

## DAY 1 – FRIDAY, AUG. 5, 2005

### Page 1

Welcome to the 12<sup>th</sup> annual Allstate 400 at the Brickyard at the Indianapolis Motor Speedway. The Allstate 400 at the Brickyard is the 21<sup>st</sup> race of the 2005 NASCAR NEXTEL Cup Series.

Notes, quotes, trivia, historical information and other items will appear on these pages through Sunday, Aug. 7. Our Media Center staff, headed by Indianapolis Motor Speedway Public Relations Director Ron Green and 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):**

8 a.m.	Indianapolis Motor Speedway public gates open
9 a.m.-1 p.m.	Chevy Day at the Brickyard activities, Pagoda Plaza
1:30-2:30 p.m.	NASCAR NEXTEL Cup Series practice
3:30-4:30 p.m.	NASCAR NEXTEL Cup Series practice

\*\*\*

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

\*\*\*

Allstate 400 at the Brickyard information is available on the World Wide Web this week on the official Indianapolis Motor Speedway site, <http://www.indianapolismotorspeedway.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.

\*\*\*

Bobby East led the last 87 laps to win the J.D. Byrider 100 Weld Racing USAC Silver Crown event Thursday night at Indianapolis Raceway Park. East is racing in the Power Stroke Diesel 200 NASCAR Craftsman Truck Series race tonight at IRP in a Roush Racing Ford.

NASCAR NEXTEL Cup Series driver Jason Leffler finished second in a car prepared by two-time IRL IndyCar Series champion Panther Racing.

2004 NEXTEL Cup Series Rookie of the Year Kasey Kahne finished 14<sup>th</sup>. Carl Edwards, a two-time winner this season in NEXTEL Cup, finished 21<sup>st</sup>, with NEXTEL Cup Series regular Mike Bliss placing 31<sup>st</sup>.

\*\*\*

Carl Edwards and Mike Wallace each will do "triple duty" this weekend, competing in three races in the Indianapolis area.

Edwards finished 21<sup>st</sup> Thursday night in the Weld Racing USAC Silver Crown race at Indianapolis Raceway Park and also is scheduled to drive in the Kroger 200 NASCAR Busch Series race Saturday night at IRP and the Allstate 400 at the Brickyard on Sunday.

Wallace is scheduled to race tonight in the Power Stroke Diesel 200 NASCAR Craftsman Truck Series race at IRP and will attempt to qualify for the Kroger 200 and the Allstate 400 at the Brickyard.

\*\*\*

The Hamilton family – Bobby and Bobby Jr. – led overall speeds during six days of NEXTEL Cup Series testing in July at IMS. Bobby Hamilton was fastest in the No. 04 Bobby Hamilton Racing Dodge at 183.905 mph July 19, while Bobby Hamilton Jr. posted a lap of 182.576 in the No. 32 Tide Chevrolet on the same day.

(More)

## DAY 1 – FRIDAY, AUG. 5, 2005

### Page 2

Allstate has named its television spokesperson and actor Dennis Haysbert to be the grand marshal of this year's Allstate 400 at the Brickyard on Sunday, Aug. 7 at the Indianapolis Motor Speedway.

Haysbert will participate in pre-race activities, including a ceremonial parade lap, and will wave the green flag to signal the start of the 12th running of the Allstate 400 at the Brickyard. Staying with family tradition at the Indianapolis Motor Speedway, IMS Chairman of the Board Mari Hulman George will deliver the famous command, "Gentlemen, start your engines."

Haysbert is perhaps best known as President David Palmer from the critically acclaimed, award-winning FOX television drama "24." In 2003, his performance in the show earned Haysbert Golden Globe Award, NAACP Image Award and Screen Actors Guild Award nominations. Haysbert made his feature film debut in 1989, portraying baseball player Pedro Cerrano in the sports comedy hit "Major League" and has starred in other films, including "Heat" (1995) and "Waiting to Exhale" (1995). Haysbert next will star in his own series, "The Unit," for CBS.

Haysbert also is a spokesperson for Allstate Insurance Company and has appeared in commercials for the insurance company since 2003. Haysbert's voice is featured in two new NASCAR television ads scheduled to break the week of the Allstate 400 at the Brickyard.

\*\*\*

Reserved-seat Race Day tickets for the Allstate 400 at the Brickyard remain available. General admission tickets for practice and qualifications and reserved-seat Race Day tickets can be purchased on the World Wide Web via [www.indianapolismotorspeedway.com](http://www.indianapolismotorspeedway.com) or by calling the IMS Ticket Office at (800) 822-INDY or (317) 492-6700.

\*\*\*

The following security guidelines have been established for the 12<sup>th</sup> Allstate 400 at the Brickyard for fans entering the Speedway:

- Strict enforcement of rules limiting any coolers carried in to no more than 14 inches wide by 14 inches high.

- All coolers, backpacks and handbags will be subject to security inspection.

- Additional uniformed officers will be stationed at each gate to monitor inspections.

A number of other measures will be employed on the grounds to tighten security, but details will not be released. Fans attending on Race Day should plan to arrive as early as possible.

\*\*\*

Indianapolis Motor Speedway will continue its support of the Department of Defense's *America Supports You* initiative at the Allstate 400 at the Brickyard by selling commemorative dog tags, with proceeds benefiting the Homes for Our Troops organization.

*America Supports You* is a nationwide initiative to showcase and communicate America's support for our men and women in the United States Armed Forces and their families. The dog tags, which are \$5 each, and *Homes for Our Troops* information will be available at a booth located in the Pagoda Plaza from 8 a.m.-6 p.m. on Aug. 5-6, and 8 a.m.-11 a.m. on Race Day, Aug. 7.

Homes for Our Troops is a nonprofit organization committed to helping members of the United States Armed Forces who have selflessly given to their country and have returned home with serious disabilities and injuries.

The organization assists injured service men and women and their immediate families by raising donations of money, building materials and professional labor, and coordinating the process of building a new home or adapting an existing home for handicapped accessibility.

For more information on Homes for Our Troops, log onto [www.homesforourtroops.org](http://www.homesforourtroops.org). The *America Supports You* Web site is [www.americasupportsyou.mil](http://www.americasupportsyou.mil).

(More)

## DAY 1 – FRIDAY, AUG. 5, 2005

### Page 3

2002 Allstate 400 at the Brickyard winner Bill Elliott will answer questions from the public from 8:30-9 a.m. Saturday at the Coca-Cola Stage in the Pagoda Plaza of the Indianapolis Motor Speedway. FOX Sports NASCAR commentators Jeff Hammond and Larry McReynolds will serve as hosts.

1997 Allstate 400 at the Brickyard winner Ricky Rudd will answer questions from the public from 1:15-1:30 p.m. Saturday at the Coca-Cola Stage in the Pagoda Plaza of the Indianapolis Motor Speedway. IMS Radio Network reporter Jerry Baker will serve as host.

\*\*\*

Fans will receive a gift item for giving blood and/or signing up to be a bone marrow donor between 11 a.m.-4 p.m. Saturday at the Blood Mobile in the East Parking Lot of the Speedway Hall of Fame Museum.

Funding for the marrow testing is provided by the Hendrick Marrow Program. Bone marrow recipients and their family members will be available to talk to donors.

\*\*\*

On Race Day, 20,000 fans will receive a free Allstate 400 at the Brickyard collectible pin. The limited edition pins will be distributed at the Allstate kiosks, located at Gate 1, Gate 9, the East Museum lot and the Pagoda Plaza, along the Tunnel 6 railing.

Each pin includes a capsule containing brick dust from the Yard of Bricks removed from the start-finish line when the historic 2.5-mile oval was repaved last year.

\*\*\*

Due to ramp closures on Interstate 65 at Martin Luther King Jr. Street, 30<sup>th</sup> Street and 21<sup>st</sup> Street, the Indiana State Police, Indiana Department of Transportation and the Indianapolis Police Department are announcing detour routes for motorists leaving the Allstate 400 at the Brickyard from Aug. 5-7.

#### Detours:

- **16<sup>th</sup> Street to I-65 southbound (SB) and I-70 eastbound (EB) and westbound (WB)**  
Motorists will continue on 16<sup>th</sup> Street past the interstate to Pennsylvania Street and then go south to 11<sup>th</sup> Street. At this point they will be able to use the Delaware Street entrance ramp to both I-65 SB and I-70 EB and WB.
- **16<sup>th</sup> Street EB to I-65 northbound (NB)**  
Motorists will turn south on Dr. Martin Luther King Jr. Street down to 10<sup>th</sup> Street, then follow the posted signs to the entrance ramp.
- **30<sup>th</sup> Street EB to I-65 SB and I-70 EB and WB**  
Motorists will go east on 30<sup>th</sup> Street, staying in the left two lanes, then north on Lafayette Road to 38<sup>th</sup> Street. By going east on 38<sup>th</sup> Street, motorists will have access to I-65 SB which will also lead to I-70 EB and WB.
- **30<sup>th</sup> Street to I-65 NB**  
Go east on 30<sup>th</sup> Street. After Lafayette Road, motorists should use the two left lanes. Turn north on Kessler Boulevard to 38<sup>th</sup> Street. Go west on 38<sup>th</sup> Street to the I-65 NB entrance ramp.

#### Closures on Sunday after the Allstate 400 at the Brickyard:

- 38<sup>th</sup> Street will be closed to WB traffic at Cold Springs Road. All traffic at this location will either go north on Knollton Road or be turned back east on 39<sup>th</sup> Street.
- The ramp from NB I-65 to 38<sup>th</sup> Street/Kessler Boulevard will be closed.
- All traffic entering WB 38<sup>th</sup> Street from Kessler will be directed onto NB I-65 and will not be allowed to continue WB on 38<sup>th</sup> Street past Guion Road.

These closures are temporary, and the streets will be reopened as soon as possible after the race.

(More)

## DAY 1 – FRIDAY, AUG. 5, 2005

### Page 4

HANK'S Hog Roast at the Allstate 400 at the Brickyard will take place Saturday at the Indianapolis Motor Speedway.

With the purchase of a \$15 Saturday Qualification Day ticket from IMS, fans will have access to a free concert starring Diamond Rio and Emerson Drive, as well as free food to the first 10,000 people. The free concert and food are presented by Indianapolis country music station 97.1 HANK FM and the Indianapolis Motor Speedway.

Festivities begin at noon (local time) with free pork sandwiches, cole slaw and baked beans, while supplies last. Emerson Drive hits the stage at 3 p.m., followed by headliner Diamond Rio at 4:45 p.m. Country music superstars Diamond Rio have sold more than 10 million albums on the strength of No. 1 hits such as "Meet In the Middle," "One More Day," "Beautiful Mess" and "I Believe."

Concert goers can also see the semi-finals and finals of the Allstate Drivers Change Challenge. 97.1 HANK FM and its sister station, 1070 WIBC, will broadcast the Allstate 400 at the Brickyard live.

\*\*\*

Country music superstars Diamond Rio will sing the national anthem before the start of the Allstate 400 at the Brickyard on Sunday afternoon.

Diamond Rio has sold more than 10 million albums on the strength of No. 1 hits such as "Meet In the Middle," "One More Day," "Beautiful Mess" and "I Believe."

\*\*\*

Checkers Drive-In Restaurants, the Official Burger and Drive-Thru Restaurant of the Indianapolis Motor Speedway and NASCAR, announced this morning that it will serve as the primary sponsor of the No. 10 MB2 Motorsports Chevrolet driven by Scott Riggs at five NASCAR NEXTEL Cup Series races this season.

The sponsorship starts this weekend at the Allstate 400 at the Brickyard and will continue Aug. 27 at Bristol, Oct. 2 at Talladega, Oct. 30 at Atlanta and Nov. 20 at Homestead.

**SCOTT RIGGS:** "It's a great team with MB2, and of course you know the history of what we're doing and how we're growing pretty rapidly, and building this team to what it needs to be. With the help of Checkers and Rally's coming on board this year, for these races we'll be able to prove what kind of team we can be. With their help I hope we can make some more people eat cheeseburgers from Checkers." (Talk about what it's like to race at this track, historically and practically): "Everyone has a couple months off in the offseason, if you want to call it an offseason, to try and get your car and your Daytona pieces ready, to have your best bullet out there to race. Now, when you come to Indy, all the rest of the races besides Talladega and Daytona, you're trying to make as much downforce as you possibly can. So when you come here, you try to put your best piece forward. The car's got to be fast down the straightaway, body attitude's real important, aerodynamics and chassis, geometry as far as how much the cars are traveling. You work all offseason trying to get your best pieces as smooth as possible, and now you're trying to get your best downforce car to come here. I think this is definitely a place where everybody brings their best piece to win. You wouldn't take your car from here to Bristol or Martinsville in a couple weeks, that's for sure. As far as the history, last year was tough for me because, one, I was trying to figure out this new track I'd never been on before, plus it was so much prestige and so much history that (it) created a little more nerves, particularly on something you're so unfamiliar. Driving through two walls of fans with bleachers on both sides, things like that are definitely something I'd never been through as a driver. Coming back this year I'm a lot more relaxed and we've got a good chance, and we had a good test. It's still a big event, but I feel a lot better about it from last year, for sure."

(More)

## DAY 1 – FRIDAY, AUG. 5, 2005

### Page 5

Track activity today for the Allstate 400 at the Brickyard was canceled at 3:30 p.m. due to persistent rain. It's the first time in the 12-year history of the event that a complete day has been washed out due to rain.

\*\*\*

#### **SATURDAY'S REVISED SCHEDULE:**

7 a.m. Indianapolis Motor Speedway public gates open  
8-9 a.m. NASCAR NEXTEL Cup Series practice  
9:30-10:30 a.m. NASCAR NEXTEL Cup Series practice  
3:10 p.m. NASCAR NEXTEL Cup Series qualifying (two laps, all positions)

\*\*\*

The Indianapolis Motor Speedway Public Address audio can be heard live on the IMS Grounds on 100.1 FM.

\*\*\*

Ryan Newman, a native of South Bend, Ind., offered these comments about the Allstate 400 at the Brickyard. He will drive the No. 12 Alltel Dodge in the race for Penske South, owned by 13-time Indianapolis 500 winning car owner Roger Penske, whose NASCAR team is winless in this event.

**RYAN NEWMAN:** "This is more than just a race. I grew up with Indy being everything. I'm sure if you ask Tony (Stewart) or Jeff (Gordon) or anyone else who cut their teeth racing in Indiana, they'd say the same thing. It's like the Taj Mahal for us. The history of the track. The racing legends who have raced there before. You can feel it when you enter. I want this race more than any other. Not just for myself, but for the Alltel team, for my family and friends who all live in Indiana and, of course, for Roger Penske. He needs that stock car victory at the Brickyard, and I'd like nothing more than to be the one to get it for him."

\*\*\*

When the Allstate 400 at the Brickyard starts Sunday, the small-block V8 engine that powers the 2005 NASCAR Chevy Monte Carlo will compete in its 50<sup>th</sup> year in NASCAR's top series.

To emphasize that accomplishment, a re-creation of the 1955 Chevrolet NASCAR stock car that Herb Thomas drove to victory at Darlington 50 years ago will run a parade lap on the famed Indianapolis Motor Speedway and appear on display in the GM exhibit in the midway for the entire race weekend.

\*\*\*

The Chevrolet SSR, which will pace the Allstate 400 at the Brickyard this year, will feature a new two-tone paint option with bright chrome accents.

The Chevy SSR pace vehicle design features five Hot Hues(TM) colors from DuPont starting with a wide stripe of True Blue that begins above the grill and extends across the top of the vehicle to the deck lid, with Molten Orange adorning the lower sides of each vehicle. The GM design team chose between 10 DuPont Hot Hues shades before deciding on the current paint scheme, which also incorporates the colors of Cosmic Dust, Bombay Blue and Tango. Initially two different two-tone paint schemes will be available as an option on the 2006 Chevy SSR and will arrive at Chevy dealerships late this summer. Additional combinations of SSR colors will be rolled out throughout the 2006 model year.

A Chevrolet vehicle has paced every Allstate 400 at the Brickyard since the inaugural event in 1994.

\*\*\*

MP3 audio files of interviews with selected Allstate 400 at the Brickyard drivers will be available for download at the end of each day of the event at [www.indianapolismotorspeedway.com/media](http://www.indianapolismotorspeedway.com/media). See an IMS Public Relations staff member for username and password information.

(More)

## DAY 1 – FRIDAY, AUG. 5, 2005

### Page 6

IndyCar Series veteran A.J. Foyt IV visited the garage area today.

**A.J. FOYT IV:** "We have the race weekend off and, you know, the Allstate 400 at the Brickyard is probably the second- or third-biggest race in the world, and that's one reason that I'm out here. But I've got some stuff working, and I think I might have some Busch stuff coming up later in the year, so I'm here hanging around it. It's a different world over here, so the more I'm over here hanging around it the more I'll get used to it quicker, I think. I'm just having a good time, hanging out with Ray (Evernham) a little bit and seeing how it works." (About his cameo role in the new movie, "The Dukes of Hazzard"): "I heard it was supposed to come out today, but I think I might wait for it to come to DVD."

\*\*\*

Former NBA player Will Perdue and current Indiana Pacers' NBA players Danny Granger and David Harrison visited the track today.

**WILL PERDUE:** "I actually know a majority of the guys with Hendrick Motorsports. When I get a chance, I come out and support them. I came two years ago. I have always been a NASCAR guy. I grew up in Florida in a small town called Merritt Island, about an hour from Daytona. I have always been a NASCAR guy. I went to Chicago this year. I'll be going to the (Allstate 400 at the Brickyard), the night race at Bristol, the night race at Charlotte, and I'll try to get to four or five of the races in the Chase."

**DANNY GRANGER:** "It's my first time. It is breathtaking. I didn't know racing was this involved. It is so technical. A little adjustment here can change a lot of things. It was really a great experience." (About if he will come to the race): "I hear they have 300,000 people here. That's too many people for me. I would rather watch it on TV, but it is still a fun sport."

**DAVID HARRISON:** "I think it is amazing. I was just thinking that it was a bunch of cars driving around a track. But you get to see the pits and (the crew) just tells you all the details of what they have to do, and it is really interesting." (About if he is a race fan): "I would say no, but I didn't grow up watching the sport. It is really interesting seeing behind the scenes. I saw this thing called "NASCAR 360." It was pretty cool seeing the behind the scenes and random things like that." (About if he would like to ride around the track): "I wouldn't mind doing it, but how fast do they go? I don't think I could fit in it. That would probably be my cop-out. Take Danny (Granger), he's a little bit smaller."

\*\*\*

The change in the event schedule due to today's cancellation of practice has resulted in this event becoming an impound race, in which cars will be impounded immediately after qualifying Saturday afternoon until the race starts Sunday afternoon.

Only a limited amount of work, including shutting off electrical switches and power, removing the radio, checking the tires' air pressure and covering the car, may be performed after qualifying Saturday afternoon by a maximum of two crew members under supervision by a NASCAR official.

On Sunday before the race, only a very limited amount of work can be done on the car, including priming the oil system, plugging in the oil heater, turning on the master switch, starting the engine, opening the hood, setting tire pressure, torquing wheels, installing the radio and water bottle, and removing or repairing tape on the front grille. All of this work must be done by a maximum of two crew members under the supervision of a NASCAR official.

A maximum of 4 gallons of fuel may be added by a maximum of three crew members at the fuel pumps, and a maximum of three crew members can bring the car to the height platform to make minor adjustments to the front and rear wedge bolts, frame end adjuster and external shock bleeds.

## END DAY 1 (FRIDAY) NOTES

## ALLSTATE 400 AT THE BRICKYARD RAINOUT QUOTES – Friday, Aug. 5

### Page 1

**ROBBY GORDON (No. 7 Fruit-of-the-Loom Chevrolet):** “I’ve watched it rain here a bunch over the years, especially during the month of May and all that. I’m definitely disappointed for the race fans that came out today that haven’t seen the cars run yet, they’re not going to get to see them until tomorrow, but I think that’s why NASCAR is as big as it is. You’ve got people that will stand in the rain all day long to see the cars hit the racetrack and see different drivers hit the racetrack, and I’m just proud to be part of it. (About setups): “We’re fine. We came here and tested. I think we know where our baselines are. We know the things we’re going to need to do to go fast. If the car does this, we’ll go two steps this way, if the car does that, we’ll go two steps that way. We have our recipe already made, and I hope that when we get the opportunity to hit the racetrack we go fast.”

**JAMIE McMURRAY (No. 42 Havoline-Texaco Dodge):** “The majority of the teams have tested here, so it’s not that big of a deal. I’m almost relieved that it got rained out today because I dread qualifying. It’s not something I look forward to, and when we do the impound races and make one qualifying round at the end of the day, I’d be just as content to draw pills.” (About qualifying): “Is that what time we’re qualifying is 3? I don’t know that it’ll be as critical because at 10 a.m. it’s very cool. I think the hottest part of the day is 4 or 5, so I don’t think it’ll make as big a difference. Usually when you qualify at 3, it’s better everywhere.” (About the track): “I’ve never really viewed this track as boring. It’s different than anywhere else we go, and it’s fun. We came and tested here ... I came in for the first time and I loved this place because it’s so much different. It might be boring sometimes for you to watch, but as a driver it’s a cool racetrack.” (About the Chase): “It’s a little bit different than last year because the guy who’s in sixth right now is not ‘safe.’ Last year, it was like ninth and 10<sup>th</sup> through 15<sup>th</sup>, so there’s a little bit more seats available to make it in. I had never really been in a points battle until last year, even in the Busch Series. I was sixth in points last year, but it wasn’t one of those make-or-break deals. It was really close last year, and I was devastated we didn’t make it in. Our team more than any, I suppose, because we missed it by 16 points or whatever. Last year, I got all stressed out, and I didn’t deal with it the right way. This year, even last race when my alternator went out, you almost laugh. I just try to make the most out of it. As a racer, or if you’re trying to make the chase, you’re always giving 100 percent. I heard someone ask if there’d be some braver moves made. I think if you do that every week, whether it’s for the Chase or not, you race your heart out.”

**JASON LEFFLER (No. 11 FedEx Express Chevrolet):** (About testing extensively here and a possible advantage with the rain Friday): “I don’t know because we went back and worked on our car, and we need to make some laps to make sure nothing’s rubbing and stuff. Some of the teams that didn’t test probably had teammates who did, so they have just as much information. I think we’ll probably get some practice in tomorrow, then qualifying, then some practice after qualifying, so I don’t think it’s a tremendous advantage now, no.”

**BOBBY LABONTE (No. 18 Interstate Batteries Chevrolet):** (About the effect of losing practice today): “I don’t know what the schedule’s going to be. They give us a piece of paper that says we’re going to practice here or there or have qualifying or don’t have qualifying so whatever the case is going to be with no practice today, everybody’s in the same boat. We just have to make sure we do the best we can. There’s sure not going to be anything special we come up with if they say we’re not going to practice today.”

(More)

## ALLSTATE 400 AT THE BRICKYARD RAINOUT QUOTES – Friday, Aug. 5

### Page 2

**CARL EDWARDS (No. 99 AAA Ford):** (Does this alter your preparations for qualifying?) “It’s going to tighten up the schedule for tomorrow. For me, we had a decent test session here. I feel like our car is really good, and I have the benefit of being able to lean on my teammates. If our AAA Ford isn’t up to speed, I can just go down and talk to one of my teammates who is, and that’s really a huge advantage here for me, so I think we’ll be fine.” (About racing at the Indianapolis Motor Speedway): “Boy, the track is really awesome, and it’s just amazing to get to race here. To get to run on this racetrack and compete with these guys is a real honor. It’s a lot of fun and, heck, I’m just really excited. Every year, we’d tune into to watch the 500, and then they started to run the Brickyard here and I’d always watch that. It’s just one of those races, to me, that seemed like it’s something I’d never get to do. To get to be here is a real honor.”

**BORIS SAID (No. 36 CENTRIX Financial Chevrolet):** “It would have been nice to practice today, that’s what we were really looking forward to. It’s just one more day. We’re going to get two hours practice tomorrow, and then we qualify. It doesn’t really change too much.” (Are you looking forward to running here?): “Yes. It’s going to be really hard to sleep tonight. It was hard to sleep last night, and I was waiting all day to drive. Just one more day. I’ll make it.”

**STERLING MARLIN (No. 40 Coors Light Dodge):** “We’re going to practice in the morning, and the track will be totally different from when we qualify. This is one of the tracks that really changes a whole lot when the sun is in, when the clouds come over. It’s going to be an impound race now, so I think we’ll just go back to the setup we had that worked good when we were testing and it was real sunny and hot.”

**KYLE PETTY (No. 45 Georgia-Pacific/Marsh Stores Dodge):** “Obviously, this changes the schedule. I guess now it’s an impound race where we come in and practice two times and then qualify in impound, where before we were qualifying and then having two practices. It’s a little bit different, but most of these teams that come up here, when you walk through the garage all of these teams tested here. So it’s not as big an issue here at Indy as it would be at maybe some of the other tracks.” (Will the track change from morning practice to qualifying?): “It will be totally different. It will definitely be totally different, especially if the sun’s out. At 8 o’clock this is a totally different racetrack than it is at 10 or 2 or 4. So you just have to adjust. Basically, you got what you got, and you got to get your stuff ready to drive good, stay pretty true to what your test was and take what you get qualifying and go from there.”

**MIKE BLISS (No. 0 Net Zero Best Buy Chevrolet):** “It depends what they do. If they line up by points – we didn’t test here, so guess that might be good – maybe it might be bad for us, I don’t know. As of right now, what they decide is what we have to do. You can’t do anything about it.” (About not testing): “We didn’t test, so if we go into tomorrow and they scratch qualify, which is pretty tough to scratch qualifying because we’re at Indy and they want to give everybody a chance. If they scratch qualifying, then it is kind of the same. We’re back on practice for tomorrow if the weather holds up, so all we are going to work on is qualifying right now, and if they scratch, that it is just a day of qualifying runs that we don’t have to do.”

**KENNY WALLACE (No. 00 Aaron’s Chevrolet):** “Well, the whole game has changed now because within six hours we went from a race where you qualify and then you practice now after the qualifying you line up and race. It’s pretty big. You see a lot of teams walking around here now with springs and shocks in their hands. The whole game has changed.”

