



***RaceNote***  
**Radio Chatter Transcript**

<b>Driver:</b>	Kyle Busch, #18	<b>Best Lap:</b>	79 / 00:00:38.927
<b>Owner:</b>	Joe Gibbs Racing	<b>Start Pos:</b>	6
<b>Race:</b>	Pure Michigan 400 (200 Laps)	<b>End Pos:</b>	11 (200 Laps)
<b>Date:</b>	Aug 16, 2015	<b>Race Time:</b>	02:47:31.658

**Timestamp      Transcription**

<b>2:41:46 PM</b>	You up there spotter?
<b>2:41:49 PM</b>	yeah I gotcha
<b>2:41:52 PM</b>	Pace car rolling
<b>2:41:57 PM</b>	Saw you called, called you back. Yeah, 10-4. Competition caution at 20. He's gonna be extra careful at the start, so we'll hold him to it. We can go to the cut in the 88 box. You see the cut, just past the white line?
<b>2:42:16 PM</b>	yup sure do
<b>2:42:20 PM</b>	it's pretty small distance and high pit road speed so I don't know if he'll be able to get anything but it's available to us
<b>2:42:30 PM</b>	Yeah, 10-4, we'll do our normal deal. If it gets us a little bit, great. If not, no worries.
<b>2:43:33 PM</b>	Pit lane speed right there.
<b>2:44:03 PM</b>	10-4. Looks good here. 44 hundred second gear.
<b>2:44:09 PM</b>	Second, 4400
<b>2:44:13 PM</b>	make it spot for a radio check
<b>2:44:16 PM</b>	Nah, he's off of 4. I'll let you know next time when he's off into 3.
<b>2:44:22 PM</b>	Four.
<b>2:44:26 PM</b>	Get you a good look here. You're ten away. Five, four, three, two, one right here. You can get it. Get it here.
<b>2:44:46 PM</b>	ohh that's not good. 98. left oil line loose. you see the streak of oil. it's down on the apron right now. it'll be blended back up or not, but they may tack on some extra pace laps, I'm pretty sure.

<b>2:45:04 PM</b>	ah bring up the blend rule and see what changes there
<b>2:45:13 PM</b>	Yeah, I'll ask up here but yeah, they've said it about four times just to make sure we're clear on it, so I'd say we're going to stick to four tires below the yellow, and then when it gets white, you can turn up. We'll check.
<b>2:45:46 PM</b>	They're almost at 3 now. whenever you want to holler
<b>2:45:51 PM</b>	Got a copy back there Kyle.
<b>2:45:54 PM</b>	Sir, I got you.
<b>2:45:57 PM</b>	10-4...you sound good up here.
<b>2:46:13 PM</b>	Yeah. He run it all the way around on the bottom, so they're startin the speedy dry now. And I'm sure they'll tack a few more pace laps on, whatever they need to do.
<b>2:46:45 PM</b>	B team yall gotta a copy while were waiting here 10-4
<b>2:49:45 PM</b>	Hey hersman uh keep an eye out for uh left rear tire rub um we don't have a lot of lapse on this car we had to do a little shifting uh wheels may turn to stub so keep an eye on it
<b>2:49:57 PM</b>	alright
<b>2:52:03 PM</b>	It's supposed to be coming back one to go. Get a good look at the track, should be fine, they worked it pretty good, blew it.
<b>2:53:07 PM</b>	Yes. It will be one to go.
<b>2:53:17 PM</b>	you know the deal long race long day work these guys smart methodical. pick up a little bit each run here. keep working on em for ya we'll have something to run em on at the end have fun
<b>2:54:02 PM</b>	Do a very a good job at cleaning that up by the way.
<b>2:54:08 PM</b>	yeah 10-4 umm we'll see here they may do some more work the next caution
<b>2:54:28 PM</b>	comp yellow lap 20, so use what fuel we've got to roll of here then we'll go from there
<b>2:55:02 PM</b>	make sure you got your switch where you need pace car's off
<b>2:55:11 PM</b>	ready ready go go
<b>2:55:15 PM</b>	<b>Green Flag</b>
<b>2:55:23 PM</b>	All good up there
<b>2:55:32 PM</b>	Got one on the apron here, one and two. Yeah, back her down, back here down. He's coming back up. He's up here. Right her now down bottom. Yellow's out.
<b>2:55:32 PM</b>	<b>Yellow Flag</b>
<b>2:55:47 PM</b>	well you won that bet.
<b>2:55:57 PM</b>	alrighty

<b>2:56:12 PM</b>	be easy on that gas morris
<b>2:56:26 PM</b>	Staying low. Just stay on top.
<b>2:56:27 PM</b>	<b>Lap 1 (00:01:04.807) - Starting Position 6</b>
<b>2:57:08 PM</b>	Pits be open.
<b>2:58:07 PM</b>	<b>Lap 2 (00:01:41.008) - New Position 40 ( + 1 )</b>
<b>2:58:19 PM</b>	Blowers are exit of two up top. We're going to keep it down bottom. They said they didn't get it very good that first trip. Might have to do it again.
<b>2:58:29 PM</b>	They start many rumors about moving the competition caution back later yet?
<b>2:58:36 PM</b>	No, no rumblings yet. But, I'm sure. I'd imagine, I'm sure they will. Especially if we get one more once we go back here.
<b>2:59:48 PM</b>	<b>Lap 3 (00:01:40.313) - New Position 38 ( + 2 )</b>
<b>3:00:31 PM</b>	Coming back, one to go.
<b>3:01:35 PM</b>	eh looks like down bottom right here.
<b>3:01:40 PM</b>	Uh, 4 total behind ya is all
<b>3:02:02 PM</b>	Just one more and then one rollin off of pit lane. Make sure you get your tires good and cleaned up.
<b>3:02:42 PM</b>	It switches to the 32 and 7 behind you then. Pace car's off. Ready. Ready. Go, go. Seven's outside. That's your last one.
<b>3:02:48 PM</b>	<b>Green Flag</b>
<b>3:02:56 PM</b>	<b>Lap 4 (00:01:37.800) - New Position 40 ( - 1 )</b>
<b>3:02:57 PM</b>	<b>Lap 5 (00:01:31.673) - New Position 42 ( - 2 )</b>
<b>3:02:58 PM</b>	all clear
<b>3:03:47 PM</b>	still there, clear.
<b>3:03:55 PM</b>	Still clear. Lot of complaints about freeing, being free down on the bottom underneath somebody for reference. By eight.
<b>3:04:09 PM</b>	clear
<b>3:04:20 PM</b>	<b>Lap 7 (00:00:39.996) - New Position 40 ( + 2 )</b>
<b>3:04:32 PM</b>	On you tight, still there, Still there full, watch this one jacked up the hill. Still on there full, and eight back.
<b>3:04:43 PM</b>	Still 8 back. This one here, no momentum.
<b>3:04:49 PM</b>	clear

<b>3:04:52 PM</b>	still there clear clear
<b>3:05:00 PM</b>	<b>Lap 8 (00:00:40.093) - New Position 38 ( + 2 )</b>
<b>3:05:03 PM</b>	by 6
<b>3:05:22 PM</b>	Clear. Lot of this next eight struggling pretty hard here. Take care of it.
<b>3:05:36 PM</b>	just the 3, two back you can grab your switches, whatever you need
<b>3:05:39 PM</b>	<b>Lap 9 (00:00:40.415) - New Position 37 ( + 1 )</b>
<b>3:05:52 PM</b>	inside 3 on the line
<b>3:05:57 PM</b>	Clear.
<b>3:06:02 PM</b>	40 46 next two. Three. Three wide bottom. 2 wide 46, yellows out yellows out. They're bringing down the back. Stay here again.
<b>3:06:04 PM</b>	<b>Yellow Flag</b>
<b>3:06:16 PM</b>	40's outside again.
<b>3:06:27 PM</b>	How's it going in there?
<b>3:06:32 PM</b>	Uh, the higher you get on the race track the looser you are.
<b>3:06:41 PM</b>	10-4. You feel any contact? Skirt split or anything? Uh, a little bit left-front splitter getting down into one when I changed from lane two to lane one, where it kind of flattens out. The front kind of dug in, but the back of the car is still tall.
<b>3:07:06 PM</b>	pit road open
<b>3:07:12 PM</b>	Bring it to me here and we're going to uh look it over real good. No reason not to at this point. We don't need any tires guys, I'm going to give you some special instructions.
<b>3:07:25 PM</b>	I did not notice any smoke like a little bit rub. Needs to check it obviously but.
<b>3:07:33 PM</b>	come on down here second 4400 no fuel no fuel 4400 here
<b>3:07:48 PM</b>	Ten away. Five four three two one right here.
<b>3:07:56 PM</b>	We're not going anywhere. We're gonna take some measurements here.
<b>3:08:00 PM</b>	In 3
<b>3:08:00 PM</b>	Just fucking roll on.
<b>3:08:09 PM</b>	Plenty of time here, just in two.
<b>3:08:24 PM</b>	man you could probably tighten me up if you want to I don't know if you want me to do it or if you want to do it
<b>3:08:32 PM</b>	Ten four.
<b>3:08:34 PM</b>	Pass mid-back

