



KEN SCHRADER

DLP[®] HDTV Racing Team Report

Round 30 of 36 – AMP Energy 500 – Talladega

Car No.: 96 – Hall of Fame Racing DLP[®] HDTV Toyota Camry

During Race Pit Contact: Laz Denes with True Speed Communication (256-717-8014 or Laz.Denes@TrueSpeedCommunication.com)

Primary Team Members:

Driver: Ken Schrader
 Car Chief: Todd Brewer
 Engine Specialist: Kevin Grubb (Gibbs)

Crew Chief: Steve Boyer
 Engine Builder: Mark Cronquist (Gibbs)
 Spotter: Terry Wooten

Over-The-Wall Crew Members:

Gas Man: Jason Rogers
 Catch Can: Todd Brewer
 Windshield: Andy Morgan
 Jackman: Kevin Wing

Front Tire Changer: Steve Poniatowski
 Front Tire Carrier: Alex Smith
 Rear Tire Changer: Daniel Mondragon
 Rear Tire Carrier: Ben Surface

Other Crew Members:

Truck Drivers: Gary “Turtle” Clem and Bryant “Easy Money” Noggle
 Shock Specialist: Steve Rasmussen
 Front End Mechanic: Don Tarantino

Tire Specialist: Kyle Coolidge
 Engineer: Rick MacGowan
 Interior Mechanic: Chris Meyers

Chassis No. 027

Chassis No. 027 was tested by J.J. Yeley Jan. 7-9, 2008, during NASCAR Preseason Thunder at Daytona (Fla.) International Speedway. Yeley then raced the car in the Budweiser Shootout at Daytona, where he started 11th and finished 16th. The car has not been raced since the Shootout.

Notes of Interest:

- Schrader will attempt to make his **727th career NASCAR Sprint Cup Series start**, his 47th at Talladega (Ala.) Superspeedway, and his fifth for Hall of Fame Racing in the AMP Energy 500.
- Schrader started seventh and finished 21st in his first career start for Hall of Fame Racing Aug. 23 in the Sharpie 500 at Bristol (Tenn.) Motor Speedway. Schrader’s seventh-place qualifying effort was the best for Hall of Fame Racing since the team’s inception in 2006. Its previous best came via Tony Raines, who qualified eighth in November 2007 at Phoenix International Raceway.
- Schrader has 12 top-10 Sprint Cup finishes at Talladega, **including a win in July 1988**. He also has two poles at the 2.66-mile oval (October 1998 and April 1999).
- In his most recent visit to Talladega in April, Schrader qualified a strong third in a Chevrolet fielded by Haas CNC Racing.
- In 726 Sprint Cup starts, Schrader has four victories, 184 top-10 finishes and 23 pole positions.
- Schrader has six NASCAR Nationwide Series starts at Talladega, with three top-10 finishes, one pole (April 1999) and **a win in July 1994**.
- The No. 96 Hall of Fame Racing entry is 39th in the series’ owner standings with 1,881 points, 301 markers behind the 35th-place No. 7 team of Robby Gordon Motorsports.

Ken Schrader Sprint Cup Series Victories:

Year	Date	Event	Start	Finish	Status/Laps	Led	Earnings
1988	7/31	Talladega DieHard 500 (Talladega, Ala.)	7	1	Running, 188/188	8	\$67,920
1989	10/8	All Pro Auto Parts 500 (Charlotte, N.C.)	2	1	Running, 334/334	40	\$91,700
1991	3/18	Motorcraft Quality Parts 500 (Atlanta)	5	1	Running, 328/328	59	\$69,250
1991	6/3	Budweiser 500 (Dover, Del.)	19	1	Running, 500/500	89	\$64,800

Ken Schrader Talladega Superspeedway Performance Profile:

