



FAN GUIDE



2009





NASCAR. MORE THAN A SPORT. A COMMUNITY.

While NASCAR is the largest and most popular form of motorsports in North America, we're far more than just an auto racing organization. NASCAR is truly a sport where everyone is welcome. To many of our fans, NASCAR is a way of life — a place where they can come together and celebrate their passion for speed.

The NASCAR community is more than just fans. It's made up of everybody involved in the sport — fans, drivers, teams, sponsors and others — joining together to make this one of the most exciting sports in the world. It's this spirit of togetherness that makes NASCAR such an important part of our fans' lives.



OUR HISTORY

The National Association for Stock Car Auto Racing was officially founded in 1948. Since then, NASCAR has grown to become North America's largest motorsports sanctioning body, and one of the world's most recognized brands.

For more than six decades, hundreds of drivers and thousands of races have entertained and excited fans all over North America. NASCAR is a sport that brings together many generations of fans, drivers and personalities, and we're proud to continue bringing NASCAR excitement to you.

ALL-TIME GREATS

Although many, many drivers would qualify among the greatest in NASCAR, these drivers all hold three or more NASCAR Sprint Cup Series championships, putting them in the rarest of company.



RICHARD PETTY

7 CHAMPIONSHIPS - '64, '67, '71, '72, '74, '75, '79

From the 1960s to the early 1990s, "The King" won seven championships and 200 races—a record that still stands today.



DALE EARNHARDT

7 CHAMPIONSHIPS - '80, '86, '87, '90, '91, '93, '94

One of only two drivers to win seven NASCAR Sprint Cup Series championships, "The Intimidator" was one of the most popular drivers in NASCAR history.



JEFF GORDON

4 CHAMPIONSHIPS - '95, '97, '98, '01

Still in the prime of his career, Gordon leads all active drivers in NASCAR Sprint Cup Series championships, with four.



LEE PETTY

3 CHAMPIONSHIPS - '54, '58, '59

Winner of the first Daytona 500 in 1959, Petty scored three championships and was a top-five finisher in the first eleven seasons of NASCAR, despite not starting his career until age 35.



DAVID PEARSON

3 CHAMPIONSHIPS - '66, '68, '69

The "Silver Fox" won 105 races in 26 years of racing, one of only two drivers to score more than 100 wins in his career.



CALE YARBOROUGH

3 CHAMPIONSHIPS - '76, '77, '78

A three-time NASCAR Sprint Cup Series champion and first driver to win three in a row, Yarborough holds 83 career victories.



DARRELL WALTRIP

3 CHAMPIONSHIPS - '81, '82, '85

Well-known today as a popular *NASCAR on FOX* commentator, Waltrip won three championships during the 1980s.



JIMMIE JOHNSON

3 CHAMPIONSHIPS - '06, '07, '08

This year's defending NASCAR Sprint Cup Series Champion, Johnson became only the second driver in history to win three straight titles, winning the '06, '07 and '08 championships.

NASCAR RACING SERIES

Each season, millions of fans attend hundreds of NASCAR races among our national, international, regional and local series.



NASCAR NATIONAL SERIES



NASCAR Sprint Cup Series

The premier motorsports series in North America, the NASCAR Sprint Cup Series is home to the world's top racing talent in 36 points races each season.



NASCAR Nationwide Series

This series features an exciting combination of talented young drivers, seasoned veterans and high-profile superstars in a 35-race season that includes an international event in Montreal, Canada.



NASCAR Camping World Truck Series

Featuring tough, rugged, American-made trucks in 25 races a year, this series is a favorite of those fans who love side-by-side, hard-nosed racing.

NASCAR REGIONAL AND LOCAL SERIES



NASCAR Home Tracks

NASCAR Home Tracks provide family-friendly entertainment featuring grassroots racing in a setting that's close to home. Consisting of dozens of tracks on the regional and local levels throughout North America, NASCAR Home Tracks are the foundation of NASCAR and an important part of the NASCAR experience.



NASCAR Camping World Series

Racing in two regions of the country — East and West — the NASCAR Camping World Series is the premier regional racing series in American motorsports.



NASCAR Whelen Modified Tour

The NASCAR Whelen Modified Tour holds races throughout New Hampshire, Pennsylvania, Massachusetts, Connecticut and New York, on tracks ranging in size from a quarter mile to the 1.058-mile New Hampshire Motor Speedway.



NASCAR Whelen Southern Modified Tour

The NASCAR Whelen Southern Modified Tour was established in 2005, and is a close cousin to the northern-based NASCAR Whelen Modified Tour. Races take place in the Southeast U.S., including stops in North Carolina and Virginia.



NASCAR Whelen All-American Series

With racing at over 50 tracks throughout North America, this series' drivers compete for local track championships, state titles and positions in the prestigious national standings.

NASCAR INTERNATIONAL SERIES



NASCAR Canadian Tire Series

From May through October, the NASCAR Canadian Tire Series is the premier racing series in Canada and home to the nation's top driving talent.



NASCAR Mexico Series

This series brings the thrills and excitement of NASCAR racing on oval tracks and road courses to fans throughout Mexico.



NASCAR & POP CULTURE

In NASCAR, we know how to have a good time — NASCAR attracts some of the biggest stars of music, film and television. It's not uncommon to see top-tier stars like Will Ferrell, Tom Cruise, Vince Vaughn, Chris Tucker, David Koechner, Carl Weathers, or Elijah Kelly joining us at NASCAR events.

NASCAR drivers are no strangers to Hollywood, either — Dale Earnhardt, Jr., Jeff Gordon, Jamie McMurray and others have made appearances in major motion pictures, sitcoms, dramas and talk shows. The growing world of satellite radio is part of NASCAR, too, with drivers like Tony Stewart and Juan Pablo Montoya hosting their own weekly programs on SIRIUS XM Radio.