<b>3:08:38 PM</b>	Is there any wear on the right rear skirt? A little bit of wear?
<b>3:08:43 PM</b>	measure the end of it and give Nate the number
<b>3:08:58 PM</b>	Mid three four if you need anything. Put a round and a half of wedge in it here, left rear. Put one round on the left rear here. 10-4. It's right where we want it, just making sure. Let's go.
<b>3:09:13 PM</b>	go ahead all good you get it give in you forty for hundred
<b>3:09:21 PM</b>	Alright. Clogged your dirty apron.
<b>3:09:33 PM</b>	and it is one to go you'll start at pit lane
<b>3:09:40 PM</b>	<b>Lap 11 (00:01:22.087) - New Position 42 ( - 3 )</b>
<b>3:09:43 PM</b>	Yup. Track's clear. All the way back. Just past start/finish.
<b>3:10:02 PM</b>	Mid one, two.
<b>3:10:14 PM</b>	We'll be fine here, exit at 2, come back green.
<b>3:10:24 PM</b>	alright stay there
<b>3:10:45 PM</b>	Still same plan it's coming lap 13 they haven't said anything about extending the comp. I'll let you know if they do.
<b>3:10:58 PM</b>	These next four rows in front of ya are struggling. So just take care of it. Two total behind ya. Switches where ya need. Ready. Ready. Go. Go.
<b>3:11:07 PM</b>	<b>Green Flag</b>
<b>3:11:15 PM</b>	<b>Lap 13 (00:01:10.453) - New Position 39 ( + 3 )</b>
<b>3:11:20 PM</b>	All clear, roger, thirty-two. Three up. Now bottom lane.
<b>3:11:26 PM</b>	Nice and smart here. Nice and smart.
<b>3:11:30 PM</b>	all clear
<b>3:11:36 PM</b>	Great fist thirty two still there clear ah four I've be tagging up the front tagging up top two wide forty three oh its forty six three wide bottom still three two wide top coverage all clear there behind the forty three all clear
<b>3:11:57 PM</b>	<b>Lap 14 (00:00:41.953) - New Position 36 ( + 3 )</b>
<b>3:12:04 PM</b>	Forty in the seven, still clear.
<b>3:12:10 PM</b>	46 is struggling, be ready for him.
<b>3:12:18 PM</b>	By four the 40, nose and tail top lane. Three wide bottom. Two wide to 46, just two. Clear right now. Trying to get back out on your quarter. Outside 34. Two wide 34. Still there. Still there. Top's going to be covered, no gaps. String of three behind him outside. Three wide mid now. 7 with you. Outside 7. Two wide. Just the 7.
<b>3:12:38 PM</b>	<b>Lap 15 (00:00:40.752) - New Position 35 ( + 1 )</b>

<b>3:12:51 PM</b>	Still there seven, clear seven, outside forty.
<b>3:12:59 PM</b>	7 on you.
<b>3:13:09 PM</b>	Still out there on 40. 7 is gonna be trying to fill the top here. Still there 40. Covered, no gaps. Got behind at 7. outside 7 by 20, clear.
<b>3:13:19 PM</b>	<b>Lap 16 (00:00:41.073) - New Position 38 ( - 3 )</b>
<b>3:13:28 PM</b>	way to beat partner, let's see what you've got these next 10
<b>3:13:38 PM</b>	the red one jacked up 20 back. ain't nothing else coming. still no word on the comp. coming back lap 17.
<b>3:13:51 PM</b>	3 wide top. 3 wide top with the 7 and 46 watch this red one 2 wide with the 34 mid is open if you want all clear all clear by 2 no momentum out back, by 2
<b>3:14:00 PM</b>	<b>Lap 17 (00:00:40.763) - New Position 35 ( + 3 )</b>
<b>3:14:14 PM</b>	still all clear.
<b>3:14:18 PM</b>	Still all clear.
<b>3:14:25 PM</b>	still by 2, outside 26 clear, by two, by two, still clear
<b>3:14:40 PM</b>	<b>Lap 18 (00:00:40.730) - New Position 34 ( + 1 )</b>
<b>3:15:01 PM</b>	Driver 6, take a good look at your temps here.
<b>3:15:15 PM</b>	Two wide. 40. Two wide. 35. Top's gonna be covered. Now 40 with you. 40 in line. Watch the 47's got a problem bottom. 47 with a problem right here. Still outside. Two wide. 47. Still there quarter. Coming back full, the 47. Up there full. And by two.
<b>3:15:20 PM</b>	<b>Lap 19 (00:00:39.993) - New Position 32 ( + 2 )</b>
<b>3:15:44 PM</b>	By three, all clear, all clear
<b>3:15:48 PM</b>	Little run. Two. One.
<b>3:16:01 PM</b>	<b>Lap 20 (00:00:40.699) - New Position 31 ( + 1 )</b>
<b>3:16:03 PM</b>	Clear.
<b>3:16:09 PM</b>	That's 20 it keeps rolling on. They haven't set anything yet. By 3.
<b>3:16:09 PM</b>	<b>Yellow Flag</b>
<b>3:16:15 PM</b>	Yeah yellow comp.
<b>3:16:22 PM</b>	Owen it's open, what do you need here.
<b>3:16:25 PM</b>	Uhh, it's just no lateral right rear aero loose on exits when I'm up top. Uhh, but like there right there. I felt pretty good I got back to zero with my track bar adjuster, in traffic, I'm just back to 0 in traffic I would not tighten it up anymore, I just gotta figure out how to do it here.

<b>3:16:58 PM</b>	Ten four. We're going to a regular stop here. Everything on our end looks okay so we'll get all the track position we can on this stop to get caught up. I'm sure the nineteen and those guys will be taking two so Tony keep an eye on them for us.
<b>3:17:12 PM</b>	Yeah, will do.
<b>3:17:17 PM</b>	Sure here guys, 'cus that 34 is going to be coming around us.
<b>3:17:31 PM</b>	the 10s about 12 before ya
<b>3:17:36 PM</b>	thirteen way past you, said just one for guys leaving with two...checking up here, easing up, easing up...
<b>3:17:54 PM</b>	stay out would ya
<b>3:17:59 PM</b>	44 hundred right here
<b>3:18:07 PM</b>	<b>Lap 21 (00:00:49.990) - New Position 36 ( - 1 )</b>
<b>3:18:10 PM</b>	10 away. just watch that 19. 5, 4, 3, 2, watch em leaving, watch em leaving.
<b>3:18:31 PM</b>	To the wall. Get it. Wall. Get it get it get it here. 4400
<b>3:18:39 PM</b>	all the way past here carry carry alright
<b>3:19:09 PM</b>	Uh see what you can find out for me...I don't know how to ask this without giving away stuff...
<b>3:19:33 PM</b>	think about it for a sec coming back one to go work them in good
<b>3:20:00 PM</b>	<b>Lap 22 (00:01:18.019) - New Position 33 ( - 1 )</b>
<b>3:20:01 PM</b>	<b>Lap 23 (00:01:51.483) - New Position 32 ( + 1 )</b>
<b>3:20:08 PM</b>	should be down bottom
<b>3:20:46 PM</b>	Thirty-five out, row behind. Forty in, eighty-three out.
<b>3:21:06 PM</b>	one car stayed out the 3 they'll be bringing him down up top
<b>3:21:24 PM</b>	Lap 24. Switches. Nothing but straight. Pace car's off. Just keep running smart here. Ready, ready. Go go.
<b>3:21:32 PM</b>	<b>Green Flag</b>
<b>3:21:37 PM</b>	<b>Lap 24 (00:01:36.583) - New Position 29 ( + 3 )</b>
<b>3:21:39 PM</b>	stay in line. nice. now all clear
<b>3:21:48 PM</b>	Squeeze in up there bite two up back.
<b>3:21:53 PM</b>	All Clear. Biffle floating in the gray. 3 wide bottom. Top covered. 40 with you.
<b>3:22:12 PM</b>	Outside 51 in the gray. Outside 16. Clear, clear, clear, clear, clear.

