up.

**Q:** Continuing on that a little bit, Matt, in a sport where victory seems to be the end-all, you don't seem to -- the fact that you're not winning, is that a frustration at all or do you get a measure of comfort from the fact that even though you're not winning, you're still padding that lead and you're going down to that million-dollar deal at the end of the year?

**KENSETH:** Yeah, I mean there's somewhat of a frustration of not winning. I feel like today we did everything we can. Even though we got ahead of Jamie at the end, I don't think we had the car to win today. There's been a few times this year where I felt we had the car to beat, and we didn't get it done and we didn't win the race. So that's part of it. I really want to get back to Victory Lane soon; but on the other hand, I'm very thankful for how we've been running. Only two years ago we couldn't run in the top 20 hardly to save our life in 2001. I'm real thankful for the year we had last year and the year we've been having this year. I've been sitting in competitive equipment each and every week. If we do all the right things with it, we're going to have our opportunities to win races.

**Q:** Matt, we kind of listened in on your radio a little bit, and it sounded like you were trying to go through all the strategy that was going through, with so many cars it seemed like everybody was on a different strategy of some kind. Could you talk about how difficult that was today maybe more so than other races?

(More)

**KENSETH:** I don't know, I just need to shut up and drive the car probably. (Laughter) The last few weeks have been so frustrating, actually about the last month and a half because the racing has just been so different than what it used to be. It used to be you would come in and run until you need gas, you come and get four tires and go race. Now it's people are stopping under green, and you can't figure out why they're doing it, getting gas to go to the end in case there's a caution. I didn't understand the strategy at all at the end of the race. I was trying to figure out after Jamie pitted, we were leading and like the 12 and all them guys came in and got gas and go to get track position but they're a lap down. So I didn't figure it out, if the caution came out, they were a lap down. But after Jamie pitted, then I was nervous because I knew if the caution came out, he was going to be on the lead lap, I was going to have to pit and he was going to be in front of me. So just trying to figure out all the scenarios, and this track is big enough where you can kind of think about that. So I've been driving Robbie (Reiser) crazy the last month because I've been second-guessing everything he's been doing and making sure we're doing the right thing. It didn't seem like things have been working out the last few weeks, but he had it under control even if it worked out. Even if we got the caution, we still had decent track position. If we didn't get the caution, I think we were in really good shape because we were just going to try to get gas at the end, and we actually were running about the same times as what Jamie was running after he pitted and got the two tires just because we were in front of the whole field. So Robbie knew what he was doing, and he did a great job calling the race.

**MODERATOR:** Matt, sit tight. Let's get a few words from Jamie here. Jamie, your first Brickyard 400 and finished third place, just talk about your impressions from this first Brickyard 400 from your seat.

**JAMIE McMURRAY:** We felt like after happy hour last night that we were going to have a good car today. But we struggled with -- this year we've had good cars but not at the right time in the race to maybe keep up with the adjustments. But today we didn't really have to adjust a lot, and I really felt like we had the best car until about the last 20 laps. The two tires just, I don't know, didn't really -- they made me a little bit tight, but more than anything, it just took grip away it felt like. Like Matt said, I felt like we were better than him, a tenth a lap until we put the two tires on. Then when he pitted and came out, he was about the same as us. So I felt like if the caution didn't come out, we were being in good shape but I was a little bit worried if it did.

**Q:** Can you just talk about how it seems like pit strategy has almost taken over the last month of racing. Can you just talk about the different calls and what you've seen, how you've seen it evolve?

**KENSETH:** Talking to me?

(More)

**Q:** Yes, sir.

**KENSETH:** Just wanted to make sure. I didn't want to answer his question. There's a few reasons for it, and to me, it's a little frustrating as a driver when you're running good and have a good-handling car. It's not frustrating for the guys who get to take chances and get out front and maybe win a race when they don't have the best car. The way it is, a lot of times the best car won't necessarily win, there's several reasons for it. NASCAR has these cars so incredibly close. The 43 cars are just so close to the same speed, and that makes it difficult to pass. It makes it, you know, better if you're out front. It's not like we got the aero rules all screwed up and you can't pass, that's not the reason. The reason is because competition is so tight. Another reason for that is Goodyear does such a great job on the tires that the times hardly drop off. Today it maybe dropped off a second at the most. If you had a tire that dropped off three seconds or two seconds, everybody would get four tires every single time and if somebody didn't, they would be a sitting duck. You would drive by them like they were tied to a tree. The rules are so close and the cars are running real close to the same speed and the tires are such a good tire that getting four isn't as big an advantage as it has been three years ago. Three years ago, if you didn't get four tires, you were going to get killed. Those are the reasons for it. If you're out front, it's just the place to be at the end.

**Q:** Jamie, can you talk about the restart where you got pinned up behind Blaney's car? Do you know what happened to the 77 and just the traffic and all that stuff -- I mean, the 400-mile race comes down to going into one turn basically on that restart, right?