THE RACE WEEKEND

A typical NASCAR Sprint Cup Series race lasts a few hours, but there's much more leading up to it. Practice, qualifying and other events take place on the track, with a number of other activities taking place throughout the week around each racetrack.

OUTSIDE THE TRACK

A NASCAR race weekend is more than a sporting event — it's an experience. Fans often arrive several days (and sometimes a week or more) prior to a NASCAR Sprint Cup Series race. Many stay adjacent to the racetrack, or even on the track infield, in campers and recreational vehicles, creating a festive and fun environment. Concerts, fan festivals, tailgating parties and other activities often take place around the track in the days leading up to the race.

Many fans have attended their favorite races for many years, and have built lasting friendships with other fans. A NASCAR race is a unique opportunity for fans to socialize, reconnect with each other and celebrate their love of racing.

ON THE TRACK

PRACTICE

In the days prior to the event, drivers have an opportunity to evaluate their cars and get a feel for the racetrack. Based on the driver's feedback, the crew chief will make crucial adjustments to the car that improve its performance.

QUALIFYING

Typically held the Friday before the race, qualifying determines the cars that will participate in each race, and the order in which they will start. Each driver has two laps to record the fastest lap, the driver with the top time earning the Coors Light Pole Award and a spot at the front of the field for the start of the race.

On raceday, the car with the second-fastest qualifying time lines up in the front row, directly next to the polesitter; cars then line up behind them, two by two, based on their qualifying times.

THE TOP 35 RULE

Every time a car participates in or finishes a race, that team's owner is awarded championship owner points, based on the team's performance. In each race, the top 35 cars in the owner points standings are guaranteed to start the race — those cars are competing strictly for the best starting positions. Cars that place 36th and lower in the owner points compete for the remaining starting positions in the field.

RACEDAY

NASCAR races are awe-inspiring flurries of sound, color and emotion. Few sporting events match the pageantry and sheer size of a NASCAR Sprint Cup Series race. It's truly an unforgettable experience, with an average event attendance of over 120,000 spectators. In fact, 17 of the top 20 most-attended U.S. sporting events are NASCAR events.

Prior to the start of each race, we honor our country in a stirring show of patriotism that includes the National Anthem accompanied by a ceremonial military aircraft flyover. The drivers then fire up their engines after being given the ceremonial command of "Drivers, start your engines!"

The pace car then leads the field for a few pace laps, allowing the race cars to warm their tires and engines. Then, it's off to the races, with 43 cars competing in up to 600 miles of unpredictable excitement and incredible speeds that can reach more than 200 miles per hour. When the checkered flag falls, the winning team celebrates their triumph in Victory Lane, one of the most exhilarating celebrations in all of sports.

There are few experiences more exciting than seeing a NASCAR event in person. Visit NASCAR.COM and click on the "Races" tab for ticket information.

FOLLOWING NASCAR

TELEVISION

Throughout the season, NASCAR television partners broadcast more than 120 races among our national and regional series.

2009 NASCAR BROADCAST SCHEDULE

				
TELEVISION				
	Budweiser Shootout - February 13 Events February-June		2 Events	
	6 Events June-July			
	17 Events July-November	35 Events February-November		
	Gatorade Duel at Daytona - February NASCAR Sprint All-Star Race - May		23 Events February-November	25 Events March-September
RADIO				
	28 Events February-November	27 Events February-November	25 Events February-November	
	10 Events February-November	8 Events February-November		
	Allstate 400 at the Brickyard - July			
	All Events	All Events	All Events	

ONLINE

NASCAR.COM attracts nearly 7 million unique visits per month and is the home for official NASCAR news, live racing experiences, insightful opinion and exclusive video.

RADIO

Over 650 local affiliates broadcast events via the Motor Racing Network (MRN), Performance Racing Network (PRN) and Indianapolis Motor Speedway Radio Network. SIRIUS XM Radio delivers SIRIUS NASCAR Radio, a 24-hour NASCAR channel that features race broadcasts, exclusive talk programming and much more.

PRINT

A number of weekly and monthly NASCAR licensed publications are available. Some of which are *NASCAR Scene*, *NASCAR Illustrated*, *NASCAR Pole Position*, *The Official NASCAR Preview and Press Guide*, *NASCAR 2008*, *NASCAR 60 Most Beautiful People*, *Chase for the Cup*, *NASCAR Comics*, and *Official Member*.



RACE STRATEGY

A NASCAR race is like a 200-mile-per-hour game of chess, with each team formulating strategies — often on the fly — to win the race. Winning a NASCAR race is a combination of speed and smarts. The fastest car doesn't always necessarily win the races — often, it's the team that manages its equipment the best and knows how to balance the capabilities of its car with the conditions of the race.

A number of factors play into race strategy.

TIRES

Tires must be changed periodically throughout the race as they wear down. Oftentimes, late in the race, a crew chief will call for only two tires — or even no tires — to be changed during a pit stop, rather than four. This saves valuable seconds in the pits, although it may cost seconds on the track, because a car with four fresh tires is almost always faster.

FUEL

At any given moment, a crew chief must calculate fuel mileage and decide when to enter the pits for fuel. Variables such as caution flags and average speeds can often affect the amount of fuel used, and a crew chief must be able to recalculate during the course of the race to ensure the car can finish the race with the least number of fueling stops possible. Drivers must often adjust their driving style to account for fuel usage, which can be the difference between pitting late in the race and stretching a tank of fuel to the finish.

CAR ADJUSTMENTS

Oftentimes, conditions of the racing surface may change during the course of the event, necessitating adjustments to the car. Wind, temperature and other factors all play a part. A delicate balance must be struck by the crew chief — the slightest over-adjustments or under-adjustments can take a car out of contention. Some adjustments include tire pressure, spring stiffness and chassis weight distribution.

