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Category: A - Z of NASCAR

Subcategory: A - C

Tip: Camber

The tilt of a tire measured in degrees from vertical is referred to as camber. Changing the camber of tires makes the tires touch more or less of the racing surface. Positive camber is when the angle of the tire is tilted away from the vehicle's centerline while negative camber means the tire is tilted toward the centerline. Camber is decided depending on tire wear and/or tire temperature.

Subcategory: D - F

Tip: Fabricator

The team member who prepares the sheet metal (the body of a stock car) at the race shop is known as the fabricator. It is also their job to tend to it as needed at the race track.

Subcategory: G - L

Tip: Getting Hung Out to Dry

A driver that loses his race position because he lost the draft is sometimes referred to as getting hung out to dry. When this occurs, the driver needs to get back in line with the other cars where he can go faster.

Tip: Happy Hour

Happy hour is typically held in the late afternoon the day before the race. It is the final hour of practice before the actual start of the race.

Tip: Loose

A car is called loose when a driver goes through a turn and the rear of the car starts to swing toward the outside wall. This makes the driver feel as if he's losing control of the car and about to spin. This condition happens when the rear tires aren't sticking well to the track and providing enough traction. This is also known as oversteer.

Subcategory: M - P

Tip: Marbles

Pieces of tire and debris that build up on the outside of a track during the race is known as marbles. When a driver runs over them, he will lose control of the car. This term was given to the debris, because it makes the car feel like it is on "marbles."

Tip: NASCAR

NASCAR stands for the National Association for Stock Car Auto Racing. It was founded in 1948 by Bill France, Sr.

Tip: Pit Stop

A pit stop is the routine break from the race. This is when the driver pulls into the pit and the crew services the car. Service includes tire changes, refueling, chassis adjustment, drinks for the driver and/or other work that may be necessary.

Subcategory: T - Z

Tip: Tachometer

The tachometer is an instrument drivers use to determine engine speed and performance. It measures the number of revolutions per minute (RPM).

Category: Before Race Weekend

Subcategory: Accommodations

Tip: Plan Ahead

Be sure to plan ahead where it is you will stay overnight, and call for reservations. Hotels and campgrounds in the area are a good choice, but chances are anything near the track will be slim pickings the week before the race, if not already sold out.

Subcategory: Buying Tickets

Tip: Call the Track

The first thing you should do when trying to buy tickets for a NASCAR event is call the track. This way you know the tickets are not counterfeit and typically going straight to the source is the cheapest place to look. Be sure to tell the person selling the tickets if you've never been to the track. Usually they will offer to send you a map of the area and information from the local hotels.

Tip: Go Without a Ticket

If you were unable to find a ticket, there is still one option - go to the track without one. Although this can be a nerve racking experience, if you are a patient person willing to spend the money, you should be able to find a ticket for a fair price. If you are willing to miss the first few laps of the race, you will likely even find a ticket for less than face value. Be sure to be cautious when buying a ticket from a scalper. Check the date on the ticket and look it over to see that it looks right. A little extra time spent here, may be what saves you some hassle later.

Category: Drivers: A - C

Subcategory: Byron, Red

Tip: Champion: Byron, Red - 1949

Driver: Red Byron Year: 1949 Series: Grand National (Winston Cup) Wins: 2 Top-5s: 4 Top-10s: 4 Money Earned: \$5,800 Achievements: Won first Grand National (Winston Cup) Championship.

Category: Drivers: Q - S

Subcategory: Rexford, Bill

Tip: Champion: Rexford, Bill - 1950

Driver: Bill Rexford Year: 1950 Wins: 0 Top-5s: 5 Top-10s: 11 Money Earned: \$6,175 Achievements: Youngest driver to win Grand National Championship (Age 23).

Category: In the Garage

Subcategory: Do's and Don'ts of Autographs

Tip: Don't - Qualifying

Do not ask for an autograph just before qualifying. The drivers may be nervous while they await their first lap. If you do ask for an autograph, chances are that the drivers will become cranky and sign the autograph making it near impossible to read.