Year	Date	Event	Start	Finish	Status/Laps	Led	Earnings
1985	5/5	Winston 500 (NSCS)	21	20	Running, 159/188	0	\$6,645
	7/28	Talladega 500 (NSCS)	18	11	Running, 186/188	0	\$9,945
1986	5/2	Winston 500 (NSCS)	33	26	Running, 168/188	0	\$5,785
	7/27	Talladega 500 (NSCS)	35	31	Engine, 113/188	1	\$7,010
1987	5/3	#Winston 500 (NSCS)	15	8	Running, 178/178	4	\$17,050
	7/26	Talladega 500 (NSCS)	26	18	Running, 185/188	0	\$7,910
1988	5/1	Winston 500 (NSCS)	6	5	Running, 188/188	11	\$27,165
	7/31	Talladega DieHard 500 (NSCS)	7	1	Running, 188/188	8	\$67,920
1989	5/7	Winston 500 (NSCS)	21	6	Running, 188/188	35	\$24,625
	7/30	Talladega DieHard 500 (NSCS)	3	4	Running, 188/188	20	\$28,400
1990	5/6	Winston 500 (NSCS)	2	28	Valve, 154/188	20	\$13,735
	7/29	DieHard 500 (NSCS)	24	16	Accident, 186/188	0	\$13,500
1991	5/6	Winston 500 (NSCS)	18	7	Running, 188/188	13	\$19,150
	7/28	DieHard 500 (NSCS)	25	40	Valve, 77/188	0	\$7,150
1992	5/3	Winston 500 (NSCS)	35	23	Running, 187/188	0	\$15,670
	7/26	DieHard 500 (NSCS)	26	9	Accident, 187/188	0	\$18,960
1993	5/2	Winston 500 (NSCS)	8	21	Running, 187/188	0	\$13,810
	7/25	DieHard 500 (NSCS)	28	32	Engine, 143/188	0	\$12,630
1994	5/1	Winston Select 500 (NSCS)	7	5	Running, 188/188	1	\$33,540
	7/24	DieHard 500 (NSCS)	4	4	Running, 188/188	8	\$33,530
1995	4/30	Winston Select 500 (NSCS)	20	40	Engine, 137/188	12	\$15,990
	7/23	DieHard 500 (NSCS)	4	32	Accident, 138/188	0	\$20,120
1996	4/28	Winston Select 500 (NSCS)	17	20	Running, 187/188	0	\$25,730
	7/28	*DieHard 500 (NSCS)	26	26	Accident, 119/129	0	\$23,060
1997	5/10	Winston 500 (NSCS)	6	12	Running, 188/188	1	\$30,215
	10/12	DieHard 500 (NSCS)	14	4	Running, 188/188	6	\$53,715
1998	4/26	DieHard 500 (NSCS)	4	29	Running, 157/188	0	\$33,835
	10/11	Winston 500 (NSCS)	1	24	Running, 185/188	0	\$43,165
1999	4/25	DieHard 500 (NSCS)	1	6	Running, 188/188	3	\$74,055
	10/17	Winston 500 (NSCS)	4	25	Running, 187/188	1	\$43,435
2000	4/16	DieHard 500 (NSCS)	40	36	Accident, 137/188	0	\$31,175
	10/15	Winston 500 (NSCS)	14	37	Engine, 166/188	6	\$36,400
2001	4/22	Talladega 500 (NSCS)	36	40	Running, 186/188	2	\$50,660
	10/21	EA Sports 500 (NSCS)	28	31	Running, 187/188	0	\$47,770
2002	4/21	Aaron's 499 (NSCS)	36	24	Running, 186/188	0	\$65,010
	10/6	†EA Sports 500 (NSCS)	31	41	Engine, 137/188	0	\$52,330
2003	4/6	Aaron's 499 (NSCS)	41	33	Running, 110/188	0	\$63,350
	9/28	EA Sports 500 (NSCS)	7	21	Running, 188/188	0	\$58,060
2004	4/25	Aaron's 499 (NSCS)	40	23	Running, 188/188	0	\$70,265
	10/3	EA Sports 500 (NSCS)	37	20	Running, 188/188	1	\$68,140
2005	5/1	×Aaron's 499 (NSCS)	42	8	Running, 194/194	1	\$101,630
	10/2	×UAW-Ford 500 (NSCS)	39	26	Accident, 183/190	1	\$73,750
2006	5/1	Aaron's 499 (NSCS)	35	42	Accident, 8/188	0	\$102,364
	10/8	UAW-Ford 500 (NSCS)	23	25	Running, 187/188	0	\$101,664
2007	10/7	UAW-Ford 500 (NSCS)	40	31	Accident, 152/188	0	\$90,514
2008	4/27	Aaron's 499 (NSCS)	3	42	Engine, 141/188	1	\$78,130

† Qualifying canceled due to weather, starting position set via car owner points.

× Race length extended due to green-white-checker finish.

* Race cut short due to weather.

#Race cut short due to darkness