HOW OUR CHAMPIONS ARE DETERMINED

NASCAR Sprint Cup Series

In the NASCAR Sprint Cup Series, the Champion is determined using a system called The Chase for the NASCAR Sprint Cup.

After 26 races, the 12 drivers with the most points are each reset to 5,000 points apiece, with each driver receiving a starting bonus of 10 points per victory. (For example, a qualifying driver that has won six races would start The Chase for the NASCAR Sprint Cup with 5,060 points, where a driver with one victory would start with 5,010.)

During The Chase, drivers accumulate points under the standard points system for the final 10 races of the season. The driver with the most points after the final race is crowned the NASCAR Sprint Cup Series Champion.

NASCAR Nationwide Series & NASCAR Camping World Truck Series

In the NASCAR Nationwide Series and NASCAR Camping World Truck Series, the season's Champion is determined by total number of points earned over the course of the season.

HOW POINTS ARE AWARDED PER RACE

PLACE	POINTS
1ST	185
2ND–5TH	170–155
6TH–10TH	150–134
11TH–43RD	130–34

5 Bonus Points: Leading a lap

5 Bonus Points: Leading the most laps in a race

THE NASCAR RACE CAR

A NASCAR Sprint Cup Series race car requires thousands of man-hours to build and prepare, with engineers and technicians specializing in everything from engines to chassis to shocks. The result is a machine of over 800 horsepower, capable of speeds pushing 200 miles per hour. Despite all this power, the NASCAR race car is also designed with a number of safety innovations to help protect the driver in case of an accident.

For a car to be as fast as possible, it needs the right setup. A car's setup consists of a wide range of factors, such as shocks and springs, gear ratios, chassis weight distribution and much more. All of these factors have to be managed, adjusted and tweaked to get the car in optimum racing condition.

When a setup is accurate, the car is able to reach top speed, allowing the driver complete control. When the setup is inaccurate, the car isn't as fast and is harder to control, which means slower lap times. Everyone on the race team, led by the crew chief, works together to develop a winning setup.

A NASCAR race car has a number of technical and mechanical features that improve its performance and safety.



1 FRONT SPLITTER

Allows teams to tune the front downforce to individual drivers and tracks.

2 BRAKE AIR INTAKE

Directs outside air to brake and rotors for additional cooling.

3 RADIATOR AIR INTAKE

Directs outside air into the radiator to cool engine fluids.

4 BODY PANELS

Fabricated from 24-gauge/0.0247-inch (minimum) cold-rolled sheet metal.

5 HOOD PINS

Four, quick-release metal pins with wire tethers that keep the hood closed.

6 COWL INDUCTION

Housing for the air cleaner that connects the air intake at the base of the windshield to the carburetor.

7 JACK POST

Area where the jackman places the jack to lift the car during pit stops.

8 ROLL CAGE

A cage of steel tubing inside the car that protects the driver during impacts and rollovers.

9 WINDSHIELD CLIPS

Allow for easy removal of the windshield should a driver need to be extricated from the car.

10 DOUBLE FRAME RAIL AND ENERGY ABSORBING MATERIAL

A combination of steel plating and energy absorbing materials installed in between the roll cage door bars and door panels that absorb energy upon impact.

11 WINDOW NET

Safety device located in the driver-side window that keeps the driver's head and arms inside the car during an incident.

12 TV CAMERA

Allows NASCAR fans to view the racing from the driver's perspective.

13 ROOF STRIPS

Two half-inch-tall aluminum strips which run lengthwise on the roof to help prevent the car from flipping when turned sideways during a spin or accident.

14 ALTERNATE EXIT

Also known as a "roof hatch," it allows drivers to exit the car in the event of an emergency situation.

15 ROOF FLAPS

Help prevent the car from becoming airborne when it is turned sideways or backwards during a spin or accident.

16 COOLING VENTS

Help remove warm air from the cockpit.

17 GOODYEAR EAGLE RACING TIRES

Treadless radial tires designed specifically for racing.

18 JACKING BOLT

Area where the crew uses a tool to adjust the handling of the car by altering the pressure of the rear wing.

19 ADJUSTABLE REAR WING

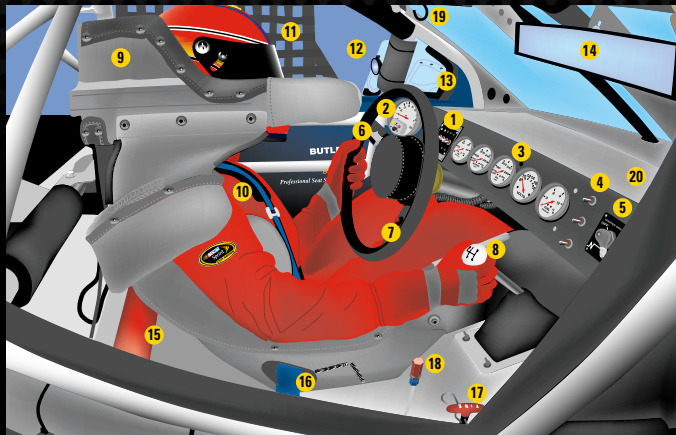
Directs air flowing over the rear of the car, providing better balance and control in traffic.

20 FUEL CELL

Holds 17.75 gallons of Sunoco racing fuel inside a protective, puncture-resistant bladder.

IN THE COCKPIT

A NASCAR race car cockpit is a complex system of switches, gauges and other instruments that the driver uses to monitor every aspect of the car's performance. The seats are custom fit to keep the driver comfortable, with a number of safety innovations designed into each cockpit.



1 MAIN SWITCH PANEL

Contains switches for starter, ignition and cooling fans.

2 TACHOMETER

Monitors revolutions per minute (RPMs) of engine, assisting driver in selecting gears and monitoring engine power.

