



# KURT BUSCH

## Talladega and Five-Two-Five

KANNAPOLIS, North Carolina (Oct. 9, 2018) – Kurt Busch finished fifth in the spring races at Dover (Del.) International Raceway, second at Talladega (Ala.) Superspeedway and fifth at Kansas Speedway in Kansas City.

If he repeats those finishes, he should easily advance to the Round of 8 in the NASCAR playoffs. And he is off to a good start. He finished fifth at Dover in last weekend's Round of 12 opener and now heads to Talladega (Ala.) Superspeedway sixth in the standings, 21 points ahead of the Round of 8 cutoff.

While he would like another second-place finish at Talladega this weekend, he would love to find victory lane in Alabama.

Busch, driver of the No. 41 Monster Energy/Haas Automation Ford Fusion for Stewart-Haas Racing (SHR), was runner-up to Joey Logano at the 2.66-mile oval in April, and he's finished third there four times – April 2001, 2002 and 2007, and October 2006.

He's won a restrictor-plate race before – the Daytona 500 in February 2017 on the high banks of Daytona (Fla.) International Speedway. And, he's won at every other type of racetrack on the Monster Energy NASCAR Cup Series schedule.

From the shortest racetrack – Martinsville (Va.) Speedway – to a road-course victory at Sonoma (Calif.) Raceway, to Daytona, Busch has found victory. He's won on racetracks ranging in length from .526 of a mile, .533 of a mile, .75 of a mile, 1 mile, 1.5 miles, 1.99 miles, 2 miles and 2.5 miles. He's celebrated in victory lane at the high-banked ovals and flat tracks. He even won the championship in 2004.

Busch has won at 15 of the 23 racetracks on the Cup Series schedule, but Talladega is now his focus.

Talladega is one of only two racetracks on the NASCAR circuit where restrictor plates are used. By definition, a restrictor plate is a device installed at the air intake of an engine to limit its power. The use of a restrictor plate is intended to both limit speed and increase safety with an eye toward equaling the level of competition.

Races at Talladega and its sister track at Daytona are ones literally anyone can win. Horsepower-choked engines require drivers to draft together, side-by-side, at speeds approaching 200 mph.

The key point for Busch's crew chief Billy Scott is to give his driver a good-handling racecar, while Roush-Yates Engines must give Busch a Ford engine with a lot of horsepower.

And hopefully score Busch a big playoff win.

***KURT BUSCH, Driver of the No. 41 Haas Automation/Monster Energy Ford Fusion for Stewart-Haas Racing:***

### **Talk a little bit about racing at Talladega.**

"It's so difficult to predict Talladega. You can ride around in the back or charge up front all day and, either way, your day can end with your car on the hook. You just hope to have Lady Luck guide you to a good finish. Restrictor-plate races have turned into this pattern that it is hard to have any type of advantage over any other team. It just comes down to being in the right place at the right time."

### **Restrictor-plate racing has been described as a 200-mph chess match. How would you describe it?**

"That's pretty much it. You've got to be able to know the draft, understand the draft, use the draft, block other guys, find holes, make holes. It's definitely a chess game because you're always thinking three or four steps ahead. It's tough to get caught up when you make a mistake. You've got to quickly get rid of that and put together a new plan. At the end of the race, everybody is saving their best for the end. Cars are just going everywhere. The plan you thought you had, you've got to make a new one. You've got to go on the fly."

### **In order to be successful in a restrictor-plate race, you need some assistance from other drivers. How do you get that assistance when every driver out there is trying to beat one another?**

"Cash? I don't know. There are certain guys you know to draft with. There are certain guys you know they're going to be tough. There are certain guys you might see work their way up, like the Fords always come on strong. The Roush cars are always there. The Penske cars have been tough the last five, six years at the restrictor-plate races. So, you just get a gauge as the race goes on who's been up front all day. But you've got to keep track of the guys who have been hanging out in the back and they're going to show up at the end."

**Kurt Busch’s Talladega Performance Profile:**

Year	Event	Start	Finish	Status/Laps	Laps Led	Earnings
2018	Geico 500	2	2	Running, 188/188	5	N/A
2017	×Geico 500	15	6	Running, 191/191	0	N/A
	Alabama 500	4	25	Accident, 171/188	3	N/A
2016	Geico 500	18	8	Running, 188/188	0	N/A
	Hellman’s 500	7	4	Running, 192/192	0	N/A
2015	×Geico 500	19	12	Running, 188/188	1	\$127,435
	CampingWorld.com 500	14	10	Running, 196/196	1	\$108,790
2014	Aaron’s 400	9	33	Accident, 174/188	0	\$91,185
	Geico 500	18	7	Running, 194/194	0	\$102,115
2013	†×Aaron’s 499	33	30	Accident, 182/192	2	\$116,325
	Camping World RV Sales 500	30	18	Running, 188/188	3	\$113,030
2012	×Aaron’s 499	33	20	Running, 193/194	4	\$111,602
	Good Sam Roadside Assistance 500	29	39	Parked, 98/189	6	\$79,000
2011	Aaron’s 499	8	18	Running, 188/188	19	\$132,875
	Good Sam Club 500	14	36	Accident, 173/188	1	\$115,950
2010	×Aaron’s 499	9	8	Running, 200/200	8	\$148,398
	AMP Energy Juice 500	3	30	Running, 188/188	2	\$119,421
2009	Aaron’s 499	28	6	Running, 188/188	13	\$130,750
	†×AMP Energy 500	6	30	Accident, 189/191	7	\$93,425
2008	Aaron’s 499	23	39	Accident, 173/188	0	\$78,550
	×AMP Energy 500	33	21	Running, 177/190	2	\$78,275
2007	×Aaron’s 499	26	3	Running, 192/192	7	\$212,483
	UAW-Ford 500	41	7	Running, 188/188	0	\$127,933
2006	Aaron’s 499	5	7	Running, 188/188	9	\$143,233
	UAW-Ford 500	29	3	Running, 188/188	3	\$169,108
2005	×Aaron’s 499	10	7	Running, 194/194	2	\$134,975
	×UAW-Ford 500	21	8	Running, 190/190	7	\$138,200
2004	Aaron’s 499	22	36	Accident, 82/188	1	\$82,875
	EA SPORTS 500	8	5	Running, 188/188	4	\$104,290
2003	Aaron’s 499	26	19	Running, 186/188	1	\$87,195
	EA SPORTS 500	39	6	Running, 188/188	11	\$106,750
2002	Aaron’s 499	20	3	Running, 188/188	0	\$120,255
	†EA SPORTS 500	11	4	Running, 188/188	35	\$86,665
2001	Talladega 500	27	3	Running, 188/188	2	\$107,780
	EA SPORTS 500	27	29	Running, 187/188	0	\$47,940

\* Race cut short due to weather. × Race length extended due to green-white-checked finish. † Qualifying canceled due to weather, starting position set via car owner points.