Category: In the Grandstands

Subcategory: The Do's and Don'ts

Tip: Do - Bring Binoculars

It is a good idea to bring a pair of binoculars to the race, no matter where you are sitting. This way it will be easier to see the drivers, teams and cars up close, especially at a large track.

Tip: Do - Bring Earplugs

It is always a good idea to bring along earplugs to a race, especially for the children. NASCAR races are loud and if you do not wear earplugs, your ears may ring and your head might hurt the next day. Headsets that will muffle the sound are the best kind of noise deterrents.

Tip: Do - Wear Sunglasses

Between track glare and exhaust fumes, a race weekend can be hard on your eyes. For this reason, sunglasses are usually a good idea because they will provide some relief during the many hours spent outside.

Tip: Don't - Bring Large Coolers

Do not bring any coolers larger than 14 x 14 x 14 inches into the grandstands because they are not allowed.

Subcategory: Watching the Race

Tip: Best Seats

Unlike many sporting events, the best seats in any NASCAR grandstand are the highest ones. From there, fans have a better view of the entire track. Sitting lower in the grandstands can provide a great view of the cars zooming by, but all that is seen is a blur.

Category: Merchandise

Subcategory: Accessories

Tip: Driver Series Watches

Value-priced watches are available from NASCAR for about \$40. They are known as the Driver Series Watches and feature the driver's car number, a replica signature and a white background.

Tip: Schedule Watches

For about \$70, there are watches available that digitally contain the schedule for the Winston Cup Series. The watch contains information such as, track location, race time and even what network will broadcast the program. An alarm can also be programmed to play the American National Anthem at the start of each race.

Subcategory: Books

Tip: Wide Open: Days and Nights on the NASCAR Tour

I bought the book called, "Wide Open: Days and Nights on the NASCAR Tour", about a year ago. I had fully expected this book to be a tough read, because being the kind of person I am, I read very little more than the writing on the outside of my cereal box in the morning. That said, I can honestly say that I enjoyed reading through this book. It was fast paced, but what I think gave this book its extra flair was the fact that it was written by someone who didn't start with a particularly large interest in NASCAR.

Subcategory: Home & Office

Tip: Nascar Facts & Fun Daily 2003 Calendar

I just purchased the Nascar Facts & Fun Daily 2003 Calendar before the new year and was not disappointed. Inside it were several driver's biographies, information on every track, a description about each of NASCAR's series and top-10 lists that feature the top ten drivers from each year dating back to 1949. The part that I find best about this calendar, is that I can learn a little piece of information each day and it doesn't require me to spend more than a minute to do so.

Category: On the Track

Subcategory: Flags

Tip: Black with White X

The black flag with a white 'X' on it is shown if a driver does not pit within five laps of receiving the black flag. The flag means NASCAR officials are no longer scoring the driver until they obey the previous black flag and pit.

Tip: Red with Yellow 'X'

When the NASCAR official waves the red flag with a yellow 'x' on it at the end of pit lane, it signifies to the drivers that pit road is closed. This can be either due to an accident in or near the pits or because the pace car has not yet picked up the pack.

Tip: White

On all NASCAR tracks, the white flag is used to indicate to the drivers that they have started their final lap of the race. Only during road course events is the white flag used by the corner workers to indicate that an emergency vehicle is on the racetrack.

Subcategory: Rules

Tip: Starting Positions

The first 36 starting positions are determined by speed during the qualifying round. The final seven positions (37-43) are called provisional starting positions and are based on a combination of car-owner points and past champion status. At the start of the season, each team is allowed four provisional starting positions and will receive an additional provisional entry after every eighth qualifying attempt. A maximum of eight provisionals are allowed to be used throughout a season. If the team in question is in the top 25 in points, a provisional start does not count against the season's allotment.

Category: The Basics of a NASCAR Race

Subcategory: The Basics of a NASCAR Race

Tip: How the Teams Get There

Racecars are brought to the track in transporters or 'haulers'. The haulers are normal 18 wheel tractor-trailers that have been specially modified to provide a 'shop of wheels' for teams. The haulers carry two racecars to the track, the primary and the backup, both carried overhead. The rest of the trailer is modified with cabinets, a workbench, storage and a lounge area for crewmembers and drivers. Because the haulers attract a great deal of attention wherever they go, as much planning and preparation go into the paint schemes on the massive rigs and the racecars themselves.

