



Lucas Oil 150 Post-Race Quotes, continued

#13 Johnny Sauter (fifth): “The PIR track is good. It’s one of my favorite race tracks and anytime we can come here and put on a good show, sitting on the pole, it’s just cool. I’m just super proud of my guys. Tonight, we struggled a little bit in the pits, but nonetheless we kept digging and we’ll go to Homestead and see where we go. Every time you go to a race track, you drive some more, but technology changes so fast in our sport. Setups are so much different all the time, so all you can do is remember what you lacked here and work on it and try and make it better for the next time. (re: performance tonight) It was good. We were really good at the beginning of the run. Towards the end, we tried to adjust to get more forward traction and ended up getting it tight in the center. It’s a fine line you walk here – if you go too far you end up on trouble on both ends. We started loose and got tight and then went back to being just a tick free, so all in all it was a good night. We just kinda missed it a little bit. (would quicker pit stops have produced a victory?) I don’t know. You can’t ever say ‘yes’ or ‘no’, but it certainly couldn’t hurt, that’s for sure. We definitely had a top three truck, I think. We’ve got some work to do and that’s why this is a team sport.”

Lucas Oil 150 Post-Race News Conferences

#4 Kevin Harvick (winner): “Well, we made it entertaining in the beginning, that’s for sure. I don’t really know what happened other than I spun out and I went into (turns) 1 and 2 and pushed the front tires like there was something on the racetrack and got to (turns) 3 and 4 and just lost it. We came in and left that set of tires on and Ernie (Cope, crew chief) said they were down to the cords on the right rear. So, we overcame that and didn’t hit anything and they did a great job on pit road. It took me a little while to get my confidence back up to drive that thing and get up underneath the truck and know that it was gonna meet me, but the truck was great for the rest of the night. We made up spots on pit road, we made up spots on the track and once we finally got the track position back, it was really good. (On the handling of the truck and the track). The handling was really loose in the beginning, much looser than anything we had in practice all day. We came back in and changed the tires after we ran about 35 laps and the truck was right back to where it was. The characteristics of the racetrack were pretty much consistent during the night. Our truck didn’t change much from practice through tonight other than that first little bit of run there. All in all, I think the track stayed pretty good. (On how it feels to beat Kyle Busch) I think we’ve run five races and it seems like we’re racing Kyle every time we’re on the track, so it makes it a lot of fun. It’s cool that it came down to a couple green-white-checkers (finishes), I think that’s the biggest chance he had to make up some ground there and we were able to hold him off. Kyle and I get along really well and I like the way he races and the way he goes about things. I like his attitude, even though sometimes he gets mad. He gets frustrated and I get frustrated the same way, too. Both of us aren’t very good at keeping our tempers where they need to be. I just like the fact that he likes to race, that’s what makes it so fun. (re: any added pressure in racing Ron Hornaday, who drove a car owned by Harvick and was in position to clinch the Camping World Truck Series championship tonight) I felt like those guys (in the #33 truck crew) are in control of their own destiny, they just need to go out and be smart. Obviously, anything can happen and we came in pretty focused on trying to go out and win the race and I felt like they could handle what they needed to from their standpoint.”