3 ENGINE GAUGE CLUSTER

Monitors engine oil pressure, water temperature, oil temperature, voltage and fuel pressure.

4 AUXILIARY SWITCHES

Can serve a number of purposes, including turning on the backup ignition system, ventilating fans, or helmet cooling system.

5 MASTER SWITCH

Shuts down electrical system in emergency situations.

6 IGNITION KILL SWITCH

Shuts off engine in emergency situations.

7 RADIO BUTTON

Controls communication to pits and race spotter.

8 GEARSHIFT

Controls four-speed manual transmission.

9 SAFETY SEAT

Provides extra support and protection for head, shoulders, ribs and lower extremities.

10 HEAD AND NECK RESTRAINT

NASCAR mandates the use of a head-and-neck restraint system to prevent injury during an incident.

11 WINDOW NET

Safety device located on the driver's side window that helps keep head and arms inside the car during an incident.

12 REAR VIEW MIRROR

Directs outside air into the driving compartment.

13 FRESH AIR VENT

Directs outside air into the driving compartment.

14 MAIN REAR VIEW MIRROR

Automatically engages in the event of fire.

15 FIRE EXTINGUISHER

Keeps the driver strapped securely in his seat in the event of an incident.

16 SEAT BELT HARNESS

Keeps the driver strapped securely in his seat in the event of an incident.

17 FIRE EXTINGUISHER SWITCH

Discharges fire-suppressing chemicals into the driving compartment in case of fire.

18 FIRE EXTINGUISHER DISCHARGE NOZZLE

Directs fire suppressant in the event of a fire.

19 HELMET HOOK

Provides a place for the driver to keep his helmet when outside the car.

20 IGNITION SYSTEM

Placed on the passenger-side dash, this box is programmed to help the engine achieve the most precise timing possible, for maximum power.



THE TEAM TRANSPORTER

A NASCAR transporter carries the team's two cars (one primary and one backup) for the race weekend, as well as enough parts and tools to repair an entire car, if necessary. It also provides a place for the team to relax and meet before and after the race.

ANATOMY OF A PIT STOP

Imagine filling up your car and changing all four tires in under 15 seconds. That's exactly what happens during a NASCAR pit stop. As a race progresses, cars need to be refueled and worn tires need to be replaced. That's when a pit stop is needed. Because seconds are so critical in a race, fast pit stops are important — all it takes is one bad pit stop to move a potential winner to the back of the pack. NASCAR allows seven team members over the pit wall to service a car during pit stops.



1 TIRE CARRIERS

Starting on the right side of the car and repeating the process on the left side, two tire carriers (one each for front and back tires) carry new tires over the pit wall and hand them to the tire changers.

2 JACKMAN

The jackman carries a 20-pound hydraulic jack and raises the car on both sides (first right, then left) to allow the tires to be changed.

3 TIRE CHANGERS

First remove and replace right rear tire using an air-powered impact wrench to loosen and tighten five lug nuts holding the tire rim in place. He then moves to the opposite side of the car to change the other tire.

4 CATCH CAN MAN

This crew member holds a can that collects overflow from the fuel cell as it is being filled and signals the rest of the team when the fueling process is finished.

5 GAS MAN

The gas man fills the car's fuel cell with two 12-gallon cans of fuel (81 pounds each).

6 SUPPORT CREW

Behind the pit wall, other crew members help by passing fuel and tires and collecting items used by the "over-the-wall" crew.

7 EXTRA MAN

Occasionally, an eighth man is allowed to clean the windshield or assist the driver as needed.

8 NASCAR OFFICIAL

Each crew is supervised by a NASCAR Official who watches for rules violations and helps maintain safety.

RACING FLAGS



GREEN: START

This flag is used to start the race and restart after a stoppage.

YELLOW: CAUTION

Yellow signals a caution period, due to an incident or debris. Cars must slow down and stay in line behind the pace car under this flag.

RED: STOP

This tells drivers the race is being stopped for safety reasons or inclement weather.

BLUE DIAGONAL YELLOW STRIPE: YIELD

Slower, lapped drivers must yield to faster, lead-lap cars under this flag.

BLACK: PENALTY

This penalty flag indicates that a driver must report to the pits due to mechanical issues or disciplinary reasons.

BLACK WITH DIAGONAL WHITE CROSS: SCORING PENALTY

Tells the driver that his car will not be scored until he answers to officials.

WHITE: ONE LAP TO GO

Indicates a race's final lap is beginning.

CHECKERED: FINISH

Indicates the end of the race, when the first-place car crosses the finish line.

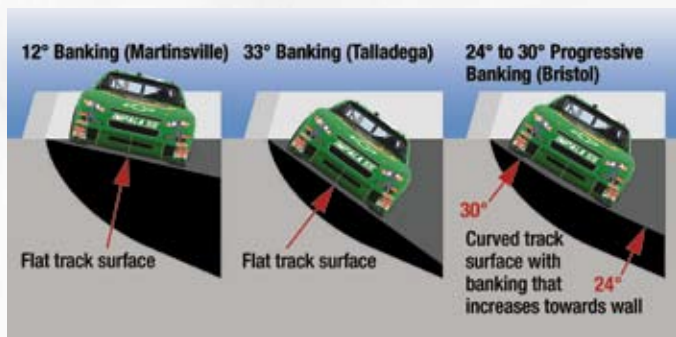
THE "GREEN-WHITE-CHECKER" FINISH

If a race's final scheduled lap takes place under caution, the race automatically goes into "overtime." Commonly called a "green-white-checker" finish, it's an additional two laps that can produce some of the most exciting finishes in racing.

BANKING

Most oval NASCAR tracks are banked at various degrees to promote momentum and velocity. Banking can range from very steep — over 30 degrees at tracks like Talladega and Daytona — to very flat, with virtually no banking on road courses.

