

PAVING PROJECT 2006 RECAP WITH GRANT LYNCH

Friday, October 6, 2006



TALLADEGA PAVING PROJECT 2006 RECAP WITH GRANT LYNCH SUMMARY

TALLADEGA SUPERSPEEDWAY PAVING PROJECT 2006: New Surface For NASCAR's Most Competitive Track

TALLADEGA, Ala - Twenty-six years have passed since Talladega Superspeedway was last paved, so it was big news when track officials announced on December 15, 2005 that immediately following the spring 2006 Aaron's 499, the famous 2.66-mile tri-oval would receive a new racing surface.

"Twenty-six years has certainly been a long time to go without necessitating a project this extensive, so there is no question that the time has come for us to repave," said Talladega Superspeedway President Grant Lynch when the project was announced. "It will ensure that Talladega Superspeedway continues to uphold its reputation for the most exciting, most competitive racing throughout the entire NASCAR circuit for years to come."

Sunmount Corporation of Justin, Texas was selected to head the project. Other tracks the company has resurfaced include Homestead-Miami Speedway, Richmond International Raceway, Atlanta Motor Speedway, Texas Motor Speedway and Lowe's Motor Speedway in Charlotte.

Various components of a portable asphalt plant began arriving at the track in late December, and by February, the plant's silos and dump trucks had become a familiar part of the scenery outside of turn three. In the meantime, Sunmount officials worked to perfect the various pieces of equipment and the process they would use in completing work on the most challenging part of the project - - Talladega Superspeedway's 33-degree-banking in the turns.

On May 1, drivers in the 2006 Aaron's 499 closed the chapter on the old pavement in the traditional Talladega fashion, with whopping total of 56 lead changes among 22 leaders.

Then on Tuesday, May 2, members of the media donned hard hats and boarded vans for a ride to turn three of the track, where Talladega Superspeedway President Grant Lynch climbed into a gigantic trackhoe excavator that he used to officially "break asphalt" on the project. The track's gradual transformation in the days to follow has been nothing short of remarkable to those who have witnessed the monumental undertaking of paving the biggest track on the NASCAR circuit.

Several steps were required to prepare the track for the actual repaving phase of the project. First, old asphalt and the base material beneath it in the turns had to be removed, as well as SAFER barriers and the majority of the fencing around the track. Then the existing subgrade in the turns was graded and compacted.

In addition, plans called for the tri-oval, backstretch and pit road to be milled down 3 inches, and the skid pad areas exiting the tri-oval and Turns Two and Four were to be milled down by 1.5 inches. Crews also poured new concrete pit stalls on pit road, widening and lengthening each stall by two feet, then pit road itself was widened by 10 feet and repaved.

Within approximately two weeks of the project's official kick-off, the giant excavator had removed all of the old asphalt in all four turns and milling had begun on the backstretch of the track. By the first week of June, the crews had used graders and rollers supported by Caterpillar D8 bulldozers along the top rim of the track to smooth and compact the subgrade throughout the turns. Then, the enormous paver and its supporting D9 Caterpillar bulldozer joined the collection of heavy equipment progressing through the turns as workers began applying the stone CTB (cement treated base) needed in these areas by making three passes in each turn. In mid-June, workers began applying the second base in the turns, which consists of 2 inches of asphalt.

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The CTB and asphalt base application in the turns brought them back up to the level of the milled tri-oval and backstretch, and then another layer of asphalt – a 1.5-inch leveling course – was applied to the entire track. To the untrained eye, the track may have appeared complete, but was not quite ready for racing until a final, wear-resistant layer of asphalt was applied to the surface.

This is the fourth time Talladega Superspeedway has been paved, including construction in 1968-1969 and the first repaving in late 1969-early 1970. In late 1979, crews again gave the track a new surface, and it was met with approval from drivers when they tested and practiced on the new surface prior to the May 4, 1980 race. That event produced one of the most exciting and dramatic finishes yet at the still-young superspeedway. A dozen drivers swapped the lead 40 times, and Buddy Baker took his fourth Talladega victory, winning by just three feet after crossing the line side-by-side with Dale Earnhardt.

In anticipation of this project, driver feedback has been positive, and all are hoping for yet another spectacular finish this fall at NASCAR's Most Competitive Track. The UAW-Ford 500 event weekend will feature the first races on the new surface, including the Food World 250 ARCA RE/MAX Series race on Friday, Oct. 6, the inaugural Talladega 250 NASCAR Craftsman Truck Series race on Saturday, Oct. 7 and the UAW-Ford 500 NASCAR NEXTEL Cup Series race – the fourth in the Chase for the NASCAR NEXTEL Cup – on Sunday, Oct. 8.