(More)

## ALLSTATE 400 AT THE BRICKYARD RAINOUT QUOTES – Friday, Aug. 5

### Page 3

**RUSTY WALLACE (No. 2 Miller Lite Dodge):** “I think that the second practice session tomorrow, no matter what happens, the one from 9:30 to 10:30 (a.m.), is going to be the key, because the first session we run is going to be where we spend all our time laying rubber on the racetrack because the track is so green. In the second practice, the rubber will be all down, and it should be a different animal from 9:30 to 10:30.” (About this being his last race here): “That doesn’t really bother me at all. All I am focused on right now is getting this baby in the top 10 in the NEXTEL Cup points. And I am considering this the most important race, the last race and approaching it conservatively-aggressive and doing all those types of things. I think all these other drivers that are going for the top 10, that’s what they are thinking. It would be great to win the (Allstate 400 at the Brickyard), no doubt about it, and I want to do that, but I want to bring this baby home with all the fenders on it and a good finish.” (About what he means by ‘conservatively-aggressive’): “Conservatively-aggressive means you are conservative when you need to be and aggressive when you need to be.” (About how that works for him): “It works for a lot of people if they use that terminology. A lot of them are just aggressive all the time and they bring it home in a big box.”

**MICHAEL WALTRIP (No. 15 NAPA Auto Parts Chevrolet):** “It changes little bit, but it really doesn’t affect us that much. We are used to doing this impound stuff. My team has been really good at the impound races. We sat on the pole at Pocono and ran real well up there with the impound. We feel really good about our chances. We think this only compliments our chances to get the pole and win the race.” (About how testing comes into play): “I think everybody tested. It doesn’t really matter. If you didn’t test, your teammate did, so you’ve got all the information. It’s not a factor.”

**TERRY LABONTE (No. 44 ditech.com Chevrolet):** “It’s obviously going to limit a bit of your practice time. The one thing I’ve learned about racing is you can’t predict what they’re going to do.”

**MARK MARTIN (No. 6 Viagra Ford):** (About testing before the Chase starts): “If we make the Chase, we will have done the right thing. If we don’t make the Chase, then we really played it wrong. Last year we had to use all our tests to fight our way from behind to get in. This year, I’ve learned that we’re going to look really silly sitting on four or five tests, you know, going into the last 10 if we miss it. If we have another great run here like we did last week, then after that if we don’t wreck or blow up, then we’ll make it. As a matter of fact, if we don’t wreck or break, we will make the Chase. We have the performance right now. It’s just really close, and we can’t afford to have any trouble.” (Lack of testing hurt you last year?): “We were dead in the water. Immediately when the checkered flag fell in Richmond, we were not ready. We had to do everything we could do to make it in. We did a great job of recovery, but we weren’t ready for New Hampshire, that’s for sure. All our focus was on getting in.” (What kind of car do you need here to run up front? Is it balance? Air?): “It’s the same thing as everywhere else. You have to have it all. It’s real competitive. If you don’t have it all, you’re in trouble.” (Is this the year to win in Indy?): “I don’t think you ever know that.” (Obviously any win is important, would a win in Indy be any sweeter for you?): “You know, if you only get to win one race in your career, and you probably need to win the Daytona 500. If you can’t get that one, then you out to take the Brickyard. Let’s face it. We don’t get to pick which one’s we win. We just hopefully get to win a few.” (What’s the rain today do for preparation for qualifying?): “It’s not really a big deal. I think everybody should be ready. Whenever the schedule does what it does, we’ll react to it.”

(More)

## ALLSTATE 400 AT THE BRICKYARD RAINOUT QUOTES – Friday, Aug. 5

### Page 4

**RYAN NEWMAN (No. 12 alltel Dodge):** “It’s good that we still get the opportunity to qualify tomorrow with the impound procedure. It keeps it a level playing field for everyone to have a shot. Hopefully the weather will be good tomorrow so we can get some laps in and figure out some things for the racetrack.” (About returning to your native Indiana): “It’s cool. It’s nice. There are a lot of friends, family and fun around here and definitely enjoy all parts of it.”

**DALE EARNHARDT JR. (No. 8 Budweiser Chevrolet):** (What effect does the rain have on your mindset?): “Nothing really. We’re going to get plenty of practice tomorrow so, it just gives everybody another day of rest.” (What have you and your team done to prepare for the Allstate 400 at the Brickyard?): “We came here and tested, and I was pretty happy with my car, but we fell off a lot in race runs. We’d start off really fast. I made a qualifying run, we were real fast. Like I said, we lost too much as we ran; the more we ran we got real tight, slowed down way too much. But we went to Pocono, and as the weekend went on, we kept changing stuff on the car and adding some things and improving the car. Finally that right-front spring we put in on the second pit stop, the spring we had in there was coil-binding real bad and making it real hard to drive. We wanted to put this spring in before the race but with the impound rule you couldn’t, and so we changed it, and I think that’s going to be the difference that’ll help my car for the problems we were having in testing here, because it was real fast after that. There’s real similar setups you run at Pocono and Indianapolis.” (Every time we come here everybody wants to talk about what this race means in terms of winning here. Your dad won the second year here; can you talk about what he told you about that, maybe what it meant to him? Did he talk about how cool it was to race here the first time, and did you sort of feel the same way?): “I remember when they came here and tested (in 1993), there were maybe 10 drivers or so? And that was really cool; that was a unique deal because it was like getting a free pass to go somewhere cool and try something out. I remember how that was for the sport and when I came here, personally. I remember as a driver, they’d already ran some races here and so it wasn’t quite as significant I guess, but it’s a special place, it’s pretty impressive when you walk around here and look around, when you’re out on the racetrack, going on the back straightaway and you think about all the Indy races you might have watched on TV. You’re constantly reminded of what this track means to the world of motorsports and what it means to us. In a sense, most of the time NASCAR is always at the front of all these new, cool things and we obviously are more successful in the media market and television market than Indy and the IRL at this point, but they had raced here for so long it was kind of like we were coming in and felt sort of like the Busch Series, in a way. But it’s cool to be here and to race here. To win here, I don’t know what that would feel like. It would feel different than winning the Daytona 500 or the (Coca-Cola) 600 or a race we’ve had forever, that has a lot of (stock car) history you can fall back on. Winning here would mean more to you as an all-around driver, just having an accomplishment at Indianapolis.” (Are there any Indy car drivers from way back that you admire?): “Well, A.J. Foyt, obviously. I have this really neat article that a guy that works for *Playboy* magazine, a friend of mine, gave me, the issue that came out the month that I was born, from October in ’74, and A.J.’s got an article in there. It’s pretty cool to read it because A.J. was kicking butt in those days. Him, and I’ve met Arie Luyendyk a couple times, and he’s a real nice guy, the Unsers – Al Jr., I was a big fan of his. Him and dad had a good respect for each other, and I got to admire him a lot. Just to name a few.”

**(More Earnhardt on next page)**

(More)

## ALLSTATE 400 AT THE BRICKYARD RAINOUT QUOTES – Friday, Aug. 5

Page 5

**DALE EARNHARDT JR. (No. 8 Budweiser Chevrolet) (cont.):** (How frustrating is it to deal with a day like today, and how do you bide your time?): “EA Sports came out with NCAA 2006. (Laughs from audience) I’ve been playing. Martin’s (Truex Jr.) PR man, Josh Snider, we grew up around each other and we play those games a lot. He’ll be in his bus working on his Heisman chase and I’ll be working on mine. It’s pretty fun. Madden comes out in five days, you know that, don’t you?” (In terms of the Chase, wouldn’t you consider Indianapolis and Watkins Glen to be two important races, given your success or lack thereof at these two tracks?): “We’ve ran in the top five at the Glen, I think every time I’ve been there in last couple of races. Martin (Truex) went up there and tested a Busch car and found a couple things. I’ve just always liked racing at the Glen. Yeah, I’m concerned at this race as far as how we’re going to finish, how we’re going to do well. This will be a really competitive race, with how people are setting their cars up it fits this track, so I think a lot of guys are going to be really competitive on Sunday, and it will be hard to pass, and track position will be really important. If your car’s not working, you’ll have to come in and make these extra stops and things like that, and you’re putting yourself behind the eight-ball there when you get behind a lot of cars with aero push and stuff like that. Hopefully we’ve got a great car and we don’t – if we come off the trailer tomorrow in good shape, that’s when we have a good weekend. It’s when we start the race and have to work on car, it’s hard to make that up when you’re giving up a lot of track position. I’m concerned about this race, how we’re going to finish, how we’re going to do well. It’ll be a real competitive race. I think a lot of guys are going to be really good on Sunday. It’ll be hard to pass, so track position will be real important. If your car’s not working, you’ll have to come in and make these extra stops. You’re putting yourself behind the 8-ball when you’re behind a lot of cars., with aero push and stuff like that. If we come off the trailer tomorrow in good shape, we usually have a good weekend. It’s when we start the race and have to work on the car, it’s hard to make it up once you’ve given up track position.” (About his dad saying the idea of driving an Indy car here intrigued him and his thoughts on it): “I’ve thought about it. You wonder what every car in the world drives like in racing. But I don’t know if I ever will. It’d be hard to say. I don’t have enough connections. I’m sure there’s some who would let me, but I don’t know who they are. I don’t know that many people in that league. I wouldn’t feel comfortable doing it unless I knew the guy’s car or the person or the driver who may drive the car. I wouldn’t want to do it unless it was a friend of mine or somebody I’ve known for a long time.” (About he and crew chief Tony Eury Jr.): “Me and Tony Jr. are obviously very close. I have to go back to zero to explain it to you. He builds great race cars and they drive great. We won races last year. Michael (Waltrip) loves him to death. We didn’t change the teams because of a performance issue. We changed it because of an attitude issue between me and Tony Jr. We changed it maybe not for the right reasons, but the change did what it was supposed to do. It fixed his attitude, and it fixed my attitude. It’s not always greener on the other side for either one of us. We both look at each other today and talk to each other totally different. We have a lot more respect for each other, obviously. That’s a good thing. I think that gives us an opportunity to work together in the future that we wouldn’t have had if we’d allowed ourselves to go totally apart. We were driving ourselves apart with our attitude toward each other. Sometimes we act like children and need a lesson and sometimes we need to give it to ourselves, I guess.. On a performance issue, maybe we shouldn’t have changed, but in the long run, as a person, I’m better for it and I think Tony Jr. is, too. For next year, we’re still trying to get a third team going and we don’t quite know what we’re going to do with the #15.”

**END FRIDAY QUOTES**

## DAY 2 – SATURDAY, AUG. 6, 2005

### Page 1

#### TODAY'S SCHEDULE:

7 a.m. Indianapolis Motor Speedway public gates open  
8-9 a.m. NASCAR NEXTEL Cup Series practice  
9:30-10:30 a.m. NASCAR NEXTEL Cup Series practice  
3:10 p.m. NASCAR NEXTEL Cup Series qualifying (two laps, all positions)

\*\*\*

The change in the event schedule due to Friday's cancellation of practice has resulted in this event becoming an impound race, in which cars will be impounded immediately after qualifying this afternoon until the race starts Sunday afternoon.

Only a limited amount of work, including shutting off electrical switches and power, removing the radio, checking the tires' air pressure and covering the car, may be performed after qualifying this afternoon by a maximum of two crew members under supervision by a NASCAR official.

On Sunday before the race, only a very limited amount of work can be done on the car, including priming the oil system, plugging in the oil heater, turning on the master switch, starting the engine, opening the hood, setting tire pressure, torquing wheels, installing the radio and water bottle, and removing or repairing tape on the front grille. All of this work must be done by a maximum of two crew members under the supervision of a NASCAR official.

A maximum of 4 gallons of fuel may be added by a maximum of three crew members at the fuel pumps, and a maximum of three crew members can bring the car to the height platform to make minor adjustments to the front and rear wedge bolts, frame end adjuster and external shock bleeds.

\*\*\*

Dennis Setzer won the Power Stroke Diesel 200 NASCAR Craftsman Truck Series race Friday night at Indianapolis Raceway Park.

Four drivers who are entered in the Allstate 400 at the Brickyard competed in this race, with Jimmy Spencer finishing fifth, Bobby Hamilton 13<sup>th</sup>, Mike Wallace 26<sup>th</sup> and Ken Schrader 35<sup>th</sup>.

\*\*\*

#### TRACK MILESTONES:

·**Qualifying record:** 186.293 mph, Casey Mears, 2004

·**Fastest lap, July 2005 testing:** 183.905 mph, Bobby Hamilton, July 19

\*\*\*

Massage therapy students from the Indiana Business College will provide free massages to members of the media from 1-4:30 p.m. today on the fourth floor of the Media Center.

\*\*\*

#### NASCAR NEXTEL CUP PRACTICE:

At 8 a.m., the beginning of NASCAR NEXTEL Cup practice, the ambient temperature was 72 degrees with a relative humidity of 81 percent and calm winds. Skies were cloudy.

8 a.m. – **GREEN.** #97 Kurt Busch is first on track.

8:06 a.m. -- #77 Kvapil brushes outside retaining wall in Turn 1, continues.

8:11 a.m. – **RED.** Rain.

8:53 a.m. – **GREEN.** Practice resumes after 42-minute rain delay. #20 Stewart is first on track.

8:55 a.m. – NASCAR officials indicated that this session would be extended until 10:30 a.m., merging the two scheduled practices into one due to the rain delay.

8:55 a.m. weather update: The ambient temperature was 73 degrees with a relative humidity of 79 percent and calm winds. Skies were cloudy.

9:10 a.m. -- #41 Mears fastest at 138.737 mph.

(More)

**DAY 2 – SATURDAY, AUG. 6, 2005**

**Page 2**

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

9:20 a.m. – **RED.** #99 Edwards hit SAFER Barrier in Turn 3 with right front side of car. Moderate damage to right front of car, including flat tire. Edwards drove car to garage.

**CARL EDWARDS:** “It's a shame that I hit the wall because that's a great race car. Right now we've got minor chassis damage but mostly sheet metal, and it was just crazy. I mean, I was driving down the back straightaway, we were working on getting the car to turn a little bit better and it was like, all the sudden, this big bang and the hood blew up and the tire just exploded. It was an audible explosion. The Goodyear guys said that's not normal and that we probably ran over something, but maybe the backup car is faster. This car isn't that fast right now, so it could be good.”(About losing practice time): “The track time is a concern, but the track is pretty straightforward. We came here and tested. Kurt Busch helped me a lot, and we have a pretty good handle on how to run around the racetrack. It's just, right now, getting the car to work. And we need to get this other AAA Ford to balance well. We came here and tested and we were really fast, but ever since we unloaded this car, we've just been so tight and we can't really get up to speed. So I don't think track time is so important to me. I think we need to get the car set up.”

9:32 a.m. – **GREEN.** #20 Stewart first on track.

9:52 a.m. – **RED.** Debris.

9:55 a.m. – **GREEN.**

10:19 a.m. – Smoke trails from #48 Johnson, who returns to pits.

10:30 a.m. – **CHECKERED.** End of session. #41 Casey Mears was fastest at 184.873 in the No. 41 Target Dodge.

All 52 cars entered turned at least one lap during practice.

\*\*\*

Kevin Harvick is sporting a brick-themed paint scheme on the No. 29 GM Goodwrench Chevrolet this weekend for the Allstate 400 at the Brickyard.

Mark Martin's No. 6 Viagra Ford is sporting the red-and-gold colors of the No. 6 Folgers Ford Thunderbird that Martin drove earlier in his NASCAR career with Roush Racing.

\*\*\*

Army National Guard Sgt. Peter Damon, from Brockton, Mass., and his family are guests at the Allstate 400 at the Brickyard this weekend. Damon lost part of both of his arms when a tire exploded on a Black Hawk helicopter that he was servicing in Iraq.

Damon's family is receiving a new home through Homes for Our Troops, a non-profit organization committed to helping members of the United States Armed Forces who have selflessly given to their country and have returned home with serious disabilities and injuries.

The organization assists injured service men and women and their immediate families by raising donations of money, building materials and professional labor, and coordinating the process of building a new home or adapting an existing home for handicapped accessibility.

For more information on Homes for Our Troops, log onto [www.homesforourtroops.org](http://www.homesforourtroops.org).

Proceeds from sales of the Department of Defense's *America Supports You* commemorative dog tags this weekend at the Allstate 400 at the Brickyard will benefit the Homes for Our Troops organization.

*America Supports You* is a nationwide initiative to showcase and communicate America's support for our men and women in the United States Armed Forces and their families. The dog tags, which are \$5 each, and *Homes for Our Troops* information will be available at a booth located in the Pagoda Plaza from 8 a.m.-6 p.m. on Aug. 5-6, and 8 a.m.-11 a.m. on Race Day, Aug. 7.

(More)

**DAY 2 – SATURDAY, AUG. 6, 2005**

**Page 3**

**Top 10 Drivers of Practice**

	<b>No.</b>	<b>Driver</b>	<b>Car</b>	<b>Speed</b>
1.	41	Casey Mears	Target Dodge	184.873 mph
2.	10	Scott Riggs	Rally's Chevrolet	184.147
3.	9	Kasey Kahne	Dodge Dealers/UAW Dodge	183.464
4.	49	Ken Schrader	Red Baron Pizza Dodge	183.445
5.	25	Brian Vickers	Garnier Fructis Chevrolet	183.438
6.	0	Mike Bliss	Net Zero Best Buy Chevrolet	183.408
7.	15	Michael Waltrip	NAPA Auto Parts Chevrolet	183.206
8.	97	Kurt Busch	Crown Royal Ford	183.184
9.	38	Elliott Sadler	M&M's Ford	183.169
10.	17	Matt Kenseth	DeWalt Power Tools Ford	183.027

\*\*\*

**NASCAR NEXTEL CUP PRACTICE POST-PRACTICE QUOTES:**

**SCOTT RIGGS:** “Not too bad. This is the first time we made a qualifying run. We came here about a month ago and tested. (We were) pretty happy. We thought we learned a lot. (We) went back and were able to put a lot of things we learned into the brand-new car that we built and brought here. It hasn't been through the wind tunnel or anything. It was just a brand-new piece that just got together at the last minute. It really looks good. I think it's the best piece we have ever built. It is doing what we want to do. We've got everything figured out front end-wise. It seems to be driving pretty good.” (About the wait between practice and qualifying): “Yesterday we drew the qualifying draw and I drew one, which was then the best you could possibly get. Unfortunately, with the rain changing the schedule around, now one is going to be the worst, so I am sure it's going to cost us a little bit, unfortunately. Maybe it will stay overcast and be pretty equal for everyone.”

**JIMMIE JOHNSON:** (About smoke trailing from car): “When we went out on qualifying and we had all that tape on the nose, the front travels a lot further. It was just simply a left front tire rubbing on the fender, and we didn't have that issue when the tape was off in race trim. When we went to qualifying trim, it had the car cycled down, and that's where the smoke came from. Luckily it didn't damage our tire, so we are able to go out and make a run and see what we had in qualifying trim. We're in good shape. I made a lap with the tire smoking, came in, cooled those tires down, and put up a time good enough for 11<sup>th</sup> right now. If we had had fresh tires, I know it would have been a little better.”

**CASEY MEARS:** “We made a qualifying run. I think everyone else did, too, and we were quickest. I mean, the car seems pretty good. We made a couple of changes because it's an impound race, so we made a couple of qualifying runs earlier and then made a couple changes on our race car later in the run, so the changes are definitely going to affect the qualifying run. Now it's an impound race, so we'll focus more on race trim and make sure we've got a good race car. We didn't make any real big changes, so for the most part the car should be good. We've just got to focus. Fortunately we put in a real quick lap and we've got a little bit of a cushion so we've just got to focus in on not making any mistakes in qualifying and we've got a good shot at it.” (About possible change in track conditions): “Sometimes it does, sometimes it doesn't. Since it's overcast like it is, I don't think it'll affect it as much as it would, you know, if it was a sunny day and getting hotter and hotter throughout the day.”

(More)

**DAY 2 – SATURDAY, AUG. 6, 2005**

**Page 4**

**NASCAR NEXTEL CUP PRACTICE POST-PRACTICE QUOTES (cont.):**

**KEN SCHRADER:** “The car was just good when we unloaded it. It’s a new car. We had a good test. We were seventh quickest, I think, in overall testing. We just came back, took it home, fluffed and buffed on it a little bit. We made a few changes and came back here. We haven’t made a lot of changes (here). We are fine-tuning some stuff, so we’ll go out, get us a lap and see what we got.” (About what he learned from practice): “We learned a little bit, but the track changes. And depending on what the weather does here, it is going to change a bunch again, so we are just going to have to see.”

**KASEY KAHNE:** "I feel really good. We were really loose in qualifying trim there and still had a fast lap of third so we look forward to qualifying this afternoon. The race car for tomorrow's race is probably the best car we've had all year long. I'm excited for tomorrow. Who knows what will happen, but definitely excited. I think we have a shot to finish up front in the Allstate 400. The track's great. It seems fine. It's a little bit smoother than what it was last year. Right now, it seems it's pretty much on the bottom, but I think as the race goes on, it will open up a little bit and hopefully it will be just as racey as what it was last year.”

\*\*\*

Oliver North, a 22-year member of the United State Marine Corps, is scheduled to attend the Allstate 400 at the Brickyard as a guest of Joe Gibbs Racing. North serves on the board of Youth for Tomorrow, a residential group village for at-risk teenage boys and girls (age 11-17), which was founded by JGR owner and Washington Redskins Head Coach Joe Gibbs.

North has attended many NASCAR races as a guest of JGR, most recently in May 2004 at Richmond International Raceway in Richmond, Va.

\*\*\*

Lyn St. James, one of four women to start the Indianapolis 500, visited the track today. St. James talked about the Lyn St. James Foundation, her program that has helped develop the racing careers of some prominent female competitors.

**LYN ST. JAMES:** “The Lyn St. James Foundation is going well. I started it in 1994. We've had 10 driver development programs since then. We do it once a year. We’ve had about 200 young, talented drivers come through the program, about 80 percent of them females, not solely females, but certainly we're focused on that. We've had great graduates with Danica Patrick and Erin Crocker and Sara Senske and Allison Duncan. Some have done really well and gone on, as well as the some of the guys. Boston Reid is one of our graduates. It's a program that is designed to give drivers the tools that they need to be a professional race car driver and be prepared to be a professional. But they've got to do the deal on the racetrack, but it's all the other things they need to know – not just the media and all that, but it's all the things they need to know about themselves and to be prepared properly, and handle themselves well. If people want more information they can go to my Web site, which is [www.lynstjames.com](http://www.lynstjames.com).”

(More)

**DAY 2 – SATURDAY, AUG. 6, 2005**

**Page 5**

IRL IndyCar Series standout Tomas Scheckter visited Gasoline Alley today.

**TOMAS SCHECKTER:** (About being at a track on his one weekend off): “Yes, my one weekend off. Not only that, I was in England testing a car yesterday, and the day before, I was in Kentucky testing a car. So I seem to be at a track where ever I go. I'm just meeting some people. This is my first Cup race. They're in town, and I live down the road so I just came by to speak to a couple people and have a look. I'm definitely learning a little bit about it, and it's pretty cool. Just hanging out and socializing. We just met Jeff Gordon. We were in his motorhome, chatting to him about a whole bunch of different stuff, some Formula One stuff. All the drivers, we have some things in common.” (Where will you watch the race?): “At home, on my couch. It's nice to come here when it's not so full. I don't particularly like being at the track when I'm not racing.”

\*\*\*

Evernham Motorsports President and CEO Ray Evernham announced this afternoon that Kasey Kahne has signed a long-term deal to continue driving for the team in the NEXTEL Cup Series.

**RAY EVERNHAM:** “I started this program with the goal of building a championship-caliber race team. My goal certainly is to win the NEXTEL Cup and to put those things to place, you have to have good, long-term partners and committed people. And as of last Wednesday, Kasey and I reached an agreement for him to be in the No. 9 car for quite some time going forward with Evernham Motorsports. I have made a commitment to him to build a championship-caliber team around him. And he has made a long-term commitment to myself and to Dodge to help us achieve that goal of winning the NEXTEL Cup. We wanted to spring it on you here first. (About having Jeremy Mayfield and Kasey Kahne signed long-term): “Jeremy (Mayfield) is on long-term, and Kasey is on long-term. They are great teammates on and off the track. But also a lot of the key people in our organization have signed on with us again on a long-term program. Consistency with personnel and team players in a big part of getting better every year and winning a championship. We are really proud to say that in large part the braintrust of our organization and talent-side of our organization has been in place from drivers to crew chiefs to engineers to managers. Evernham Motorsports is intact for the future, and now all we have to do is getting our Dodge Chargers in contention for the championship.” (About length of Kahne’s contract): “We don’t really want to get into specifics of the contract. But when you say long-term, it is honestly fairly long-term. All I can say is that Kasey will be into his 30s and I will be way older than I want to tell you about.” (About how contract lengths have grown over time): “I think the amount of races obviously is a big part of it. But again, as close as the equipment is to everybody that is out there, the real difference is the talent and the people. It is important that when you believe in somebody, I think you go ahead and make a long-term agreement and know that you don’t have to worry them being distracted or them being worried about you being distracted by somebody else. You can just focus at the job at hand. When they know that they are set with a program for X amount of years and sponsors are locked in, the people surrounding them on the team, the comfort level is there, and you can just concentrate on getting the job done. You pretty much can’t go a race by race or year anymore. When you are building a company, you have to have a three- to five-year plan. And now more than ever the people have to be as big a part of that plan as equipment or sponsorship or anything.” **(More Evernham, Kahne on next page)**

(More)

**DAY 2 – SATURDAY, AUG. 6, 2005**

**Page 6**

**RAY EVERNHAM (cont.):** (Timetable of third car): “We’ve got a car. We just don’t have anybody to drive it right now. We’d like to have had a driver certainly already. We are talking to a couple different drivers and looking at some options. We’ve got some great partners on that car with Valvoline and some of our other partners being involved in it. I don’t want to put a date in the sand and say that we have to have a driver by this (date). You notice that I didn’t say guy, cause with Erin (Crocker) now I always have to make sure that I say ‘driver’ or she gets mad at me. It has got to be about building the team, and as NASCAR grows more, you will see it being as much about the organization as it is about drivers in certain areas. We have got to worry about getting the team and getting that built first. I still believe that in time, if you build it, they will come. If you build a team that is strong and if you have fast cars, then you are going to get the best drivers. And hopefully we’ll get the right people to come and feel the seat on that car.”