Tip: Keeping it Under Control

The Series Director is responsible for what goes on during an event. They are the ones who call for the cautions, and make all final decisions for what goes on during a race. The Series Director's for the Nextel, Busch and Truck series are all stationed in Race

Control above the grandstands usually near the press boxes or suites.

Category: The Basics of NASCAR

Subcategory: The Basics of NASCAR

Tip: Determining a NASCAR Champion in Busch and Truck

Both the NASCAR Busch and Craftsman Truck Series use the 'Laford' system. Their series points are not reset and points from all their races are used to determine a champion and the end of the season. What's the difference between a NASCAR team and an NASCAR organization? A team is a part of an organization and is comprised of the actual car, the crew chief, the pit crew and the hauler used to transport the team to the track. The organization provides the support services that the team uses; the chassis shop, the engine shop, the body shop, engineering and logistical services. Smaller organizations may outsource some or all of the support services to other companies. Robert Yates Racing, which currently fields two teams the No. 88 and No 38 Fords, for example provides engines to several other teams outside their organization. Larger organizations can perform all the needed support functions 'in-house'. Roush Fenway Racing is such an organization. Roush-Fenway Racing is currently the largest organization in NASCAR. Roush-Fenway fields five full time Nextel Cup teams, along with five Busch series teams and three Truck teams.

Tip: More Than Just a Team

A team is a part of an organization and is comprised of the actual car, the crew chief, the pit crew and the hauler used to transport the team to the track. The organization provides the support services that the team uses; the chassis shop, the engine shop, the body shop, engineering and logistical services. Smaller organizations may outsource some or all of the support services to other companies. Robert Yates Racing, which currently fields two teams the No. 88 and No 38 Fords, for example provides engines to several other teams outside their organization. Larger organizations can perform all the needed support functions 'in-house'. Roush Fenway Racing is such an organization. Roush-Fenway Racing is currently the largest organization in NASCAR. Roush-Fenway fields five full time Nextel Cup teams, along with five Busch series teams and three Truck teams.

Tip: NASCAR Sponsorships

Sponsors are the lifeblood that makes NASCAR go, literally. Corporate sponsors provide the financial support that keeps the individual NASCAR teams competitive. The money they provide allow the teams to buy parts, build racecars and pay the salaries of the drivers and team members. In return for their investment, sponsors choose the

overall team colors and the paint schemes used on the racecars; this is where the term 'rolling billboard' comes from. The sponsors product or brand will be visible to millions of fans in person and on television. The TV exposure can actually be measured; a firm called Joyce-Julius & Associates provide weekly reports to sponsors. These reports will tell the sponsor how much TV time they received the week prior and how much in actual dollars that TV team was worth. For the sponsor the benefits that come from a NASCAR sponsorship go beyond just TV time. NASCAR fans have been shown to be among the most loyal sports fans in the world. They will often go out of their way to support a brand that sponsors their favorite driver. According to NASCAR, sponsors gained a record \$5.2 billion in sponsorship exposure in 2006. "NASCAR sponsorship is the best buy in marketing," according to Larry DeGaris former Director for Sports Sponsorship at James Madison University. "The combination of awareness, favorability and effectiveness is unparalleled in the sports world or anywhere else." There are three main levels of sponsorship, Primary, Major Associate and Associate. A Primary sponsor normally funds the entire team operation and will have say over team colors, uniforms and racecar paint schemes. A Major associate sponsorship will normally have a spot on the rear deck lid or rear quarter panel of the racecar and a prominent logo on the team's uniforms. An associate sponsor will get the 'A' or 'B' post on the racecar (the area just behind the driver or passenger side windows), or the lower quarter panels depending on their agreements. Because the economy and corporate revenues have changed in the past few years, teams are being forced to become more creative in seeking funding. Some teams are using more than one primary sponsor throughout the season. Still other teams have agreements to run a primary sponsor part of the season and another the rest of the year. Some even share primary sponsors, with one sponsor as a primary for certain races and another for other races There are also contingency sponsors. These are sponsorships normally set up through NASCAR. The small decals framing the front wheels on racecars are all contingency sponsorships. The team is paid a certain amount to display the decals.