Tracks that are progressively banked feature gradually increasing degrees of banking as they get closer to the track wall. This allows for cars to gain and maintain higher speeds in the outer lanes, allowing them to race more competitively with cars in the inside lanes.



SAFETY INITIATIVES

NASCAR is committed to safety and uses a number of technical and procedural systems to keep the sport as safe as possible. Many of the technical safety initiatives in NASCAR take place at the NASCAR Research & Development Center in North Carolina, where new technologies are researched and tested on a regular basis.

HELMETS AND FIRE SUITS

Drivers and crew members are required to wear helmets and fire-resistant uniforms.

FIRE SUPPRESSION

In the event of a fire during an accident, NASCAR race cars are equipped with fire suppression systems in both the cockpit and fuel cell areas of the car.

ROOF FLAPS

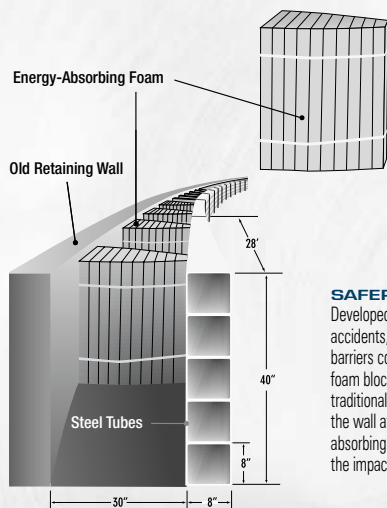
A NASCAR race car is equipped with roof flaps which create wind resistance that helps to slow the car when it is spun.

SEAT DESIGN

The cars' seats, in conjunction with their seatbelt harness systems, are designed to keep the driver secure in the seat and cockpit area. Each seat is custom-fitted to the driver's body, maximizing their stability and helping to prevent them from being jostled around during an incident.

SEAT RESTRAINTS

Drivers are kept in their seats with a secure harness. To help in lessening injuries during an incident, a mandated Head and Neck Support (HANS) device helps to keep the driver's head from severe movement during impact.



SAFER BARRIERS

Developed specifically to help protect drivers during accidents, Steel And Foam Energy Reduction (SAFER) barriers consist of rectangular steel tubes backed by foam blocks that are installed in front of a track's traditional cement retaining walls. When a car meets the wall at high speeds, the SAFER wall assists in absorbing the energy of the impact. This helps reduce the impact forced upon the driver.

TIGHT VS. LOOSE

Drivers must adapt their driving styles to the behavior of their race car, which can often change as a race progresses, becoming either "tighter" or "looser."

TIGHT

When a car is tight, it's hard to turn. To get the car to steer more easily, the driver has to lift off the accelerator while turning — slowing down the car. This condition can be overcome during a race by adjusting factors like tire pressure, spring stiffness and chassis weight distribution.

LOOSE

When a car is loose, it turns too easily — so the car tends to fishtail. Again, the driver has to slow down to keep control of the car, slowing lap times. Tire, spring and chassis adjustments can be made to overcome a loose condition during a race.

Factors like track temperature and tire wear can play a part in how the car responds to the driver during a race — even the amount of tape over the car's grill can have a profound impact on its handling. Juggling all these factors, the best drivers and crew chiefs are masters at adjusting the car during the course of a race.



DRAFTING

NASCAR race cars are very dependent on aerodynamics, especially on superspeedways. When two or more cars run one after the other at high speeds, they divide the amount of wind resistance (known as drag) between them — and less resistance means more speed. That's why it's so common to see cars running bumper-to-bumper on superspeedways. This technique is called drafting, and it's a crucial art to master if a driver wants to win a superspeedway race.

RESTRICTOR PLATES

Due to the high speeds that can be achieved at superspeedway tracks, each engine's carburetor is fitted with a thin, square piece of metal with four holes. An important safety feature, these restrictor plates limit the amount of air that reaches the engine, regulating its horsepower and preventing the cars from reaching dangerous speeds.



A TEAM SPORT

A NASCAR Sprint Cup Series team can range from a single car to as many as five cars. Many teams have working relationships on and off the track, sharing expertise in engine building, chassis design and other fields. These relationships are usually based on teams fielding cars for a common manufacture — Chevrolet, Dodge, Ford and Toyota.

NOTABLE NASCAR SPRINT CUP SERIES TEAMS

Chevrolet	Dodge	Ford	Toyota
HENDRICK MOTORSPORTS 5 - Mark Martin 24 - Jeff Gordon 48 - Jimmie Johnson 88 - Dale Earnhardt Jr. RICHARD CHILDRESS RACING 07 - Casey Mears 29 - Kevin Harvick 31 - Jeff Burton 33 - Clint Bowyer DEI/GANASSI 1 - Martin Truex Jr. 8 - Aric Almirola 42 - Juan Pablo Montoya 96 - Bobby Labonte STEWART HAAS RACING 14 - Tony Stewart 39 - Ryan Newman	RICHARD PETTY MOTORSPORTS 9 - Kasey Kahne 19 - Elliot Sadler 43 - Reed Sorenson PENSKE RACING SOUTH 2 - Kurt Busch 12 - David Stremme 77 - Sam Hornish Jr.	ROUSH FENWAY RACING 6 - David Ragan 16 - Greg Biffle 17 - Matt Kenseth 26 - Jamie McMurray 99 - Carl Edwards YATES RACING 28 - Travis Kvapil 47 - Marcos Ambrose 98 - Paul Menard	JOE GIBBS RACING 11 - Denny Hamlin 18 - Kyle Busch 20 - Joey Logano MICHAEL WALTRIP RACING 00 - David Reutimann 55 - Michael Waltrip ROBBY GORDON MOTORSPORTS 7 - Robby Gordon TEAM RED BULL RACING 82 - Scott Speed 83 - Brian Vickers



AROUND THE RACETRACK

While each racetrack is different, most tracks feature a number of areas in common.