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TALLADEGA PAVING PROJECT 2006 RECAP WITH GRANT LYNCH FACT SHEET

QUICK FACTS

- It has been 26 years since Talladega Superspeedway was last paved.
- This is the fourth time Talladega Superspeedway has been paved, including construction in 1968-1969 and the first repaving in late 1969-early 1970. The late 1979, crews again gave the track a new surface, and it was met with approval from drivers when they tested and practiced on the new surface prior to the May 4, 1980 race.
- Sunmount Corporation of Justin, Texas is heading Talladega Paving Project 2006, led by Project Manager John J. Hajdasz.
- Equipment used for work done in Talladega Superspeedway's turns had to be specially designed in order to accommodate the steep 33-degrees of banking.
- The May 4, 1980 NASCAR NEXTEL Cup Series race following the track's 1979 repaving thrilled fans with a dozen drivers swapping the lead 40 times, and Buddy Baker taking his fourth Talladega victory, winning by just three feet after crossing the line side-by-side with Dale Earnhardt.
- The May 1, 2006 Aaron's 499 NASCAR NEXTEL Cup Series race, the last before the current paving project, featured 56 lead changes among 22 leaders. Jimmie Johnson took his first career Talladega Superspeedway victory.

IMPORTANT PROJECT DATES

DECEMBER 15, 2005: Talladega Superspeedway officials announced that immediately following the 2006 Aaron's Dream Weekend, the famous 2.66-mile tri-oval would receive a new racing surface.

FEBRUARY 23, 2006: Nearly all the components of a portable asphalt plant were mobilized on the grounds of Talladega Superspeedway, signalizing that preparations had begun in earnest.

MAY 2, 2006: To officially kick off Talladega Paving Project 2006, Talladega Superspeedway President Grant Lynch climbed aboard a 450 XL Excavator to remove the first section of old asphalt in Turn Three of the track.

MAY 26, 2006: With all of the old asphalt removed from the turns, motorgrading and surveying continued as crews began applying the stone cement treated base (CTB) to the turns in preparation for asphalt paving.

JUNE 1, 2006: Workers poured concrete for pit stalls on pit road, providing 2 additional feet per pit stall.

JUNE 9, 2006: With the stone cement treated base in place in the turns, crews began applying a 2-inch asphalt base to the turns.

JUNE 26, 2006: Crews began paving pit road with asphalt, which was widened by 12 feet total (two additional feet in width for the concrete pit stalls, and ten additional feet of width for the asphalt portion of pit road.)

JULY 17, 2006: Two-time NASCAR NEXTEL Cup Series Champion Tony Stewart visited Talladega Superspeedway to lend a hand in the monumental paving project currently underway. Before meeting with members of the media, Stewart talked with members of the paving crew, then climbed aboard the paver as it progressed through turn one applying the level-up course of asphalt.

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AUGUST 1, 2006: Crews had completed large, paved paddock extension in the infield for the ARCA RE/MAX Series to use. The addition was needed to make room for NASCAR Craftsman Truck Series teams that will compete in the track's inaugural Talladega 250 on Oct. 7. The truck teams will set up in the garage area that houses the NASCAR Busch Series teams in the spring. The ARCA RE/MAX Series teams will use the new paved paddock area to prepare for the Friday, Oct. 6 Food World 250. NASCAR NEXTEL Cup Series teams will continue to set up in the north garage in preparation for the UAW-Ford 500 on Sunday, Oct. 8.

AUGUST 17, 2006: The track surface approached completion at Talladega Superspeedway, with the final wear layer down on the backstretch and well into the tri-oval and frontstretch.

AUGUST 30, 2006: NASCAR Craftsman Truck Series driver Dennis Setzer visited Talladega Superspeedway to help complete the paving project. Setzer climbed aboard a paver and helped completed the 12-foot transporter truck lane along the inside of the racing surface. Setzer also met with members of the media about the project in relation to the track's first NASCAR Craftsman Truck Series race set for Saturday, Oct. 7.

SEPTEMBER 17, 2006: Painting crews completed track striping.

SEPTEMBER 19, 2006: Talladega Superspeedway officials announce that Talladega Superspeedway's Paving Project 2006 is officially complete!