Tip: NASCAR's Non-points Races

There are currently two non-championship point races on the NASCAR Nextel Cup schedule. The Budweiser Shootout is held prior to the official start of the season at Daytona International Speedway. The Shootout debuted in 1979 and drivers earn the opportunity to race in the event one of two ways, by being a former winner of the event or by winning a pole position in the previous season. The NASCAR Nextel All-Star Challenge is held at Lowe's Motor Speedway usually the weekend prior to the Memorial Day weekend. To be eligible, drivers must have either won a past All-Star event or a race in the previous season. Drivers can also win their way in by a victory in the Nextel Open, a race held on the same day as the All-Star Challenge. In years past several gimmicks have allowed fans to vote a driver into the Challenge who otherwise would not be eligible. The format for the All-Star Challenge changes every few years. In 2007, the Challenge held four 20-lap segments with a 10 minute 'halftime' break between the second and third segments. Kevin Harvick driving for Richard Childress Racing was

the 2007 winner.

Tip: The NASCAR Points System

Points in all three of NASCAR's major system have all been awarded the same way since 1975. Bob Latford, who was a public relations official at what was then known as Charlotte Motor Speedway and now known as Lowes Motor Speedway, developed the system. The system awards points from first place to 43rd, or 36th in the Craftsman Truck Series. The number one finisher is awarded 185 points. Second place 170 -15 points back. From the third to the sixth place positions the separation is five points (sixth place is awarded 150). From seventh to eleventh the separation is four points. Three points separate positions twelfth until the end. Five bonus points are also awarded for leading a lap and leading the most laps during a race. NASCAR determines who is leading each lap at the finish line. In other words, a driver who makes a pass for the lead along the backstretch must still be leading when they cross the finish line in order to be credited with leading a lap and gaining the five bonus points. Only the driver who starts the race is awarded the points for that race. Several examples of relief drivers have appeared through the years. In 2006, two-time champion Tony Stewart who had sustained an injury the week prior, started a race at Dover International Speedway. Early in the race, driver Ricky Rudd replaced Stewart. Stewart was awarded the points for the race as if he had finished Rudd was not. In addition to driver points there are also owners points. Owner points are scored the same as driver points, the exception being that the owner keeps the points the racecar scores no matter who drives it.

Category: Tracks

Subcategory: A - C

Tip: Atlanta Motor Speedway

Ever since Bruton Smith made his purchase of Atlanta Motor Speedway back in 1990, this 1.54 mile oval-shaped track is found in Atlanta, Georgia has become an ultra-modern venue. This multi-purpose racetrack features 24 degree banking in the turns. Some other great things to be improved on this facility include a nine-story office/condominium complex, extra permanent seating and a four-color electronic message center.

Tip: California Speedway

California Speedway, which is located on the site of the former Kaiser Steel mill, is a two mile D-shaped oval racetrack. This track, which is found in Fontana, California, hosts six major racing weekends. It has 14 degree banking in the turns and is a great place to experience the thrills of NASCAR.

Subcategory: D - F

Tip: Dover International Speedway

With a nickname like "The Monster Mile", it is no surprise that fans continue to flock to Dover International Speedway. This one mile oval-shaped track is found in Dover, Delaware and has seating for more than 140,000 fans. It has 24 degree banking in the turns and hosts some of the largest crowds found between New York and North Carolina.

Subcategory: G - L

Tip: Homestead-Miami Speedway

1995 saw its first NASCAR race at Homestead-Miami Speedway in Florida. Each year, this 1.5 mile oval-shaped track draws more than 300,000 race fans to the area and in turn has an annual impact of \$100 million for the local economy. It has six degree banking in the turns.