**KASEY KAHNE:** “I am really excited to be able to do this. To sign with Ray for a lot longer with Evernham Motorsports. All of our partners and sponsors that we already have with Dodge in Stanley, McDonald’s. There are so many, Siemens. There are so many great sponsors that we have that we will be able to keep working with. Just to know that I am going to have same race team, the same group of guys working on it. I am starting to know everybody working at the shop. I know everybody working at the shop, but there’s still guys coming in and out once in a while that you don’t know. It is a big deal for myself, and I’m just excited to be with Ray for a lot longer. Ray is a great car owner. He has taught me a lot. He wants to win. He wants to win races. He wants to win championships as bad as anybody in auto racing and that’s the type of person that I want to be with. I think it’s a great opportunity for myself and I’m just looking forward to the future with Evernham Motorsports.” (About how third team factored into decision to stay with Evernham): “That was something that I thought about, but it really wasn’t (that much of a factor). If it was a two (car) team, I would still stay here. I know it wasn’t a big part of my decision. I know that third team is going to help Evernham Motorsports. It is going to give us more resources and more things to go off of. We will have three teams each weekend to work with at the racetrack and during testing during the season. All of that is a big benefit, but the third team wasn’t in any part of my decision. I was going to stay no matter what.” (On court case with Ford being dismissed): “It has been a great 10 days. We didn’t have a race last weekend. I ended up racing a dirt race with Bill Elliott. I raced the Silver Crown race Thursday night. I have been able to have a lot of fun. It was a huge relief to get (the court case) off my back and to not have to think about it anymore. I didn’t feel like it affected my racing at all, but it was something that I was always thinking about. You just never know what is going to happen in those situations. To be done with that whole Ford issue and to re-sign with Ray Evernham and everybody at Dodge, it’s a very good week for us. And now we have the Allstate 400 this weekend, one of the biggest races of the entire season. Everything has been good the last 10 days. Hopefully we qualify really well this afternoon and have a good Allstate 400 tomorrow.” (About how job security changes him): “That first year you come in you don’t know exactly what is going to happen. You are just hoping things go well, the situation you are getting into is a good one. You just want to perform and work hard to do that. Now with the extension, it is nice. You know that you have the same thing as you had last year this year, and you have it for four or five more years. It is good. It is something that I think about, and then you don’t have to think about either. You know you are set. I am going to be able to work with Ray and Tommy Baldwin and all the guys (including) the engine guys. (I can) just get better working with those same guys.”

(More)

## DAY 2 – SATURDAY, AUG. 6, 2005

### Page 7

Two-time Allstate 400 at the Brickyard pole winner Ernie Irvan was in Gasoline Alley today.

**ERNIE IRVAN:** (About being back at the Brickyard): “It’s good. I’ve got a lot of good, fond memories of the Brickyard and some things I’m disappointed with. But that’s just life.” (What is he working on here?): “I’m working on my Foundation. It’s called Race 2 Safety. I’m a traumatic brain injury survivor, and there are a lot of people that are associated with traumatic brain injury. What we want to do is get awareness out to get people to start wearing their protective head gear when riding a scooter or whatever. We just want to get them to wear a helmet and wear it properly. In about a week and a half from now, I’m going to be doing a lap swap program over at MIS (Michigan International Speedway), where I got hurt. It’s going to be a deal where you walk with the drivers. I’ve got 10 or 15 drivers coming – some of the legendary ones and also current ones – trying to raise awareness for traumatic brain injury.

\*\*\*

At 3:10 p.m., the ambient temperature was 82 degrees with a relative humidity of 58 percent and calm winds. Skies were overcast.

\*\*\*

### TRACK MILESTONES:

·**Qualifying record:** 186.293 mph, Casey Mears, 2004

·**Fastest lap, July 2005 testing:** 183.905 mph, Bobby Hamilton, July 19

·**Fastest lap, practice this morning:** 184.873 mph, Casey Mears

\*\*\*

### POLE QUALIFYING CHRONOLOGY:

(Best of two laps)

#### Time

Of Day	Car	Driver	Time	Speed	Rank
3:10 p.m.	10	Scott Riggs	49.626	181.356	1
3:13 p.m.	5	Kyle Busch	49.544	181.656	1
#5 Busch takes pole from #10 Riggs.					
3:16 p.m.	44	Terry Labonte	50.217	179.222	3
3:19 p.m.	25	Brian Vickers	49.238	182.785	1
#25 Vickers takes pole from #5 Kyle Busch. The rear end of Vickers’ car became very loose in Turn 4 on his second lap, forcing him to enter the pit lane.					
3:21 p.m.	21	Ricky Rudd	49.373	182.285	2
3:24 p.m.	22	Scott Wimmer	49.762	180.860	5
3:27 p.m.	66	Mike Garvey	50.555	178.023	7
3:29 p.m.	89	Morgan Shepherd	51.210	175.746	8
3:32 p.m.	49	Ken Schrader	49.396	182.200	3
3:34 p.m.	91	Bill Elliott	49.972	180.100	7
3:37 p.m.	04	Bobby Hamilton	50.057	179.795	8
3:40 p.m.	45	Kyle Petty	49.793	180.748	7
3:43 p.m.	32	Bobby Hamilton Jr.	49.755	180.886	6
3:46 p.m.	77	Travis Kvapil	50.691	177.546	13
3:48 p.m.	41	Casey Mears			

#41 Mears hit the SAFER Barrier at the exit of Turn 3 with the right side of his car on his first qualifying lap. He continued to the pits with light damage to the right side of the car.

3:55 p.m.	40	Sterling Marlin	49.324	182.466	2
-----------	----	-----------------	--------	---------	---

(More)

**DAY 2 – SATURDAY, AUG. 6, 2005**

**Page 8**

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

**(Best of two laps)**

3:58 p.m.	38	Elliott Sadler	48.882	184.116	1
#38 Sadler takes pole from #25 Vickers.					
4 p.m.	42	Jamie McMurray	49.652	181.261	8
4:03 p.m.	16	Greg Biffle	49.931	180.248	12
4:05 p.m.	31	Jeff Burton	49.807	180.697	12
4:07 p.m.	88	Dale Jarrett	49.715	181.031	9
4:10 p.m.	17	Matt Kenseth	49.609	181.418	7
4:12 p.m.	50	Jimmy Spencer			

#50 Spencer grazed the outside retaining wall exiting Turn 4 with the right rear of his car. He did a quarter-spin back forward and then did a half-spin, sliding backward down the pit lane. Spencer hit the inside retaining wall on pit lane with the right front of the car, causing light damage, and continued down pit road with a flat right-rear tire.

4:17 p.m.	1	Martin Truex Jr.	49.563	181.587	7
4:20 p.m.	12	Ryan Newman	49.270	182.666	3
4:24 p.m.	4	Mike Wallace	50.709	177.483	23
4:26 p.m.	00	Kenny Wallace	51.775	173.829	26
4:29 p.m.	37	Kevin Lepage	50.108	179.612	20
4:32 p.m.	99	Carl Edwards	50.557	178.016	23
4:35 p.m.	50	Jimmy Spencer			

#50 Spencer pulled off track into the pits on his first warm-up lap.

4:36 p.m.	6	Mark Martin	49.376	182.274	6
4:39 p.m.	18	Bobby Labonte	50.209	179.250	22
4:42 p.m.	0	Mike Bliss	49.433	182.064	8
4:45 p.m.	19	Jeremy Mayfield	49.166	183.053	2
4:47 p.m.	8	Dale Earnhardt Jr.	49.791	180.755	18
4:50 p.m.	20	Tony Stewart	49.632	181.334	14
4:53 p.m.	7	Robby Gordon	49.466	181.943	10
4:55 p.m.	36	Boris Said	49.959	180.147	24

#36 Said hit outside retaining wall with right side of car exiting Turn 2 on his second lap, slowing and not completing lap at speed.

4:59 p.m.	51	Stuart Kirby	50.626	177.774	35
5:01 p.m.	01	Joe Nemechek	49.596	181.466	13
5:04 p.m.	9	Kasey Kahne	49.224	182.837	3
5:06 p.m.	24	Jeff Gordon	49.324	182.466	6
5:09 p.m.	07	Dave Blaney	49.871	180.465	26
5:12 p.m.	34	P.J. Jones	51.157	175.929	41
5:14 p.m.	97	Kurt Busch	50.407	178.546	33
5:17 p.m.	43	Jeff Green	49.526	181.722	13
5:20 p.m.	29	Kevin Harvick	49.520	181.744	13
5:22 p.m.	15	Michael Waltrip	49.187	182.975	3
5:25 p.m.	11	Jason Leffler	49.593	181.477	18
5:27 p.m.	92	Tony Raines	50.522	178.140	43

(More)

**DAY 2 – SATURDAY, AUG. 6, 2005**

**Page 9**

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

**(Best of two laps)**

5:30 p.m.     2     Rusty Wallace

#2 R. Wallace hit the SAFER Barrier with the right front and right rear of the car in Turn 1 on his first lap, sliding down the short chute between Turns 1 and 2 and stopping on the inside of the track between Turns 1 and 2. No contact with inside wall. Wallace continues to pits with heavy damage to right front and right rear of car.

5:36 p.m.     23     Mike Skinner                     49.993     180.025     34

\*\*\*

**ALLSTATE 400 AT THE BRICKYARD POLE QUALIFYING NOTES:**

·This is Elliott Sadler's first career Allstate 400 at the Brickyard pole. His best start in six previous races at Indianapolis was third last year. He also finished third.

·Jeremy Mayfield's start of second is his best at Indy. His best previous start here was eighth in 1995.

·Michael Waltrip's start of third is his best at Indy. His best previous start was fifth in both 1999 and 2003.

·Jeff Gordon's start of seventh is his sixth top-10 start in 12 races here. It moves him into a tie for second with Bobby Labonte and Joe Nemechek for most top-10 starts at Indy. The leader in that category is Bill Elliott with eight.

·The number of drivers who have started all 12 NASCAR Cup races at Indy dropped from 13 to 11 as Ward Burton was not entered and Jimmy Spencer missed in qualifying. Those who have made the field for all 12 "400s" are Jeff Burton, Bill Elliott, Jeff Gordon, Dale Jarrett, Bobby Labonte, Sterling Marlin, Mark Martin, Joe Nemechek, Ricky Rudd, Rusty Wallace and Michael Waltrip.

·There are six first-time starters in NASCAR NEXTEL Cup Series races at Indianapolis for this year's Allstate 400 at the Brickyard: They are Travis Kvapil, Carl Edwards, Kyle Busch, Boris Said, Bobby Hamilton Jr. and Martin Truex Jr. This is the most first-time starters since seven first-timers started in 2001.

·The difference in speed between the fastest and slowest qualifiers is 1.665 seconds, the widest margin of the 12 races at Indy. The biggest previous spread was 1.429 seconds last year.

\*\*\*

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

7 a.m.                     Indianapolis Motor Speedway public gates open

1:10 p.m.                 NASCAR NEXTEL Cup Series driver introductions

1:50 p.m.                 Start, Allstate 400 at the Brickyard (160 laps/400 miles)

**END DAY 2 (SATURDAY) NOTES**

## ALLSTATE 400 AT THE BRICKYARD POST-QUALIFYING QUOTES – Saturday, Aug. 6

### Page 1

**SCOTT WIMMER (No. 22 Caterpillar Dodge):** "Not too bad. We didn't slow down too much from practice. Pretty comfortable, not a lot of grip, sliding around a little, but that's what's fun about this track. It just loses a lot of grip and during the race. It's a lot of fun." (About impound rule): "Really, we just worked on race setup. We are in by points anyway so we didn't have to worry about qualifying. Hopefully our car races as good as it felt because it felt real good. Just missing a little speed, but that is what you have with impound races."

**BRIAN VICKERS (No. 25 Garnier Fructis Chevrolet):** "I wouldn't say we came here feeling like we have anything in the bag by no means, but I have always enjoyed this track and the test went pretty good, and this team is right now is really clicking. The GMAC Chevy team is awesome. We were real happy with the car in race trim, and we taped it up, and it turned out to be a pretty decent qualifying car. We'll see what happens. Coming here to the Brickyard is just amazing. I don't even have the words in my vocabulary to describe it. You can't even really compare, it's just two traditions, the Daytona 500 and the Indianapolis 500. This race really carries its own weight, and it means a lot to the drivers and the fans."

**CASEY MEARS (No. 41 Target Dodge):** "The car was just really, really loose, and we couldn't run near the way I wanted to run in qualifying. We did our qualifying runs about midway through practice, and because of the impound race, we had to focus on getting the race setup right. We had to loosen the car up a little bit to get that right, and we never made another qualifying run. I think between the sun being out, the track temperature being up and some small adjustments being made on the car it would have made it better for the race. It hurt us on qualifying. It's not a good thing; it's not fun when do you do something like that, but we're here and we were fast time in practice. The biggest thing we have to do now is to fix this race car and get it back going for the race, because I think it's a good race car."

**SCOTT RIGGS (No. 10 Rally's Chevrolet):** "(The Allstate 400 at the Brickyard) is definitely ranked up there with the Daytona 500. It's steadily getting more and more coverage and seems to be more and more important to all the teams and drivers to try and win here at the Brickyard. Getting out there and qualifying was OK, but I thought we slowed down a lot because the track temp was so different. It was so much hotter, about 20 degrees hotter. Our number one draw was the best we could do. Yesterday, unfortunately, the way the rain changed the schedule, it ends up being the worst we could do. So that hurt us a lot, but we will be OK in the race."

**TERRY LABONTE (No. 44 ditech.com Chevrolet):** (About Indianapolis Motor Speedway): "It's a neat place. It's a tough place to race, and track position is really important. It is kind of hard to pass sometimes. I think the thing that's so neat about is all the history and tradition over the years that the Indianapolis Motor Speedway has." (About qualifying): "We're not very good. We weren't very good in practice. Our race practice was pretty good and we got ready to qualify, and we weren't really that good."

**RICKY RUDD (No. 21 Motorcraft Genuine Parts Ford):** "I'm more excited about our race effort than I am our qualifying effort. I'm not sure where that is going to end up shaking out, somewhere in the top 10, I feel like. We spent 98 percent of our time working on race trim. This car was run at Pocono, and we learned a few things there. Finished in the top 10 there with it, and the guys tweaked on it a little bit, and brought it back here. I am real happy with the way it runs."

(More)

**ALLSTATE 400 AT THE BRICKYARD POST-QUALIFYING QUOTES – Saturday, Aug. 6**

**Page 2**

**BORIS SAID (No. 36 CENTRIX Financial Chevrolet):** “I think this is the most pressure that I ever felt in qualifying. I wanted to make this race so bad. At the Daytona 500 -- one of the biggest races in the world -- it was all car in qualifying, and I had a great car there. Here, it is so easy to mess up and miss your marks. I don't have that many laps around this track, so to be able to outqualify someone like Bill Elliott, I mean, I feel like I won the race so far. I'm in the show now, and I'll get some experience, and that's what I need. There's nothing left now in the world where I can race that I would even put on my list. I've done them all -- all the big ones.”

**KYLE BUSCH (No. 5 Kellogg's/Delphi Chevrolet):** “Practice today, and when we were here testing went well for us. We're just trying to get a good feel for the race car to the track. We've just been working on that basically, trying to find that. It hasn't been too bad. I am pretty optimistic about the race tomorrow, and I think we'll have a good shot for it. It's definitely one of those places where you love to come here and participate. To have that for myself with the opportunity Hendrick, Delphi and Kellogg's have given me, I am very optimistic about this week, in general. But we still have to produce the result we need to, and that's just to be out there and have good pit stops and be solid all day.”

**KEN SCHRADER (No. 49 Red Baron Pizza Dodge):** “(The Indianapolis Motor Speedway) is the granddaddy of the racetracks. Daytona is our granddaddy, the Super Bowl, but when you talk racetracks in the world, this is it. So it is special any time you can come here.”

**JIMMY SPENCER (No. 50 AlliedBuildings.com Dodge):** “I never even got the green flag. I spun out coming off Turn 4. I don't really know what happened. It just got real, real loose. I just thank Don Arnold for giving me the opportunity, but it won't happen this year.”

**JASON LEFFLER (No. 11 FedEx Express Chevrolet):** "It's all right. The guys did a great job. We've been working hard. We were one of the few guys to pick up. We had a good draw it turned out with the new changes to the schedule and everything. The car is decent in race trim, and hopefully it would get us a top 10 this weekend. It would be awesome." (About chance of finishing in top 10): "I think they are really good. If you are off a little bit, then you fall way back. But all you have to do is gain a little bit, and you can go way forward. The guys are working hard. Mike Ford and I and Spider and everybody on the crew are really working overtime." (About changes to track from the new diamond grinding): "It honestly feels about the same (as last year). It doesn't feel like that much more grip. I think I ran faster last year than I did this year. We had more spoiler last year, too. As always, the (Indianapolis Motor) Speedway did a first-class job. They always do. Any time they do any improvements to the track, you know it is going to be good."

**MIKE SKINNER (No. 23 The History Channel Dodge):** "We slowed down a lot like six- or seven-tenths, something like that. Rusty (Wallace) went in there and crashed. I watched it. I said, 'I think Rusty just got in there a little hard.' It looked like he just got tight, and when he tried to save it he got up in the wall. Maybe he got loose in the loose stuff or whatever. I really felt the racetrack was OK. I took our History Channel car in there and found out that the race track wasn't OK. There was something down there. We just jumped sideways and wiggled awful hard. We just had to get out of the gas. I just tried to bring it back around, and fortunately it was just enough to make the show."

(More)

**ALLSTATE 400 AT THE BRICKYARD POST-QUALIFYING QUOTES – Saturday, Aug. 6**

**Page 3**

**JEFF BURTON (No. 31 Cingular Chevrolet):** "We were a little bit too tight, a little tighter than we wanted to be, so we freed up. With this impound rule, we are just way too loose to qualify. I think we are OK for the race, but pretty pathetic for qualifying."

**MARTIN TRUEX JR. (No. 1 Bass Pro Shops/Tracker Chevrolet):** "I was a little nervous coming into it. A lot of the guys who had to qualify to make it in the race were faster than us this morning. Our car was really good off the trailer in race trim but for qualifying, it got real loose. The guys did a lot of work while I was out at IRP, and they made it a lot better. Just real happy we got a good qualifying lap in. It's just a real cool race to be part of. It was really fun to be a part of the Daytona 500 and now this."

**MICHAEL WALTRIP (No. 15 NAPA Auto Parts Chevrolet):** "We were pretty realistic to believe that the impound would help us. We knew our car would race well, and we also were confident that we could use our race setup to qualify well. Impounds are cool. I like them. They came along 20 years too late, though. Maybe I could have won a few more races if they'd done them a little sooner. I would love to win here. I love to win anywhere. But any time you can pick up a Daytona 500 or a Brickyard 400 certainly means a lot. I believe we can win it. Kasey Kahne's car's running really good. Matt Kenseth's car is running really good. Tony (Eury) Jr. made some changes to my car, and I was loose all day long. Just then I was still a little loose, but not as loose as some of the others. I'm thinking the changes he made will help me in the race, as well. I thought when we started practice this morning that I could get the pole. I felt like my car was going to be fast enough to get the pole. I don't really know how I could have gotten three-tenths faster. Elliott (Sadler) put down a good lap. I thought I could when I left, but it didn't work out." (Did the track get faster in qualifying?): "I think it was probably the perfect scenario of the equal track. The first guys that went maybe suffered a little bit, but then again, that's usually the case after a track sits awhile. The track temperature was consistent from the beginning of qualifying to the end. The darn deal with a 10 o'clock Saturday morning qualifying is ridiculous. And it's unfair. It all depends on who draws what number. So now we had us a fair qualifying session, and we came up with a good qualifying spot." (More Waltrip to come in transcript)

**MIKE WALLACE (No. 4 Lucas Oil Chevrolet):** "Unfortunately, our qualifying run wasn't anything too great. It's the slowest lap we've run the whole time we've been here practicing and everything. It's a disappointment for the whole Lucas Oil Chevrolet team. We came here with high hopes thinking we can run really well. It doesn't appear as if we will be able to run the race." (About impound rule): "We should have probably done better period than everybody else did because we just put ourselves in qualifying trim regardless. We just didn't turn as good chassis-wise as we had been, and it bit us now."

**MORGAN SHEPHERD (No. 89 Cornerstone Bancard Dodge):** "We didn't get to come up here and test and we practiced on seven cylinders. We really didn't get to give the car justice. That was about as good as we could expect."

**JAMIE McMURRAY (No. 42 Havoline-Texaco Dodge):** "It wasn't bad, just a little bit loose. I saw that Casey obviously got into the fence there and my car was a little bit loose on the first lap, and I thought I would run it mid-pack and try to get it fixed for the race. Not great, but not bad. It's just going to get faster. It's the luck of the draw as to where you go out at. Sometimes going out early is good, and we're in the middle so I guess it doesn't really matter for us."

(More)

**ALLSTATE 400 AT THE BRICKYARD POST-QUALIFYING QUOTES – Saturday, Aug. 6**

**Page 4**

**TRAVIS KVAPIL (No. 77 Kodak/Jasper Eng. & Trans. Dodge):** “It was definitely disappointing. We didn't have the speed in the car that we thought we were going to get. We slowed down a couple of tenths from where we practiced. We thought we were going to get some speed just putting a little bit of tape on the car and then really going for it for a lap, but it got pretty loose. I was a little bit surprised. It kind of took me by surprise because we were fighting a tight condition for most of the day. Hopefully we'll untape it and be all right tomorrow. It's definitely warmer right now than it was this morning. You just lose a little bit of grip, so I'm not really sure what the factors were. We did some things on our own that probably contributed to it.”

**CARL EDWARDS (No. 99 AAA Ford):** “That was a backup car. We had a tire explode in our primary, and it ruined it. That was about my third lap in that car, and I didn't have any qualifying practice. That's OK; we didn't wreck, and we'll be in the race.”

**BOBBY LABONTE (No. 18 Interstate Batteries Chevrolet):** “It was good in race conditions. It's just that this impound racing for this car isn't good for us today.”

**ROBBY GORDON (No. 7 Fruit-of-the-Loom Chevrolet):** “We're pretty happy with it. We stayed focused the whole time. We stayed focused and didn't get too discouraged. I never knew what to believe with all these lap times that would pop up, and we wanted to make sure that we did something that was real. There was a bunch of guys that got tows and stuff, and you really didn't know what to believe, but I'm very happy with that.”

**JOE NEMECHEK (No. 01 U.S. Army Chevrolet):** It was definitely exciting. I just didn't know what to expect with the heat, and I got pretty free there in qualifying. I just couldn't get the throttle down, and I tried giving it all I had, and man, you're right there on the edge. That thing wants to come around when it's loose like that. We'll take that. We have a good race car.”

**DAVE BLANEY (No. 07 Jack Daniel's Chevrolet):** “It was just way too loose to run fast. That's what you get into with these impound races once in a while. You don't want to compromise any of your race trim so we just have to figure a way to do it better to make that one good lap. I'm sure we'll race good; we just paid the price today.”

**JEFF GREEN (No. 43 Box Tops/Cheerios/Betty Crocker Dodge):** “We actually lost a little bit. I thought we would run more like our morning practice, but the temperature's a lot hotter. Of course, all of us want to be better, but that was a good run for our Cheerios Dodge. We tested really, really good. We really worked on race setup all during testing and all this morning. We just threw in a banzai run at the end. You've got to get a good starting spot. I would think that will help us get a good, competitive day tomorrow.”

**KEVIN LEPAGE (No. 37 Tequila Patron Dodge):** “Actually, I am pretty happy with the way the Tequila Patron Dodge ran. It ran and responded the same way it did all day today. Mark and all the guys did a great job. The only thing is we just lost a half of a second. Most guys have been losing three-tenths or six-tenths. We lost a half of a second. We are just hoping that it will stand up so we can be in this big race tomorrow. But if not, we gave it our all, and we will have to get ready for next week.”

(More)

**ALLSTATE 400 AT THE BRICKYARD POST-QUALIFYING QUOTES – Saturday, Aug. 6**

**Page 5**

**DALE EARNHARDT JR. (No. 8 Budweiser Chevrolet):** "We almost had a top five last year, and I was really happy about that. The field is going to be a lot tougher this year than it was last year. We are going to have to pull some stuff out of our butts like some pit road strategies and stuff like that to get some spots. My pit crew will be on their game." (About the big crowd): "This is crazy. This is amazing. It beats anything I have ever seen as far as all the fans who show up for qualifying." (About the help of teammates): "It is just hard to pass. Teammates won't be able to pass you. Where they help you is where one is fast and one ain't (fast). You can swap information and stuff like that. That helps out a lot. Like Michael (Waltrip) was pretty good today. We've been benchmarking off of them a lot here lately. It has helped us out, and we'd be foolish not to use that information." (About the weather): "It is still real humid. The temperature hasn't cooled off a whole lot, so that has a lot to do with that, I believe. The track with the added grip, you will be able to have guys run comparable speeds within an hour before what you run. It has closed that gap a little bit. It is not as quite as temperamental as it used to be."

**KEVIN HARVICK (No. 29 GM Goodwrench Chevrolet):** "It wasn't bad. We were just a little too free. It wasn't a terrible lap. We ran the same thing we did in practice. That's good, considering everybody else has slowed down. The car did really good after a couple of laps in race trim, so we're pretty happy with it. We were pretty loose coming off of all four corners, so we made some adjustments beforehand just to make our car a little bit tighter. We probably didn't go quite enough, but all in all, it was pretty good."

**JEFF GORDON (No. 24 DuPont Chevrolet):** "It is always an adventure around this track with these stock cars and this flat, fast race track. It is always tricky. I am really proud of these guys and the DuPont Chevrolet team. We grew a great number, and that certainly played a role, but I am really happy with the information we gave back and forth and the adjustments we made for qualifying. This being an impound race and as good as I felt our car was for the race, to be able to qualify up front like that I am really excited about this weekend." (About his setup): "Most guys are in race setup, and they are just making big adjustments to air pressure and different things. That is the way we were. We are in full race mode but just playing around a lot with air pressures and track bar and adjustments that we can make. I felt a lot better for the race than I did for qualifying, so that is certainly encouraging. The lap was a good lap. The car was well balanced. I got a little bit loose over in (Turn) 3, and that cost me who knows how much time, but it did cost me a little bit of time. To be sitting where we are right now, I am pretty happy."

**ELLIOTT SADLER (No. 38 M&M's Ford):** "It's one of the fastest race cars I've ever sat in in my life. It's faster than the car last year we had here last year that we finished third with. We've spent about six months preparing for this one race, and right now it's showing for us." (Regarding last year): "We ran too good to finish third, and I remember getting out of my car on the front straightaway and watching Jeff Gordon celebrate with the fans, and I almost wanted to cry. So we decided to come back and we need to do two positions better. My crew chief's won here twice. I would love to give him his third win here and my first win. We came loaded for bear. Doug Yates did a great job with the motor. Me and DJ got a pile a motor on that hood now. We just got to put it all to play and put stuff to the ground and go get them on Sunday." (More Sadler to come in transcript)

**DALE JARRETT (No. 88 UPS Ford):** "We were way faster than that in practice qualifying and thought I'd be able to improve on it. But it was just way too loose. Unfortunate, but that's what we have to deal with. We have to come from the back."

(More)

**ALLSTATE 400 AT THE BRICKYARD POST-QUALIFYING QUOTES – Saturday, Aug. 6**

**Page 6**

**TONY RAINES (No. 92 TBA Chevrolet):** “It was real disappointing. We should have run better than that. We ran a lot better than that in practice. The motor didn't seem to run. We lost RPM, and the car was a little loose. I guess those two factors there slowed us down. So we don't make it. We'll try again next year.”

