

**AMS TO ADD SAFER BARRIER AHEAD OF 2016 NASCAR WEEKEND**

Atlanta Motor Speedway will install additional SAFER barrier to both its inside and outside retaining walls prior to the 2016 Folds of Honor QuikTrip 500 Weekend, scheduled for Feb. 26-28.

Installation of an additional 4,742 linear feet of the barrier, set to begin in January, will add protection in areas on both the front and back stretches as well as to inside sections in all four turns not yet equipped. Once the project is complete, the entire outer wall and significant portions of interior areas will be fitted with the protective barrier.

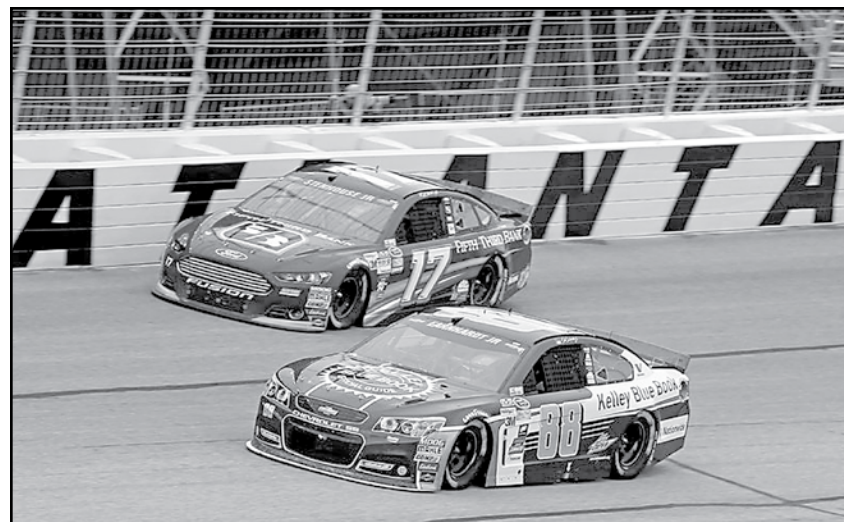
Areas in yellow indicate new sections of SAFER barrier that will be completed in January.

"The safety of both drivers and fans continues to be our utmost priority," said track president Ed Clark. "These additions solidify our commitment to providing the safest racing environment possible and the high-quality entertainment experience our fans deserve."

SAFER (Steel and Foam Energy

Reduction) barrier, which is designed to absorb and reduce the impact of race cars during a crash, was designed by a team of engineers at the Midwest Roadside Safety Facility at the University of Nebraska-Lincoln and first installed at Indianapolis Motor Speedway in 2002. The barrier is made up of steel tubes mounted to concrete retaining walls, separated by polystyrene foam. The technology distributes the force of impact onto a greater area and in turn, lessens the force transferred to both the car and its occupant. SAFER barrier was first installed at AMS in 2004, covering approximately 8,000 linear feet and 75 percent of the outer walls, as well as sections inside Turn 2.

The new additions add protective coverage based on the recommendations prescribed by NASCAR and safety officials. Erring on the side of safety, AMS supplemented its barrier system prior to its NASCAR events earlier this year by extending the protective wall at the exit of Pit Road as well as placing a temporary



tire barrier along the inside wall in Turn 4. Both those areas will be equipped with SAFER barriers at the completion of new additions.

NASCAR racing returns to Atlanta Motor Speedway Feb. 26-28, 2016, featuring an XFINITY Series and Camping World

Truck Series doubleheader on Saturday, Feb. 27 and the Folds of Honor QuikTrip 500 Sprint Cup Series race on Sunday, Feb. 28. For more information, contact the Atlanta Motor Speedway ticket office at (770) 946-4211, (877) 9-AMS-TIX or visit [www.atlantamotorspeedway.com](http://www.atlantamotorspeedway.com).

**NO REPAVE PLANNED FOR AMS**

Atlanta Motor Speedway was last resurfaced in 1997 and today is among the oldest racing surfaces on the NASCAR Sprint Cup Series circuit. While track officials are constantly monitoring the track's condition, there are, at this time, no plans in place to resurface the track.

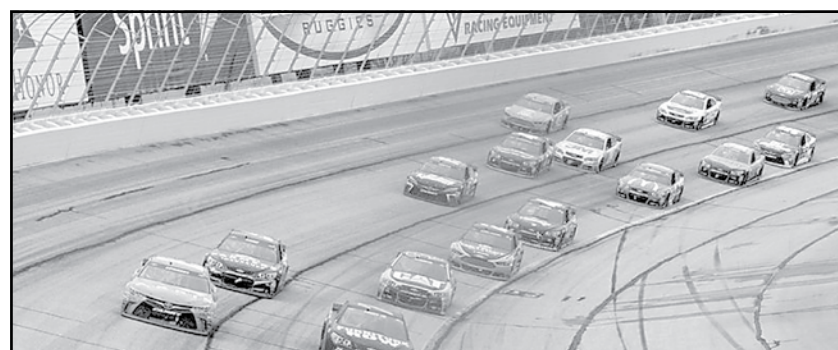
"The well-used racing surface at our track produces some of the most exciting racing in NASCAR," said Atlanta Motor Speedway president Ed Clark. "Competitors participating in our recent NASCAR test sessions gave the surface high marks and encouraged us to maintain the racing surface as it currently stands."

A favorite among many NASCAR drivers, the aged, abrasive surface produces slick racing conditions and some of the

fastest tire fall-off in NASCAR. The conditions require race teams to take a more strategic approach, oftentimes with high-risk/high-reward situations.

Tony Stewart, a three-time Sprint Cup Series race winner at Atlanta, expressed his strong sentiments against repaving the track in a 2011 post-race interview. Other drivers like Carl Edwards, Matt Kenseth and Jeff Gordon have all verbalized their fondness for the slick conditions of the aged surface.

With very little alteration since its most recent repave 18 years ago, regularly scheduled maintenance programs, including filling cracks with pavement preservation products, is performed on the 1.54-mile asphalt surface between races.



Mild Georgia winters and the thorough maintenance program have played a key factor in the track's longevity.

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