SEPTEMBER 20, 2006: Six NASCAR NEXTEL Cup Series drivers and teams participate in a Goodyear tire test on the new surface, and all commented on the smoothness of the new asphalt and the durability of the tires. Drivers and teams participating in the test were No. 1 Martin Truex, Jr., No. 25 Brian Vickers, No. 38 David Gilliland, No. 40 David Stremme, No. 32 Travis Kvapil and No. 12 Ryan Newman.

SEPTEMBER 21, 2006: Hoosier brings two ARCA RE/MAX Series teams to Talladega for a tire test: Bobby Gerhart and A.J. Henriksen.

SEPTEMBER 25, 2006: Thirty-five ARCA RE/MAX Series teams practice on the new surface in a series open test, including former Formula One driver Juan Pablo Montoya in his first career stock car test in preparation for the start of his career competing in NASCAR driving for Chip Ganassi Racing with Felix Sabates.

TALLADEGA PAVING PROJECT 2006 BY THE NUMBERS

1 is the number of drivers still competing full-time in the NASCAR NEXTEL Cup Series who competed at Talladega Superspeedway prior to its last paving project in late 1979-early 1980. That driver is Kyle Petty, who made his first career start here on Aug. 5, 1979.

2 feet is the amount of space gained in width and length by the new concrete pit stalls on pit road.

4 all-time NASCAR NEXTEL Cup Series records were set on the last racing surface of Talladega Superspeedway, including the fastest qualifying speed (212.809 mph, May 1987, pole winner Bill Elliott); the fastest 500-mile stock car race (188.354 mph, May 1997, winner Mark Martin); the most lead changes in a race (75, May 1984, winner Cale Yarborough) and the most leaders in a race (26, twice, July 1986 and April 2001, race winners Bobby Hillin, Jr. and Bobby Hamilton, respectively.)

5 different drivers won their first career NASCAR NEXTEL Cup Series races on the track's last surface, including Ron Bouchard (Aug. 2, 1981), Bobby Hillin, Jr. (July 27, 1986), Davey Allison (May 3, 1987), Phil Parsons (May 1, 1988) and Ken Schrader (July 31, 1988).

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10 feet is the additional width gained by the portion of pit road recently repaved with asphalt.

17 different drivers made their first career NASCAR NEXTEL Cup Series start at Talladega Superspeedway on the last racing surface.

25 different drivers won the pole starting position for a NASCAR NEXTEL Cup Series race on the last racing surface of Talladega Superspeedway, starting with David Pearson in spring 1980 and ending with Elliott Sadler in spring 2006.

26 different drivers won NASCAR NEXTEL Cup Series races on the last racing surface of Talladega Superspeedway, starting with Buddy Baker in spring 1980 and ending with Jimmie Johnson in spring 2006.

35 ARCA RE/MAX Series races were run on the last racing surface of Talladega Superspeedway.

53 NASCAR NEXTEL Cup Series races were run on the last racing surface of Talladega Superspeedway.

950 cubic yards of concrete has been used for the construction of new pit stalls on pit road at Talladega Superspeedway.

1,782 official lead changes were recorded in NASCAR NEXTEL Cup Series competition on the last racing surface of Talladega Superspeedway.

20,000 tons of cement-treated base (CTB) is the approximate amount applied in the turns of Talladega Superspeedway.

50,000 tons of asphalt is the approximate amount necessary to complete the asphalt repaving phase of the project.

80,000 pounds is the weight of the paver used in this project when completely filled with asphalt.

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TALLADEGA PAVING PROJECT 2006 RECAP WITH GRANT LYNCH DRIVER COMMENTS

Drivers Weigh In On Talladega Superspeedway Paving Project 2006

NASCAR NEXTEL CUP SERIES DRIVERS GIVE PRE-PROJECT PREDICTIONS:

"Racing at Talladega Superspeedway is spectacular. Repaving it is only going to make it better."

- **JEFF GORDON**, four-time NASCAR NEXTEL Cup Series Champion (1995, 1997, 1998, 2001) and four-time Talladega Superspeedway winner

"To go that many years without having to repave a racetrack is pretty impressive . . . Hopefully this new surface will last them another 30 or 40 years."

- **TONY STEWART**, two-time NASCAR NEXTEL Cup Series Champion (2000, 2005)

"It'll just make it smoother. There's a lot of bumps and cracks around that place. Usually when you repave a track, it gives you more grip, but Talladega has never had that problem. You can pretty much hold it wide open and not slide around. It's gonna be the same ol' Talladega, but with a better racing surface. I'm all for it."