1 GARAGE AREA

Cars are kept here when not on the track, providing each crew a stall in which they can work on the car.

2 INSPECTION AREA

Before taking to the track, cars are inspected by NASCAR Officials to ensure they meet all regulations.

3 PIT ROAD

Each team is awarded a pit stall, based on its qualifying results, to perform pit stops and service its car.

4 INFIELD

Many tracks offer infield camping sites to fans, allowing them a unique view of the race and a place to socialize with each other.

5 RACE OFFICIALS

Several officials are stationed at points around the track to scan the racing surface for debris and ensure all competitors are adhering to the rules of racing.

6 FLAGSTAND

A NASCAR Official commands the action from this perch above the start/finish line.

7 MEDIA CENTER

Provides a place for media to file reports on the action.

8 RACE CONTROL

Several NASCAR Officials use this area to follow the action, watch replays, regulate the race and provide rulings as needed.

9 SPOTTER STAND

Each team has a spotter that follows the action and helps the driver navigate the racetrack and avoid colliding with other competitors.

10 TRANSPORTER AREA

Transporters are lined up based on the previous season's final point standings, with the reigning NASCAR Sprint Cup Series Champion in the first stall.

RACE TIRES VS. STREET TIRES

On a typical race weekend, a NASCAR Sprint Cup Series team will use between nine and 14 sets of tires depending upon the length of the race and type of track. By comparison, an average set of street tires gets replaced approximately every three years. Racing tire specifications also differ from race to race depending upon the degree of track banking and type of racing surface (asphalt, concrete, or mixture of both). Goodyear uses about 18 different types of tires to cover the needs of NASCAR teams during the course of a racing season.

TIRE COMPARISON

	Goodyear Eagle Racing Tire	Goodyear Eagle Street Tire
Estimated Cost	\$389 each	\$150-200 each
Average Life	150 miles	50,000 miles
Air Pressure (cold psi)	30 psi, left / 45 psi, right	35 psi, all
Inflated With	dry air or nitrogen	air
Weight	24 pounds	30 pounds
Tread Thickness	1/8 inch	3/8 inch

TIRES IN NASCAR

Few factors play a more critical role in a NASCAR race than tires. Inflation pressures, tire wear and tire balance can all have a tremendous effect on a car's performance.

RACE TIRE SAFETY

Like a "tire-within-a-tire," the Goodyear Lifeguard Inner Liner Safety Spare allows the car to return to the pits in the event of a flat.



Goodyear Eagle Radial Racing Tire
Tread Width: 11.5"

Goodyear Eagle High-Performance Street Tire
Tread Width: 9"

Goodyear Lifeguard Inner Liner Safety Spare

VEHICLE COMPARISON

	NASCAR Sprint Cup Series	NASCAR Nationwide Series	NASCAR Camping World Truck Series	Family Car
Eligible Models	Chevrolet Impala SS Dodge Charger Ford Fusion Toyota Camry	Chevrolet Impala SS Dodge Charger Ford Fusion Toyota Camry	Chevrolet Silverado Ford F-150 Toyota Tundra	Chevrolet Impala SS
Engine	5.7L V8	5.7L V8	5.7L V8	5.3L V8
Horsepower	850 @ 9000 RPM	660 @ 7900 RPM	650 @ 8000 RPM	303 @ 5600 RPM
Top Speed	200 MPH (est.)	195 MPH (est.)	185 MPH (est.)	140 MPH (est.)
Body Length	198.5 inches	203.5 inches	206 inches	200.4 inches
Body Width	74 inches	74.5 inches	75 inches	72.9 inches
Weight	3450 lbs w/o driver	3400 lbs w/o driver	3400 lbs w/o driver	3790 lbs w/o driver
Max Seating	1	1	1	5
Sound System	Crew Chief on Radio	Crew Chief on Radio	Crew Chief on Radio	AM/FM CD Player
Air Conditioning	Free Flowing Air	Free Flowing Air	Free Flowing Air	Standard
Speedometer	Not Allowed	Not Allowed	Not Allowed	Standard

NASCAR SPRINT CUP SERIES SERIES RACETRACKS

Racetracks in the NASCAR Sprint Cup Series are found throughout America, making it a truly national sport. From the wine country of northern California to the beaches of Florida and many points in between, NASCAR events cover practically every region of the country.

TRACKS ACROSS AMERICA

NASCAR events are held on four different types of tracks. Each type requires its own unique combination of skill and strategy. To be a top driver, you have to know the ins and outs of each type of track and know what it takes to win on each of them.

● SUPERSPEEDWAYS

● SPEEDWAYS

● SHORT TRACKS

● ROAD COURSES



SUPERSPEEDWAYS

Imagine driving in bumper-to-bumper traffic — at 200 miles per hour for up to 500 miles. That's what it's like to drive on a superspeedway. Because these tracks are so long and banked so steeply, cars can build up a lot of speed. In fact, they're so fast that the engines have to be restricted with metal plates to slow them down and keep them from losing control. That's why these tracks are typically referred to as "restrictor plate" tracks. A technique called drafting is key to success at these tracks.

SPEEDWAYS

These ovals range from 1.0 to 2.5 miles in length; top speeds reach anywhere from 175 to 200+ miles per hour. The majority of NASCAR tracks are classified as speedways, so it's important for drivers to be well-versed in competing on all the different types of speedways.

SHORT TRACKS

At under one mile, cars typically move at lower top speeds on short tracks — which means drivers have to be a lot more aggressive to gain positions. Short tracks generally feature a lot of bumping, beating and banging as drivers jockey for position. You can tell a car's been on a short track by looking at its brakes — drivers hit the brakes so hard and so often that they often glow bright orange with heat.