**STERLING MARLIN (No. 40 Coors Light Dodge):** “We didn't get a good lap in qualifying. Here this morning I thought we could've run a flat or a 90. I thought we could've run it flat here now, but we didn't. The car was a little loose getting into the corner, but it's going to race really good, I think.”

**MIKE GARVEY (No. 66 EAS Ford):** “I don't know if the temperature just got us or what, but we didn't run nowhere near as fast as we did earlier today. It's going to be pretty marginal whether I get this in the race at all or not. We're a little disappointed in that, but we'll just hold out hope and see what happens.”

**BILL ELLIOTT (No. 91 Stanley Tools Dodge):** “I'd be surprised (if it's good enough to get in). We're going to be on the corner of it, I'm telling you. We try to do race trim and we probably screwed up, you know. I don't know. We're just going to have to see where things shake out here. Right now, it's just one of them deals, take what you've got and go from there. I felt like we left a lot, kind of on the table. The problem is that we've just got to get it figured out.”

**KYLE PETTY (No. 45 Georgia-Pacific/Marsh Stores Dodge):** “We were pretty quick. We had a good run. We didn't do much in practice. We kind of struggled in practice, but once our guys hit our qualifying stuff, we were really good. What we got is what we got and that's how (an impound race) affects setups. That's just how it goes, man. What we got is what we got, and that's pretty much it.”

**GREG BIFFLE (No. 16 National Guard Ford):** “I got a good race trim, but I just wasn't very good in qualifying. I think we're going to have a good day (tomorrow). We've got a fast race car. The problem is, we're just going to have to come from the back.”

**MATT KENSETH (No. 17 DeWalt Power Tools Ford):** “I'm frustrated that we're not running as good as I thought we would this time of the year. I'm pretty happy with our car. I think it's pretty good.”

**KENNY WALLACE (No. 00 Aaron's Chevrolet):** “We've been behind the 8-ball since we got here. Michael Waltrip tried building me a car and, you know, we didn't get it tested and it was all over the place. But, you know, you come here, hoping to make the race. I've made it all, and it looks like we're going to miss this one. It's a little heart-breaking, but we've just got to be a little bit more prepared.”

**MARK MARTIN (No. 6 Viagra Ford):** “I lost the front end the last two corners. It's going to be great in the race because we're going to qualify better than usual, even though I didn't get my best lap. I'm really pleased with our speed because it wasn't the best lap that I could've got. We were a little too tight, I lost the front end a little bit on Turns 3 and 4, but it's going to be really awesome in the race. It's a great car, one of the best I've ever had here.”

(More)

**ALLSTATE 400 AT THE BRICKYARD POST-QUALIFYING QUOTES – Saturday, Aug. 6**  
**Page 7**

**MIKE BLISS (No. 0 Net Zero Best Buy Chevrolet):** “I hit three corners really good, and I missed the last one. I missed four. I got greedy and went in too hard, and I got loose and had to baby it off. I screwed up, actually, quite a bit there. It’ll put us in the middle of the field, but that’s not where we wanted to be. We just practiced a little bit today and weren’t too bad on race trim, but we’ll just see what happens. It depends on the weather. If the weather’s bad, who knows?”

**TONY STEWART (No. 20 The Home Depot Chevrolet):** “It wasn’t what we wanted, but it’s still going to be a good race car. I got a little bit tight in three and couldn’t get back in the gas, which, you know, the cloud cover helped us, but it ended up biting us, too, a little bit and got us too tight.” (About passing at IMS): “We’ve done it in the past; there’s no reason we can’t do it again.”

**STUART KIRBY (No. 51 Marathon American Spirit Chevrolet):** “We had a good practice run, but during our qualifying run, I don’t know, it felt like something was dragging, so we didn’t get the speed we needed out of it. We just didn’t get the right speed, so, we thought we could back up what we ran in practice, which would have put us pretty good into the race. So we’re very disappointed in the Marathon Chevrolet, but we’ll get them and we’re going to Michigan, so we’ll just learn from this and take it to there.”

**P.J. JONES (No. 34 PEO Pros Chevrolet):** “We unloaded, and we were pretty decent and got better and better and we were like, mid-pack for a while and in the high 20s and then all of a sudden, I don’t know, everything went the wrong way and I don’t know if it was a motor issue or what we’ve got, but it’s just slow. It’s unfortunate, and we knew there was a chance, coming in here with our small team, trying to get in this race and unfortunately, we missed it.”

**RUSTY WALLACE (No. 2 Miller Lite Dodge):** “I was loose at the get-go coming off of Turn 4. Coming to the line and I hauled it down into 1, thinking the tires just needed to get up to temp a little bit. I got down to 1, and it just never got to the bottom of the racetrack. It got up on the track, and I couldn’t even pull it down, and it just got out from underneath me and that was it. I just can’t believe that. I’m surprised how much we tightened the car up from practice and still needed to go more. The backup car is the car I wanted to run here. This is the car we raced at Pocono, and I can race this for sure, so we’re bringing the 35 car. It’s one of my better cars and the first one I wanted to bring here to start with, so it should be a good car. That’s probably the best car in the house, to tell you the truth.”

**JEREMY MAYFIELD (No. 19 Dodge Dealers/UAW Dodge):** “That’s all we do is race stuff. That’s why I was worried about qualifying. We were 41<sup>st</sup> in practice. The one qualifying lap we made in practice wasn’t that good and we ended up, like I said, 41<sup>st</sup>. The guys made a few changes and we came out and it was perfect. Just a little bit on the free side, which is what you need. Just a great race car.” (About track conditions): “At this point, it changes so much. It might be a little better now, but it’s always slick. Our car was good. I’m not saying the track was good. The track’s always a little bit. We just kind of prepare for that. I’m just so happy. If I was going to be happy in the top 15, I’d have been real happy, so at least second right now is real cool.” **(More Mayfield to come in transcript)**

**BOBBY HAMILTON JR. (No. 32 Tide Chevrolet):** “I’m OK with it. Of course, we have other races, I mean, we have to get in the show first, and we’ll just go from here.”

(More)

**ALLSTATE 400 AT THE BRICKYARD POST-QUALIFYING QUOTES – Saturday, Aug. 6**

**Page 8**

**KASEY KAHNE (No. 9 Dodge Dealers/UAW Dodge):** “Yeah, I’m happy. We were hoping maybe to track for the pole, but just wasn’t in it. We were a little too loose all the way through Turn 2 and Turn 4, but those are the key corners for tomorrow in stock car in order to pass and in order to run good, and those are where we were our best today. If you take the tape off and take it out of qualifying trim and the race trim, those are our two best corners, and that’s pretty big here, I think. With a stock car, it’s real big. I’m real excited here for tomorrow. If we end up here in the top five, we’ll have a great opportunity at the Allstate 400 tomorrow.” (Ray Evernham has won here several times as a crew chief and as an owner): “He has something everywhere, and this is one of the tracks he really strives to run well. He always has. I’m just lucky enough to run his cars and have that opportunity to try to win the Allstate 400 at the Brickyard.”

**KURT BUSCH (No. 97 Crown Royal Ford):** “It was just real loose. We were just trying to sort out the race package all day, and didn’t make many runs qualifying. The tape really makes a big difference, it makes the car real loose, and that’s a good indication for tomorrow. We were just trying to get a decent lap. We thought we were at least top-15 material, but we were way too loose on that run. We’ll just come from the back, and it’s always happened for us before.”

**CHAD KNAUS (Crew chief, No. 48 Lowe’s Chevrolet, Jimmie Johnson):** (What was the problem with passing inspection?): “We just had a little problem with the chain that holds the droop on the right rear. NASCAR didn’t like the way it was. It wasn’t a big deal. We were trying to fix it; we just didn’t have time. We didn’t come up here and test, so we spent a lot of time after practice trying to make sure we had the exact shock and spring package on the car that we wanted. It put us behind from the get-go. We left the garage about 15 minutes later than we were supposed to, and that put us behind. And then when we had that issue with technical inspection, we just couldn’t recover from that and get out there in time.” (Have you talked with Jimmie?): “No, I haven’t talked to him yet. I’m sure he’s probably a little upset. But I’ll go over there (Jimmie’s motor coach) and talk to him, and everything will be fine.”

**RYAN NEWMAN (No. 12 alltel Dodge):** “I am happy with it because we almost backed up what we had in practice, and I think the track is definitely hotter and has lost a little bit grip. That’s the good thing; the bad thing is that it wasn’t good enough for the pole. So I think the track is going to continue to cool off here a little bit and get a little bit better, especially in Turn 1, especially in the shade. We’ll just have to see where we’ll end up. Hopefully it’s in the top 10. We’ve had a pretty good string of qualifying efforts here, and we don’t want to ruin that. But tomorrow is the big day.”

**END POST-QUALIFYING QUOTES**

**For Immediate Release**

**2005 ALLSTATE 400 AT THE BRICKYARD  
Post-Qualifying Press Conference  
Elliott Sadler, Jeremy Mayfield, Michael Waltrip, Kyle Busch  
Saturday, Aug. 6, 2005**

**MODERATOR:** We're joined in the media center now by our top qualifying rookie, who will be starting 16th in tomorrow's Allstate 400. Kyle, give us an idea what that was like. First time at the Brickyard. Was it scary or intimidating?

**BUSCH:** No, it was all right. We just kind of went out there to try to put a solid effort in for the Delphi Chevrolet for this weekend. To be able to come out here to Indianapolis and be able to run within the top 15, we almost made it there, 16th, but, you know, still a decent effort for us. We wish we were a little bit better.

I think the luck of the draw didn't quite play out into our way, if we could have went out 10:00 this morning, we probably would have been a lot better off.

**MODERATOR:** We'll open it up for questions.

**Q:** There's got to be some sense of relief, this being your first time here, going out and not putting it in the wall or messing up or something.

**BUSCH:** Well, there is a sense of relief there. But I still wish that we were able to qualify better. You know, I think if we would have went out there 10 this morning, we probably would be looking at top-seven, top-eight qualifying effort instead of 16th.

Overall, the lap felt good. I got down into 1 and 2, and the car stuck well. Drove it a little bit harder in 3 and 4, and it stuck down there, too. I kind of missed probably 3/10ths of a second down in 1 and 2. That just killed me, really. There in the late going, it started cooling off, guys were starting to pick up a little bit. Kind of hurt us a little bit more even there. But, still, a decent effort for us. But I think we were definitely capable of a top-10 effort.

It's just part of the neck of the thing about this place is everybody was hoping when we were coming here we were going to start qualifying about 12 in the afternoon so nobody would have an advantage or anybody. We ended up showing up, you wanted an early draw because of the 10:00 deal. Then the rains came, kind of screwed that all around again. It was just all different the whole weekend.

**Q:** I imagine you talked to some of your teammates to find out what the tricks are. What kind of advice did they give you?

**BUSCH:** Well, if I told you that, then it would probably help everybody else.

There was definitely things I've learned from Jeff Gordon especially and Jimmie Johnson, as well, too. I've also been able to talk with my brother Kurt and learn some things from him. It's been great just the way we've been able to communicate as far as the whole Hendrick Motorsports teams. It's good to be able to run the way we've been running so far. It's cool.

**MODERATOR:** Good luck tomorrow, Kyle. Thanks for coming in.

**BUSCH:** Thank you.

---

*...when all is said, we're done®*

**FastScripts®** by ASAP Sports  
t. 631.425.2701 f. 631.425.6116  
Visit our archives at [asapsports.com](http://asapsports.com)

---

**Allstate 400 – 08.06.05**

**MODERATOR:** We're welcoming Jeremy Mayfield. Jeremy, give us an idea what that lap was like. Second-place car, you were 31st in practice. What happened?

**MAYFIELD:** I don't know. I wish I knew, I could tell you. We did all our race practice, which I'm sure – this morning, went to make our qualifying run in practice and we only made one lap. It wasn't very good. I think we ended up 41st, I think is where we ended up in practice. So we didn't know what to expect.

We went back and said, 'We'll do all race practice and hopefully when qualifying comes, we'll have a good lap.' Obviously, the guys did their homework and got me tuned up for qualifying. When I went out, I went into Turn 3 for the first time and knew it was going to stick. It took off from there. Come to the green. Went into 1, stuck good. Just a little bit free, but you got to be that way to be fast any more.

I knew coming off Turn 4, if I made it through Turn 4, we were going to be in good shape. We made it. Here we are second. So it's pretty cool.

**MODERATOR:** Your previous best start here at Indy was 10th in 1995. Starting second, what does this do? How much benefit does it give to your team by starting at the front of the pack?

**MAYFIELD:** It gives us a lot of confidence, just knowing that our race setup is what we qualified today, and it's in good shape. It handled good, really driving nice.

When you can qualify like that with your race package, which is what pretty much everybody did, sends a lot of confidence to us that we got a great race car, great team and we were able to make the right decisions today to have a great run.

**MODERATOR:** We also welcome Michael Waltrip. Michael, walk us through your qualifying lap, the fact your car was seventh in practice, obviously ended up better than you expected.

**WALTRIP:** No, I expected to get first. We were really loose when we practiced in our qualifying run in practice. Tony Jr. and the guys tightened it up for me. I left pit road with a lot of confidence that they had done the job that they needed to in order for me to drive it hard and have a shot to get the pole.

I drove a little tentatively at a couple of points because I was loose. I was kind of mad at myself for not trying harder, but then I saw Rusty crash. I thought, "Maybe I tried just as hard as I should have."

**MAYFIELD:** Don't say that.

**WALTRIP:** That's what I'm saying. Maybe if I tried a little harder, I would have wrecked. I didn't do that. Then Elliott beat me by 3/10ths. There was no way I could have done anything that drastically different to beat him.

So now I'm happy. I didn't crash. I couldn't have beaten Elliott. I got third.

**MODERATOR:** Questions.

**Q:** If both of you could answer a two-part question. Is track position even more important at this place than most? Therefore, is starting position more important at this place than most because of the nature of the track, the difficulty passing? Did this thing being forced into an impound situation help everybody across the board or hurt everybody across the board?

---

*...when all is said, we're done<sup>®</sup>*

**MAYFIELD:** I think as far as the impound situation, I kind of liked it. Seemed like it worked out good for everybody under the circumstances that we were under. Pretty much felt like that everybody should see it that way. It was a one-day deal, pretty much all we could do. For us, it worked out good. I guess I was pretty happy with it.

**WALTRIP:** Yeah, I like the impounds. I feel like they really help me and my team. We seem to perform well when they're impound events.

On the track position deal, there's not a race that's not a track-position race these days. It's just that hard to pass. It doesn't matter whether we're at Indy or Pocono or Michigan or where we are, you have to find a way to get your car to the front as the laps start to wind down. Whether you take two tires or whether you stay out when the leaders pit, you must gain track position by strategy. If you've got a good car, you can come from third or fourth to first, but it doesn't matter what you've got, you can't come from 10th or 12th to first in 20 laps these days. It gets too spread out.

**Q:** More track position and qualifying per se doesn't mean more than it used to?

**WALTRIP:** I think that's exactly right. If you've got a fast car and you screwed up today, it doesn't matter. Take Pocono, for example. I thought this, this past Pocono, I thought I had a chance at the pole. I got a little bit sideways coming across the tunnel trying too hard, hit the wall. We had to go, we had to work on our car, and we started last. We were running third with a chance to get a top five late in the going when Biffle cut a tire and crashed us.

What it allows you to do, when you start last, is to switch things up some. You know, if the other guys pit at Lap 20, you stay out. If the other guys don't pit at Lap 20, you do, and when they do pit at Lap 40, you stay out. You have to always be ready to do something different when you qualify bad, but it's not a definite.

**Q:** Did the change in schedule with yesterday's washout and the way you had to practice this morning, does that put everybody behind going into tomorrow's race or do you feel like you guys are where you need to be as far as what you know you'll need to do to your car through the race and everything tomorrow?

**WALTRIP:** We're fine. The schedule is perfect.

**MAYFIELD:** I think it was real good. You got all you could get out of it this morning, both practice sessions, then qualified it. I don't know of anything else we could do to our car to make it better. I'd say if you're struggling a little bit, you wish you had another practice session or whatever.

**WALTRIP:** That's always the case.

**MAYFIELD:** Yeah.

**WALTRIP:** That's like you say you can't pass at Pocono because you don't shift. That makes no sense at all. Nobody can shift. Therefore, it's the same as if everybody was.

Your only goal is to get your car as good as you could get it in the time they allow. They didn't allow Jeremy or anyone any more time, so we're all in the same boat. I think we're all happy.

**MAYFIELD:** I'm real happy (laughter). I'm real happy with my car, so.

---

...when all is said, we're done®

**FastScripts**® by ASAP Sports  
t. 631.425.2701 f. 631.425.6116  
Visit our archives at [asapsports.com](http://asapsports.com)

**Allstate 400 – 08.06.05**

**Q:** Jeremy, is there any benefit at all to having your teammate right behind you in the qualifying when you start this out?

**MAYFIELD:** There's a little bit of benefit to it. Any time you – you always want to be ahead of whoever your teammate is with or anybody else. I wish I was ahead of the 38 right now, and he wishes he was ahead of me. So you just look at them the same way.

It's cool that both of our cars were that close together and both of us in the top five. Any time both of the team cars are together, wherever it's at, always hoping it's in the front, but that's a good sign for both drivers and both teams.

**WALTRIP:** Generally the only place a teammate is an advantage is at Daytona and Talladega, once the race starts because there's nothing you can do then. You share your setups and try to get your cars as close as you can get them and then go race them. There's no advantage on the track to having a teammate anywhere.

**MAYFIELD:** He said that, too. I didn't say that.

**Q:** Michael, you said this trophy would look good between your two Daytona trophies.

**WALTRIP:** Kind of a smart-aleck.

**Q:** Can you talk about the importance of winning here?

**WALTRIP:** Well, it would be good. I usually don't say stuff like that. But, you know, the Daytona 500 is our biggest race, and this one is probably second. I would be honored if I could figure out some way to win the race tomorrow, as would everyone.

But, you know, winning the All-Star race 10 years ago was quite an honor for me. Then to have those Daytona 500 wins are big, as well. I wouldn't be able to put into words what it would mean to win here.

**MAYFIELD:** I got two Pocono trophies, too, it would look good in between (laughter).

**Q:** Mike, earlier this afternoon we heard about the thing with Kasey Kahne, extending the long-term contracts. Are you any closer to settling up for next year?

**WALTRIP:** I'm getting closer, I think. I have a couple of meetings this week that might shed some light on where I'll be. Maybe by Watkins Glen or shortly thereafter I'll be able to tell what I'm going to do. Just don't have it all worked out yet. I feel pretty good about where I wind up.

**MAYFIELD:** About 11 steps closer, aren't you, to it, 10 steps?

**WALTRIP:** At least.

**MAYFIELD:** Not to start any rumors or anything, but that's what's going around the garage (laughter).

**WALTRIP:** I don't know. 11, 10, 9.

**MAYFIELD:** 10, yeah (laughter).

**Q:** Either one of you, Owensboro having two of the top three spots in this race, a comment from either one of you?

**WALTRIP:** I'm glad it was us.

---

*...when all is said, we're done<sup>®</sup>*

**MAYFIELD:** I don't know what to say. I mean, this is kind of like the closest place for us, being from Owensboro, is Indianapolis. I don't know, it's pretty cool that both of us are in the top three like that starting here. They always ask us what's in the water and stuff. We don't really know that either, do we?

**WALTRIP:** Nicky Hayden is the big story in Owensboro. He won the Moto GP race at Laguna Seca. First American to win one of those in a while.

There's a lot of cool things that come out of Owensboro, Kentucky.

**Q:** Michael, in addition to the trophy looking good between the two Daytonas, the prestige of the event, would it be sort of the ultimately satisfying swansong for you on the way out at DEI to add this to the two Daytona 500s with this team?

**WALTRIP:** Honestly, I don't feel that swan thing right now. We have a half a year ago. Tony Jr. and I committed to one year that we would race our rear ends off till the last race of the year.

I think at Atlanta or Homestead, where we wind up, then it will be special to have it. But right now it would just mean that we would battle ourselves back into a position to be a part of the Chase. If you'll look at three of the last four races, I blew tires at Chicago and Daytona, while running really well. And Biffle blew one last Sunday while I was race forget top six or seven spots. You take those three events out of it, I'm right there where I need to be.

I've just fallen onto some hard times here lately. But we're certainly thinking our car performs well enough that we can at least make a run at it.

**Q:** Michael, I hate to ask this of you, but given where you're at right now, if a situation developed that you may have an opportunity for a long-term situation, would you leave now as opposed to staying the rest of the season with DEI?

**WALTRIP:** No, I would not ever do that no matter what. I mean, I would leave if they ran me off. I wouldn't hang around there. I wouldn't go, I wouldn't do anything that would jeopardize what NAPA has put behind me and that team and what the contracts say that I will do. I can't imagine a scenario that you could paint that would, that I would leave that place.

**MODERATOR:** Thanks, gentlemen, for coming in. Hope you have a great race tomorrow.

**MAYFIELD:** I'd like to thank NASCAR and NEXTEL and everybody. They do such a great job.

**WALTRIP:** My flat tires were no result or fault of Goodyear. Thank them for what they do, too.

**MODERATOR:** We're now joined in the media center by our pole winner, Elliott Sadler.

Elliott, you had a great pole today. You were ninth in final practice. With a third-place finish here last year, what is it going to take to beat that?

**SADLER:** I don't know. The guys have definitely brought the race car to beat that. It's amazingly fast, and was when we tested here. I never get amazed by Todd Parrott's intuition about this racetrack. He's so smart. He just knows what the car needs and wants. They did it again today. We were just very fast right off the truck. It was a lot of fun to drive.

---

*...when all is said, we're done*<sup>®</sup>

**FastScripts**<sup>®</sup> by ASAP Sports  
t. 631.425.2701 f. 631.425.6116  
Visit our archives at [asapsports.com](http://asapsports.com)

**Allstate 400 – 08.06.05**

We definitely got the car to beat I think for tomorrow. I got to make some good decisions on the racetrack and race hard and make some good pit stops, and we should be in great shape for tomorrow.

**MODERATOR:** We'll open it up for our Bud pole winner.

**Q:** Obviously, a lot of people want to talk to you after that lap. Seemed like you lingered on pit road. After the last few weeks, were you savoring having something good to celebrate or was it also being on the pole at the Brickyard?

**SADLER:** Being on the pole in the Brickyard is one step closer to a dream. I think it's pretty neat to be able to hand the pole trophy over to Robert Yates, to be able to sit on the pole here. Really want to kiss the bricks. That was our mindset when we decided to come here this week. After our test session, we're not talking about points, we're not worried about the Chase tomorrow, we want to kiss those bricks. Whatever we got to do to try to make that happen is what Todd and I are going to do.

We had a rough July. I'm glad July is over with. Seems like as soon as August come in, we are right back where we need to be. We got a tough six weeks left, we know that. We got some good tracks coming up for us, some tracks maybe we struggled a little bit before. To come here and be this fast and have this much confidence is great for me as a driver because I've been down as you can get after Loudon. You know, this is good for me. It's good for Todd. It's good for the team to kind of come out here, set the pace with a great run. We really think we got a great car for tomorrow, too.

**Q:** Is this a lineup sort of what you see is what you get because of the impound? Is everybody today running a race setup, I guess?

**SADLER:** I would guess so. I mean, especially everybody in the points. Definitely you can't afford to be struggling that much in the race. Everybody's got a pure race setup in, with a few adjustments here or there for qualifying. Maybe some one-off teams that are just trying to get in for one show might have a little bit more qualifying stuff in it. Everybody that we need to race I think for the win tomorrow is definitely in race trim.

**Q:** You gave an indication sort of that the Yates engines are back at this place, yet where the two Evernham cars qualified right together, you and DJ were quite a ways apart. What was the difference or discrepancy?

**SADLER:** I'm not sure. I think DJ's car was never good in qualifying trim even when he was here testing, but was really good in race trim. I still think we both got a lot of motor. I ran with some cars this morning in practice and felt my motor was better or just as good or better than any of them and ran with some really good race cars.

I think Evernham's team has definitely run good here in the past with Bill Elliott winning. Evernham won here a few times himself with Jeff. They got some great notes and things to go off of. They're going to be tough.

As far as our motor program, I just feel the motor I got here this weekend is real good. Seems like our motor program always peaks about Indy. I haven't seen Doug Yates in the last two months. I think he has been locked up in a room getting these engines ready. I think if you

---

*...when all is said, we're done*<sup>®</sup>

**FastScripts**<sup>®</sup> by ASAP Sports  
t. 631.425.2701 f. 631.425.6116  
Visit our archives at [asapsports.com](http://asapsports.com)

**Allstate 400 – 08.06.05**

talk to any of the Roush guys, too, I think they're going to be really happy with the package that the engine shop brought here this weekend, and we should be fine in the race with it.

**Q:** Elliott, you and DJ are both down there clinging to your positions to stay in the Chase. You have Jeff Gordon, Dale Earnhardt Jr., Harvick, Jeremy Mayfield out there in kind of that whole mix. How much more important is this going to be for you looking down the road here in six weeks?

**SADLER:** Yeah, I mean, we just got to run good at each and every race. We sat down after Pocono and pretty much said if we just go race our races and not try to get caught up in any kind of DNFs or any kind of stupid stuff like that, we should be fine for the Chase. We got a good enough race team to make the Chase. I think I got a great pit crew, one of the best ones on pit road.

So, you know, I know everybody else is talking about the 24 and the 8, some of these guys trying to make the Chase. There's a lot of good teams trying to make it, a lot of good teams still in it. Only so many pieces of the pie. I'm not going to worry myself with it. I'm just going to do what the 38 needs to do, what our team needs to do. If we just take care of ourselves, I think we'll be fine. I learned that in the Chase last year, I was too worried about what everybody else was doing and ended up shooting myself in the foot during the Chase. I'm not going to worry about that this year. I'm just going to worry about what our team needs to do to be successful and get the most points we can. I think that's the best we can be. I could really care less the way anybody else runs. I know if we do our job, we should be a part of the Chase for the Cup.

**Q:** Going back to the engines again, Mark Martin has been quoted as saying that the Yates horsepower is so amazing that he wished he had it the last three or four years. He says it's great to have a rocket ship now. Is that a two-way street? Is there some things from Roush that have helped the Yates people out this year? If it is a two-way street, that has happened, are there things that have helped you out?

**SADLER:** I'm sure it's going both ways in the engine shop. I'm sure Doug, Jack, all the guys are working hard, putting all of their notes together. The end result we're getting is amazing. Our cars have been running, the way Kurt Busch ran at Pocono, I know his car was handling, he was going in the straightaway, too. But it is fun to drive Yates Racing cars.