- **DALE EARNHARDT, JR.**, Five-time Talladega Superspeedway winner

" . . . this should allow us more options and to really get the cars down, which will make for some good side-by-side racing, or should I say side-by-side-by-side racing."

- **DALE JARRETT**, 1999 NASCAR NEXTEL Cup Series Champion and two-time Talladega Superspeedway winner

NASCAR NEXTEL CUP SERIES DRIVERS COMMENT ON THE COMPLETED PROJECT (FROM GOODYEAR TIRE TEST ON SEPT. 21):

"It ran great for me because I have never been here! It's very smooth and has a lot of grip. Goodyear has got a great tire I think. Even with three-wide and the drafting deal, it is very smooth and very nice."

- **DAVID GILLILAND**, will make his first Talladega NASCAR NEXTEL Cup Series start in the UAW-Ford 500 on October 8, 2006

"They did an awesome job repaving it. It's really, really good, really smooth. One of the things we fought here in the past was all the bumps. They'd grind the valance off the car and stuff like that. So, it's really smooth and a really cool race track. I don't think the racing is really going to change all that much. The tires are going to be a little different; they don't really wear out, so a lot of guys won't be putting tires on in the race. But we still have to fill a 13-gallon (fuel) cell up, and the racing should be as good as it has ever been, if not better."

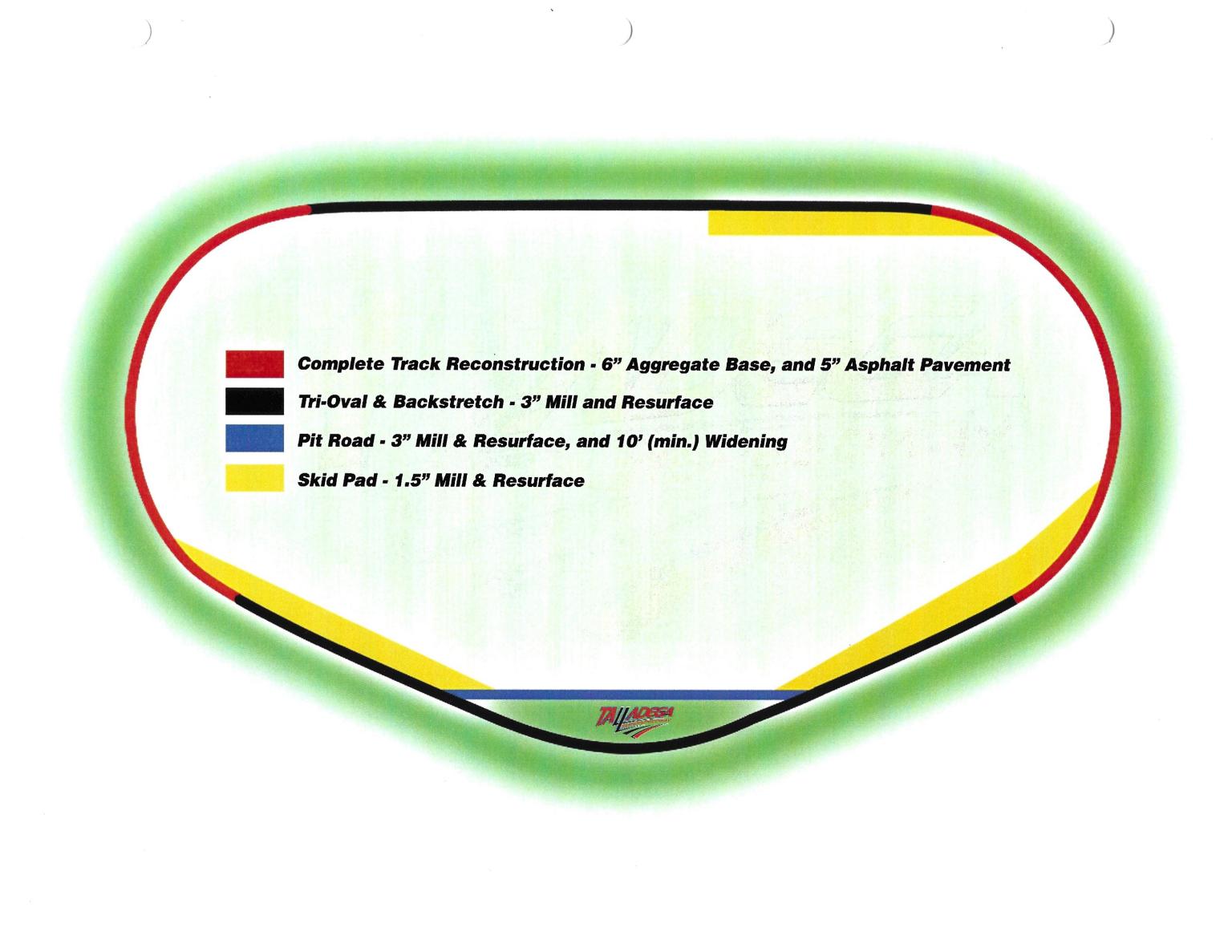
- **MARTIN TRUEX, JR.**, two-time NASCAR Busch Series Champion (2004, 2005) and three-time Talladega Aaron's 312 winner