ROAD COURSES

Think of this track as an obstacle course for race cars — imagine a twisting, turning country road and you've got a good idea of what a road course looks like. Unlike oval tracks, drivers have to speed up and slow down quickly on a road course, while making hard left and right turns. Opportunities to pass are few and far between, so it takes a lot of skill to move to the front of the pack on a road course.

NASCAR DIVERSITY AND CHARITABLE INITIATIVES

Our NASCAR is a place where people from all walks of life are welcome and where compassion is an important part of our lives.

DIVERSITY INITIATIVES

NASCAR is committed to ensuring that our sport better reflects America's composition. Our mission is to increase participation in NASCAR among Americans of diverse ethnic, racial and gender backgrounds. In order for the industry to experience and sustain growth, this commitment and responsibility is shared with the entire NASCAR community.

DRIVE FOR DIVERSITY

www.drivefordiversity.com

NASCAR supports and endorses the Drive for Diversity Program aimed at developing ethnically diverse and female drivers and crew members.



NASCAR COLLEGE TOUR

NASCAR attends events, national conferences and college campuses of Historically Black Colleges & Universities and Hispanic Serving Institutions to build awareness about the motorsports industry and career opportunities.



NASCAR SCHOLARSHIP PROGRAM

Wendell Scott Scholarships are given in tribute to former NASCAR driver Wendell Scott. NASCAR contributes annually in his name to the United Negro College Fund and the Hispanic Association of Colleges & Universities.



CHARITABLE INITIATIVES

THE NASCAR FOUNDATION

www.nascar.com/foundation

The NASCAR Foundation was established to embody the compassion of the NASCAR Family and its commitment to serving communities. In just three short years since its launch, The NASCAR Foundation has saved more than 34,000 lives through its national Blood & Marrow Drive Presented by Nationwide Insurance, granted 275 NASCAR-themed wishes for organizations like the Make-A-Wish® Foundation, sent more than 500 kids to Victory Junction Gang Camp, enlisted the support of 400,000 NASCAR fans in the NASCAR Day celebration, recruited 6,500 fans to become part of a Volunteer Network and donated approximately \$5 million to charity — truly utilizing the power of the sport to make a difference in the lives of those that need it most. United by The NASCAR Foundation we are all making a difference.

NASCAR DAY

Traditionally held on the Friday prior to May's NASCAR Sprint All-Star Race, NASCAR Day is a national celebration of the NASCAR spirit. More than 400,000 fans participate in NASCAR Day every year raising money for The NASCAR Foundation and its Family of Charities.



NASCAR.COM/nascarday



2009 SCHEDULE

2.07	Daytona International Speedway	Budweiser Shootout at Daytona*	8:00	FOX
2.08	Daytona Qualifying		1:00	FOX
2.12	Daytona International Speedway	Gatorade Duels at Daytona*	2:00	SPEED
2.15	Daytona International Speedway		2:00	FOX
2.22	Auto Club Speedway		5:00	FOX
3.01	Las Vegas Motor Speedway		3:30	FOX
3.08	Atlanta Motor Speedway		1:30	FOX
3.22	Bristol Motor Speedway		1:30	FOX
3.29	Martinsville Speedway		1:30	FOX
4.05	Texas Motor Speedway		1:30	FOX
4.18	Phoenix International Raceway		8:00	FOX
4.26	Talladega Superspeedway		1:00	FOX
5.02	Richmond International Raceway		7:00	FOX
5.09	Darlington Raceway		7:00	FOX
5.16	Lowe's Motor Speedway			
	NASCAR Sprint All-Star Race*		7:00	SPEED
5.24	Lowe's Motor Speedway		5:00	FOX
5.31	Dover International Raceway		1:30	FOX
6.07	Pocono Raceway		12:30	TNT
6.14	Michigan International Speedway		12:30	TNT
6.21	Infineon Raceway		3:30	TNT
6.28	New Hampshire Motor Speedway		12:30	TNT
7.04	Daytona International Speedway		6:30	TNT
7.11	Chicagoland Speedway		6:30	TNT
7.26	Indianapolis Motor Speedway		1:00	ESPN
8.02	Pocono Raceway		1:00	ESPN
8.09	Watkins Glen International		1:00	ESPN
8.16	Michigan International Speedway		1:00	ESPN
8.22	Bristol Motor Speedway		6:30	ESPN
9.06	Atlanta Motor Speedway		7:00	ESPN
9.12	Richmond International Raceway		7:00	ABC

CHASE FOR THE NASCAR SPRINT CUP

9.20	RACE 1	New Hampshire Motor Speedway	1:00	ABC
9.27	RACE 2	Dover International Speedway	1:00	ABC
10.04	RACE 3	Kansas Speedway	1:00	ABC
10.11	RACE 4	Auto Club Speedway	2:30	ABC
10.17	RACE 5	Lowe's Motor Speedway	7:00	ABC
10.25	RACE 6	Martinsville Speedway	1:00	ABC
11.01	RACE 7	Talladega Superspeedway	12:00	ABC
11.08	RACE 8	Texas Motor Speedway	2:30	ABC
11.15	RACE 9	Phoenix International Raceway	2:30	ABC
11.22	RACE 10	Homestead-Miami Speedway	2:30	ABC

*Non-championship points event All broadcast times are Eastern Time and PM.
All schedules provided here are subject to change.