**McMURRAY:** Yeah, I don't know what happened. The outside groove was really slick, and you wanted to get down to the bottom, but the 77 had run well pretty much all day, so I was kind of committed to staying in that line. It was all a pretty good group of cars, at least the outside line looked better than the inside. I don't know, when we got down there, he didn't go and then I think Robby picked me up off the ground, and I couldn't turn. I was stuck there, I couldn't go down; I couldn't go up. I was hoping he didn't spin me out. I think it was Robby. Pretty sure it was. Just judging off his past, I'm pretty sure it was Robby. (Laughter) Don't print that because he'll wreck me or something in a week.

**KENSETH:** Just glad it was your quote.

**McMURRAY:** Then the 29 and those guys got by. The restart was -- I was out of control. I couldn't go; I couldn't do anything. I was just kind of stuck behind him.

**MODERATOR:** We've had Matt for a while. Any more questions for Matt before we cut him loose? Any more questions for Matt? Matt, congratulations. Good run. We'll continue with Jamie. More questions?

**Q:** Another question. At New Hampshire on Sunday morning of the race, Len Wood told me and another reporter that the fastest car they saw here at the test was the 42 car. And I'll admit, we didn't believe him.

**McMURRAY:** That's my friend.

(More)

**Q:** Was it that test, did you guys find something that you knew coming here that you thought it was going to be pretty good? Can you talk about that test?

**McMURRAY:** We had one car, the car I ran so well at California, Chicago, always ran well with it. We brought it here to test with this car. It's a brand-new car. This car was a little bit better than the car we had always run well with. I don't know, I mean this car -- it's a really good race car is what I am trying to get at. Our first day of testing we didn't run very well. In the last three hours of the second day, I won't tell you what we did, but we found something that I mean not just at this racetrack, it worked at Pocono last week, too, and just hit on something. At the test we were not really good on a get-go, but we didn't fall off at all. And so I felt, yeah, I felt really good coming back here. It's going to be hard to believe but we haven't changed -- I mean we changed two front shocks from the time that we've unloaded. Even throughout the whole race, I don't think we -- we didn't change anything through the whole race. So yeah, I would say that test is a lot of good. This is an intimidating racetrack; it's so much different than anything else we run on. Testing here for a rookie is crucial.

**Q:** Jamie, in light of what you did last year in just your second start, there you were today in great contention, did you allow your mind to think about -- what were your thoughts possibly winning this race?

**McMURRAY:** Honestly, once I got to the lead, I knew we had a really good car the whole race. I felt like we had the best car for most of the race just judging off Donnie reading my lap times. I knew if I could get out front, you're always faster when you can get out front. So I thought if I can get there, we're going to be in really good shape. I got to give kudos to my pit crew, too, because I had the best pit crew, I felt, today. We beat the 17 car out twice, and they have one the best pit crews in Winston Cup. So my guys helped me a lot. Really, once I got out to the lead, I struggled staying focused just trying to take in where we're at and what was happening and the fact that I was getting further away from him. It was really hard to take all that in and stay focused. At one point I kind of got grumpy at Donnie because he talked to me. I was like, "Don't talk to me." And then next moment, "Talk to me now." I was going crazy, guys. I was really struggling to stay focused and do what I need to do. This is a huge race, and I mean, I can't imagine being able to win it my first time here.

**Q:** You said this is an intimidating track, you mean physically intimidating or hard to figure out or just what do you mean?

**McMURRAY:** Well, it's Indianapolis.

(More)

**Q:** You didn't look very intimidated today.

**McMURRAY:** There's so much history behind this racetrack and especially for our race team with Chip having such a big background in open wheel. He obviously wants to win here. There are just a lot of factors that lead into this. It's not like anywhere else we race. Somewhat like Pocono, I think that's an intimidating racetrack because it's not like anywhere that we go to race at. It's a different shape. Everybody -- a lot of guys test here and they really want to do well at this race. So to me to run well at a race like this, I mean, it just shows you've got a really good team and everything went your way because a lot of guys try to run well here. When we got to Watkins Glen next week, some guys will go test there, but people just don't focus on those races as much as what they're going to focus on Daytona and the Brickyard.

**Q:** Can you talk about how your relationship has evolved with Donnie Wingo?

**McMURRAY:** Well, I mean I really feel like he's probably the most underrated crew chief in Winston Cup. The guy always seems to make the right call. And he's really good, I mean a crew chief is a leader, and my whole race team really respects him in that Donnie is not the kind of guy that just stands on top of the trailer and yells down do this. He'll just come down and do it. Not because he doesn't trust them, because he likes working on race cars. My whole team respects him for that and I do. It's weird, because with Donnie, there's such an age difference -- my dad is back there, I have to be careful how I word this -- but it's almost like a father figure to me. I don't joke around about girls with Donnie, and I don't joke around about girls with my dad, you just don't. I look at Donnie as more like a father. He's just really excited. We have meetings every week at Ganassi and that's not an issue. I feel really blessed to have him.

**MODERATOR:** Jamie, congratulations in your inaugural run here. Congratulations.

...BY4002003...