Tip: Kansas Speedway

Due to the growing interest in motorsports entertainment in the Midwest, the people of Kansas City responded by creating a state-of-the-art facility in their area. Kansas Speedway, has at times been called a "cookie cutter speedway" because of its non-unique tri-oval track design, but the slight difference in banking provides a new edge to a familiar track.

Tip: Kentucky Speedway

This state-of-the-art venue co-owned by Jerry Carroll was developed on 1,000 acres and cost a total of \$152 million to build. Kentucky Speedway features a 1.5 mile tri-oval and a quarter-mile paved track, both of which are great places for all stock and open wheel racing series to compete.

Tip: Las Vegas Motor Speedway

Las Vegas Motor Speedway, found in Nevada, is the first new superspeedway to be built in the region in more than 20 years. The facility includes tracks for just about every kind of auto racing like a 1.5 mile superspeedway, an FIA-approved road course, a drag strip, short tracks, go-kart tracks and several other features as well.

Subcategory: Links

Tip: Daytona International Speedway

At this site you will find the latest information about upcoming events at Daytona International Speedway in Florida. It has ticket information, a full schedule, news, maps and so much more. <http://www.daytonaintlspeedway.com/>

Subcategory: M - P

Tip: Memphis Motorsports Park

Starting out as a multi-track facility back in 1986, Memphis Motorsports Park was run by a group of investors. Ten years later, the track was bought by one of America's leading players in motorsports, the Grand Prix Association of Long Beach. Since then, the 0.75 mile oval-shaped track's fan base has grown larger than ever.

Tip: Phoenix International Raceway

Ever since its grand opening in 1964, Phoenix International Raceway has earned a reputation of being one of the top facilities of its kind in the United States. This one mile oval-shaped track is found in Phoenix, Arizona at the base of the Estrella Mountains. It has 11|9 degree banking in the turns and is surrounded by a beautiful landscape.

Tip: Pocono Raceway

Races held at Pocono Raceway are always filled with fender-to-fender action and more often than not contain a photo-finish ending. This 2.5 mile tri-oval shaped track features three turns, each with a different degree banking (14|8|6 degrees), and three straights, all of which are different lengths.

Subcategory: T - Z

Tip: Talladega Superspeedway

Talladega Superspeedway, which happens to be the biggest motorsports facility in the world, was built at a cost of \$4 million. Originally opened in 1969 as Alabama International Motor Speedway, this 2.66 mile track, which shape is a tri-oval, is found in Talladega, Alabama. It has 33 degree banking in the turns and is the fastest superspeedway in the world, holding the records for both speed and competition.

Tip: Watkins Glen International

Since 1948, Watkins Glen International helped to create a road-racing tradition like no other. Previously hosting the F1 United States Grand Prix, this track is one of the most respected in the northeast. The road course is 2.45 miles long and is located in Watkins

Glen, New York.

Category: Watching a NASCAR Race

Subcategory: Watching a NASCAR Race

Tip: Getting a Handle of the Handling

Part of the science of NASCAR is getting the proper set-up on a racecar prior to the race. Having the right set-up will ensure that the racecar is getting as much speed as possible. If the team's right, then when the racecar hits the track for the first practice, they will be at or near the top of the speed charts. If not, then they may have a long weekend ahead of them. Teams will use notes from previous races and the experience of the driver or the crew chief to try and get the best chassis set-up they can before they hit the track. Wedge is the primary method crews use to correct a 'loose' or 'tight' condition on a racecar. During practices or a pit stop a crewmember will insert a long wrench through a hole in the rear window and manually rotate the rear spring one way or another. This is known as adding or subtracting wedge, tightening or loosening the spring. Another way to correct handling that crew will use is by adjusting air pressure in the tires.

Tip: It's the Pits

A pit stop is the process during a race that the team uses to service their racecars and make adjustments in performance. Fuel is added, tires are changed and small modifications are done, all between 13-15 seconds. The number of pit stops that take place during a race are based on factors such as race length, the number of caution periods, tire wear and fuel mileage. A pit stop can be used as race strategy as well. A crew chief can elect to keep his car out on the track while most others are pitting in order to gain valuable track position in hopes that a caution flag will wave soon or that his cars' fuel or tires can make it to the end of the race.