I remember the first day when I first signed with Robert Yates and got to go drive the 28 at Kentucky, man, holy cow, it was amazing. A big grin came on my face, thinking I can't wait to get in one of these cars each and every week. They focus so much on horsepower. Today, as fast as we were during practice, Doug Yates was still working on that motor each and every time we come in, tuning it as best he could with jets and timing and fuel and everything.

I just love driving a race car for people that are racers, and Robert and Doug Yates are racers, they're motor guys. Just makes it a lot of fun to be able to do that.

**Q:** Roush spends a lot of times with his bodies in the wind tunnel. Do you benefit from that as well?

**SADLER:** We're work on that. We're not probably benefiting as much from their body situation as they are maybe from Doug's motor stuff. We're working on that. I think with the new

---

*...when all is said, we're done*®

**FastScripts**® by ASAP Sports  
t. 631.425.2701 f. 631.425.6116  
Visit our archives at [asapsports.com](http://asapsports.com)

**Allstate 400 – 08.06.05**

fusion, you're going to see more Roush Yates working together to make sure we get that thing right before we go to Daytona next year. We know we're going to have to do some massaging, there's going to be some growing pains with that type of car. We know the more minds we put together, the better we're going to be with that.

**Q:** Strategically speaking, at this racetrack, what is the importance of the pole? Is it pit selection?

**SADLER:** It's definitely track position. Last year I qualified here third and was able to get in the lead pretty quick and got to race Jeff for the lead a lot. Track position magnifies at this place because we have the valances on the ground, we got the spoilers way up in the air. We are going to get aero push because there's no banking to make the car turn. We run so fast around here now with this new grip, I think it's all magnified.

To be able to start on the pole, whether we lead the first lap or not, is better than being 30-something where you have to fight through traffic and things like that. I learned so much last year racing with Jeff Gordon on what he was doing on restarts to make sure he could get his car into clean air, I worked on my car a lot for the test for that reason to try to do a little bit of the same thing. I think track position's more important than anything.

Pit selection, yes, is important, have an opening, whether it be in front of you, behind you. Whoever is leading this race with 10 or 15 laps to go is going to be a very hard man to pass.

**Q:** Four tires every stop?

**SADLER:** We're going to get four tires every stop. The way our tire wear is doing, I would think, unless there's an eight- or nine-lap shootout, you might have to get two, something like that, to mix it up a little bit. The way the tires are wearing, we're going to try to stick with four tires. That way we know we'll be there at the end.

**Q:** May seem like ancient history, but both Todd and Robert, they're multiple winners of this race. Talk about knowing that fact, even though it was back in the '90s, how much does that help you?

**SADLER:** I think what helped me the most was Dale Jarrett, my first time I came here, I was driving this place all wrong. He was just where I need to be on the gas and off the gas, where I need to be in the steering and off the steering. He helped me so much as a driver, OK, now to understand what I need to be looking for, then I can relate to Raymond Fox, my first-year crew chief, now Todd Parrott. Todd has a great understanding here. Seems like we hit it off every time we come here.

We qualified third last year and finished third. Those guys have been successful here. Todd, if he knew how to do any kind of gas mileage at all, should have four or five rings here. I would love to try to get him another ring tomorrow, which means I'll get one. I definitely think I got the best crew chief for this racetrack. He just really understands this racetrack unbelievably.

I think I got a good teacher and a good coach with Dale Jarrett. Just want to try to put all the pieces together and kiss those bricks. It's a dream come true. Winning here at the Brickyard is like winning the Daytona 500. It makes or breaks a career. I really believe that deep down inside.

---

*...when all is said, we're done*®

**FastScripts**® by ASAP Sports  
t. 631.425.2701 f. 631.425.6116  
Visit our archives at [asapsports.com](http://asapsports.com)

---

**Allstate 400 – 08.06.05**

And I would love to do it. You heard Tony Stewart say he would trade in his championship for a win at this place. I think a lot of people are in the same shoes he's in.

**Q:** You have a fast car immediately. You haven't had to struggle, play catch-up or anything like that. Your confidence is back now, seems to be. Going into tomorrow's race, does this remind you of any position you've been in before in your career?

**SADLER:** You know what, it reminds me a lot of being here last year. We had a fast race car here last year and I just got out-drove by Jeff Gordon, I mean, period. So I really learned some things from that, jotted it down. We came back to test, there's some different things I wanted to try in my car to make sure I could do different things on the racetrack that Jeff was able to do.

But I feel last year before we took the green flag, I felt like I had the car to beat. We were very disappointed with third place. This year, from the very first lap I made in test session, we had the car to beat, period. It has nothing to do with the driver, just the equipment. They've been working on this race car for four-and-a-half months to get ready for this one race. Doug Yates has been working on this engine for a little bit under two months to get ready for this one particular race.

I almost feel like I'm in the same boat I was last year, but I got a little more firepower than what I had. I just got to make the most of it.

**MODERATOR:** Thanks very much for coming in. Good luck. Hopefully we'll see you tomorrow.

**SADLER:** Thank you.

...IMS2005...

---

*...when all is said, we're done*<sup>®</sup>

**FastScripts**<sup>®</sup> by ASAP Sports  
t. 631.425.2701 f. 631.425.6116  
Visit our archives at [asapsports.com](http://asapsports.com)

---

**Allstate 400 – 08.06.05**

**DAY 3 – SUNDAY, AUG. 7, 2005 (RACE DAY)**

**Page 1**

**ORDER OF THE DAY:**

- 7 a.m. Public gates open
- 8:30 a.m. The Crew performs on Coke Stage, Pagoda Plaza
- 10 a.m. Sponsor laps
- 10:15 a.m. Interview with Homes for Our Troops representatives, Victory Podium
- 11 a.m. J. Henry performs on Coke Stage, Pagoda Plaza
- 11 a.m. Interview with Purple Heart Association representatives, Victory Podium
- 11:40 a.m. Drivers/crew chiefs meeting
- 12:21 p.m. Parade lap of past Allstate 400 at the Brickyard Pace Cars
- 12:25 p.m. Indianapolis Police Department Motorcycle Drill Team Parade Lap
- 12:28 p.m. Indiana State University band performs
- 12:30 p.m. Pit lane open only to “hot” credentials
- 12:50 p.m. Presentation of Allstate 400 Bricklayer Award, Victory Podium
- 12:54 p.m. Driver introductions, ceremonial lap
- 1:26 p.m. Presentation of colors, Military Department of Indiana Ceremonial Unit, Indiana National Guard
- 1:29 p.m. “America the Beautiful,” Indiana State University band
- 1:32 p.m. Invocation, Rev. Howard Brammer, Trader’s Point Christian Church
- 1:33 p.m. National anthem, Diamond Rio
- 1:34 p.m. Flyover, 122<sup>nd</sup> Fighter Wing of Indiana Air National Guard, Terre Haute, Ind.
- 1:39 p.m. “Gentlemen, start your engines,” Mari Hulman George, followed by balloon launch
- 1:40 p.m. Parade lap
- 1:50 p.m. Start of 12<sup>th</sup> Allstate 400 at the Brickyard (160 laps/400 miles)

\*\*\*

Television spokesperson and actor Dennis Haysbert is the grand marshal of the Allstate 400 at the Brickyard on Sunday, Aug. 7 at the Indianapolis Motor Speedway.

Haysbert will participate in pre-race activities, including a ceremonial parade lap, and will wave the green flag to signal the start of the 12th running of the Allstate 400 at the Brickyard

Haysbert is perhaps best known as President David Palmer from the critically acclaimed, award-winning FOX television drama “24.” In 2003, his performance in the show earned Haysbert Golden Globe Award, NAACP Image Award and Screen Actors Guild Award nominations. Haysbert made his feature film debut in 1989, portraying baseball player Pedro Cerrano in the sports comedy hit “Major League” and has starred in other films, including “Heat” (1995) and “Waiting to Exhale” (1995). Haysbert next will star in his own series, “The Unit,” for CBS.

Haysbert also is a spokesperson for Allstate Insurance Company and has appeared in commercials for the insurance company since 2003.

\*\*\*

Former NFL star Tim Brown and NASCAR team owner Jack Roush are conducting a press conference at 9:30 a.m. today in the Trackside Conference Room on the first floor of the Media Center.

Brown will discuss why he’s becoming a NASCAR team owner, his commitment to NASCAR’s diversity strategy and a technology partnership with Roush Racing.

\*\*\*

Martin Truex Jr. won the Kroger 200 NASCAR Busch Series race Saturday night at Indianapolis Raceway Park. Truex will start 17<sup>th</sup> in the Allstate 400 at the Brickyard this afternoon.

(More)

## DAY 3 – SUNDAY, AUG. 7, 2005 (RACE DAY)

### Page 2

Goodyear brought 2,800 Eagle Speedway Radial tires to this event, 1,400 left-side tires and 1,400 right-side tires. The tire codes are D-6868 (left side) and D-6870 (right side).

This is the only track at which NEXTEL Cup Series teams run this combination in 2005.

The minimum recommended inflation for the tires are 19 psi for the left front and left rear, 34 psi for the right front and 31 psi for the right rear, according to Goodyear.

**MARK KETO (Lead engineer, stock car racing, Goodyear):** “We tested at Indianapolis with Jeff Gordon, Matt Kenseth and Ryan Newman in late April of this year. We found that the new track surface is very fast with a lot of grip, so we have a tire combination unique to Indy. Compared to last year, this setup features new compounds on both sides, as well as a new left-side construction. Recently, we also attended all three pre-race team test sessions to monitor performance of the new setup, and it performed very well.”

\*\*\*

Jimmy Fennig, crew chief of the No. 97 Crown Royal Ford driven by reigning series champion Kurt Busch, was presented with the Allstate 400 at the Brickyard True Grit Award and a \$10,000 check this morning.

The award, sponsored by C&R Racing, honors outstanding achievement in racing and honors a fellow colleague.

\*\*\*

Former NFL star wide receiver Tim Brown was the guest of a press conference this morning in which he announced plans to form a NASCAR team, Tim Brown Racing. It will be the only African-American majority-owned team in NASCAR, upon funding.

Tim Brown Racing will form a technical alliance with two-time NEXTEL Cup Series champion Roush Racing.

**TIM BROWN:** “Today is a great day for me. Seventeen years ago when I entered the NFL, it was very exciting for me. It was an opportunity for me to go show my wares on a different level than in college. When this opportunity came around at the beginning of the year, I sort of looked at it as the same way. It was an opportunity for me to sort of come and show my wares. It’s not the same as me being out there competing driving the cars. I thought about it guys, but I figured I’d leave that to the pros out there. But certainly being able to get involved and do what I can do as far as NASCAR is concerned is something that is very exciting to me. Obviously, this opportunity would not be happening if not for the support of Mr. Jack Roush of Roush Racing. NASCAR is a very difficult sport to get into. I think with their technical support in the future, Tim Brown Racing can be very successful. Otherwise, I think it would have been really silly to try to get involved in a sport like NASCAR that obviously has so many ins and outs into it that if you don’t have the support of somebody like Mr. Jack Roush, it’s a very difficult thing to do.” (Why did you want to get involved in NASCAR?): “Obviously, one of the main reasons I wanted to get involved is NASCAR is a beast. I understand that it’s a beast. I understand there are a lot of proponents of NASCAR. One of the things that has been missing is obviously the diversity issue. So from that standpoint when you look at NASCAR, the excitement, the fans, and everything that goes on, and you look at the part of it that’s missing. I just thought it was a winning combination. There was an opportunity for me to come in, take NASCAR the beast and hopefully in some kind of way put it together with the urban community. We think we’ll be able to do that. We think we’ll be able to bring people in that maybe have not been in NASCAR.” **(More Brown on next page)**

(More)

### DAY 3 – SUNDAY, AUG. 7, 2005 (RACE DAY)

#### Page 3

**TIM BROWN (cont.):** “You know, it’s not too cool to wear a Dale Earnhardt jacket in the neighborhood. You know, you just can’t be cool and wear that jacket. But what we want to do is we want to make that cool. We want to make it cool to have a Roush Racing jacket on. We want to make that cool. We want to make that a good thing in the neighborhood. And I think the only way to do that is to put a different face on. Now get this – and I want everyone to understand – we’re not trying to change the face of NASCAR. There’s obviously nothing wrong with NASCAR. All we want to do is add to what’s going on. If NASCAR is going to be America’s sport, obviously they have to include all of America into it. This is a great opportunity for me, for NASCAR. I think there have probably been sponsors ... well, I shouldn’t say probably because we know this for a fact ... that there have been sponsors who have walked away because of the diversity issue. Obviously, all that will help the whole series, and that’s what we’re here to do. There will not be any rallies in the middle of any tracks. I don’t want anyone to think we’re coming in here trying to uproot something. There won’t be any rallies ... NAACP rallies ... or anything of that nature. We’re just here to add to what’s already going on. Obviously, we wouldn’t be a part if we didn’t think we could help change a little bit what needs to be changed. But the fans have been absolutely wonderful to me and my family all weekend. Quite honestly, you don’t know what to expect. I’ve been telling everyone initially when I walked out into the crowd, I kept my head straight. I wasn’t looking either way because you never know what’s going to come your way. After five or 10 minutes, people were coming up for autographs and people, ‘Hey, Tim, we’re glad to have you here.’ It was very, very welcoming not only to me, but to the whole family.” (About team specifics): “As of right now, we do not have a crew chief. We do not have a driver. We obviously have some people in mind. Please don’t start asking me about all these names and stuff. I’m still learning this, guys. So as of right now, we don’t have those two things situated. It is our intention to run the Cup series. We have a very short time to get that done. If that’s going to happen, it’s going to have to happen in the next 45 to 60 days. So we’re going to be pushing very hard to get that done. If we end up in the Truck series or the Busch series, that would be good, too. Mr. Roush told me yesterday he started in the Truck series, so if it’s good enough for him, obviously, it’s good enough for us. We think we will be able to bring in the people to get us to the Cup series. It’s our hope to be able to run the Cup series and the Busch Series this year. That’s what we would like to do so we can get a young driver, young minority driver, woman driver, some kind of young driver and develop them in the Truck series, Busch series on up to NEXTEL.”

**JACK ROUSH:** “It’s an extreme compliment and a great honor to have the chance to stand behind, or beside Tim. More behind than beside. We would not presume to tell Tim what he needed to do or what he had to do, but we’ve certainly made our share of mistakes in the 18 years that we’ve been involved in this business, and we could show him where some of the hard points are. We’ll have a great relationship and a great interest in the NASCAR community, and the NASCAR community is anxious to have a representation of all of our people in what has become our second national sport right behind football. With Tim having made the career that he’s made there, to step off into this and to establish a reputation and a level of success for himself, as well as bring the diversity issue to the front and integrating that to the driver and the team format is going to be a wonderful thing, and I’m glad to be invited to be part of it. You can come back and say, ‘What do you need to get it going?’ and Tim and I talked for 30 or 40 minutes yesterday and I told him, ‘You need a Busch team, a truck team and a Cup team.’ Of course, you need a Cup team to get the money, because that’s where the sponsors want to be, but you need the other two to develop the skills and the people and all the things that are necessary. In our world, we seldom hire a mechanic or a tire changer for our Cup team from the outside.” **(More Roush on next page)**

(More)

## DAY 3 – SUNDAY, AUG. 7, 2005 (RACE DAY)

### Page 4

**JACK ROUSH (cont.):** “We typically hire them from our truck or Busch team, advance them, showcase them, get confidence with them and get them comfortable, and then we promote them vertically within our own organization in order to be able to really know what we’ve got and operate the best. Finding the people and getting the people to work correctly is going to be a challenge. There’s lots of people and they are going to be motivated to be part of this program, but it will take a while to exercise it. A rookie driver. People that haven’t worked together, in any of the three series, will be a challenge and we’ll just have to see where it goes in terms of the interest that he has in sponsors, but the thing that we at Roush are prepared to bring to the table is a full faith and trust in Roush Racing, which involves access to all the aerodynamic signatures to all the vehicles. Whichever ones he decides he wants to run. We understand what the aero packages are, and it’s cost us, literally, millions of dollars over the course of a decade to establish those routines and understand how that works. The chassis have taken similar years in the development, and it has taken similar money to get all the pick-up points and the stiffness and all the dynamics and kinematics that are involved in those functioning. The chassis, the aerodynamics, when we get the program in place, so I’m sure that we can make a difference and effectively use what’s there. I put on the table, also, the laptop computer, access to our testing and the information, involving all the decisions we make as relates to shock absorbers and bar springs. All those system-tuning things that you carry to the racetrack. We typically come to the racetrack, not unlike Formula One, and you understand from the computer relations and from the data acquisition of having been at the racetrack, you understand what the car faces and all the thing that the car faces. So you come back and you know what kind of rear axle ratio that you’re going to run, what transmission, the shock absorbers and things. There may be a case that it doesn’t work right, so you anticipate that it may not have enough grip in the front, or not have enough grip in the back, so not only do you have, in the car, what you believe, through experience and simulation, what’s going to make you go fast, but you’ve got in the can, two or three things that are going to be challenges that you’re going to be expected to go to. And without having 20 years of that stuff that you’ve been working on, you just can’t do this today. But all those things are on the table for Tim, and as soon as we can put together the sponsorship and he can get himself organized, for the time and the organization that’s going to support that, we’ll bring this to bare.” (About Tim Brown as a team owner): “I might advance the proposition that the thing most important here is Tim Brown to the image that comes forward. There will be a huge, protracted sorting process to bring people in and meld them together in a functioning team that can be competitive. The drivers are going to be fluid, we need to be fluid for a while, it seems by me. I know Tim is interested in Hispanic personalities, as well as female drivers of all races. The first decisions that will be made in order to launch the team will probably not be the ones that Tim would want to carry into corporate white or black America and say, ‘This is the image that we are going to build around for the next five years.’ I don’t know who the people would be that we would make those assurances to,’ and I suspect Tim doesn’t, either. The thing that really needs to be the anchor for this is the expectation for what Tim Brown will be able to do is if he brings his enthusiasm and his reputation and his determination to this enterprise.”

\*\*\*

Doug Miller, from Bloomington, Ind., devised a unique way to collect autographs Saturday. He put a small clipboard, pen and paper on the hook of a fishing line and he “cast” his fishing rod to drivers from the pit suite level into the garage area.

Among those who signed were Brian Vickers, Ricky Rudd, Greg Biffle, Bobby Hamilton Jr., Morgan Shepherd and NASCAR President Mike Helton. In addition, SPEED TV shot a clip with Vicki Johnson of “NASCAR Nation” signing.

**DOUG MILLER:** “I thought of it last year. It’s working.”

(More)

## DAY 3 – SUNDAY, AUG. 7, 2005 (RACE DAY)

### Page 5

Seven-time NASCAR champion Richard Petty, the winner of a record 200 races, was in the transporter area Saturday.

He was asked if he would've liked to have raced the Allstate 400 at the Brickyard.

**RICHARD PETTY:** "I always had the urge to race here, but not in an Indy car. I think they found out I was going to retire so they started having races up here. We ran (now-defunct) Ontario (Calif.) Motor Speedway, and it was built like this. We always ran good there. I don't know if we ever won a race or not, but I always liked that kind of racetrack. This would've been a good kind of racetrack that we would've liked. We used to come up all the time with STP first day of qualifying (for the Indianapolis 500), came 15 or 20 years just to watch them qualify the first day. Then we got a chance to come back with the Cup cars, and it's been great ever since."

\*\*\*

### RACE SPECIFICS:

•Eight-time Allstate 400 at the Brickyard starter Brett Bodine drives the Chevrolet SSR Pace Vehicle during the race. Bodine finished second to Jeff Gordon in the inaugural Allstate 400 at the Brickyard in 1994.

- Pit-road speed limit is 55 mph.
- The Pace Car speed will be 65 mph during caution periods.
- The race distance is 160 laps/400 miles on the 2.5-mile oval.
- The estimated pit window is every 44 to 48 laps, based on fuel mileage.
- The flagman for today's race is Rodney Wise.

\*\*\*

### RACE RUNNING:

•At 1:35 p.m., the ambient temperature was 85 degrees with a relative humidity of 51 percent and east winds at 7 mph. Skies were partly cloudy.

•#36 Boris Said, #41 Casey Mears and #2 Rusty Wallace will move to the rear of the field during the pace laps. Said and Mears had work done on their cars during the impound period between qualifying and the start of the race, and Wallace is starting the race in the backup car. Said qualified 32<sup>nd</sup>, while Mears and Wallace were to start 40<sup>th</sup> and 41<sup>st</sup>, respectively.

1:40 p.m. – Command to start engines by Mari Hulman George, Indianapolis Motor Speedway chairman of the board.

1:45 p.m. – All 43 starters pull away on first pace lap.

Lap 1: **GREEN.** Grand marshal Dennis Haysbert waves green flag to start 12<sup>th</sup> Allstate 400 at the Brickyard. #38 Sadler leads into Turn 1. #38 Sadler leads #15 Waltrip by .846 of a second. #19 Mayfield third, .852 of a second behind leader.

Lap 2: #38 Sadler leads #15 Waltrip by 1.340 seconds.

Lap 3: #38 Sadler leads #19 Waltrip by 1.525 seconds. #15 Waltrip third, 2.194 seconds behind leader. #20 Stewart has climbed from 22<sup>nd</sup> to 16<sup>th</sup> in three laps.

Lap 4: #38 Sadler leads #19 Mayfield by 1.799 seconds. #20 Stewart up to 15<sup>th</sup>.

Lap 5: #38 Sadler leads #19 Mayfield by 1.746 seconds. #25 Vickers third, 2.994 seconds behind leader. #20 Stewart up to 14<sup>th</sup>. #8 Earnhardt has fallen from 27<sup>th</sup> at start to 32<sup>nd</sup>.

Lap 6: #38 Sadler leads #19 Mayfield by 1.781 seconds.

Lap 7: #38 Sadler leads #19 Mayfield by 1.869 seconds. #25 Vickers third, 3.856 seconds behind leader.

Lap 8: #38 Sadler leads #19 Mayfield by 1.915 seconds.

(More)

**DAY 3 – SUNDAY, AUG. 7, 2005 (RACE DAY)**

**Page 6**

**RACE RUNNING (cont.):**

Lap 9: #38 Sadler leads #19 Mayfield by 2.017 seconds.

Lap 10: Top 10 -- #38 Sadler, #19 Mayfield, #25 Vickers, #15 Waltrip, #9 Kahne, #24 J. Gordon, #21 Rudd, #49 Schrader, #6 Martin, #5 Kyle Busch.

Lap 11: #38 Sadler leads #19 Mayfield by 2.144 seconds. #20 Stewart 13<sup>th</sup> after starting 22<sup>nd</sup>.

Lap 12: #38 Sadler leads #19 Mayfield by 2.387 seconds.

Lap 13: #38 Sadler leads #19 Mayfield by 2.585 seconds.

Lap 14: #38 Sadler leads #19 Mayfield by 2.507 seconds. #25 Vickers is third, 6.917 seconds behind leader.

Lap 15: #38 Sadler leads #19 Mayfield by 2.162 seconds.

Lap 16: #04 Hamilton two laps down due to pit stop. Hamilton thought he felt vibration in wheel or tire, but crew found no problems and Hamilton returned to race.

Lap 18: #38 Sadler leads #19 Mayfield by 2.000 seconds. #16 Biffle up to 17<sup>th</sup> after starting 31<sup>st</sup>.

Lap 19: #38 Sadler leads #19 Mayfield by 1.975 seconds.

Lap 23: **YELLOW**. #32 Hamilton slows on track with shredded left front tire, causing major sheet metal damage to left front of car. Hamilton to pits, then to garage to repair broken sway bar.

Lap 24: Pit stops for nearly entire field. #7 R. Gordon does not pit, inherits lead. Four tires, gas: #16 Biffle, 14 seconds; #9 Kahne, 15 seconds; #19 Mayfield, 16 seconds; #5 Kyle Busch, 15 seconds; #38 Sadler, 18 seconds; #24 J. Gordon, 17 seconds; #15 Waltrip, 17 seconds; #25 Vickers, 18 seconds; #49 Schrader with hood up due to clutch problem. Crew is loosening bleed-through to provide more play with clutch for Schrader. Four tires, gas, chassis adjustment: #48 Johnson, 17 seconds. Four tires, gas, fender repair, air adjustments to tires: #29 Harvick, who also reports radio problems. Four tires, gas, chassis, air pressure adjustments: #8 Earnhardt.

Lap 25: #7 R. Gordon, #36 Said, #77 Kvapil to pits. Left tires, repairs: #7 R. Gordon, two minutes, 17 seconds; #36 Said, 90 seconds.

Lap 26: #49 Schrader to pits.

Restart order: #38 Sadler, #25 Vickers, #19 Mayfield, #9 Kahne, #24 J. Gordon, #6 Martin, #15 Waltrip, #21 Rudd, #5 Kyle Busch, #01 Nemechek.

Lap 27: **GREEN**. #38 Sadler leads into Turn 1.

Lap 28: #38 Sadler leads #25 Vickers by .372 of a second.

Lap 35: #38 Sadler leads #19 Mayfield by 1.907 seconds.

Lap 38: **YELLOW**. #43 Green slows with shredded left front tire. Light sheet metal damage to left front wheel arch.

Lap 39: Pit stops for nearly entire field. #2 Wallace with hood up due to plastic tear-off from another car entering his grille, causing engine overheating. Two tires, gas: #24 J. Gordon, stalled exiting pits. Two tires only and gas: #25 Vickers, 9 seconds; #17 Kenseth, #15 Waltrip, #24 J. Gordon, 11 seconds; #20 Stewart, 13 seconds; #16 Biffle, 9 seconds; #48 Johnson, 10 seconds. Two tires, gas, chassis adjustment: #29 Harvick. Four tires, gas, chassis adjustment, air pressure adjustment: #8 Earnhardt, who reported vibration on right front. Four tires and gas: #38 Sadler, 17 seconds; #01 Nemechek, 16 seconds; #19 Mayfield, 15 seconds; #6 Martin, 16 seconds. Four tires, gas, wedge adjustment: #9 Kahne, 16 seconds. Engine overheating repairs: #2 R. Wallace, 65 seconds.

Restart order: #25 Vickers, #15 Waltrip, #17 Kenseth, #5 Kyle Busch, #24 J. Gordon, #38 Sadler, #29 Harvick, #16 Biffle, #19 Mayfield, #9 Kahne.

Lap 46: **YELLOW**. #25 Vickers leads into Turn 1. #25 Vickers leads #17 Kenseth by .556 of a second.

(More)

**DAY 3 – SUNDAY, AUG. 7, 2005 (RACE DAY)**

**Page 7**

**RACE RUNNING (cont.):**

Lap 47: **YELLOW**. Front left of #41 Mears hit right rear of #97 Busch entering Turn 3. Mears slid sideways in short chute between Turns 3 and 4, no contact, continued.