<b>3:22:19 PM</b>	<b>Lap 25 (00:00:41.810) - New Position 27 ( + 2 )</b>
<b>3:22:20 PM</b>	By three.
<b>3:22:24 PM</b>	Nice and patient here.
<b>3:22:33 PM</b>	Two wide with the six and by three out back. All clear, bottom clear, bottom clear.
<b>3:22:41 PM</b>	By two to Biffle.
<b>3:22:46 PM</b>	Wide six and two back your lane. Still there six. Sixteen will be trying to fill the bottom. Mid still clear. Side sixteen. Two back with you. Your lane momentum. You got help. you're all clear. Thirty five on you. All clear.
<b>3:23:10 PM</b>	On you tight 43. Quarter. Clear, clear by two, by two.
<b>3:23:21 PM</b>	Three and dicing.
<b>3:23:38 PM</b>	whatever you need by 5 the 13
<b>3:23:39 PM</b>	<b>Lap 27 (00:00:39.731) - New Position 25 ( + 2 )</b>
<b>3:23:44 PM</b>	Watch the 6 here. Three wide bottom. Three wide bottom still. The ten in the middle. Top will be covered. Two wide 55. Two wide ten. Still there. Clear the 55. 55 with the run. He'll be top covered outside. Outside. Just you and him. Clear 55.
<b>3:24:14 PM</b>	Outside ten and by three to Dyson. Still there. Still by three behind her. Go ahead. Clear.
<b>3:24:20 PM</b>	<b>Lap 28 (00:00:40.581) - New Position 23 ( + 2 )</b>
<b>3:24:27 PM</b>	55 little run. with you 2. still clear.
<b>3:24:40 PM</b>	5 and nice whatever you need tony backup struggling been backing up pretty hard here singled out by 5
<b>3:24:57 PM</b>	Still clear. Make sure you got your switches where you need. Thirteen with you in stretch and rest.
<b>3:25:05 PM</b>	they're open for 3, 2, 1, clear.
<b>3:25:13 PM</b>	Still outside, 17 in the middle. Still there. Clear. Clear high. Clear high. Clear high.
<b>3:25:21 PM</b>	by 3
<b>3:25:25 PM</b>	Tony's struggling center, both ends.
<b>3:25:32 PM</b>	clear clear by two by two
<b>3:25:40 PM</b>	<b>Lap 30 (00:00:39.662) - New Position 20 ( + 3 )</b>
<b>3:25:41 PM</b>	OK, we're at lap thirty. One by one. One run at a time here.
<b>3:26:18 PM</b>	By ten to Tony. Stretching everything. Nothing coming. Let's manage our run here. Still good.
<b>3:26:26 PM</b>	3959 next to the best view

<b>3:26:59 PM</b>	It was good all the way through there. Looks good.
<b>3:27:06 PM</b>	70
<b>3:27:21 PM</b>	still by 15 to the 10 not comin.
<b>3:27:38 PM</b>	<b>Lap 33 (00:00:39.616) - New Position 19 ( + 1 )</b>
<b>3:27:43 PM</b>	Clear.
<b>3:28:22 PM</b>	Nice and steady out of here man, good job. 3953 Catch you the next dozen.
<b>3:28:38 PM</b>	If they can. Leaders just off of four. Doing fine here. Coming back to lap 35.
<b>3:29:04 PM</b>	Thirty nine twenty one, great lap.
<b>3:29:16 PM</b>	Just for you guys down there, it's normal Michigan. Lot of trash blowing around up top down the front. I'm trying to keep an eye on it. It's something for you guys to peek every once in a while. I'll try to remind them on temps. 10-4. We got pinks down here we'll keep an eye on it. Let me know about that splitter, too. Yeah.
<b>3:29:37 PM</b>	that was for them, I didn't mean to key up.
<b>3:29:41 PM</b>	Yup.
<b>3:29:43 PM</b>	Fifty, two eighty.
<b>3:29:57 PM</b>	Yeah 10-4 we were just talking about that we'll keep an eye on your grill for ya. We got half straight out back with none coming.
<b>3:30:14 PM</b>	Still there. Still there. Clear. Clear. Twenty-one super loose. He's struggling.
<b>3:30:17 PM</b>	<b>Lap 37 (00:00:39.677) - New Position 18 ( + 1 )</b>
<b>3:30:37 PM</b>	3 will probably pit in about 5 laps
<b>3:30:41 PM</b>	yep alright his tire's held on fine obviously the fuel not so much
<b>3:30:57 PM</b>	Yeah it's off of four his weakened spot by twelve mcmurray.
<b>3:31:32 PM</b>	Still there. Clear.
<b>3:31:36 PM</b>	<b>Lap 39 (00:00:39.989) - New Position 17 ( + 1 )</b>
<b>3:32:30 PM</b>	Still by himself ten, all clear all clear.
<b>3:32:39 PM</b>	still by 10 still clear
<b>3:32:49 PM</b>	Clear, clear, clear.
<b>3:32:56 PM</b>	<b>Lap 41 (00:00:40.130) - New Position 16 ( + 1 )</b>
<b>3:33:07 PM</b>	Still clear.
<b>3:33:17 PM</b>	Lap forty-one. P16. Doing good. Just take what its giving ya. Little by little.

<b>3:33:35 PM</b>	<b>Lap 42 (00:00:39.522) - New Position 15 ( + 1 )</b>
<b>3:33:42 PM</b>	39 52. Good as anyone. Keep it up.
<b>3:34:30 PM</b>	Still clear.
<b>3:34:36 PM</b>	Still by 15, ain't nothing coming.
<b>3:34:54 PM</b>	<b>Lap 44 (00:00:39.836)</b>
<b>3:35:34 PM</b>	<b>Lap 45 (00:00:39.782) - New Position 14 ( + 1 )</b>
<b>3:35:36 PM</b>	Still there. Still there full. Quarter. Clear. Clear.
<b>3:35:56 PM</b>	Good center five eight. Good carry it on exit there. That was good. Been really good bringing it forward the rest of those guys too.
<b>3:36:16 PM</b>	Yeah you're good.
<b>3:36:37 PM</b>	I'm still original in .1 up on the track bar. Front fans on. I'm a little bit free exit, everything else is pretty good.
<b>3:36:56 PM</b>	Pit car man, 33 green on these tires. Still 21 on the next of them.
<b>3:37:16 PM</b>	yep catching the next dozen and were P fourteen thats good thing take what is given to ya
<b>3:37:26 PM</b>	here's your lapper slowing you'll get him down the front
<b>3:37:40 PM</b>	There's smoke coming out the back I don't know what it is. Smoke on the thirty three. Ten four. I'll let them know thanks.
<b>3:38:41 PM</b>	still fine here, leaders still into one.
<b>3:38:56 PM</b>	You see green here yet?
<b>3:39:04 PM</b>	Clear, clear
<b>3:39:14 PM</b>	I didn't hear you.
<b>3:39:17 PM</b>	I said think green.
<b>3:39:21 PM</b>	Yea ten four, roger that.
<b>3:39:36 PM</b>	Core changer twelve away if it stays green how's your temp? 250-275.
<b>3:40:14 PM</b>	Only adjust if you would adjust for the racetrack, not for me.
<b>3:40:19 PM</b>	10-4 39 58 really good
<b>3:40:37 PM</b>	Next lap we're 32 should be top of lap.
<b>3:41:03 PM</b>	Clear.
<b>3:42:13 PM</b>	<b>Lap 55 (00:00:39.895)</b>

<b>3:42:20 PM</b>	Thirty nine ninety.
<b>3:42:49 PM</b>	five or six more here Hirschman
<b>3:42:53 PM</b>	<b>Lap 56 (00:00:40.062) - New Position 13 ( + 1 )</b>
<b>3:42:54 PM</b>	up
<b>3:43:16 PM</b>	eh, five-ish away from pit, get you to look at your temperature gauge and look at your pit entry off of four, remember about that speed you drive from earlier..
<b>3:43:33 PM</b>	<b>Lap 57 (00:00:40.060) - New Position 11 ( + 2 )</b>
<b>3:44:13 PM</b>	<b>Lap 58 (00:00:40.034) - New Position 9 ( + 2 )</b>
<b>3:44:20 PM</b>	40, 03, few more.
<b>3:44:33 PM</b>	I don't have any relation to those lap times, can you help me out?
<b>3:44:53 PM</b>	<b>Lap 59 (00:00:39.868) - New Position 6 ( + 3 )</b>
<b>3:44:57 PM</b>	i'm a little busy here with all the shenanigans going on
<b>3:45:03 PM</b>	Fine.
<b>3:45:06 PM</b>	They were. Let's forget about it right now.
<b>3:45:15 PM</b>	24 should be pitting.
<b>3:45:19 PM</b>	thirty nine eight six lot of forty flats in front of ya, you'll find it
<b>3:45:28 PM</b>	88 stayed out, this one.
<b>3:45:31 PM</b>	Like the lead lap, but I don't wanna stay out forever to do it.
<b>3:45:32 PM</b>	<b>Lap 60 (00:00:39.834) - New Position 2 ( + 4 )</b>
<b>3:45:41 PM</b>	24 is coming this time. If you want to stay out this time we should lead it.
<b>3:45:46 PM</b>	Stay out and lead a lap and then come the next time.
<b>3:45:52 PM</b>	24 is your leader, repeat two, he says he's pitting this time so if he comes we'll stay out, lead it, then we'll come down.
<b>3:46:13 PM</b>	<b>Lap 61 (00:00:39.688) - New Position 1 ( + 1 )</b>
<b>3:46:14 PM</b>	yeah, we got this one
<b>3:46:17 PM</b>	Keep an eye on your fluid for me.
<b>3:46:33 PM</b>	23s coming too might have to come around him. Yeah.
<b>3:46:38 PM</b>	Your coming.
<b>3:46:45 PM</b>	Yeah. 23 you mean is stalled. We're going to have to come around him.