2009 SCHEDULE

2.14	Daytona International Speedway	12:00	ESPN2
2.21	Auto Club Speedway	7:00	ESPN2
2.28	Las Vegas Motor Speedway	4:00	ESPN2
3.21	Bristol Motor Speedway	2:00	ABC
4.04	Texas Motor Speedway	2:30	ESPN2
4.11	Nashville Superspeedway	3:00	ESPN
4.17	Phoenix International Raceway	9:00	ESPN2
4.25	Talladega Superspeedway	2:30	ABC
5.01	Richmond International Raceway	7:00	ESPN2
5.08	Darlington Raceway	7:00	ESPN2
5.23	Lowe's Motor Speedway	7:00	ESPN2
5.30	Dover International Speedway	2:00	ABC
6.06	Nashville Superspeedway	7:00	ESPN2
6.13	Kentucky Speedway	8:00	ESPN2
6.20	The Milwaukee Mile	8:00	ESPN2
6.27	New Hampshire Motor Speedway	2:30	ABC
7.03	Daytona International Speedway	7:30	ESPN
7.10	Chicagoland Speedway	7:30	ESPN
7.18	Gateway International Raceway	9:00	ESPN2
7.25	O'Reilly Raceway Park at Indianapolis	7:30	ESPN
8.01	Iowa Speedway	TBD	ESPN
8.08	Watkins Glen International	2:30	ESPN2
8.15	Michigan International Speedway	3:00	ESPN2
8.21	Bristol Motor Speedway	7:30	ESPN2
8.30	Circuit Gilles Villeneuve	2:00	ESPN2
9.05	Atlanta Motor Speedway	6:30	ESPN2
9.11	Richmond International Raceway	7:00	ESPN2
9.26	Dover International Speedway	3:00	ESPN2
10.03	Kansas Speedway	3:00	ESPN2
10.10	Auto Club Speedway	4:00	ESPN2
10.16	Lowe's Motor Speedway	7:30	ESPN2
10.24	Memphis Motorsports Park	3:00	ESPN2
11.07	Texas Motor Speedway	12:00	ESPN2
11.14	Phoenix International Raceway	4:00	ESPN2
11.21	Homestead-Miami Speedway	4:00	ESPN2

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2009 SCHEDULE

2.13	Daytona Intl. Speedway	7:30	SPEED
2.21	Auto Club Speedway	3:00	FOX
3.07	Atlanta Motor Speedway	1:30	SPEED
3.28	Martinsville Speedway	2:00	FOX
4.25	Kansas Speedway	5:30	SPEED
5.15	Lowe's Motor Speedway	7:30	SPEED
5.29	Dover International Speedway	8:00	SPEED
6.05	Texas Motor Speedway	8:30	SPEED
6.13	Michigan International Speedway	1:30	SPEED
6.19	The Milwaukee Mile	8:30	SPEED
6.27	Memphis Motorsports Park	5:30	SPEED
7.18	Kentucky Speedway	6:30	SPEED
7.24	O'Reilly Raceway Park at Indianapolis	7:30	SPEED
8.01	Nashville Superspeedway	TBD	SPEED
8.19	Bristol Motor Speedway	7:30	SPEED
8.28	Chicagoland Speedway	8:30	SPEED
9.05	Iowa Speedway	TBD	SPEED
9.12	Gateway International Raceway	2:00	SPEED
9.19	New Hampshire Motor Speedway	2:30	SPEED
9.26	Las Vegas Motor Speedway	9:00	SPEED
10.24	Martinsville Speedway	12:30	SPEED
10.31	Talladega Superspeedway	3:30	SPEED
11.06	Texas Motor Speedway	8:30	SPEED
11.13	Phoenix International Raceway	7:30	SPEED
11.20	Homestead-Miami Speedway	7:30	SPEED







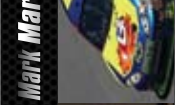


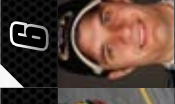

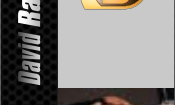
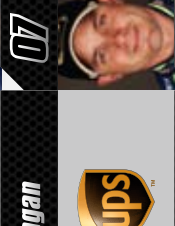




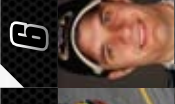













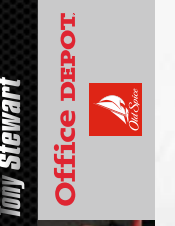





















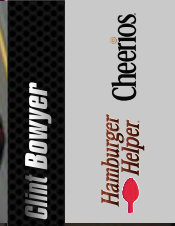






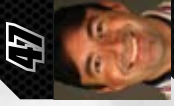





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NOTABLE DRIVERS

Some of the most recognizable personalities in sports are NASCAR drivers. Of the over 10,000 drivers that compete at all levels of NASCAR, only a select few reach the NASCAR Sprint Cup Series.

PILOTOS DISTINGUIDOS

Algunas de las personalidades más reconocidas en los deportes son pilotos NASCAR. De los más de 10,000 pilotos que completan en todos los niveles de NASCAR, sólo un selecto grupo alcanza la Copa Sprint de NASCAR.

1 Martin Truex Jr.  	2 Kurt Busch  	5 Mark Martin  	8 Aric Almirola  <i>New Sponsor in 2009</i>	9 Kasey Kahne  	11 Denny Hamlin  	13 David Ragan  	14 Tony Stewart   Office DEPOT	17 Matt Kenseth  	18 Kyle Busch  	19 Elliott Sadler  	20 Joey Logano  	24 Jeff Gordon  	26 Jamie McMurray  	28 Travis Kvapil  <i>New Sponsor in 2009</i>	29 Kevin Harvick  	31 Jeff Burton  	33 Clint Bowyer  	39 Ryan Newman  	42 Juan Pablo Montoya  	43 Reed Sorenson  	47 Marcus Ambrose  	48 Jimmie Johnson  	51 Jeff Burton  	53 Clint Bowyer  	55 Michael Waltrip  	58 Brian Vickers  	63 Dale Earnhardt Jr.  	65 Jimmie Johnson  	68 Bobby Labonte  	77 Sam Hornish Jr.  	82 Scott Speed  	88 Brian Vickers  	99 Carl Edwards  
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