Lap 49: #8 Earnhardt, #88 Jarrett, #7 R. Gordon, #43 Green, #41 Mears to pits. Target crew repairing sheet metal on left front of #41 Mears, 59 seconds. Right side tires, chassis adjustment: #8 Earnhardt, who is reporting radio problems, 18 seconds.

Lap 51: **GREEN**. #17 Kenseth passes #25 Vickers for lead between Turns 1 and 2.

Lap 52: #32 Hamilton exiting garage to return to track. #17 Kenseth leads #5 Kyle Busch by .384 of a second. #25 Vickers third, #38 Sadler fourth.

Lap 53: #17 Kenseth leads #5 Kyle Busch by .479 of a second.

Lap 55: #17 Kenseth leads #25 Vickers by .848 of a second. #32 Hamilton to garage due to left front tire smoke from cut left front tire. Crew changed left front suspension and repaired left front bodywork on previous repairs.

Lap 56: #17 Kenseth leads #25 Vickers by .856 of a second.

Lap 57: #17 Kenseth leads #25 Vickers by .799 of a second. #38 Sadler third, 1.642 seconds behind leader.

Lap 58: **YELLOW**. #01 Nemechek slows due to flat left front tire, to pits. Heavy damage to left front bodywork.

Lap 59: Majority of field pits. Four tires, gas: #20 Stewart, 14 seconds; #15 Waltrip, 17 seconds; #25 Vickers, 16 seconds; #38 Sadler, 17 seconds; #6 Martin, 14 seconds; #48 Johnson, 17 seconds. Four tires, gas, chassis adjustment: #17 Kenseth, #8 Earnhardt. Four tires, gas, wedge, pressure adjustment: #16 Biffle, 10 seconds; #29 Harvick, 14 seconds. Two tires, gas: #38 Sadler, #9 Kahne, 9 seconds; #19 Mayfield, 8 seconds. Fuel only: #2 R. Wallace, 8 seconds. Carburetor problems for #21 Rudd, who had pit stop of 19 seconds.

Lap 62: #21 Rudd returns to pits to replace carburetor, 121 seconds.

Restart order: #41 Mears, #38 Sadler, #9 Kahne, #19 Mayfield, #17 Kenseth, #6 Martin, 25, 20, 5, 29.

Lap 63: **GREEN**, then **YELLOW**. #8 Earnhardt veered into inside retaining wall on restart before start-finish line, hitting nose first after apparent contact from behind by #23 Skinner. Car bounced backward across track and hit #1 Truex, #22 Wimmer, grazed #7 R. Gordon. Heavy damage to #1 Truex, #8 Earnhardt, who both park in turn-off area adjacent to Turn 1.

**DALE EARNHARDT JR.:** “When I stopped, I got ran into. It’s hard to see when you’re in the back what you’re doing. I don’t think Skinner knew what was going on. I just got turned into the wall.” (Are your Chase hopes over?): “Man, I just don’t want to get back in that piece of crap again. I want to go home. We’ll have to start winning some races later in the year.”

Lap 64: #22 Wimmer to pits to repair crash damage, 1 minute, 51 seconds.

Restart order: #41 Mears, #38 Sadler, #9 Kahne, #19 Mayfield, #17 Kenseth, #6 Martin, #25 Vickers, #20 Stewart, #5 Kyle Busch, #29 Harvick.

Lap 69: **GREEN**. #41 Mears leads into Turn 1. #9 Kahne passes #38 Sadler for second. #41 Mears leads #9 Kahne by .264 of a second at line.

Lap 70: #9 Kahne passes #41 Mears for lead with inside move on back straightaway. #9 Kahne leads #41 Mears by .326 of a second at line.

#8 Earnhardt garage repair report: Crew has removed everything from radiator forward, including duct work. Working on left rear and repairing left side body damage.

(More)

**DAY 3 – SUNDAY, AUG. 7, 2005 (RACE DAY)**

**Page 8**

**RACE RUNNING (cont.):**

Lap 75: **YELLOW**. #48 Johnson did full spin exiting Turn 2, no contact, continued. #21 Rudd against outside retaining wall exiting Turn 2, facing backward, after sliding backward into wall. Damage to left rear of car. Rudd climbs from car without assistance.

Lap 75: #48 Johnson to pits for track-bar adjustment, 32 seconds

Lap 76: Pit stops. Leader #9 Kahne, #38 Sadler, #5 Kyle Busch stay on track. Four tires, fuel, air pressure adjustment: #41 Mears, 16 seconds. Two tires, fuel, left front fender repair, 12 seconds: #29 Harvick. Four tires, fuel, tire pressure adjustment: #25 Vickers, 17 seconds. Fuel only: #6 Martin, 5 seconds. Four tires, fuel: #16 Biffle, 24 seconds.

#8 Earnhardt is out of race as team abandons attempted repairs.

Lap 77: #29 Harvick returns to pits due to penalty for commitment-line violation, team makes repairs, 58 seconds. #48 Johnson to pits to repair left front bodywork damage, 18 seconds.

Restart order: #9 Kahne, #38 Sadler, #19 Mayfield, #17 Kenseth, #20 Stewart, #5 Kyle Busch, #16 Biffle, #18 B. Labonte, #40 Marlin, #12 Newman.

Lap 80: **GREEN**. #9 Kahne leads into Turn 1. Halfway point of race.

Top 10 at halfway: #9 Kahne, #38 Sadler, #19 Mayfield, #17 Kenseth, #20 Stewart, #16 Biffle, #5 Kyle Busch, #18 B. Labonte, #40 Marlin, #12 Newman.

Lap 81: #15 Waltrip to pits to change flat left-front tire, four tires and gas, 18 seconds.

Lap 83: #9 Kahne leads #38 Sadler by .535 of a second.

Lap 86: #9 Kahne leads #38 Sadler by .824 of a second.

Lap 87: #9 Kahne leads #38 Sadler by .641 of a second.

Lap 88: #20 Stewart up to third, 2.200 seconds behind leader #9 Kahne.

#21 Rudd out of race due to crash damage.

Lap 90: #9 Kahne leads #38 Sadler by 1.542 seconds. #20 Stewart third, 2.104 seconds behind leader.

Lap 93: **YELLOW**. #11 Leffler smoking in Turn 1, car slows with apparent cut left front tire. Leaders, nearly all cars to pits. #45 Petty stays out to inherit lead, his first leading lap in Allstate 400 at the Brickyard since 1996. Catch can stuck to rear of #48 Johnson when exiting pits, returns to pits for 19 seconds to remove can. #25 Vickers first off pit road, followed by #38 Sadler. Fire in pit of #11 Leffler, extinguished by crew. Four tires, gas, chassis, pressure adjustment: #38 Sadler, 16 seconds; #18 B. Labonte, 16 seconds. Four tires, gas, chassis adjustment: #5 Kyle Busch, 17 seconds. Four tires, gas, air pressure adjustment: #9 Kahne, 15 seconds. Four tires, gas: #40 Marlin, 17 seconds; #20 Stewart, 18 seconds; #0 Bliss, 17 seconds; #17 Kenseth, 18 seconds; #19 Mayfield, 18 seconds; #6 Martin, 15 seconds; #16 Biffle, 14 seconds. Extensive repair to left front fender: #15 Waltrip; Four tires, gas, chassis adjustment: #29 Harvick.

Lap 94: #45 Petty to pits. #44 T. Labonte inherits lead.

Lap 95: #11 Leffler returns to pits.

Restart order: #44 T. Labonte, #25 Vickers, #38 Sadler, #20 Stewart, #9 Kahne; #19 Mayfield; #5 Kyle Busch; #17 Kenseth; #41 Mears; #18 B. Labonte. Terry Labonte last led a lap in the Allstate 400 at the Brickyard in 1998.

Lap 97: **GREEN**. #44 T. Labonte leads into Turn 1. #20 Stewart dives under #38 Sadler in Turn 1 for third. #9 Kahne climbs to third exiting Turn 2. #38 Sadler falls from third to seventh on first lap after restart.

Lap 100: #20 Stewart dives under #25 Vickers in Turn 4 to take lead.

Lap 103: #20 Stewart leads #25 Vickers by 1.719 seconds.

(More)

**DAY 3 – SUNDAY, AUG. 7, 2005 (RACE DAY)**

**Page 9**

**RACE RUNNING (cont.):**

Lap 104: #20 Stewart leads #25 Vickers by 2.158 seconds.

Lap 107: #20 Stewart leads #25 Vickers by 3.720 seconds.

Lap 109: #20 Stewart leads #19 Mayfield by 3.743 seconds.

Lap 111: #20 Stewart leads #19 Mayfield by 3.886 seconds. #25 Vickers third, 5.099 seconds behind leader.

Lap 114: #20 Stewart leads #19 Mayfield by 3.842 seconds.

Lap 115: Light drops of rain reported at pit exit.

Lap 117: **YELLOW**. #18 B. Labonte brushes against SAFER Barrier in Turn 3 with right side of car. Heavy damage to right side of car, which continues to garage. Right front tire deflated, causing accident, Labonte said.

Lap 118: Leaders, nearly entire field to pits except for #22 Wimmer, who inherits lead. #20 Stewart first off pit road, followed by #19 Mayfield, #25 Vickers. #16 Biffle, #49 Schrader, #24 J. Gordon make three-wide contact exiting pit road, with Biffle also squeezed into outside pit retaining wall. Four tires, gas, chassis adjustment: #9 Kahne, 15 seconds; #29 Harvick; #5 Kyle Busch, 17 seconds. Four tires, gas: #20 Stewart, 14 seconds; #19 Mayfield, 15 seconds; #0 Bliss, 17 seconds; #6 Martin, 16 seconds; #16 Biffle, 16 seconds; #41 Mears, 17 seconds. Two tires, gas, air pressure adjustment: #48 Johnson, 12 seconds. Four tires, gas, chassis, pressure adjustment: #38 Sadler, 16 seconds; #17 Kenseth, 14 seconds. Four tires, gas, pressure adjustment: #25 Vickers, 16 seconds.

Restart order: #20 Stewart, #19 Mayfield, #25 Vickers, #17 Kenseth, #9 Kahne, #38 Sadler, #48 Johnson, #5 Kyle Busch, #6 Martin.

Lap 121: **GREEN**. #24 J. Gordon into grass in Turn 4 while dueling for position with #0 Bliss. The duo crashed together earlier this season at Chicagoland Speedway.

Lap 124: **YELLOW**. #10 Riggs backs into SAFER Barrier in Turn 2, heavy damage to rear of car. Riggs continues to pits.

#18 B. Labonte out of race due to crash damage.

Lap 124: #24 J. Gordon, #49 Schrader, #43 Green, #7 R. Gordon, #31 Burton, #88 Jarrett, #22 Wimmer, #91 Elliott to pits. Four tires, gas: #24 J. Gordon, 22 seconds.

Restart order: #20 Stewart, #19 Mayfield, #25 Vickers, #9 Kahne, #17 Kenseth, #38 Sadler.

Lap 128: **GREEN**. #20 Stewart leads #19 Mayfield by .619 of a second.

Lap 129: #9 Kahne under #19 Mayfield for second exiting Turn 4. #20 Stewart leads by 1.138 seconds over #9 Kahne.

Lap 130: #20 Stewart leads #9 Kahne by .702 of a second.

Lap 131: #20 Stewart leads #9 Kahne by .217 of a second. Stewart weaving on front straightaway to break draft to trailing Kahne.

Lap 132: #20 Stewart leads #9 Kahne by .184 of a second.

Lap 133: #9 Kahne on rear bumper of #20 Stewart on back straightaway. Stewart weaving to break draft. #20 Stewart leads #9 Kahne by .197 of a second.

Lap 134: #20 Stewart dives low on back straightaway to break draft. #9 Kahne dives under #20 Stewart in Turn 4 for lead. #9 Kahne leads #20 Stewart by .117 of a second at line.

Lap 136: #9 Kahne leads #20 Stewart by .455 of a second. #25 Vickers third, 2.076 seconds behind leader.

Lap 138: #9 Kahne leads #20 Stewart by .551 of a second.

Lap 139: #9 Kahne leads #20 Stewart by .383 of a second.

Lap 140: #9 Kahne leads #20 Stewart by .355 of a second.

(More)

**DAY 3 – SUNDAY, AUG. 7, 2005 (RACE DAY)**

**Page 10**

**RACE RUNNING (cont.):**

Lap 141: #9 Kahne leads #20 Stewart by .325 of a second.

Lap 142: #9 Kahne leads #20 Stewart by .316 of a second.

Lap 143: #9 Kahne leads #20 Stewart by .257 of a second.

Lap 144: #20 Stewart pulls to Kahne's rear bumper in Turn 2 and entering Turn 3. #9 Kahne leads #20 Stewart by .319 of a second.

Lap 146: **YELLOW**. #48 Johnson hits SAFER Barrier in Turn 4 with right side of car, which continues to pits. Fire starts under hood as crew chief Chad Knaus climbs through passenger-side window to help Johnson unstrap safety harness. Johnson pulled from car quickly by crew in pits after heavy smoke from fire fills cockpit. #20 Stewart dives toward pit road and then pulls away quickly back on track.

#15 Waltrip, #24 J. Gordon, #29 Harvick, #43 Green to pits. Two tires, gas: #24 Gordon, 12 seconds.

Restart order: #9 Kahne, #20 Stewart, #25 Vickers, #19 Mayfield, #17 Kenseth, #38 Sadler, #6 Martin, #5 Kyle Busch, #41 Mears, #0 Bliss.

Lap 150: **GREEN**. #9 Kahne leads into Turn 1. #20 Stewart, #9 Kahne side-by-side in Turn 2, with Stewart inside. #20 Stewart passes #9 Kahne exiting Turn 2 for lead. #20 Stewart leads #9 Kahne by .184 of a second at line. #38 Sadler slowing.

Lap 151: #20 Stewart leads #9 Kahne by .319 of a second.

Lap 152: #20 Stewart, #9 Kahne weave down the back straightaway. #20 Stewart leads #9 Kahne by .206 of a second.

Lap 153: #20 Stewart leads #9 Kahne by .342 of a second.

Lap 154: #20 Stewart leads #9 Kahne by .561 of a second.

Lap 155: #20 Stewart leads #9 Kahne by .543 of a second.

Lap 156: #20 Stewart leads #9 Kahne by .680 of a second.

Lap 157: #20 Stewart leads #9 Kahne by .814 of a second.

Lap 158: #20 Stewart leads #9 Kahne by .803 of a second.

Lap 159: #20 Stewart leads #9 Kahne by .790 of a second.

Lap 160: **CHECKERED**. #20 Tony Stewart wins the Allstate 400 at the Brickyard by .794 of a second over #9 Kasey Kahne. #25 Brian Vickers finished third.

Stewart drove a victory lap around track with fist in air out window. Home Depot crew climbed fence near start-finish line to cheers from crowd. Stewart turned around car in Turn 1 and drove down front straightaway in opposite direction to high-five crew. Stewart drives in opposite direction around track to salute fans. Stewart stops at Hulman Suites in Turn 2 to climb fence and celebrate with friends watching race there, taking can of Coke from man for a sip.

Stewart stops car on start-finish line and celebrates with crew. Ladder laid against fence to help Stewart climb up fence. He pumps his fist in celebration, and crew joins him by climbing fence. Stewart laid on the outside retaining wall in exhausted joy while being interviewed by Allen Bestwick of NBC.

**TONY STEWART:** "I'm dying right now. I'm too tired to chase fences now. Give me five minutes; I'll be ready." (About when Kahne passed him): "I knew I was loose at the time. I needed to stay with him when I got behind him." (What does this victory mean to you?): "I wish I could put it into words. Today has been my entire life. I feel like crap right now, but in five minutes I'll feel really good."

**KASEY KAHNE:** "We had an awesome car. It was really good through (Turns) 1 and 3. It just gave up a bit there on the restart. I slipped a bit. I couldn't do anything with him. It's a big win for Tony."

(More)

## DAY 3 – SUNDAY, AUG. 7, 2005 (RACE DAY)

### Page 11

Jimmie Johnson was transported to Methodist Hospital in Indianapolis via ground transportation for precautionary evaluation after the race. He was awake and alert.

**CHAD KNAUS (Crew chief, #48 Johnson):** "They are just going to take him over there and check him out. His bell has definitely been rung That was a pretty hard hit that he took out there. We cut a right front tire as he was going into Turn 4. (It) knocked the wind out of him a little bit, so they are going to send him over there and take a look at him." (About the race): "We definitely had a roller coaster day. (The car went from the) back to the front (and) front to the back. We had a lot of weird things go on. That is a part of racing. You are going to have days like that. We will bounce back, and we'll be fine." (About points race): "Does it really matter? Once we get to Loudon, it basically starts over at zero. I'm not really concerned about the points. As long as we stay in the top 10, that's really all we need to keep focused on. If we get to that point, then we will worry about the championship."

\*\*\*

Tony Stewart's father, Nelson Stewart, and mother, Pam Boas, offered their comments about their son's victory.

**NELSON STEWART (Tony Stewart's father):** "I wasn't concerned after the first pass (by Kasey Kahne). I was hearing more noises than he was. I watched every inch." (About how Tony stressed over this event): "When you do that, then anything can go wrong. It has (in the past), and that's generally what happens."

**PAM BOAS (Tony Stewart's mother):** "That was a dream. You knew some day that (winning at the Indianapolis Motor Speedway) would happen. It means everything in this world to him." (About what she did once she saw him after the win): "I ran up to him and jumped in his arms. He said, 'Mom, I can't hold you.' I thought later that I should be offended, but he was too tired. Indiana is home to Tony. That's where he has come back to. Any time he had an opportunity (while living in North Carolina), he would come back home."

\*\*\*

Former WCW wrestling champion Bill Goldberg attended today's race. He is the host of "Auto Maniac" on The History Channel.

**BILL GOLDBERG:** "This is awesome, man. My first time every at Indy. I have wanted to come here since I started becoming a race fan in 1990. Obviously, I am here promoting the Auto Maniac car. (Mike) Skinner is driving it. It is an awesome experience, man. Being at Indy is awesome. It is almost like my first race when I went to Bristol. It is all inspiring."

\*\*\*

### ALLSTATE 400 AT THE BRICKYARD POST-RACE NOTES:

- Tony Stewart became the first Indiana native to win the Allstate 400 at the Brickyard. Seven Indiana natives have won the Indianapolis 500 – Joe Dawson (1912), Howdy Wilcox (1919), L.L. Corum (1924 co-winner), George Souders (1927), Louis Schneider (1931), Bill Cummings (1934), Wilbur Shaw (1937, 1939, 1940).

- Tony Stewart is the first Indiana native to win any race at the Indianapolis Motor Speedway since Wilbur Shaw won the 1940 Indianapolis 500.

- Tony Stewart's best previous NASCAR NEXTEL Cup Series finish at Indianapolis was fifth in 2000 and 2004.

- Kasey Kahne's second place was his best in two starts here. Last year, he finished fourth.

- Brian Vickers third-place finish tied Jamie McMurray in 2003 and Bill Elliott in the inaugural 1994 race for best finish by a first-time NASCAR NEXTEL Cup Series starter here.

(More)

## **DAY 3 – SUNDAY, AUG. 7, 2005 (RACE DAY)**

**Page 12**

### **ALLSTATE 400 AT THE BRICKYARD POST-RACE NOTES (cont.):**

- Jeremy Mayfield's fourth place was his best in 11 starts here. His previous best was fifth in 1997.
- Matt Kenseth's fifth place was his third top-five finish in the last four races at the Brickyard.
- Casey Mears' sixth place was his best in three starts at Indy. His best previous was 26th in 2004.
- Mark Martin's seventh place was his seventh top-nine finish in 12 starts here.
- Sterling Marlin's ninth place was his third best finish in 12 starts here.
- Tony Stewart's 44 laps led pushed his career total to 150 and past Ernie Irvan for fourth place all time in career laps led in the Allstate 400 at the Brickyard.
- Kasey Kahne, Brian Vickers and Scott Wimmer each led for the first time at this event.
- There was a record 31 cars on the lead lap, breaking the mark of 30 set in 2002.
- Bill Elliott continues to lead the career laps completed standings in the Allstate 400 at the Brickyard, completing all 160 laps for a total of 1,920 of a possible 1,921. Joe Nemechek moved ahead of Bobby Labonte for second at 1,896.
- Jeff Burton, Bill Elliott and Michael Waltrip each was running at the finish for their 12<sup>th</sup> straight race at Indy.
- This is the second Allstate 400 at the Brickyard victory for Joe Gibbs Racing. Bobby Labonte won for the team in 2000. Joe Gibbs Racing is the fourth team to win this race at least twice. Hendrick Motorsports has four victories, with Jeff Gordon (1994, 1998, 2001, 2004); Robert Yates Racing has two, with Dale Jarrett (1996, 1999); and Richard Childress Racing has two, with Dale Earnhardt (1995) and Kevin Harvick (2003).

**END DAY 3 (SUNDAY) NOTES**

## ALLSTATE 400 AT THE BRICKYARD POST-RACE QUOTES – Sunday, Aug. 7

### Page 1

**ROBBY GORDON (No. 7 Fruit-of-the-Loom Chevrolet):** (How was the race?): “Horrible. When it rained on Friday, it just hosed us. You’ve got to make the show, and we had to put the car into some kind of a qualifying trim. We slid weight. We changed springs in both rear shocks. We just flat sucked. It was a disappointing day for us.”

**DALE EARNHARDT JR. (No. 8 Budweiser Chevrolet):** “Everybody took off, and then everybody stopped, and when I stopped, I got ran into. It's hard to see when you're way back in the back, you know, what the leaders are doing. But, they called the green flag, and I was waiting for Bill to go. And when Bill took off, I took off, and we stopped again. I don't think Skinner knew what was going on, or whoever took off behind me. I think it was Skinner. I got turned into the wall. I don't know. My spotter said the leader checked on the restart, but I don't know. I didn't see anything.” (About his Chase hopes): “Man, I just hope I don't have to get into that piece of crap today. Hopefully I can go home.” (This is a blow to the points you were trying to get for the Chase, right?): “Yeah, obviously. That's life. You've got to deal with it-good and bad. We'll be all right. I mean, if we make the Chase, we make it. If we don't, we don't. We'll still try to win some races before the year is out.”

**BORIS SAID (No. 36 CENTRIX Financial Chevrolet):** (How was your first race at the Indianapolis Motor Speedway?): “It was pretty cool. I think the thing I will remember the most is all of the fans. It is just unbelievable how passionate about the racing they are. It just took me back. It was pretty cool.” (Was it warm in the car?): “It wasn't too bad, really. It didn't seem that bad in the car. It was bad after, when you get out, but it wasn't bad racing.”

**KYLE BUSCH (No. 5 Kellogg's/Delphi Chevrolet):** “The car was good up until the end. We put three tires instead of four on it. It turned into junk. We were just hanging on there at the end. It got real, real loose, so I tried knocking the valance in under caution on the rumble strips. And after that, we got a little bit tight and about knocked the wall down every corner, and then I kept losing spots. That was all I had.”  
(More Busch in transcript)

**MIKE BLISS (No. 0 Net Zero Best Buy Chevrolet):** “It was good. We ran about where we finished all day. We’d like to have a top 10, you know, but all in all, this Best Buy/Net Zero/Chevrolet, we came off of ninth last week and 11<sup>th</sup> this week, and, I mean, to come here without testing really means a lot. And we worked really hard all day, and we did a great job. The guys did great in the pits, and it was good. It was a good, solid run.”

**CARL EDWARDS (No. 99 AAA Ford):** “We started 38th with a backup car that only had about three laps on it and, man, the whole AAA/Ford team did a great job. We ended up finishing 12th, which is unbelievable for what we had. We had about a 20<sup>th</sup>-place car, a 20<sup>th</sup>-place day going, and my crew just had a great pit strategy. We ended up coming on strong at the end and finishing 12th, so it’s a great day for us. It’s been a blast being here. It’s crazy, I mean it’s the biggest facility, and it’s an awesome facility and to be right here in the middle of town, I mean, that’s crazy. You pull out of the track, and you’re driving down surface streets and it’s crazy. I had a good time at IRP, a good time here, and I’m really excited that Tony Stewart won the race. That’s pretty cool to see a guy win one of the biggest events in auto sports at his home track. That’s pretty cool to see. And considering that he loaned me his helicopter all weekend and I got to meet his family and all that, it’s great to see that happen.”

(More)

**ALLSTATE 400 AT THE BRICKYARD POST-RACE QUOTES – Sunday, Aug. 7**

**Page 2**

**JEFF GORDON (No. 24 DuPont Chevrolet):** “There was a lot of stuff going on. We avoided most of it. Unfortunately there at the end, I couldn't avoid Mike Bliss. It sent us to the back. We had to fix the left front fender. We had a great car. We really did. We got it really good the second half of the race, but the whole time we were playing catch-up. I'm proud of Tony (Stewart) and that team. Congratulations to them. I know how bad he wanted it, and I know everybody wants it bad. He has come so close here so many times, and he is on a roll. That team deserves it. They're running really strong right now. I know this one means a whole lot to him.” (Do you feel you got the monkey off your back?): “I hope so. I don't know. I'm not going to count on anything until we go through a few more of these weeks, and hopefully we can get some top-fives and top-tens out of those, as well.”

**JASON LEFFLER (No. 11 FedEx Express Chevrolet):** "It was a long one for us. We hit a cone early on. (We) got a penalty for that; then we blew two tires. We are going to come away with a top-20, but we blew a tire there at the end."

**MIKE SKINNER (No. 23 The History Channel Dodge):** “I was just really grateful to make the race today at the Brickyard. Our History Channel car with Auto Maniac on it, when that flag dropped, that thing was awesome. It started gaining spots left and right.”

**JEFF BURTON (No. 31 Cingular Chevrolet):** "We had such a fast good car. For a good portion of the race, we were just wicked fast. Then we had two runs where we couldn't run at all. And one of them was the last run. We got back up to about 12th. We kept having problems. We had a clutch mess up. We had all kinds of problems, but finally got it back to 12th. Then on that last run, we went all way back to 20th. I don't know. We were just real inconsistent today. We were fast, but we were real inconsistent."

**MATT KENSETH (No. 17 DeWalt Power Tools Ford):** “I feel like maybe we’re starting to get a little bit of our consistency back. We’ve just got to keep working on our cars. The guys did a great job on pit road.” (More racing and passing than in previous races here?): “I thought it was about the same. I don’t know that it was any better. I don’t think it was any better or I don’t think it was probably any worse. I think it was about the same, as always.” (About roll Tony Stewart is on now): “Yeah, it’s pretty cool. It’s fun to see that. You’ve got to ride that for as long as you can, for sure. I feel good for Tony. He’s a great racer and, you know, so close to home to win that big race is pretty cool.” (About top-five finish): “It feels good to get a top-five finish. That’s what we shoot for every week. You know, we haven’t had very many of them this year, so it feels good.”