<b>3:46:51 PM</b>	alright come on down here the twenty three is in it stalled were gonna have to come around at em right now ill let you know forty four hundred here
<b>3:46:59 PM</b>	He should be gone..he's on his last
<b>3:47:04 PM</b>	10 away. Watch this 23 he'll be gone 5,4,3,2, 1 right here.
<b>3:47:14 PM</b>	4 tires let me know when to pull wendy
<b>3:47:24 PM</b>	We go. Wall get it. Give it here. 4400 carry it all the way past here. Remember your dirty apron, carry, carry, ayight.
<b>3:47:37 PM</b>	4 tire below the yellow. 3 more. 1 more. Another down there. Clear. Clear. Use it all. By 20.
<b>3:47:58 PM</b>	Fifteen to the twenty four, there are to lappers in front of you seven thirty three.
<b>3:48:10 PM</b>	<b>Lap 62 (00:00:50.885) - New Position 14 ( - 1 )</b>
<b>3:48:11 PM</b>	this is where you need to fire
<b>3:48:26 PM</b>	clear
<b>3:48:31 PM</b>	Inside seven. Whole. Still there. Still quarter. Quarter. Clear.
<b>3:48:55 PM</b>	...leader just into three, twenty seven up ahead for position, your next one, twenty four out back..
<b>3:49:11 PM</b>	I think I'm on the splitter. I think I was on the splitter. Like the harder I drive in I'm on the splitter. I don't think my front shocks is stiff enough.
<b>3:49:32 PM</b>	Ten four let me know what lap it gets better. Can you feel left front or right front? Uh, it's like... It's like between the left front head light and the Toyota bug.
<b>3:49:46 PM</b>	10-4
<b>3:50:10 PM</b>	<b>Lap 66 (00:00:39.226)</b>
<b>3:50:16 PM</b>	Thirty-nine twenty-three, fifteen behind.
<b>3:50:56 PM</b>	17, good lap.
<b>3:51:01 PM</b>	it's him and the 24 and the 20 right now yup 10-4
<b>3:51:09 PM</b>	It really good right now. You the 23 and the 20 are the three best. Us and the 24 are a lap apart on tires, you got five or six better than some or most of the rest.
<b>3:51:28 PM</b>	thats good inch away from the 24 now
<b>3:51:35 PM</b>	39 18 you're the quickest by a lap
<b>3:51:48 PM</b>	seventeen's a lapper, twenty seven I been seeing some smoke fuzz off of him as well, just something to keep an eye on.
<b>3:51:59 PM</b>	still there get ready for two more lappers clear that one forty and eighty three all clear all clear

<b>3:52:09 PM</b>	We're starting to talk debris in two. 40:83 next two.
<b>3:52:19 PM</b>	Clear one. Clear right now. Clear. By two. By two. By two.
<b>3:52:31 PM</b>	four buffer to gordon
<b>3:52:46 PM</b>	sure you got it switched back where you need em again. Slap 70
<b>3:52:59 PM</b>	Clear, by two. Still clear. Still clear and you have your lapper. Still clear.
<b>3:53:09 PM</b>	Little run closing back to you now. Half. Clearly on. Clear your lapper. Clear your lapper. All clear. All clear. All clear. They're saying debris high one and two. Still green. Yellow's out. Save fuel. Save
<b>3:53:19 PM</b>	<b>Yellow Flag</b>
<b>3:53:26 PM</b>	<b>Lap 71 (00:00:39.504) - New Position 13 ( + 1 )</b>
<b>3:53:28 PM</b>	..we're a couple of laps better on fuel than everybody, that's only seven green that's a good chance to stay out here...
<b>3:53:36 PM</b>	250, 278. Car's pretty good. I'm a little tight, a little tighter than I want to be, but I've got some good adjustability going on right now.
<b>3:53:46 PM</b>	Ten four. Keep air in em here, keep air.
<b>3:53:57 PM</b>	A bunch of them guys are going to peel off, don't let it spook you. We're going to stay.
<b>3:54:27 PM</b>	Lot of guys complaining about being loose right now, and all your tires look really good coming off on that green flag.
<b>3:54:40 PM</b>	Did your splitter clean up for you?
<b>3:54:45 PM</b>	make sure we keep him out here. yep
<b>3:54:50 PM</b>	times over it's like go time. it's gonna be on it because i can't carry enough speed down into the corners. I gotta roll out early in order to keep it off the splitter.
<b>3:55:15 PM</b>	stay now stay now
<b>3:56:09 PM</b>	keep saving hard there while you have the chance
<b>3:57:12 PM</b>	<b>Lap 74 (00:01:44.495) - New Position 7 ( + 6 )</b>
<b>3:57:42 PM</b>	P-7 when we go back. 24 will be outside and a row behind 88. In four out.
<b>3:58:04 PM</b>	Count back, one to go.
<b>3:58:57 PM</b>	this'll be laying over on the bottom. Go around him
<b>4:00:23 PM</b>	Lap75 switches where you need for the restart here. Leader chose top.
<b>4:00:33 PM</b>	Pace car is off. 10 to the stripe. Ready ready. Go go.
<b>4:00:36 PM</b>	<b>Green Flag</b>

<b>4:00:42 PM</b>	the tail three of them, outside eleven, got covered one back your lane, half back your lane, three wide bottom, eighty with you, two wide with the twenty-two, still there, on your quarter tight, still there twenty-two, clear, right on, inside now, inside, quarter, inside quarter, clear
<b>4:01:14 PM</b>	Clear. By two, by two. Still clear.
<b>4:01:21 PM</b>	<b>Lap 77 (00:00:41.485) - New Position 4 ( + 3 )</b>
<b>4:01:22 PM</b>	two to gone oh
<b>4:01:27 PM</b>	Still two. By one. Still clear.
<b>4:01:41 PM</b>	Good center swoop, center 5-8, in the one there, still continuing, by four.
<b>4:02:00 PM</b>	Alright, keep doing what you're doing. Take what it's giving you. A long ways yet. By four.
<b>4:02:23 PM</b>	another good one two. meeting you half by 5
<b>4:02:39 PM</b>	3-4 into 1. See air switch back to where you want em.
<b>4:02:39 PM</b>	<b>Lap 79 (00:00:38.927) - Best Lap</b>
<b>4:03:19 PM</b>	That's it, keep hitting your marks there, inching away by 10.
<b>4:04:36 PM</b>	Still good three four, ease up just a little bit, late exit at two that time, little bit of momentum for effort. 39 26 that was about a tenth slower. 28 and a 13 behind.
<b>4:05:02 PM</b>	that little better
<b>4:05:22 PM</b>	3907 real good lap.
<b>4:05:38 PM</b>	Yeah it's funny right there, at 12 stretching, keep take what it's giving us.
<b>4:06:02 PM</b>	Slow 9.
<b>4:06:31 PM</b>	Yeah, I saw that. It's all good. 15 to Harvick. Stretching Lagano.
<b>4:06:39 PM</b>	jacked up 3 and 4.
<b>4:06:42 PM</b>	Clear. Good work there man.
<b>4:07:17 PM</b>	make sure your blue one is down I didn't know if you messed with it the previous time 39 31
<b>4:08:16 PM</b>	still 10 to harvick, and then 20 to legineau, still stretching him with nothing coming coming, harvick sees it, we're better than the rest
<b>4:08:33 PM</b>	<b>Lap 88 (00:00:39.279)</b>
<b>4:08:47 PM</b>	Still clear. Still clear.
<b>4:09:25 PM</b>	Clear...by two, clear, clear.
<b>4:09:32 PM</b>	Stalled at three. Still good by three.