"It is a very smooth race track. They did a great job with the paving all the way around the race track. As far as the race is concerned, it is going to be good. It is probably going to be about five-wide and nine-deep. From a superspeedway standpoint, for any standpoint obviously, I have driven on a lot of new surfaces and this is definitely one of the best ones I have driven on as far as the quality of how smooth it is. I think it is going to be a good race. It has a lot of grip out there. It's not going to get single file, that's for sure."

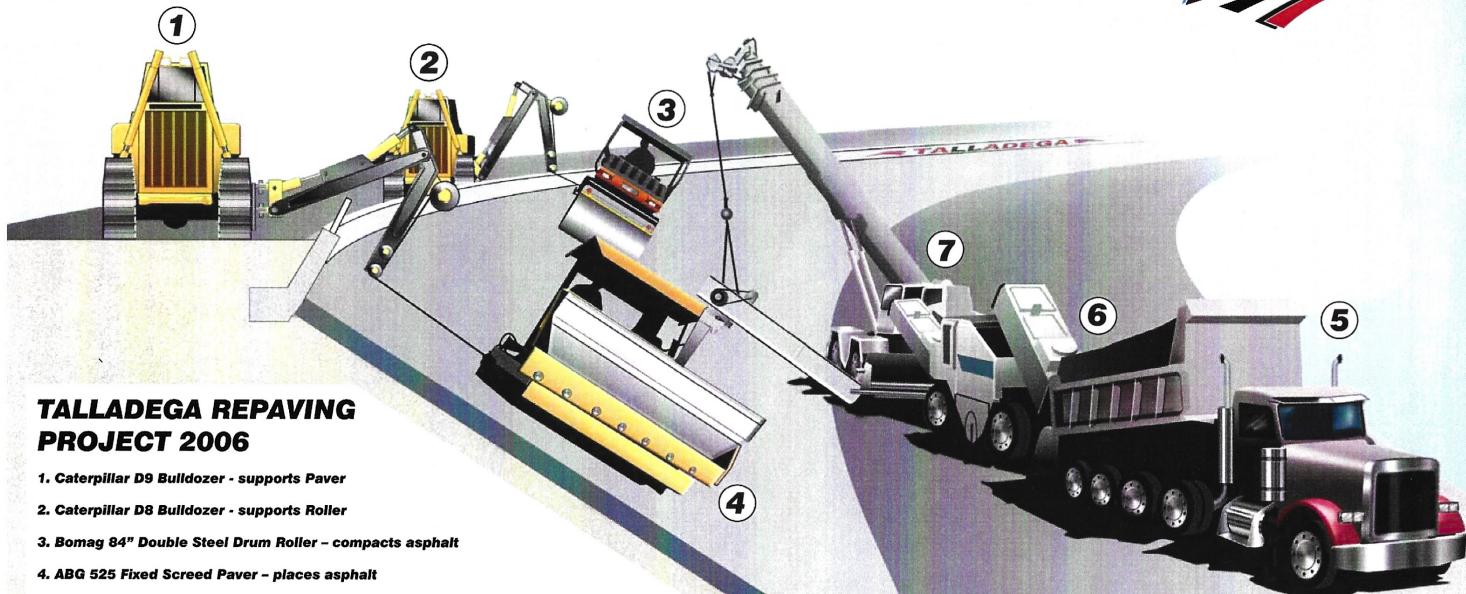
- **BRIAN VICKERS**, posted a career-best Talladega finish of third in the 2006 Aaron's 499

"I think they did a great job paving the racetrack. It is super smooth. It is going to be very competitive. You are going to want to bring a fast race car here because it is going to be totally opposite Daytona now, as handling is going to be next to nothing, if nothing. It is definitely a big change and improvement as far as smoothness goes, and hopefully we can put on just as good a race. That's the bottom line."