**JEREMY MAYFIELD (No. 19 Dodge Dealers/UAW Dodge):** “I’m real happy with it. Good points day for us, you know, a good top five. It’s what we needed. I felt we could’ve won the race. We just got sized in. We had a great car today. Kasey ran good. We both ran good. We both had a shot to win. That’s all you can ask for.” (What’s it like to be up front here?): “It’s a good feeling, I tell you. It’s been a long time since I’ve done that here. Run good like that. Tony certainly has been on a roll. The whole 20 car team has. They deserve it. They had the best car at the end. It was good running up there with them all day up there, thought.” (Any chance at the end?): “No, we couldn’t do it. We got real tight at that last stop. I just couldn’t go nowhere. He was running better than I was and I let him go. He had a shot to win too, you know. It’s a good turnaround. It’s a good points day for us, and hopefully it will get us solid in the Chase here. That’s what I’ll remember about it.”

(More)

**ALLSTATE 400 AT THE BRICKYARD POST-RACE QUOTES – Sunday, Aug. 7**

**Page 3**

**GREG BIFFLE (No. 16 National Guard Ford):** “We were off a little bit all day. We got terrible sets of tires. One after another. One too tight, one too loose, one too tight. Kenny Schrader needs a new spotter on the pit road. He ran me into the fence there at the end of the pit road. That pretty much ruined the rest of our day.”

**BOBBY LABONTE (No. 18 Interstate Batteries Chevrolet):** “We don’t know what happened to us. We had a right front tire went down. Did we drive over something, was it over abused, did something happen when we pitted? The problem was a right front tire went down. Whatever happened, I don’t know. I am not an expert at it. But the biggest thing was that we had a good race car.”

**MARTIN TRUEX JR. (No. 1 Bass Pro Shops/Tracker Chevrolet):** (About accident): “I couldn’t tell, there were just a lot of cars in front of us. I saw (Dale Earnhardt Jr.) hit the inside wall, and somehow he ended up coming back across right in front of me. It’s a shame we got both our cars crashed. Everybody is OK, and it’s unfortunate. We had a good car, and I was having fun out there. We just came up short.”

**RICKY RUDD (No. 21 Motorcraft Genuine Parts Ford):** There was a linkage problem that was going to get worse, and it might even (have) even (hung) wide open. So Fatback and everyone on the Motorcraft team decided to pull it in and change the carburetor. We gave up a lap but quickly got that back with the lucky dog award on the next caution and started at the tail end of a long line. We passed about four cars, the yellow came out, and some of these guys don’t look at the caution lights. (They) are driving over the top of the hood of the race car, not paying attention. Just flat over the top of us, and tore up a good race car.”

**STEVE HMIEL (Crew chief, #8 Dale Earnhardt Jr.):** “We got wrecked and just tore a race car up. That’s what this year’s looked like. I’m not saying NASCAR was the reason there was a bad restart. They’ll get on the guys who juke and didn’t juke and what have you. Everybody’s wanting to get to the front. You have trains, you have train wrecks. No, we’re not going to go back out. When we saw what it was and how it was going to be, we’re not going to go out there and get in anybody’s way and maybe pick up one position by running one lap. That just wasn’t the right thing to do. We could get in another wreck, get Junior hurt or get in someone else’s way, so we’re just going to put it in the trailer and go on to Watkins Glen. It was pretty terrible at the start because we missed it on the air pressure, but we were getting better and better. He said, ‘Man, I got this thing figured out...just tighten it up a little bit, and we can go.’ It remains to be seen how far we could go because this place is so hard to pass on. But from where we started, it wouldn’t have taken a whole lot.”

**CASEY MEARS (No. 41 Target Dodge):** “All in all, the way qualifying went, the guys did a good job bouncing back and getting the car right and I almost spun out in Turn 3, went all the way to the back again, then came through the field and just had a really good car.”

**DAVE BLANEY (No. 07 Jack Daniel’s Chevrolet):** “We just were handling bad all day. I was just sideways all day. Then we had a left front wheel come loose. Near the end, we had to pit under green, and that got us in the back and we just stayed there. We just weren’t any good all day.”

(More)

**ALLSTATE 400 AT THE BRICKYARD POST-RACE QUOTES – Sunday, Aug. 7**

**Page 4**

**RUSTY WALLACE (No. 2 Miller Lite Dodge):** “Bringing the backup car without any practice really killed me. Missed it on the front springs and on the front shocks. Fought a tight car all day long. We just made unbelievable changes to try to make it handle better and just couldn’t get any position. And after about 15 laps, it started sliding back, so I was able to maintain fourth in the points and get out of here pretty clean. The car’s not torn up or nothing.” (About his memories of Indianapolis): “I’ll be back here, but that’s the last time I’ll race here. That was it. It’s a tough racetrack. I’m leaving here feeling like I’m black and blue, too. The good thing is I’m holding on good in the points there, maintaining my fourth-place spot. That was the thing I was most worried about. I wanted to win here, but after last night, it wasn’t meant to be. I thought we had a better shot at it. But I was worried about how the car was going to handle today.”

**END POST-RACE QUOTES**

**For Immediate Release**

**2005 ALLSTATE 400 AT THE BRICKYARD  
Post-Race Press Conference  
Tony Stewart, Greg Zipadelli, J.D. Gibbs  
Sunday, Aug. 7, 2005**

**MODERATOR:** We're joined in the media center by J.D. Gibbs, president of Joe Gibbs Racing. J.D., first win for Joe Gibbs Racing at the Brickyard. How do you feel?

**J.D. GIBBS:** Yeah, actually we did win with Bobby a few years back. So for us – I was not here for that one.

**MODERATOR:** Your first win.

**GIBBS:** My dad took all the credit for that one. I guess I can take all the credit for this one.

It was a big deal for us, a big occasion for JGR, but for Tony, watching him with his mom and dad, tears in their eyes, realizing he grew up down the road, fun to be part of that.

**MODERATOR:** I'd like to open it up for questions.

**Q:** For a team that started out pretty shaky this year, you sure come on strong. Bobby had a good day today, too, until the tire blew off the car.

**GIBBS:** I remember talking to you at the beginning of the year. We're kind of pumped up. It just goes to show, this is a humbling sport. You think you have all it figured out, you're in good shape. Tony did struggle some kicking the year off.

I think what it shows is we have a great group of guys who are at the shop putting the cars together and the engine together. It just took a while for some of that stuff to show through.

Bobby was rocking and rolling today. Jason had a couple cut tires. Just the momentum, that's worth a lot for us. You kind of see that building.

**Q:** Have you been properly briefed on what this place means to an Indiana-born racer?

**GIBBS:** Yeah. In '97, I was here with Dave Alpern, a buddy of mine, we were here trying to talk Tony Stewart into come and race Busch cars for us at JGR. He wasn't sure. He loved the IndyCar thing. We were saying, "Man, come over here, Charlotte." He let us know right then and there how important it was to him, this place. That was kind of neat looking back there as how far he's come.

I think being with him today and how much he appreciates the opportunity and how much we appreciate being with him, it was a special deal.

**Q:** Have you had a chance to talk with Coach Gibbs since the win?

**GIBBS:** I did. He was in D.C. He's got his hands full up there with the Redskins. He couldn't make it today. He was pumped up. He is up there with my two oldest boys. They were watching the race after a big old team meeting they had there. It was obviously special for him. I

think we put this team together in '91 as kind of a family deal. To kind of watch it grow and share that with him is special.

**Q:** First time you had the points lead, too, isn't it?

**GIBBS:** Are we leading right now?

**Q:** You are leading right now.

**GIBBS:** I didn't know that.

**Q:** By about 75. It all bunches back up at New Hampshire.

**GIBBS:** It's one of these deals, when you realize that, you kind of say to yourself, "Dang, why are we doing this new system, this 10-race deal? I'll take the old deal."

No, it's a special deal for us. Obviously, that 10 races, all the key is building momentum toward that. For us, again, this is a humbling sport. We kind of got knocked around a little bit as the season started. To be here now is special.

**Q:** From your perspective, can you describe what it's like seeing the streak Tony is on recently?

**GIBBS:** Yeah, no, I mean, as far as watching him the last month, kind of the momentum he has, is that what you mean?

I think for us, what it does, is it kind of builds – it kind of – once you see Tony running well, you kind of watch Bobby. Over the past couple months, he started running better. That stuff carries over to the whole shop. We have 350 guys and ladies now at the race shop working on these teams. It's a special deal for all those people. That's kind of what we're here for.

Racing is not like a lot of other businesses. You're there to win. If you win, it takes care of everything else. If you don't, you'll be doing something different in a while. That's why it means a lot to us.

**Q:** Tony hasn't always seemed to be a real happy guy, been known to have a temper, which is why fans love him so much. This year he seems to be at least outwardly more at ease, more happy, more peaceful. Is there anything that you would attribute that to?

**GIBBS:** Yeah, you know, I think really what – I think for us with Tony, really what he has been over the years, he's been really focused. When you get around that racetrack, that's when he's had issues. Apart, away from the track, he's been great, always has been. But now I think he has moved back to Indy, he's around some of the guys he's comfortable being around. That's probably helped him out. Zippy and him have been around so long, they really trust each other, grown like any relationship.

I think for him, he really just has a peace about him. I think this is one of his goals in life. He still has that fire, and we see it. What we see now is just a little more relaxed.

**MODERATOR:** As you can see, J.D. has been presented with the owner's trophy.

**GIBBS:** That's impressive. That's good.

**Q:** How much did the trophy cost you?

**GIBBS:** This trophy is an expensive trophy here. Well worth it. You're looking at my kids' inheritance right here (laughter).

**MODERATOR:** Thank you very much. Congratulations.

**GIBBS:** Thank you.

**MODERATOR:** We're joined by Greg Zipadelli, crew chief of the No. 20 Home Depot Chevrolet.

I guess the first question is, we heard there's a rumor that you were going to be getting a bonus if Tony won today. Is there truth to that rumor?

**GREG ZIPADELLI:** I don't know. We'll see if it happens. But that's not the important part. The important part is we come out every week to try to do our best, represent Home Depot and Joe Gibbs Racing. I'm proud of this group for what they did today.

**MODERATOR:** How are you feeling right now?

**ZIPADELLI:** I'm struggling. I've had pneumonia for a week. I want to say thank you to everybody in the infield care center. I was in there for treatment this morning before we went to the pit box. I was in there yesterday afternoon. Emotionally I feel – it's hard to explain. Physically, you know, a little under the weather. But we'll get better.

**MODERATOR:** We'd like to open it up to questions.

**Q:** Are you still shaking from all of that celebrating out there?

**ZIPADELLI:** I was actually shaking the whole entire race. Like I said, I went to the care center, and they gave me a lung treatment to try to open up my bronchioles there, a steroid thing. Honest to God, I left there and I thought I was going to be able to float to the pit box.

I don't even think this has set in yet. I mean, this is just amazing, to be part of Tony's first win here at the Brickyard. I know how important this is to him. It's just an awesome day.

**Q:** With the coach up there in training camp, are you going to ban him from all future Brickyards since you won in his absence?

**ZIPADELLI:** I don't know. He's been here when Bobby won. I think we've – sometimes in the past we've been our worst own enemy. That's one of the things that we've worked on this year, and everybody's doing a great job of making even bad days good. And today, giving up all that track position early when we decided to put some rubbers on the right rear, there's some days that might have been the bad thing. With his patience that he's shown this year, let us do our thing, slowly get him back up there, good pit stops, be there when it counted.

**Q:** So with the treatment they gave you at the care center, you actually were on steroids for this race?

**ZIPADELLI:** Yeah. I don't know if I want to print that. But, yeah, I forget, Prednisone, I think, and something else they had me inhaling. Thanks to them, because I wasn't in very good shape before.

**Q:** Are you the championship favorite now?

**ZIPADELLI:** I hope not just because I just want to go out and do it. I'm not much on favorites and all those other things. We'll just let what we do speak for itself. Right now this team, we have never in our career – we've had some pretty good rolls and some good seasons, but right now this is an all-time high.

**Q:** Anything specific that you remember hearing from Tony through the radio as he crossed the line? Anything he said afterwards that will stick with you for a long time?

**ZIPADELLI:** There's some things, you know, you just – it will always stick with you. I mean, just thinking about it, walking up to him and seeing that smile on his face, you know, will be a vision burned in there forever, knowing that this day is so special to him, myself, this team. I mean, this is a pretty big (inaudible) to be able to put your name next to.

**Q:** Past performances at the Brickyard, the team has been plagued by late fades. What did you learn from those that helped today?

**ZIPADELLI:** I mean, we've learned what's happened to us in the past, to be patient. Our goal is to be there at the end. Like I said, we've had a lot of good cars in the past here and at other places and have self-destructed. You know, Tony's maturity, this whole team I think is at their best right now, understanding that we are capable of taking bad days and turning them into OK days or even great days, but we have to be patient. We have to let the cards fall when they fall. You can't make things happen. You have to be smart about what you do. You have to be able to go out and execute it.

**Q:** You said earlier this week that this race to you was kind of just another race; you didn't really see it through the eyes that Tony did. Are you starting to understand the way he feels about it?

**ZIPADELLI:** Well, you know, my role of needing to look at all 36 races, all 38 races, is different than his. I have a lot of personal places that I'd like to win and things like that. But when you've got as much pulling on you and worried about things, you just – I don't know, I can't find time to get wrapped up in much. I mean, right now I'm thinking about what are we going to do to go to the Glen. This is awesome. There's a time to celebrate. But I'm afraid of celebrating or putting my guard down too quick or not quick enough and letting it carry on to Tuesday, Wednesday, not doing a good enough job going to the Glen. I feel we had an awesome test up there Tuesday, and there's absolutely no reason in the world we can't go up there and win there. I mean, that's how good we were.

**Q:** When you were watching the race between Tony and Kasey, not knowing what their fuel situation is, what is going through your mind?

**ZIPADELLI:** I mean, I can just look at our picture and tell him what I need him to do, knowing that normally we get as good a fuel mileage as most or better. Our guys have worked

really hard on that in the last year or two. We used to get beat up pretty bad on that. Knowing we were going to be really close, I was assuming everybody else that stayed out was probably in the same situation we were, feeling like we probably were the best.

In all honesty, the best place for us was to run most of that run second. Your fuel is a little bit better. The worst mileage we got was that long run that we led. We were figuring off of that number.

**Q:** Do you really appreciate this much more because of all the struggles and torment, disappointments you've gone through here with Tony?

**ZIPADELLI:** I mean, I think absolutely. Any time you go through anything in your life, some adversities, you're able to come back and accomplish what you failed at a bunch of times, it's always very special, especially knowing the effort that everybody put in. This is a brand-new car. On Monday at 11, it was in the wind tunnel. It was a lot better than the car we tested. We came home, the boys swapped everything, motors, all this stuff, made it our primary car. Put it on the truck Wednesday night and sent it up here.

I realize everybody else is putting the same effort in. We did everything we could for that kid today to try to get a victory.

**Q:** You have probably been in a hundred this year pressure situations. Has there ever been one like that conversation you and Tony had on the radio there with 14 laps to go and the call came back he wanted tires, he was too nervous to make the call, it falls on you?

**ZIPADELLI:** Well, and don't want – I'll not get into a lot of details. Sometimes you have to say certain things, do certain things, go around the world to get what you want. That was just one of those things. We had to throw a few things out there, let him think about it and let him understand that we really believed that was the best thing to do rather than just say, "No, we need to stay out." You know what I mean? In that time, I think he gets to think about it a little bit more and understand situations in the past that maybe we didn't do that.

I'll tell you, two years ago we led this entire thing and did exactly what we almost did today. So in the back of my mind, I'm sitting there looking at it a little bit different than he was. So at the time we felt that was the right decision, but you don't know. If everybody but the first three or four came out, we were dead. You had to assume a lot of those guys that pitted earlier were going to stay out and could make it on fuel. It's so hard to pass at these places these days.

**Q:** Does the fact it takes so long to make a caution lap, have the conversation, get him to your point of view, is that important?

**ZIPADELLI:** It probably was. It gave him a little bit of time to relax, thinking about it, probably look at both sides of the fence. But I'm sure he was just thinking about his car, what he was going to do, how he was going to do what he needed to do.

**Q:** Was Tony as primed to win here or any track in particular as you've ever seen him this weekend?

**ZIPADELLI:** It's the most relaxed I've ever seen him in seven years. But it's the most relaxed I've seen him all season. It's the first time in seven years I've seen him that he can enjoy himself and realize what he's capable of and enjoying his accomplishments.

**Q:** Over at IRP last night, he seemed very relaxed, as well. Do you think that helped him get his mind off this race a little bit?

**ZIPADELLI:** I think when he left here, he knew we had a decent car. We were pretty good in practice. Felt with the right adjustments, we were able to put ourself in this position today. I think that was a big peace of mind for him. That last 15 laps, we made a lot of changes and were able to go out and make a 15-lap run right before the end of practice. He went out, and the car was pretty good in one and two. He said he missed three and cost us a ton of time. He came back and said: "Don't worry about it. We got a car I believe we can get to the front." That's what he did.

I think he believed that. A lot of times you say those thing and you hope you can go and do them, but I think with what we've done in the last six, eight weeks, you know, there's no reason in the world we shouldn't believe that.

**Q:** Have you ever seen anything like this reaction? The only thing I can think of is Earnhardt in '98 when he won. People have been going crazy for two hours now.

**ZIPADELLI:** You know, no, it's awesome. I tell you, not take anything away from here, but I think you first saw it at Loudon. You see people running out of there. To see that much excitement and the fans I thought was cool. And to see this place, what he calls home, and to see the reaction, the people, like you said, they're still surrounding out there, a hundred deep in every direction, hollering and screaming, hoping he's going to stop and say hello, throw him hats. They're screaming for all kinds of things. It's just awesome. It's a great feeling.

**Q:** Prior to the caution with 15 to go, did you have something for him? Were you confident that Tony could pass Kasey?

**ZIPADELLI:** Well, we were truly catching him. Our car was the best after a few laps. We had to start a little free to be good at the end. We were a little too free to have him just sticking air up underneath us at the beginning of that run.

You never know, Kasey, he's a heck of a driver. They've had a great car. They came here and they tested well. He ran some really good laps earlier. I wanted to believe, like Loudon, that if he was patient and kept his head on his shoulders, that he could – he would find a way, because he has that passion check.

**Q:** With as well as the team has done now, is there that sense of, "Hey, we can go out there and do it all now," or do you still have that feeling of at any moment now the dream is going to end?

**ZIPADELLI:** I'll tell you something, this sport is extremely humbling. We could leave Watkins Glen knowing we had a good car and leave there with the worst weekend we've ever

had. We've been there before. You just need to take it a step every day. Cross out your goals, go to the next race. Go to Watkins Glen, do the best we can. If we can't win, try to put ourselves in position for a top five, a top 10, whatever comes our way. You just continue to build on it like we have been.

But, yeah, there's no guarantees in this sport, let me tell you. There are a lot of guys already on their way home thinking about what they're going to do while we're celebrating to win in Watkins Glen and at races up-and-coming.

**Q:** I know years '96 through '98, you were a little busy with your own deal. Could you recall the torment he had when he ran up here in the Indy 500, how he was the guy that was always expected to win and never did? Today is the accumulation of two races he's been chasing.

**ZIPADELLI:** Kind of like Dale Earnhardt and Daytona for so many years. Believe me, the harder – the harder and the more emphasis you put on things, sometimes the harder it is for them to come. It's just the way it is. You know, so many things stack up against you rather than in your favor sometimes. Believe me, I was hoping that that wasn't going to be the case. But for six years, it surely was.

But, hey, we did it and we can look at it and say we did it; we accomplished it as a group, a team. I know he'll enjoy this win here the rest of his life. Just proud to be part of that.

**MODERATOR:** Congratulations, Greg. Feel better.

**ZIPADELLI:** Thank you. Appreciate it.

**MODERATOR:** Joining us in the trackside press conference room is the winner, Tony Stewart. We'll jump right into this. You created a lot of memories today for yourself. What is going to be your last memory tonight when you fall asleep.

**TONY STEWART:** The bad thing is I probably won't remember what that last memory is. I'm sure somebody will have video of it or will be able to tell me about it in the morning.

This is one of those days that I don't want it to end, I don't want to see the sun set. If I could make this day longer, I'd do it in a heartbeat because this is probably – well, it's definitely the greatest day of my life up to this point professionally, personally. I mean, this is – I couldn't ask for more. I mean, I don't even know what to say about it.

I know part of it hasn't sunk in yet. But, you know, just I'm sure when I get over there and I'm with my family and friends again, it's all going to hit me. But, you know, since I was a little kid, I've always wanted to just compete at the Brickyard. Then when I realized that, I was like, we ran so well and missed, it was like, "I know I can win at the Brickyard one day."

So finally today was that day.

**MODERATOR:** Open it up for questions now.

**Q:** When you were on the retaining wall underneath the stand, more than jubilation or anything, you looked like you were just enormously relieved, satisfied. Was that more the overwhelming emotion than jubilation? What was it you were feeling?

**STEWART:** It was overwhelming feeling like crap, to be honest (laughter). A lot of times after you've been in there for three and a half hours on a hot day, you don't really feel good

when you get out. Not going to say – I don't know. I guess I was kind of nauseous. I wasn't feeling like I was going to throw up or anything. Just didn't feel good. I already hopped out once and climbed up on a wall. Your body, after it's been sitting for three and a half hours in a hot car like that doesn't want to be climbing up fences and jumping on top of walls and stuff like that.

It just was hot. We had a lot of trouble today with our air conditioner. It was a hot day today. It would not work at all during green-flag conditions. The only time it would work was during yellow. It wasn't doing a very good job of keeping us cool. I probably got overheated. When I did get out of the car, I just didn't feel good.

**Q:** This track had come to appear to be to you what Daytona was to Earnhardt. Is that a correct comparison?

**STEWART:** I'd say that was a fair statement other than the fact Earnhardt went a lot longer before he got his win than I did. But, you know, when I got the lead that first time, I got a three-second lead, I thought, man, it would be really cool to have Michael Andretti here today to share this with him. I thought I was going to be in that category, a guy that could lead races here, be competitive, but maybe never get a win here. I was willing to share it with him if he was here.

You know, you dream about something for so long, you become consumed by it. You know, the parts of my life, you know, I worked in that area, I drove a tow truck for a guy I raced sprint cars against, would drive down 16th Street Speedway and wonder what it would be like to be 300 feet to the left running 200 mile-an-hour. I got a chance to do that. Finally today got to feel what it feels like, see what the view is of coming down that front straightaway, seeing those checkered flags as the first driver to go under versus the third or fourth driver.

**Q:** Because of the expectations and the disappointments you've had here, does the appreciation level for what you did make it that much more satisfying to you?

**STEWART:** Oh, absolutely. I mean, it's something that, you know, it's hard to take the emotion out of this race. I mean, we didn't – you know, normally on Sunday morning we got hospitality appearances, two of three of them. We did a bunch of media on Friday morning before practice just to try to get all of our media obligations out of the way to where it came time to practice, when it came time to be in the car, we knew that post qualifying we'd have to do stuff, post practice we'd have to do stuff. We really tried to make Saturday and Sunday as light a load as possible, just to not let it work me up. Not from the standpoint that you guys do it, but I do it to myself.

You know, running the Busch race, probably the best thing that happened is we got rain delay, got over late, got back late, didn't get into bed till 1, slept till 9:30. I slept like a rock. I slept like a baby. Got a good night's sleep. When I woke up, I wasn't awake so long that hearing all the music and seeing all the people coming in, I didn't see all that till late, so I didn't get as worked up as I normally do.

**Q:** You're a veteran, but when I heard you say you were nervous in the car, you didn't want to make the call on that last pit stop, can you talk about your emotions then? Did you feel like a veteran or like a rookie?

**STEWART:** Well, I mean, you know you're a veteran, but it's hard sometimes – it's hard for both Zippy and I because he doesn't know what the car feels like, but I don't know what everybody's running lap time-wise, how much the gaps are from guys that took four tires to guys that didn't take tires. And here it is the biggest race of my life and I'm thinking, this is probably going to be our last caution of the day. This is a make-or-break thing for us.

You know, it was just hard to make the decision. It was hard for me to make it. It was hard for him to make it. But he got pretty adamant about thinking that we needed to stay out. I just finally said, Hey, whatever you say, we're going to stick by, we'll do it a hundred percent. I'm glad he stuck to it because we were going to run out of laps. We would have never got back up through there even if we put four tires on.

**Q:** Can you describe your first childhood experience coming to this racetrack. Do you remember who you were with, when it was, what it was?

**STEWART:** One of them I remember I came here with my father. I don't even remember why we were in this bus, but we were in some bus that had a luggage rack in the top of it. You had to get up at 0:dark:30 to get on the bus to ride up here for Race Day. They threw me up in the luggage rack. Somebody had a pillow. Everybody started throwing their jackets on top of me to keep me warm.

Then the ride home wasn't near as cool because everybody was drunk on the bus, but my dad and I. And everybody was trying to give me beer. I was probably 5 years old. I kind of thought that part was cool. But needless to say, the ride home was a little rowdier than that. But we sat in Turns 3 and 4, we were two rows up right in the middle of the short chute. The hard thing was you couldn't hardly see anything, they were so fast, they were a blur. To see those cars under caution and smell the methanol fumes and everything, it was pretty cool.

**Q:** Without going into detail, will you go home tonight to Columbus and continue this party? Will you get to go home and experience this tonight with the people that have meant so much to you here this year?

**STEWART:** We're going to destroy my Turn 2 suite first and then when there's nothing left over there, they've actually – somebody, I don't know how they did it in such quick fashion, they've got us another place here in town to go through. All my friends are up here anyway, so we're not going to drive down there tonight, because I've got fan club picnics in the morning, which I have a bad feeling I'm going to be late to at least the first one. Probably when I get done with this, still won't remember what they did during it. I'm sure they will give me a mulligan on it.

**Q:** On the final caution, you made a move toward the pits. You didn't go in. Was that trying to suck Kasey in?

**STEWART:** We were just trying to see who was going to do what, see if we could get some guys to go in. We knew we were going to stay out. If we could get a couple of the lead-lap cars that were right behind us in position, if we could bait them into going in, that would put them in bad track position. It would let me focus more on Kasey than having to worry about Brian Vickers and a couple of the guys that were right behind us.

**Q:** Can you sort of go step by step through what was going through your mind when Kasey was able to pass you that time? Did you feel some real concern at that point? What was going through your mind when you were stalking him? Looked like you were absolutely determined to run him down. Then when you got by him, what was going through your mind and what happened with the car through those stages?

**STEWART:** I guess it goes back the second pit stop before the end where we came in and got stickers. We came out and we were behind Brian Vickers. Actually, we were behind the 38 car also. We got by the 38 real quick, then we ran Brian down. My car was really loose on the front of a run. But having Brian in front of us got me actually to where my car drove really well.