<b>4:09:52 PM</b>	<b>Lap 90 (00:00:39.911) - New Position 3 ( + 1 )</b>
<b>4:09:55 PM</b>	Woohoo! Good lord, look at the lead.
<b>4:10:13 PM</b>	10-4. Let's keep running our race. Lap 90. Not even halfway yet. Harvick's the only one keeping the pace. Stretch and all.
<b>4:10:38 PM</b>	58...39 behind.
<b>4:10:53 PM</b>	Good one two, versus him. Need all the way through by three.
<b>4:11:12 PM</b>	Clear by 2. He's by himself. On. Inside. By himself 20. Clear.
<b>4:11:32 PM</b>	One and two is still really good versus him. I'll let you know down here what we're missing. I know where it's at. Yeah.
<b>4:11:48 PM</b>	Yep by 20
<b>4:11:51 PM</b>	<b>Lap 93 (00:00:40.032) - New Position 4 ( - 1 )</b>
<b>4:12:36 PM</b>	way to be smart here man lots of laps left 39 51 is all we need
<b>4:12:50 PM</b>	Right now Harvick beats us, majority is entered in three um, not initial turning but like one eight to one quarter as in lanes you know he can keep his minimum speed up just a little bit better in keep that up to the center point, keep that momentum a little bit better where we can we get to much of a hedge.
<b>4:13:12 PM</b>	It's slipping the front tires here so I've got to get a little bit of that left rear probably back out of it. 10-4, we only need about ten more here. Let's take care of it, make it last.
<b>4:13:52 PM</b>	How's your temp here?
<b>4:13:55 PM</b>	250 275
<b>4:14:00 PM</b>	Thirty nine, seventy nine, ten four.
<b>4:14:13 PM</b>	no worries coming out back this one here should stay top
<b>4:14:18 PM</b>	Clear.
<b>4:14:38 PM</b>	thirty nine forty eight little better
<b>4:15:10 PM</b>	We got about five car here. Pay attention to that blue one. We might need it if we gotta run this long.
<b>4:15:33 PM</b>	still no worries out back get your good eye at your pit entry again
<b>4:15:40 PM</b>	20 in this lap
<b>4:15:44 PM</b>	78 this lap.
<b>4:15:49 PM</b>	<b>Lap 99 (00:00:39.622) - New Position 2 ( + 2 )</b>
<b>4:15:56 PM</b>	Sixty-two.
<b>4:16:16 PM</b>	Clear.

<b>4:16:30 PM</b>	this time this time
<b>4:16:48 PM</b>	bring em to me hurtchmen
<b>4:16:51 PM</b>	Coming this time.
<b>4:16:54 PM</b>	ten four
<b>4:17:01 PM</b>	20 out back
<b>4:17:06 PM</b>	Second. 4400. Compensate if you need right here.
<b>4:17:17 PM</b>	<b>Lap 100 (00:00:39.706) - New Position 6 ( - 1 )</b>
<b>4:17:20 PM</b>	Ten away. Five four three two, one right here.
<b>4:17:40 PM</b>	wall get it get it here 4400
<b>4:17:46 PM</b>	All the way past here. Carry, carry, all right.
<b>4:17:52 PM</b>	off of two
<b>4:17:57 PM</b>	15 back, it'll be the four still your leader hasn't pit yet. By 10, by 5 when you get to the white all clear. 2, 1 coming outside that's your leader then. All clear. Right in here.
<b>4:18:23 PM</b>	<b>Lap 101 (00:00:49.988) - New Position 14 ( - 1 )</b>
<b>4:18:25 PM</b>	All your switches where you need.
<b>4:18:30 PM</b>	He's about ten away from pitting, just for reference the 4. No worries out back.
<b>4:18:41 PM</b>	We're first car a lap down here.
<b>4:18:46 PM</b>	yup ten four
<b>4:18:49 PM</b>	Dude yeah. Top spot right now got two lappers here, 38 40
<b>4:18:58 PM</b>	Clear.
<b>4:19:20 PM</b>	clear
<b>4:19:27 PM</b>	There's nothing different then we've done all day here
<b>4:20:01 PM</b>	Still there full. Still there quart nose. Clear high.
<b>4:20:09 PM</b>	Ok. Do your deal. Make it live again.
<b>4:20:24 PM</b>	By three. Whatever you can pull off these lappers it'll be twenty six eighty three next two.
<b>4:20:25 PM</b>	<b>Lap 105 (00:00:39.280) - New Position 12 ( + 2 )</b>
<b>4:20:46 PM</b>	cool still there still full in by two quarter clear
<b>4:21:01 PM</b>	track bar had to continually go up all day im higher to start at im 1.0 higher to start here ten four thank you

<b>4:21:19 PM</b>	Quarter clear. Clear clear. One buffer by 6, stretching harvick, make sure you have all your switches where you want them.
<b>4:21:51 PM</b>	Still got 92 to go. That's 5, 3. How is your splitter taking off?
<b>4:22:05 PM</b>	felt like it was still on it. it was off of it right there. that corner looks good. but i bet i'm running low on the race track so it's gonna be a little tighter.
<b>4:22:17 PM</b>	clear clear clear
<b>4:22:29 PM</b>	Nobodies any quicker right now, thirty nine thirty four good luck.
<b>4:22:37 PM</b>	clear clear
<b>4:23:01 PM</b>	Manage a run and make, make it live, see it, line now, true access the next for position ahead and then Matt is just into one so, manage our run.
<b>4:23:03 PM</b>	<b>Lap 109 (00:00:39.618) - New Position 11 ( + 1 )</b>
<b>4:23:43 PM</b>	<b>Lap 110 (00:00:39.422)</b>
<b>4:23:47 PM</b>	everybody in front except the 20 still has to pit they'll be coming here shortly
<b>4:24:17 PM</b>	true exit is good to right?
<b>4:24:25 PM</b>	Uh, yeah, sorry. Truex. Yeah, sorry.
<b>4:24:34 PM</b>	Clear.
<b>4:24:59 PM</b>	Still there. Clear.
<b>4:25:07 PM</b>	talking debris. Keep rolling here. 46 been up. Light grey. Struggling.
<b>4:25:35 PM</b>	Clear. Clear. Clear. Pittin bottom you're good.
<b>4:25:41 PM</b>	<b>Lap 113 (00:00:39.502) - New Position 10 ( + 1 )</b>
<b>4:26:05 PM</b>	Coming back lap one fifteen, starting to pit now.
<b>4:26:20 PM</b>	<b>Lap 114 (00:00:39.509) - New Position 8 ( + 2 )</b>
<b>4:26:45 PM</b>	Keep managing it. Who we're racing, got a half straight out back, half straight out front.
<b>4:26:55 PM</b>	Still clear
<b>4:27:00 PM</b>	<b>Lap 115 (00:00:39.736) - New Position 6 ( + 2 )</b>
<b>4:27:01 PM</b>	Still good out back.
<b>4:27:08 PM</b>	So there's sixteen. Clear. Side two. Side two. Need jack. All clear.
<b>4:27:42 PM</b>	78's on our sequence too, I missed him earlier, it'll work here, it's almost Felicia
<b>4:28:20 PM</b>	<b>Lap 117 (00:00:39.359) - New Position 3 ( + 3 )</b>

<b>4:28:40 PM</b>	Full shift two x into three and then out back to the 15 mid back, now.
<b>4:29:41 PM</b>	At least two more stops. 6 seconds out front, 3 and a half out back.
<b>4:29:59 PM</b>	take what is given us theyre starting to talk debris again its the forty eight just blended lap down by ten
<b>4:30:10 PM</b>	yep debris off of two, still green
<b>4:30:10 PM</b>	<b>Yellow Flag</b>
<b>4:30:16 PM</b>	Yellows out for debris. Well save here again save thats 18 green whata you got there we gotta pit
<b>4:30:25 PM</b>	My bad. Ah, it's pretty good. I really haven't adjusted the track bar at all. Ah, this whole run, I've left it alone. And, even in traffic, it's a little free on an exit, just getting behind guys, but that's kinda what it is.
<b>4:30:42 PM</b>	ten four
<b>4:30:45 PM</b>	beside that you know like when I try to shallow entry or try to run low it pitches too much and it's tight but probably for restarts and stuff I gotta to keep it where I'm at you know but I'm just I'm not fast enough, I'm thinking if I am freer I'd be faster, but you'd might be having to call a tow truck. Well we don't want that we're gonna come pit when it's open, we got 19 green on them, they'll be about 75 to go when we get the green, everyone will need to stop at least one more time all those guys that just pitted obviously aren't coming so we're gonna cycle back a bit here, come get it when it's open
<b>4:31:12 PM</b>	<b>Lap 121 (00:00:53.238)</b>
<b>4:31:48 PM</b>	How's your temp?
<b>4:31:51 PM</b>	same, can we get you a drink. Was this special sauce or was this water that I got now. That is special sauce there.
<b>4:32:06 PM</b>	Four tires, Hershman.
<b>4:32:09 PM</b>	i drank i'm good on windshield i'll be fine
<b>4:32:13 PM</b>	10-4
<b>4:32:15 PM</b>	pits will be open. You'll be bunching it up with truex then, he's about 14 before you. Matt passed you
<b>4:32:29 PM</b>	Alright forty four hundred, forty four hundred compensate here.
<b>4:32:43 PM</b>	ten away
<b>4:32:46 PM</b>	five four three two one right here... four tires.
<b>4:33:05 PM</b>	All the way out. Get it. Get it. Give it here, 44:00. No reason. No reason. Nothing else. Carry.
<b>4:33:18 PM</b>	Be checking up here a little bit.
<b>4:34:16 PM</b>	Keep saving for me here please.