- **RYAN NEWMAN**, posted a second Talladega career-best finish of fourth in last fall's UAW-Ford 500



- Complete Track Reconstruction - 6" Aggregate Base, and 5" Asphalt Pavement**
- Tri-Oval & Backstretch - 3" Mill and Resurface**
- Pit Road - 3" Mill & Resurface, and 10' (min.) Widening**
- Skid Pad - 1.5" Mill & Resurface**



TALLADEGA REPAVING PROJECT 2006

1. Caterpillar D9 Bulldozer - supports Paver
2. Caterpillar D8 Bulldozer - supports Roller
3. Bomag 84" Double Steel Drum Roller - compacts asphalt
4. ABG 525 Fixed Screed Paver - places asphalt
5. Triaxle Dump Truck - hauls asphalt
6. Road Tech 2500 B Transfer Vehicle - transfers asphalt from truck to crane
7. Link Belt 50 ton Hydraulic Crane - supports conveyor that feeds asphalt to paver

TALLADEGA SUPERSPEEDWAY PAVING PROJECT 2006 FROM START TO FINISH

The following images, and many more, are available to the media for download by visiting www.talladegasuperspeedway.com/media



May 2, 2006

Talladega Superspeedway President Grant Lynch uses a Hitachi 450 XL Excavator to remove the first section of asphalt from turn three of Talladega Superspeedway, officially kicking off the historic undertaking of paving the legendary 2.66-mile track for the first time in 26 years.



May 8, 2006

Workers use a Hitachi 450 XL Excavator to remove asphalt from turns three and four of Talladega Superspeedway. Less than a week from the project's kick-off, nearly all of the asphalt has been removed from turns three and four, portions of the backstretch and turn one.



June 1, 2006

Workers pour and prepare new concrete pit stalls on pit road. The new stalls are two feet wider and two feet longer than the previous stalls. Also, the asphalt portion of pit road is gaining an additional 10 feet in width.



July 13, 2006

Crews apply a level-up course of asphalt to the frontstretch of the track, a process used to eliminate any irregularities before placing an overlay course.



June 29, 2006

A D9 Caterpillar bulldozer supports the paver in turns three and four as asphalt is fed to it by a crane-supported conveyor. A roller supported by a D8 Caterpillar bulldozer follows behind as crews apply a 2-inch asphalt base to the turns.



July 17, 2006

Two-time NASCAR NEXTEL Cup Series Champion Tony Stewart visits Talladega Superspeedway to assist with the paving project, climbing aboard the paver as it makes its way through turn one of the track, applying a level-up course of asphalt.



August 3, 2006

A new, paved paddock extension awaits the ARCA RE/MAX Series when competitors and fans return to Talladega Superspeedway Oct. 6-8 for the UAW-Ford 500 event weekend.



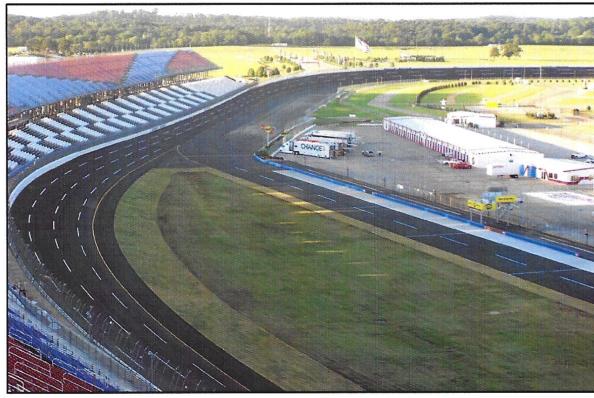
September 19, 2006

Talladega Superspeedway's entire paving project is complete, including track and pit road striping and wall painting.



August 10, 2006

Turn four of the track shows a cross section of the three levels of asphalt used to complete the turns at Talladega Superspeedway. Here, the final wear course along the uppermost portion of the turn is complete. The middle pass shows the level-up course, and the bottom pass shows the asphalt base.



September 20, 2006

Six NASCAR NEXTEL Cup Series teams participate in a Goodyear tire test. Drivers Ryan Newman, Brian Vickers, Martin Truex, Jr., David Stremme, Travis Kvapil and David Gilliland give rave reviews on the smoothness of the new surface and durability of the tire.