But, you know, when Kasey got behind us and he got the second and ran us down as quick as he did, as soon as I got in the lead, my car got really free. I told Zippy I thought that I could man-handle it enough to get by. But, you know, on that restart with clean air, just got me too free. Kasey got by us. Actually helped my car out.

But he was saving fuel. Zippy was trying to get me to save fuel. I wasn't saving an ounce of fuel. I said: "If I run out of fuel, I'm racing for the win. I'm not going to lay down and save fuel, run second, say I had to save fuel." I just couldn't do it. If I ran out of fuel and ran 32<sup>nd</sup> or something, that's where I was going to have to be.

After he got up there, he was saving fuel pretty well, was really lifting about three-quarters of the way down the straightaway, he was rolling out of the throttle a little bit to save fuel, we could run him back down. I thought if I could just stay close to him, if he misses one corner, it puts us in position to get by. And thought as the run would go on, I knew my car was getting better and better. He was so good on the front that we couldn't get by him, but it was good enough to keep us in check with him.

So, you know, when that caution came out, I told Zippy, I felt like we needed – I really wanted to come in and put tires on it because I didn't think I was good enough to get by him the way we were. You can imagine my surprise when we take the green, go into one, he gets tight, can't close the door, keep us from getting underneath him. But, you know, knowing Kasey as well as I do, and the trust and respect we have for each other, that's the perfect guy that I wanted to race with for the win.

When I sailed off into two, I mean, I had the attitude I was either going to win it or wear it. I knew Kasey wasn't going to do anything. I knew I was going to do something stupid. I knew Kasey wasn't. And I knew he knew I was going to do something stupid. He knows what this race means to me, too. I think it's really cool that we both had our biggest races of our career this year with each other involved in it. So I'm glad that Kasey was the guy that ran second to us.

**Q:** At times like that, do you wonder about what things are going to make this one slip away from you this time or is the concentration so focused that you don't hear rattles or worry?

**STEWART:** The only rattles I heard were rocks in my head, and I'm used to that right now. But, you know, I've got that Turn 2 suite over there. And my dad, for the last 50 laps, never left the front rail of that thing. When I had the lead, three-second lead or whatever it was ahead of Brian, I slipped once in 2, and I come back the next lap, he's got his headset off and he's pointing to his head just like he did when I was 8 years old racing go-karts, saying, "Use your head." I'm sitting there thinking: "Dad, I got here for a reason, because I know what I'm doing. Just let me do my job." I couldn't even argue with the guy at that point. It's like he has to be right for at least the next 45 minutes till I get done.

That's what made it hard, I mean, but it's also what's making it so gratifying and so special at the same time. I mean, there's not very many places you can go and see your family every lap when you come around there. Just because we were on the first floor of that, I mean, I'm looking right at him when I go into turn two when I'm looking for my mark. It's just a natural sight line anyway.

But you kind of get that pressure from him, especially when he takes his headset off and is pointing to his head like you're screwing up and he's telling you about it. That just kind of – I mean, it just rolls into how special it all has made it, just having your friends and family there. When we got that lead, I don't think they sat down the rest the race. Even when Kasey passed us, nobody in our suite was sitting down on the balcony.

**Q:** The attention on you this year has been more intense than previous years. Did you at any time this week worry it had become too great to deal with? What was it like to take that victory lap and soak that in?

**STEWART:** It's always been too much, in my opinion. I mean, we had NBC down in Columbus this week. Give you a perfect example of how crazy it's all become. I mean, the guy that was my sponsor when I was 9 years old that owns the Dairy Queen on 3rd Street in Columbus had to show me his appointment book and how many interviews he had this week because of us. I told him, I said, Sometimes you charge me for lunch, sometimes you don't. I'm not paying for any more lunches the rest of my life. He goes, "I guess you're right." I mean, it's like I had to talk him into it, though. When you got people that aren't even driving the car now having a busy week because of you, you know it's a lot of hype.

The good thing is next year when we come here, it's not going to have to be all that: What is it going to mean? How will you feel if you ever win? I mean, we finally got it. We finally have got an opportunity to answer all those questions.

**Q:** And the victory lap?

**STEWART:** The victory lap was cool. The hard thing, I'm deaf in one ear and can't hear out of the other. It was hard to hear what Laura (Steele) was saying. I've done radio stuff with Laura before. It ties so many things together, being home at Indiana, doing that victory lap with a lady on the radio that you've done interviews with before. It just tied it all in.

The only thing that would have made it better is if Mike King was doing the interview in all reality, because of our relationship when we were in USAC days together. It was just a neat lap. By that time a lot of people had left, but the ones that were staying really made me feel special when I came out.

**Q:** Going from 10th to first in six weeks as far as points goes.

**STEWART:** Cool.

**Q:** This kind of momentum, is it sustainable?

**STEWART:** Dude, if I knew that, I'd be a bookie in Las Vegas making all kinds of bets right now. All I can tell you is, I mean, we're on a roll. We got a lot of momentum. This has added a ton of momentum obviously. We're going to a place next week where I won last year. After winning at Sonoma earlier in the year, we got a lot of confidence going in there.

You don't know from one week to the next what's going to happen. We can have a week like Jimmie Johnson had and have something go wrong. I can promise you, those guys are doing everything they can just like they do every week. They're not doing anything any different. It's like I always tell them, If you're doing anything different right now, you either, A, weren't doing it right the first time or, B, you're going to screw up because you're trying to do it different now.

We're just doing the same things we've been doing. We found some things that are working and working for us. It really puts the pressure, I feel, like on everybody else to catch up with us now. We're consistent. It doesn't matter. We were good here. We're good at Loudon, at Chicago. We've been good in so many different disciplines right now that I feel like our program's well-rounded enough to go out there and do what we need to do for the end of the season.

**Q:** You went nearly a year between victories, now you're winning everything all at once. When it rains it pours.

**STEWART:** It just shows how competitive the series is now. You look at Formula One and how dominant Ferrari was for so many years. They found something that nobody else found. That's the way this series is getting. We all have the same rules to go by. But once you find a package, especially with the new rules package this year, the Roush and Hendrick teams found that combination early and it took us a little longer to find it.

Now that we have, we're a contender again. It doesn't matter how long it's been. I mean, I didn't forget how to drive the car. Zippy didn't forget how to set the car up. When you have rule changes and technology changing as much as it is. We got 20 engineers at the shop. I'd send these engineers typically down to Florida and let them work for NASA or somebody. We're not launching the Space Shuttle, we're trying to make the race car go fast.

I told Zippy week in and week out when we were running bad, We need to keep hiring more engineers as a joke saying we need to get rid of these guys and go back to doing what we know typically works. The engineers are part of the reason we did get going good. They keep

their nose to the ground and keep their nose in their Palm Pilots and their laptop computers and they just keep working at it. That's helped us get where we are finally.

**Q:** Now that the trophy has your name on it, do you feel any different about the track selling the title name of the race? Does winning it make you want to win the Indy 500 more or less?

**STEWART:** Thanks, Rick (laughter). Let me go to the easier one.

You know, still the Indy 500 is on my mind. I guess it's made it easier finally winning the Brickyard. There's so much history in my life and with people that are around me that have been involved in IndyCar racing for so long, I've never said never yet, or never say no or never, whatever. We'll cross that bridge down the road. I've made the commitment to my guys that as long as I'm in the Cup Series, I'm not going to try to do the double any more. It just got to be too big of a three-ring circus when we would go either here to Charlotte trying to do it. We've made that commitment.

As far as Allstate, I appreciate their support. I've given them a hard time. It wasn't them that changed the name. I don't know whoever it was that changed the name. That's who I want to give the hard time to. It's neat to have a company like that that's so supportive of an event like this and want to be a part of it. You can't be negative toward them.

I guess I'm one of those people, I remember when they brought NASCAR to the Indianapolis Motor Speedway, I was one of the guys that said: "Man, this is a bunch of crap. They don't need to be here. IndyCars are the only thing that should be on the racetrack. That's the way it's always been, that's the way it should always be." I was one of those guys that boo-hoo'd then.

My idea, I think, was better than their idea. I still think it should have been the Brickyard 400 presented by Allstate. But having their support here was huge, and meeting some of their people, to see how excited they were about this event, I mean, that's what makes – that's what supporting – that we need in this sport to help make events like this get bigger and better as years go on. As much as I gave them the hard time, I'm not sure they were the ones that said, "Hey, we want to change the name of your big race." I think somebody else did that for them.

**Q:** Now that it's all over, can you see an old guy in a straw hat smiling down at you?

**STEWART:** Yeah, there's only – Tim and I are probably the only two who know who he's talking about. It's Glen Neibel, who I won the sprint and Silver Crown championships in '95 with, and passed away from cancer in '99. When I won (NASCAR) Rookie of the Year, he passed away the week after we went to the banquet. Said once he saw me get my presentation and everything, do my speech at New York, that he asked them to take him off his food and everything. He pretty much waited till that point and then gave up.

He's one of those guys, stuff that he taught me is stuff that I used a lot today. Watching guys, being around guys on the racetrack today, man, if Neibel could work with these guys, I wouldn't be able to pass anybody. But because of what I learned from him, I was able to pass a lot of guys when I shouldn't have been able to, probably.

I guarantee not only is he smiling, he's probably crying up there with the rest of us.

**Q:** The reaction you got after the race, up to what was going on out here, must have been incredibly gratifying. The other way to ask it is, sometimes when you anticipate something your whole life, it finally happens, you go, "It wasn't quite what I thought it was."

**STEWART:** I can promise you that's not what's going on today by any means. Like I said, I just wish – I mean, first time I've ever been there taking pictures and said, "Go ahead and take your time." I don't care how long you guys want to talk to me. We can talk all night. I don't want to talk all night because I got serious business to get to here in a while (laughter).

When you have something like this so big happen in your life, you really just don't want that day to end. I mean, there's so much pressure that I put on myself to do good here, just because of the history of the place and being so close and growing up around it, it's hard for people that haven't grown up in Indiana and haven't grown up around racing to understand what it really means to a driver from Indiana.

I'm going to bust on Jeff a little bit. I'm the first Indiana-born driver to win the Brickyard 400. That's an award and an honor that I'm proud to have finally.

**Q:** You mentioned earlier in the last restart, racing against Kasey, you might be the crazy one. You ran some crazy lines in those last few laps. Knowing all the problems that people had with tires, you ran in the absolute dirtiest part of the racetrack. Were you worried at all that you were going to do some Dukes of Hazzard move?

**STEWART:** I didn't want to jump any ravines or anything. But, you know, it was one of those situations when I was behind Kasey, I could actually pull up. When we were in the lead, we could actually pull away from him down the straightaways. He was so good through the corners, I felt like the risk was worth the reward if I could get a gap there. The last thing I wanted was for him to get there.

But I was real cautious and conscious of what I was running into. I mean, there were chunks down there that I wouldn't run through. I was running through some dirty parts of the track.

But, you know, obviously I couldn't see everything that was out there. I was trying to be mindful of what was going on also. But I spent a lot of time in the mirror and probably ran through stuff I shouldn't have. I guess it was one of those things I was thinking I just need to try to break the draft and felt like they tried to keep it pretty clean all day.

**Q:** You talked about the 20 engineers. Do you any interaction with Todd, who came over from Team Rahal?

**STEWART:** I think so. I don't know him by name. I think I know who you're talking about. He goes to a lot of the tests with us.

The coolest thing is I learned a lot about a guy, I don't know Adam's last name. The guy that goes with us every week, Zippy's right-hand guy, an engineer. The cool thing I found out about him, I found out, when we were talking about the prelude to the dream, the dream race, he

goes, I made the (indiscernible) at the dream one night. And immediately it was like a connection that him and I had. I was like, "Wow, you actually raced?" He said, "Yeah, I just quit racing a couple years ago." Somebody that's got a passion for racing like me and finally an engineer that has practical knowledge, not only just computer knowledge and book knowledge.

**Q:** You're in the points lead now. Do you consider yourself a favorite for the rest of the season?

**STEWART:** Do you consider me a favorite? If you do, then I do. You never know. You never know what can happen. There's a reason we've got here, so hopefully we can just keep it going.

I had to be a smart-ass sometime during this deal (laughter). Just took me a little longer than I anticipated. It will get harsher as it goes.

**Q:** One of the things that stands out about your personality is you're very loyal. Do you think there's a guy up at Vision Racing right now that's really beaming?

**STEWART:** I know where he's at right now. He's actually waiting on me. Yeah, I guarantee it. I mean, having Larry (Curry) here today is really cool. He was the guy that brought me to the Indianapolis Motor Speedway and gave me my opportunity. That's something, being able to celebrate with him tonight. He told me about a year and a half ago, he goes, "I just want to be in Victory Lane with you one time." He never got down there today. I don't know where he was at. Wherever he was at, I guarantee when I get there, he's going to have a tear in his eye when we finally get together.

**Q:** At the end of the race, they were screaming your name from the stands. How does that feel? In the paper this morning, there was a huge story about how they didn't accept stock car racing when it first came. Have you changed in accepting it? How do you feel about them shouting your name here in Indiana?

**STEWART:** Just for the record, I changed after I watched the first event here. I mean, it was cool. I thought it was awesome. I was hoping there would be more passing than there was. But knowing how IndyCar racing was here, too, it's really not that different than IndyCar races. I thought it was pretty cool to finally have NASCAR here.

Hearing those people out there, I mean, I think a lot of those fans have been here since I came here in '96. Even though I'm not here in an IndyCar now, those people know how much this place means to me. They have to because that's all you write about the two weeks before I get here. Everybody knows when they get here how much it means. To have these people stay and be as excited about as I am about finally winning the race, it's neat to be able to share that victory with him.

**Q:** Can you begin to look at the Chase and the characters that are going to be involved, maybe one that won't be involved, Dale Earnhardt Jr.?

**STEWART:** Yeah, I mean, you always want your buddies to be in there with you. But at the same time, I mean, you got to race the guys that are in there, no matter who they are.

Yeah, I guess starting this week now after the new of winning the race wears off, we'll dial in on the Chase. But this time of year, my mind's consumed with what's going on here at the Brickyard. Once we get over this weekend, then – how many weeks are we still the Chase starts? Four, five? It's close enough that everybody always – this is the time when everybody's really trying to figure out who is going to fill that last spot and get in the Chase.

You know, it's kind of a momentum shift to a certain degree and a mindset shift more than anything, of now we got through the Brickyard, I got through here, didn't do anything stupid, so I get to relax this week and have fun next weekend when we get to Watkins Glen.

**Q:** We're talking about the NEXTEL championship now. What goals do you have now? Your dad said after the race that he wants the 500.

**STEWART:** He's never put any pressure on me in my whole career (laughter). I told him, I said, "Can I just enjoy this one for now?" He goes, "Yeah, but I want you to get the Indy 500 next." I'm like: "Dude, it's not mail order. You don't just call in, give them your credit card number and they bring you the trophy."

I guess that's why I got to where I am, too, because my dad's that competitive, too. If you guys got to actually spend some time, you'd realize why I get as angry as I usually do. He's worse than me.

I'll tell one story on him, just as an FYI thing. He went to Columbus, where we grew up, ran a TQ Midget race a month ago. I got reports on the phone because I had about eight people call me and said, "You're not going to believe what your dad did tonight." You cannot tell me he possibly won this race. They said: "No. He got in two wrecks, and the second one he took his gloves off, threw them at somebody, threw the steering wheel at somebody else." I said, "Now everybody understands where I get it and how hard I've had to work to overcome it." You have to give me some credit. You at least know where it actually started, and I'm actually working to overcome that now.

Like I said, when I got the lead, it wasn't that emotional of a thing. When I saw him on that railing, it's unbelievable that you can run as fast as you can in a race car and you can see things and pick up emotion. And to see the emotion on his face and to see how excited he was with his hands and fists in the air, I mean, that's when I got tears in my eyes. Hey, I've been in this position before. Two laps later the tears went away, and it was back to business. Every year that I got the lead, I've got to see him do that. Thought, man, I just want to finish it off one time.

I'm going to calm him down for a couple weeks and we'll worry about the 500 later.

**Q:** You said in an interview earlier this week you didn't want to be greedy, you didn't want four or five, just one. Now is it time to be greedy, though?

**STEWART:** No. Not for me. I stick to what I say. I don't feel greedy about it at all. I mean, I wish everybody could have the feelings that I have right now. I wish everybody could experience this because for somebody that appreciates it like I do, I mean, it's the coolest feeling

in the world. I mean, I hope Ryan Newman, Kasey Kahne, Dale Earnhardt Jr., guys that are buddies of mine, I hope they all get a chance to feel what I feel today and be that excited about winning a race that's this prestigious.

**Q:** Where was your dad?

**STEWART:** Right on the rail. I mean, I thought he was going to fall over once, he was leaning so far over. Our suite is just over the retaining wall level, the first level of suites. It's right in sight line. I didn't realize it was him till about halfway through the race. He made it unmistakable who he was when I got the lead.

**Q:** You have a modest collection of things that meant something to you during your career. Will you find a way to acquire this car to keep it?

**STEWART:** I'm going to get in trouble for this, probably. Sue Nardelli said she bought it for Bob Nardelli. I told Zippy, "If you sell this car to Bob, I'm going to kick you in the nuts." Straight up, word for word, that's what I told him. "If that car goes out of the shop and I found out it's Bob's, I'm kicking you square in the nuts." I said it word for word just like that.

He said it's – where did he say it was going? He said, "It's going somewhere else to race." I said, "When it's done, it's mine."

I'm actually trying to get another IndyCar that I ran, so I've got two of the five cars I think I ran in Indy 500s, and got the double-duty cars that we ran in '99, both the IndyCar and stock car.

We were talking about it the other day. It was actually funny because Kenny Schrader came up to me today and said he had bought something really cool, then he mentioned A.J. Foyt's name. He was talking about the first Champ Car race that A.J. Foyt won. I thought, "Man, he bought the car." He goes, "No, I bought the trophy." Kenny knew that I'm the only person in the whole garage area that would probably appreciate that, how jealous I was that he had the first Champ Car trophy that A.J. Foyt ever won.

Kenny and I have talked about it. He thinks it's great that I'm buying up everything I've driven that has significant meaning. Every year that goes by that you don't get it, it gets harder to come by, and the price goes up. This is one of those cars that means more to me than anything. Like I said, I was telling the photographers this, I said my dog is going to be really mad tonight, she's 6 pounds and sleeps right by my knees. She's going to have to move over because I'm sleeping with that trophy in the bed tonight. I'm serious as a heart attack. I'll wake up, I may have stab marks in my back from the edges, but I'm sleeping with it tonight. I'm scared somebody will get in my room and get it. That's how serious I am about it. I mean, it means that much to me.

**MODERATOR:** Tony, on behalf of all the employees of Allstate and the Indianapolis 500, congratulations.

**STEWART:** Thank you, appreciate it.

...AS4002005...

**For Immediate Release**

**2005 ALLSTATE 400 AT THE BRICKYARD**

**Kyle Busch, Kasey Kahne, Brian Vickers**

**Sunday, Aug. 7, 2005**

**MODERATOR:** We're joined in the Media Center now by Kyle Busch, driver of the No. 5 Kellogg's Chevrolet, who started today's race 16<sup>th</sup> and finished 10<sup>th</sup>. Kyle is our best rookie of the race. Fantastic finish for your first time at Indy. What does it feel like right now?

**KYLE BUSCH:** It feels pretty bad because we didn't finish nowhere near where we should have. Came in there on that last pit stop, and guys were already coming down pit road. I don't know if they changed two or four, but I don't know if our pit crew was slow or what. But Alan called for two tires, and the left front tire was already off and the left rear guy just stood there because he called for two. So we got three tires on it instead of four and got really, really, really loose off the corners because that left rear wasn't there to give me the grip that I needed off the corner. And then after that we were just trying to hang on and try to gain some spots. I was catching Mark a little bit and then once I'd get to him, I'd get tight behind them. And then knocked the left front valance in and then got real tight again and knocked the wall down about every lap and got tight even more. So I was just trying to survive and hang on there in the last few laps.

**MODERATOR:** I'm going to open it up for questions. Do we have any questions for Kyle in the room? No?

Looks like we're good, Kyle. Thanks for coming in.

**MODERATOR:** We're joined in the downstairs Media Center by Brian Vickers, driver of the No. 25 Garnier Chevy. Brian, you started today's race fifth and finished third. Your best finish here and actually your finish last year was 29th. This is a great day for the No. 25 team. What are you feeling right now?

**BRIAN VICKERS:** Right now I feel a little hot. (Laughter)

But other than that, we're happy. I think to say ecstatic, we would have had to have the win, but this GMAC Garnier Chevy ran well all day. I really want to thank the team guys. Those pit stops were awesome. Clean air is so important here, and also the engine department. We brought some more power here this week, a big step up from Pocono, and I'm real proud of those guys, what they accomplished there.

(More)

**Q:** Brian, you were a big factor throughout the race. Talk about your emotions from time to time when this – people dream of this race and fall short.

**VICKERS:** Yeah, that's a great question. You know, there's a lot of races that you want to lead in your life. Leading Daytona 500 is pretty cool. That's pretty special, a lot of things going through your mind. But I'm telling you what, when you're in the middle of these long straightaways with grandstands on both sides and you cross those bricks in the lead, that's a whole other feeling. That's something special. I think the only thing that's going to beat it is to cross them first on the last lap.

**Q:** Brian, Jimmy had some bad luck, but when you look at the rest of the Hendrick's Motorsports Group, you're the class of the field today. Reflect on that and how does that make you feel?

**VICKERS:** Yeah, definitely makes me feel good. Makes the whole team feel good. Makes everybody feel good, you know, about what we've accomplished and where we've brought the team. It's really a total team effort. I know that sounds cliché, but it's the truth. You know, Rick built us a great building this year and just the nicest shop you could ever imagine. He merged the 5 and 25 teams and mixed up the personnel a lot. Some of the same personnel, also a lot of new ones. Reunited Lance and myself. And that's what really made the difference. You know, it's just the people inside. The building is nice, a lot of you probably made it for Media Day, but it's the people inside, and they're building some really nice cars right now. The pit crew is – I work out with them when I can in the gym, you see the devotion right there. They're in there just working their butt off; and everybody in the shop, the engine department, it's all coming together and it takes everybody.

**MODERATOR:** Do we have any final questions for Brian?  
Congratulations on a strong performance today.

**VICKERS:** Thank you.

**MODERATOR:** We're going to get started with Kasey Kahne, driver of the No. 9 Dodge Dealers/UAW Dodge. Kasey, a second-place finish for you but, gosh, there was so much heart to it. Walk us through what it was like, you were leading and Tony taking the lead. What were you thinking?

**KASEY KAHNE:** We were really trying to free our car up. We got it freed up there when it went green and I was watching Tony, and he was a lot looser than I was, and that's when I drove by him. From there we were saving some fuel, working on fuel mileage. We were real close. Once that caution came out, everything was good. Just the tires cooling off tightened Tony's car up a little bit and tightened my car up a little bit; and my car didn't need to be tightened up. It was perfect before that. I just pushed off all four corners after that and just couldn't get the runs down the straightaway that Tony could.

(More)

**Q:** Kasey, Tony was the first guy to greet you at Richmond after your win there. I noticed you were watching him celebrating there in Victory Lane on TV. I know there's some frustration finishing second, but can you talk about your emotions for him and what it's like watching him celebrate at the Brickyard?

**KAHNE:** I mean it's great for Tony. I heard he said he would give up his NEXTEL Cup for a win at the Brickyard. I mean, this is a place he really wants to win, has wanted to win for a long time. He's from here and has a ton of fans here. It's a track filled with history. That's what Tony likes, is this place. It's awesome to run second to him here. If you've got to run second, it's good to run it to Tony for his first win. That's a big win for him. I would have loved to win the race, but we just didn't have it there at the end. I think if I could have held him off through (Turns) 1 and 2, we might have been all right in the clean air but just not sure. He was really good at the end.

**Q:** Kasey, after that last restart, those last 10 laps, Tony was running a really interesting line around the track, almost like an IndyCar line. What were you thinking when he was going all the way over to the left as he was coming out of the turns and a line that he hadn't really run all day?

**KAHNE:** He was running that when I was catching him before I passed him earlier, too. He was just trying to break the draft. My key spots were Turn 1 and Turn 3. And Tony was breaking my draft down the straightaway so I couldn't be close enough to him to pass him through those areas. He held me off for about five laps doing it when my car was a lot better than his. That just shows Tony Stewart knows what he is doing out there.

**Q:** Kasey, you basically made your name in this area, although you came from a different area when you ran sprint cars and midgets around here. Without a home track in the Northwest, do you kind of look at this place as a home for you? Can you talk about the support that you get here compared to the local guys?

**KAHNE:** Yeah, I mean this is definitely probably the closest racing home that I have, living here for three summers and doing a lot of racing around here. This is where I moved from Washington when I graduated and raced out of Indianapolis for three years. So this is definitely a great, great place for myself, and really, I remember just growing up watching the Indy 500 and watching, before the Brickyard was even here – or the Brickyard 400 – and then watching the Brickyard 400. And this has just always been a track that I wanted to win at, I've wanted to even race at. Now we've raced here twice and have two top fives. It's been good to us, and it will be nice when we do get that Brickyard.

**MODERATOR:** Additional questions?

(More)

**Q:** Kasey, with your open-wheel background and mostly real short dashes, smaller tracks, what makes you so good here? Like you said, you've got two top fives in two races.

**KAHNE:** I don't know. I mean, I guess you can learn a lot by watching racetracks, watching certain drivers at racetracks. And I've learned a lot from Tony by watching him here in the past, watching Jeff Gordon and even Bill Elliott. But from there it's just, I think, working, driving for Ray Evernham, he's given myself, Mayfield and Bill last year great race cars. We've always been real close to the top 10 for all of us. You know, we made a lot of good calls yesterday in practice, Tommy Baldwin did, and he made some more today in the race. Just having good people and a good race team. I think our Dodge Chargers are getting better; it's probably the best they've been all year is this weekend. We just hope we can keep improving them from here and finish off the year strong.

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

**Q:** Just real quick about the strategy you and Jeremy had and whether or not you had any idea that it could work against Tony maybe later?

**MODERATOR:** Just to repeat that question: Just talk about the strategies you and Jeremy may have had to actually compete against Tony.

**KAHNE:** If Jeremy was up there and running with us, maybe we could have done something with some sort of a draft, leaving someone out down the straightaway or something. But I really don't think it's -- it's so tough to do that. I think myself and Tony had the two best cars at the end of the race and nobody else was close enough to work with. So it was, you know, just try to stay behind him, get as good of a draft down the straightaways as I could and then try to get through the corners was the whole key.

**MODERATOR:** Are there any final questions?

Congratulations on a great performance.

**KAHNE:** Thanks.

...AS4002005...