<b>4:34:46 PM</b>	<b>Lap 122 (00:01:29.949) - New Position 14 ( - 2 )</b>
<b>4:35:25 PM</b>	he's coming back one to go be a bunch of waves out the front
<b>4:36:39 PM</b>	just stick with the 24 I got to come around some lappers here yet
<b>4:36:59 PM</b>	three outside the 24 then, 2 more lappers
<b>4:37:19 PM</b>	maybe one more piece debris entry to three still going as of right now
<b>4:37:41 PM</b>	Seventy five to go when we get it, seventy five.
<b>4:37:49 PM</b>	Did you do anything or did you leave it alone? We left it alone.
<b>4:38:03 PM</b>	Switch two in fifty-five out. Leader chose top. Pace cars off. Ready, ready, easy, easy, easy, easy, go, go.
<b>4:38:15 PM</b>	<b>Green Flag</b>
<b>4:38:21 PM</b>	Show sthe tail. 3 wide top. Spinning pretty hard here. 3 wide top. still 3 top. Still 3 top. Mid Clear. inside barely. clear clear.
<b>4:38:43 PM</b>	<b>Yellow Flag</b>
<b>4:38:57 PM</b>	p9 then
<b>4:39:02 PM</b>	Save, save, save. This is gonna work out good for us later. Save, save.
<b>4:39:04 PM</b>	<b>Lap 126 (00:00:46.172) - New Position 9 ( + 5 )</b>
<b>4:39:17 PM</b>	got together just before the middle of back. watch for some debris back there. he spun across the skid pad.
<b>4:39:57 PM</b>	pits field.
<b>4:40:01 PM</b>	ten four staying out unless we have a problem
<b>4:40:32 PM</b>	First one there's a piece of something uh pretty heavy it's not blowing on the front stretch in front of the 88 stretch box about a group down to the wall.
<b>4:40:40 PM</b>	Yeah a piece of debris its about a groove down from the wall, about 8 cars up, right up here.
<b>4:40:53 PM</b>	Dog coming up top five back to forty-three you're fine there
<b>4:41:07 PM</b>	Alright man. Doing a great job. We got about uh, maybe 70 to go when we get to green. Everybody has to stop at least one more time if it uh, gets into those windows you see on your sheet. Um, we got a good plan to get all your track position back. It's not all on you. We're gonna get you a jump.
<b>4:43:46 PM</b>	coming back. 1 to go
<b>4:44:22 PM</b>	Yeah now bottom twenty two out real behind forty two in twenty four out.
<b>4:44:40 PM</b>	just be ready on this one. leader chose top 20. 3 leading the bottom. that's what

happened on the last one. he left early. Carl waited and then he tried to go he blew the tires so 3 in the 19 bottom lane leading us so lets be ready for it. nothings right

**4:45:51 PM** 70 to go. You're being smart, switch where you need. Ready, ready, go, go.

**4:45:56 PM** **Green Flag**

**4:46:00 PM** **Lap 129 (00:01:48.357) - New Position 11 ( - 2 )**

**4:46:03 PM** Outside twenty-four. Forty-two on you. Five covered. Outside the one. Forty-two's still with you. Lane lower. Still clear low.

**4:46:15 PM** Top's covered. Outside 24. Watch the 78 hung in th middle here. Watch the 78 No momentum. Open in front of Kurt. Three wide bottom, still three. Two wide 78. Three wide again. Three wide bottom. Two wide 78. Two wide 24. Still there. Quarter. Clear high. Clear high. Clear high.

**4:46:43 PM** Two, truex.

**4:46:51 PM** Three wide bottom. Still three bottom. Two wide 78. Watch Kurt up the hill here. Three wide bottom, three wide bottom. Still three bottom. Two wide 78. Just 2 and the 78. Kurt no momentum. He's coming back still top. Outside 41. And by two.

**4:47:11 PM** Outside two clear right now outside again outside two on your tight by two clear high clear high clear high all the way up inside twenty four deep breaths lets get it weld up start hitting our marks again bite five outback the dice still there twenty four

**4:47:21 PM** **Lap 131 (00:00:41.744) - New Position 10 ( - 1 )**

**4:47:22 PM** **Lap 132 (00:00:40.365) - New Position 12 ( - 2 )**

**4:47:34 PM** In there full. Quarter. Clear, clear. All clear.

**4:48:01 PM** Hit your mark and get everything cooled back off a bit, get your switches where you need. by 5

**4:48:01 PM** **Lap 133 (00:00:39.265) - New Position 11 ( + 1 )**

**4:48:24 PM** Good late exit by the wall there and your one on Gordon.

**4:48:40 PM** there ya go good three four get you another one

**4:49:05 PM** Good by six. Keep grabbling every time you can, we'll get away from those guys.

**4:49:19 PM** **Yellow Flag**

**4:49:22 PM** Standing behind you. Still green, still green .Yellow yellow yellow, save save.

**4:49:29 PM** 16 too early out the window stay safe

**4:49:34 PM** Tell you what Tony.

**4:49:41 PM** 11.

**4:50:00 PM** he spun right track should be good

4:50:13 PM	Hey Hershman if it looks like they're all coming in behind us, um
4:50:18 PM	We might come and just top off if they're coming behind us.
4:50:23 PM	ok
4:50:26 PM	24,31,88,9,1,42.
4:50:35 PM	be ready here KB we are P eleven they are nineteen on the lead lap we might not top off just to save some pit road time if it looks like they are coming behind us
4:51:05 PM	pits will be open quick yellow
4:51:09 PM	Uh, next four behind ya are all lead lappers. 24 31 88 9
4:51:18 PM	Alright be conservative with it but you can call it, it's fine.
4:51:25 PM	What do you mean by that? I mean if you're not sure leave him out but if it looks like they're coming then bring them. Yep.
4:51:33 PM	just a little busted at two here
4:51:42 PM	They're staying behind ya, stayin. Come. Come, come, come, come, come, come, come. Forty-four hundred.
4:51:53 PM	<b>Lap 136 (00:01:03.283) - New Position 13 ( - 2 )</b>
4:51:54 PM	Call me and let me know when it's full. Ten away don't slide them. 5 4 3 2 1 right here.
4:52:04 PM	let me know go go one one one one one one one get it get it get to the grass give it here 4400 no reason nothing else all the way past here carry carry alright
4:52:25 PM	Since we were there why didn't we put tires on anyway? It was only six green. It wasn't going to do us anything.
4:52:46 PM	Alright. It'll be good up there.
4:53:15 PM	lucky dog coming up top about 6 back
4:53:24 PM	Alright here he comes.
4:53:44 PM	<b>Lap 137 (00:01:30.773) - New Position 15 ( - 1 )</b>
4:53:49 PM	<b>Lap 138 (00:01:54.240) - New Position 14 ( + 1 )</b>
4:54:18 PM	Should put your fourteenth then for the start. Bunch of lappers up in front of you.
4:54:51 PM	Comin back one to go. And we should be bunchin it up to the nine then.
4:55:31 PM	A bunch of lappers in front of you. Should be bunching it up to the 9.
4:55:41 PM	Go ahead. Watch these guys trying to dub.
4:55:52 PM	Yep right there
4:55:58 PM	Row behind will be 55 in two out. 60 to go when we get it.

