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Ninth-place finisher Brad Keselowski echoed Earnhardt's sentiments. "I loved the way the cars drive," said Keselowski, who had the top-finishing Ford. "I understand that it takes more than my opinion to make the sport go round, but I thought it was awesome." Carl Edwards, a long-time advocate of the new aerodynamic package, stated, "This is real racing. We're driving hard. You can see the guys out here just digging for everything they're worth. I'm worn out. That's a tough race and just a lot of fun. I just can't thank NASCAR enough and Atlanta - don't ever pave

this place - it's a perfect race track. I hope the fans enjoyed the show.

Changes to the car for this season's aero package include reductions to: Spoiler - 2015: 6" tall, 2016: 3.5" tall; A shorter spoiler creates less downforce than a taller spoiler; Splitter - 2015: 2" overhang, 2016: .25" overhang; Shortening the splitter reduces downforce; and Radiator Pan - 2015: 38" wide, 2016: 33" wide; A narrower panel is less effective in deflecting air, which slows airflow and creates less downforce.

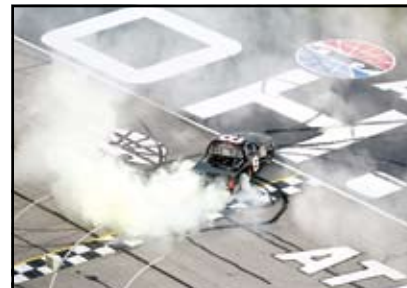
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BUSY TRUCK PIT ROAD



CRAFTON'S IS DAY OVER



WATCH OUT FOR THE #8 TRUCK THIS YEAR



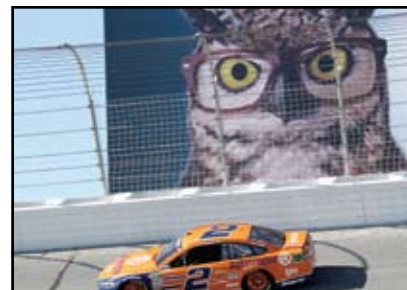
JOHN HUNTER NEMECHEK WINS GREAT CLIPS 200 TRUCK RACE



CUP RACE START



TURN 1 CUP ACTION



BRAD WHO!!!



ROWDY STARTED 39TH BUT FINISHED 3RD



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