

For Immediate Release

“IN THE LOOP” – NASCAR’S LOOP DATA STATISTICS ANALYSIS FROM DAYTONA

DAYTONA BEACH, Fla. (Feb. 21, 2006) – NASCAR’s new statistical package using data from NASCAR’s scoring loops, in partnership with sports statistics experts from STATS LLC, provides in-depth insight detailing much more than just who won the race. Each week, usually on Monday, NASCAR will offer specific insight into the previous weekend’s races using this new data.

Here are some observations from the action at Daytona International Speedway:

NASCAR NEXTEL Cup Series – Daytona 500

Winner Jimmie Johnson’s trip to victory lane was consistent with his top finish in the **driver rating** category. Much like the quarterback rating in football, the driver rating has a series of inputs which measure a driver’s performance throughout the race, with 150 as the highest possible rating. Johnson’s 118.4 rating topped Ryan Newman (114.2) and Dale Earnhardt Jr. (103.5), who finished third and eighth in the race, respectively.

The solid performance of Jamie McMurray and Kurt Busch, who both got caught up in late race incidents, was reflected in the driver ratings. Although they finished the race in 37th and 38th place, respectively, Busch was eighth (91.5) in the driver rating category and McMurray was ninth (91.3).

Johnson held consistent throughout the race, falling no lower than 11th place at any time during the Daytona 500. This propelled Johnson to an **average running position** of fourth place (4.074). No other driver could match Johnson in running so steady, as the second best consistency was shown by Dale Earnhardt Jr., whose average running position was fifth (5.064), with a low position of 22nd during the race.

Ken Schrader was the top **closer** during the race, moving up an impressive 24 positions over the final 10 percent (20 laps) of the race. Schrader moved through the field from 33rd to ninth in those 20 laps. Kirk Shelmerdine was the sixth best closer, moving up 12 positions in the final 20 laps to finish 20th.

The **fastest drivers late in a run** appeared to be a factor in the race, as late charger Tony Stewart, who moved through the field and finished fifth, was the fastest driver (186.046 mph) in the last 25 percent of a standard green flag run, with Jimmie Johnson the third fastest (185.832 mph) in this category.

For other drivers who were top contenders in the race, many were among the top performers as the **fastest drivers in turn two**. Dale Earnhardt Jr. was fastest (186.625 mph) in this segment of the track, while race winner Jimmie Johnson was third (186.567). Brian Vickers, Tony Stewart and Ryan Newman also excelled in this turn.

NASCAR Busch Series – Hershey’s Kissables 300

Although Dale Earnhardt Jr. faded over the closing laps to finish 17th and Tony Stewart took home the winner’s trophy, there was a close battle for the top **driver rating**. Stewart finished with a 109.7 rating, besting the 108.8 earned by Earnhardt Jr. Another driver who battled hard for most of the day but struggled toward the end, Jamie McMurray, had the third highest driver rating at 95.5.

Stewart also excelled in the **speed in traffic** category. He was the second fastest driver in traffic at 184.518 mph, while Jamie McMurray was the fastest at 184.599.

J.J. Yeley and Jon Wood were the top **closers**, which measures a driver’s improvement over the final 10 percent of a race. Over the last 12 laps, Yeley moved up an impressive 18 spots to finish eighth and Wood improved 16 positions to finish fourth.

NASCAR Craftsman Truck Series – GM FlexFuel 250

Mark Martin’s dominant run to victory is demonstrated by a close look at his loop data statistics. An examination of the **box score** shows that Martin never fell lower than 10th during the race and Martin needed only 58 **green flag passes** en route to victory, primarily because he led 42 laps. All of Martin’s passes were **quality passes**, which denotes each time a driver passes a competitor in the top 15.

Martin scored the highest **driver rating** of any NASCAR driver during the weekend, achieving an impressive 138.7.

Other indicators of Martin’s solid performance are finishing second among **fastest drivers early in a run**, first among **fastest drivers in turn one**, second among **fastest drivers in turn three** and third among **fastest drivers in turn four**. However, Martin was just 11th **fastest in the frontstretch** and just 18th **fastest in the backstretch**.

Martin’s solid performance in the turns and number one ranking in **speed in traffic** may give credence to those who say that Daytona is not all about horsepower, but is also about how well a car or truck handles.

For the complete loop data statistics report, go to www.nascarmedia.com.

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NASCAR Loop Data Statistics – Glossary & Definitions

Average Running Position

Sum of driver position on each lap - divided by the laps run in the race.

Box Score

A summary which shows key statistics to give a complete picture of the drivers' performance throughout the race.

Closers

The number of positions that a driver improves over the last 10 percent of the race.

Consecutive Laps with a Pass

Number of consecutive laps with at least one pass.

Consecutive Passes without Being Passed

Number of consecutive passes without being passed.

Fastest Drivers by Straightaway

Ranks each driver by average speed on each straightaway.

Fastest Drivers by Turn

Ranks each driver by average speed in each turn.

Fastest Drivers Early in Run

Ranks each driver during the first 25 percent of laps run in a typical full green flag segment.

Fastest Drivers Late in Run

Ranks each driver during the final 25 percent of laps run in a typical full green flag segment.

Fastest on Restarts

Shows average speed on the first two laps under green flag conditions.

Halfway Home

Compares the race standings at the halfway point of the race with the final results.

Laps Driver Improved Position

The total number of laps during a race where a driver improved his position.

Passing Breakdowns

For each driver, shows how many and what percentage of passes were made by each turn and each straightaway, including the total number of passes for each driver.

Quality Passes

The number of times a driver passes another car that is running in the top 15 while under green flag conditions.

Speed in Traffic

The speed when there is another vehicle within one car length under green flag conditions.

Time Trailing at Finish

The time behind the leader that each driver finished behind the race winner. Average green flag lap time is used to calculate cumulative time for drivers not on the lead lap.

Top 5 Drivers Performance Graph

A graphic which demonstrates the progressive performance of the top five finishers at different intervals throughout the race.