<b>4:56:35 PM</b>	Leader chose top again. Your lane is 88 24 41.
<b>4:56:44 PM</b>	Nineteen has got a problem down bottom. Yellow's back out. Not going. Not going. Jim packing back up again. Keep saving. Keep saving. We are going to need it later. It's gonna work out good.
<b>4:57:16 PM</b>	30 left rear bumper cover
<b>4:57:24 PM</b>	Yea, ten four, they called him on that early.
<b>4:57:38 PM</b>	It look like it's gonna fall off.
<b>4:58:12 PM</b>	be ready to go here they're still fighting over to line up
<b>4:58:30 PM</b>	switches where you need again, same line up our lane, bottom has shifted a little
<b>4:58:48 PM</b>	A lot of laps left. Just keep running smart, take care of it. Switches where you need. Leader's top.
<b>4:58:58 PM</b>	ready ready go go
<b>4:58:58 PM</b>	<b>Green Flag</b>
<b>4:59:02 PM</b>	<b>Lap 141 (00:01:44.961) - New Position 13 ( + 1 )</b>
<b>4:59:05 PM</b>	9 down all clear, 2's with you, bottoms gonna fill back now, inside 9, 3 wide top, 2 trying to wedge in, still 3 top, mid clear, watch the 19 3 wide top, still 3, pancake behind you still green, still three wide top, mid clear, all clear, all clear, newman back on the bottom, 2 wide, 31
<b>4:59:37 PM</b>	still 2 wide bottom covered 3 back your lane. bottom covered. open in front of the 22. open for 5 inside 24. all clear. all clear. you got em jack. by 3 now. the 4 wide.
<b>4:59:44 PM</b>	<b>Lap 142 (00:00:41.815) - New Position 10 ( + 3 )</b>
<b>5:00:04 PM</b>	single outed now by five just hit your marks
<b>5:00:17 PM</b>	just up the hill here all clear all good out back all clear
<b>5:00:23 PM</b>	About stopped exit of four up top we're still green. Still green.
<b>5:00:24 PM</b>	<b>Lap 143 (00:00:39.518) - New Position 9 ( + 1 )</b>
<b>5:00:33 PM</b>	Yes, he's on pit lane all good.
<b>5:00:49 PM</b>	88
<b>5:01:42 PM</b>	Switch it back where you want. By 4, the 88 maintain. Really nothing else coming.
<b>5:02:05 PM</b>	Good exit, getting you half out back, giving you a little pull on the 22.
<b>5:02:44 PM</b>	Yeah keep hitting that there. Five seven. Not coming.
<b>5:03:42 PM</b>	by 3 they rolled a little bit lower there 3 and 4 made some ground little run 2 1 inside just the 88 inside full hes running lane up quarter clear right now clear clear clear in line

by 2

<b>5:04:18 PM</b>	Better.
<b>5:04:41 PM</b>	better, he ..one all the way through there... now by six... coming to fifty to go, fifty.
<b>5:04:59 PM</b>	Just keep runnin our race. We're the best fuel wise versus everybody up front. So, keep runnin our race.
<b>5:05:13 PM</b>	still clear
<b>5:05:15 PM</b>	still clear by six.
<b>5:06:18 PM</b>	just doesn't quite like this balance here
<b>5:06:22 PM</b>	10-4 man. everythings good here. 394 here. real good laps. good as anyone. clear.
<b>5:06:58 PM</b>	..by twelve now, just take what it's giving you, forty six to go, plenty of time...
<b>5:07:12 PM</b>	no clear
<b>5:07:36 PM</b>	<b>Lap 154 (00:00:39.443)</b>
<b>5:08:01 PM</b>	Maintained at twelve. Just the two and stretch and rest.
<b>5:08:11 PM</b>	Go clear...go clear.
<b>5:08:36 PM</b>	starting up the top still debris we're still green
<b>5:09:58 PM</b>	Still by six and stretching rest, keep running smart run our race.
<b>5:10:30 PM</b>	Still clear, still clear. Still clear.
<b>5:10:37 PM</b>	i know it's frustrating. don't let him make us use more than we need to right here to do our deal.
<b>5:10:54 PM</b>	Still there. Still there. Quarter. Clear.
<b>5:10:55 PM</b>	<b>Lap 159 (00:00:39.733) - New Position 8 ( + 1 )</b>
<b>5:11:16 PM</b>	good 1-2. and to 3. by 4. coming up - 40 to go.
<b>5:11:39 PM</b>	great job there man keep digging for me you got 40 to go 39 71
<b>5:12:20 PM</b>	46. Good lap.
<b>5:12:37 PM</b>	By seven and inching away just keep pulling off Menard here.
<b>5:12:44 PM</b>	some of these guys will be starting to pit shortly
<b>5:12:53 PM</b>	<b>Lap 162 (00:00:39.431) - New Position 5 ( + 3 )</b>
<b>5:13:00 PM</b>	43 leader ran a 34, good work.
<b>5:13:32 PM</b>	<b>Lap 163 (00:00:39.456) - New Position 4 ( + 1 )</b>

<b>5:13:33 PM</b>	Yeah, 27 getting close to pit here. We're making good lap time here, we got a lot more fuel. We're gonna ride for a while. 39.43. Thirty on the leader.
<b>5:13:53 PM</b>	he's coming this time to twenty seven just be ready for it
<b>5:14:12 PM</b>	<b>Lap 164 (00:00:39.634) - New Position 2 ( + 2 )</b>
<b>5:14:34 PM</b>	You keep the march here we're leader, This two is two.
<b>5:14:51 PM</b>	<b>Lap 165 (00:00:39.372) - New Position 1 ( + 1 )</b>
<b>5:14:58 PM</b>	39, 37, great lap. Gimme some more of those.
<b>5:15:32 PM</b>	lap here way off pace, should stay up top here, the 23 should stay up in the corner
<b>5:15:43 PM</b>	Clear, still clear, still clear.
<b>5:16:34 PM</b>	33 lap right here off pace.
<b>5:16:52 PM</b>	clear clear
<b>5:17:11 PM</b>	Keep it in your marks here, there's 2 buffer to the 2. 22 just blended those tires about six back. Keep it in your marks.
<b>5:17:34 PM</b>	Little run, by two one on inside, clear clear.
<b>5:17:48 PM</b>	Still clear by one and 40 lap ahead.
<b>5:18:06 PM</b>	Outside lapper 22 will be closing with the run here. Be ready for them to split off. Outside lapper. 22 with you. Inside 22. Top clear. Two wide 22. All clear.
<b>5:18:49 PM</b>	Two pitted this lap for reference. Let me know. Let me know how many tires he takes. Yup.
<b>5:19:09 PM</b>	clear blender
<b>5:19:18 PM</b>	clear, clear
<b>5:19:22 PM</b>	the two two
<b>5:19:30 PM</b>	Any changes here at this time? No. I don't think so. I think just get the balance of the fuel right and should be okay. 10-4. We're going to do four.
<b>5:19:42 PM</b>	clear still clear still clear
<b>5:19:47 PM</b>	pit this time right? yeah ten four four tires
<b>5:19:52 PM</b>	This time.
<b>5:19:55 PM</b>	By four.
<b>5:20:00 PM</b>	It'd be good out back, push that 88. Coming up top here. You're fine, 4400, compensate if you need, right here.
<b>5:20:17 PM</b>	<b>Lap 172 (00:00:39.723) - New Position 2 ( - 1 )</b>

<b>5:20:20 PM</b>	Ten away, five four three two one right here.
<b>5:20:28 PM</b>	4 tires
<b>5:20:39 PM</b>	To the wall, get it. Give it here. 4400. All the way past. Carry. Carry. Alright running off of two.
<b>5:20:55 PM</b>	15 back to 22. he's by himself. 10, 5 and then 20 back. not till you get to the white. get to the white. all clear. use it all, use it all. use it all. get what you can, get what you can. by 8, by 6, 88. 3, , on inside, inside.
<b>5:21:20 PM</b>	clear
<b>5:21:24 PM</b>	all clear. switch to where you need to fire.
<b>5:21:26 PM</b>	<b>Lap 173 (00:00:49.838) - New Position 11 ( - 1 )</b>
<b>5:21:30 PM</b>	25 to go, go hard here.
<b>5:21:34 PM</b>	P11
<b>5:21:48 PM</b>	Outside lapper your driving away from that 88 still there quarter. Still there, still full. 88 closing you then you're clear. 88 in your lane by two, all good.
<b>5:22:07 PM</b>	By six. Clear if you need.
<b>5:22:18 PM</b>	Clear.
<b>5:22:28 PM</b>	25 to go. Next one for position 22.
<b>5:22:37 PM</b>	pitting bottom. Pitting bottom.
<b>5:22:41 PM</b>	Clear.
<b>5:22:46 PM</b>	<b>Lap 176 (00:00:39.526)</b>
<b>5:22:51 PM</b>	Leaders at 20 he's mid back p11 lead lap we'll be back here on the cycle 43
<b>5:23:06 PM</b>	Up tight. I'm really tight. That fuel really screwed us up, man.
<b>5:23:26 PM</b>	<b>Lap 177 (00:00:39.352) - New Position 10 ( + 1 )</b>
<b>5:23:27 PM</b>	It's hard man, It's on you now. It's gonna go green to the end. You got some switches in there. See if you can work them up. 39 35 catching the next 2.
<b>5:23:47 PM</b>	Better exit, gained one.
<b>5:24:04 PM</b>	22, 27. I'll check.
<b>5:24:26 PM</b>	... left front. Everything else is definitely fine.
<b>5:24:36 PM</b>	fifteen wounded bottom
<b>5:24:43 PM</b>	clear, driving away from the eighty eight, whatever you need now. only twenty two more man, twenty two more, thirty nine twenty five, into the next six...

<b>5:25:08 PM</b>	2 up here 7 lap her
<b>5:25:22 PM</b>	Still there.
<b>5:25:26 PM</b>	...by that twenty two, still there lapper, still there, still there... clear, clear...
<b>5:25:45 PM</b>	Twenty to go. Make sure you got your switches back where you want them to roll here. Lapper three out that 34. Bottom right now.
<b>5:26:03 PM</b>	yeah the 34 just blended
<b>5:26:08 PM</b>	thirty five good out back whatever you need here
<b>5:26:19 PM</b>	there's your lapper, all clear top
<b>5:26:27 PM</b>	Still there, clear.
<b>5:26:41 PM</b>	Twenty seven's struggling he's backing up to you guys. timing and momentum. Know where he's out back. Line. Now eighty eight.
<b>5:26:56 PM</b>	<b>Yellow Flag</b>
<b>5:27:01 PM</b>	Two. Outside, quarter. Clear. All clear. All clear. He's jacked. By two. Yellow's out. Yellow's out. It's fun getting onto pit lane.
<b>5:27:12 PM</b>	Clear the twenty two? yep.
<b>5:27:17 PM</b>	I think we need to stay we are P9 better than the next couple Brad only took rights under green I think we are better than him. I think we can race our way to the top five here. You balance close enough to race with him. once were all bunched back up we have 19 on the lead lap and going to be 14 to go to get the green
<b>5:27:29 PM</b>	<b>Lap 183 (00:00:47.139) - New Position 9 ( + 1 )</b>
<b>5:27:38 PM</b>	Don't worry. Yeah, balance is better this way than the other way for a restart for sure.
<b>5:27:45 PM</b>	Ten four, ten four I'll tell you a story after the race here but uh we'll be good.
<b>5:27:54 PM</b>	See what Tony. Is this.
<b>5:28:00 PM</b>	should be P 9 P 9
<b>5:28:06 PM</b>	Uh. Were, I just crossed the line at p9. Is that right?
<b>5:28:12 PM</b>	10 4 ahead of the 22. p9 10 4 ask nascar to check the loop, I'm sure the 22 was ahead of me when the caution came out there.
<b>5:28:25 PM</b>	Ten four, we're checking. Pits are open.
<b>5:28:31 PM</b>	Staying out unless you have a problem.
<b>5:28:39 PM</b>	If won't matter if you pit.
<b>5:31:43 PM</b>	coming back one to go
<b>5:32:28 PM</b>	Down bottom. 24 out. From behind, 22 in, 31 out.

<b>5:32:40 PM</b>	13 to go and we get it. 13.
<b>5:32:55 PM</b>	take a good look at all your switches make sure you got what you need to keep going
<b>5:33:44 PM</b>	our lane, the two, that's two tires there under green, three seventy four, leader chose top
<b>5:33:59 PM</b>	nothing in the straight
<b>5:34:03 PM</b>	<b>Green Flag</b>
<b>5:34:05 PM</b>	Ready, ready. Go, go! Outside 24. Matt buzzed him a little bit. Outside 24. Clear. All clear. All clear. All clear. Three wide mid now. Three wide mid. Three wide mid. Newman on your quarter. Three wide mid. Still three mid. Still three mid. No help. Three wide mid. Newman got top covered. Logano down by himself down bottom. Now it's clear by two up top. Clear high inside 88.
<b>5:34:07 PM</b>	<b>Lap 187 (00:01:44.822) - New Position 10 ( - 1 )</b>
<b>5:34:44 PM</b>	Inside 88, 2 up the hill here broke his momentum, clear there, clear, clear, clear. 5's with you, outside 42, outside, got covered. Three wide bottom, three wide bottom, still three bottom. Two wide 42 barely there, barely nose, barely nose. Clear high, clear high, clear high.
<b>5:34:50 PM</b>	<b>Lap 188 (00:00:42.288) - New Position 13 ( - 3 )</b>
<b>5:35:13 PM</b>	there you go, get your tell, get some momentum going here, by one... two is stalled out, let's watch these guys, momentum...
<b>5:35:23 PM</b>	Still clear, still all clear.
<b>5:35:29 PM</b>	Two's loose. Watch the two here. Noble men on the two. By two outback.
<b>5:35:30 PM</b>	<b>Lap 189 (00:00:40.056) - New Position 12 ( + 1 )</b>
<b>5:35:36 PM</b>	2 by 2 one right on you. clear clear low outside by 2 clear high clear high clear high by 1 by 1 good blender bottom clear mcmurray with you senior martin get the momentum, get ahead of those guys out back. back to work. coming to 10
<b>5:36:08 PM</b>	better by four
<b>5:36:09 PM</b>	<b>Lap 190 (00:00:39.284) - New Position 11 ( + 1 )</b>
<b>5:36:29 PM</b>	Still by two. Still two. Little run. One on just the one. On. Inline still.
<b>5:36:42 PM</b>	Tryin to get outside. Still clear high. Clear high, clear high, clear high.
<b>5:36:49 PM</b>	Make sure you got all your switches where you need. Nine to go. Nine. Little run. By one. On. Still in line.
<b>5:37:05 PM</b>	Still clear. Just 2 right now right wing. Still clear.
<b>5:37:23 PM</b>	still clear lane higher still clear still clear
<b>5:37:31 PM</b>	right with, two back to mcmurray then..

<b>5:37:37 PM</b>	right on, still clear.
<b>5:37:48 PM</b>	better all the way thru there, I think he got all messed up trying to track you there
<b>5:37:55 PM</b>	Coming to seven to go.
<b>5:38:11 PM</b>	Still by four.
<b>5:38:29 PM</b>	Yeah, good one two. That was good. By six now.
<b>5:39:03 PM</b>	No clear.
<b>5:39:09 PM</b>	He runs second groove, and carved across the exit there and gained a little bit. By one, by himself, 8, by half, running second lane. Trying to, yeah, all good, by two. By two, he's trying a little diamond action.
<b>5:39:28 PM</b>	Still 2, 5 to go, 5 more.
<b>5:39:49 PM</b>	he tracked you maintain by three
<b>5:40:01 PM</b>	Still clear, still clear, still clear. A run top of black there, a little run. On, inside, inside, and by himself 12.
<b>5:40:15 PM</b>	Still there mike twelve clear
<b>5:40:27 PM</b>	If you're ready Menard something about these guys. Thirty three way off pace bottom here. Three up. Watch this black one. Clear.
<b>5:40:47 PM</b>	<b>Lap 197 (00:00:40.019) - New Position 12 ( - 1 )</b>
<b>5:40:50 PM</b>	Three more. Still by six to Larson. P what?
<b>5:40:58 PM</b>	12
<b>5:41:00 PM</b>	P12
<b>5:41:25 PM</b>	Be ready in case they stall each other out. Two to go here. Two. Menard is struggling. Still by six to Larsen.
<b>5:41:26 PM</b>	<b>Lap 198 (00:00:39.653)</b>
<b>5:41:39 PM</b>	Still clear.
<b>5:41:44 PM</b>	Outside 27 full in by 6.
<b>5:41:49 PM</b>	still by five out back
<b>5:41:54 PM</b>	by 3 out back. still there 27 behind you a quarter. clear right now. clear by one, by one. all good.
<b>5:42:04 PM</b>	alright chill off that 88 chill off him get away from brenard white flag one more clear your lapper by 3 set your mark here
<b>5:42:06 PM</b>	<b>Lap 199 (00:00:39.916) - New Position 11 ( + 1 )</b>
<b>5:42:27 PM</b>	by four, coming back to the checker here, just stay to your mark's he won't get to you...

by five...

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**5:42:45 PM**

Checker flag near B-11.

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**5:42:52 PM**

Good effort today guys. Wasn't quite what we had in mind, but uh good strong run, no mistakes. Thank you.

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**5:43:00 PM**

thanks for all the hard work this last couple days, guys its been its been tough here in the past\

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**5:43:17 PM**

Good job buys. Still working on that back getting competitive. Good job.