

The 2019 Cup season starts with the Advance Auto Parts Clash Sunday, Feb 10. The entire 2019 season will be posted in January. Have a great holiday season and see you next year!



**“World’s Largest  
Transmission Specialists!”**



2408 Fairburn Road in Douglasville, GA • 770-947-8357 • Email: [aamcodville@yahoo.com](mailto:aamcodville@yahoo.com)

**WE DO:**

- Factory Maintenance
- Brakes
- AC Repair
- Tune-Ups
- Engine Repair
- Transmission Repair
- Cooling System Repair
- Shocks
- Struts & much more!

## Atlanta Motor Speedway NASCAR Tire Test

By Darius Goodman  
[darius@reporterdarius.com](mailto:darius@reporterdarius.com)

HAMPTON — NASCAR came to visit Atlanta Motor Speedway early in the year ahead of the 2019 Folds of Honor QuikTrip 500 as a tire and aerodynamic package test hit the surface.

Jimmie Johnson and Ryan Blaney were at the forefront of the test that featured a number of marquee drivers. For Johnson, there was a double dose of new for the seven-time champion. The new aero package and tire combined with Atlanta Motor Speedway’s recent resal efforts in the Tuesday session. Johnson says that he wants the track surface to stay the same for the coming seasons. “From a drivers standpoint we want it to stay the same,” Johnson said of the surface and its impending date of repave. “Ultimately the fans get the final say but if they were to repave I think we’d have more of a pack race



RYAN BLANEY

than we do with this strung out race. There’s always a discrepancy from what the drivers inside the car think are a good challenging race and what the fans see. So far the drivers have won the battle and I know that at some point they’ll need to repave the track — if the fans wanted, they could speak up and get it down quicker than anyone.”

With previous racing packages, tire wear and falloff was always a point of emphasis at a mile and a half racing surfaces like Atlanta Motor Speedway. When asked if drivers would be more of a pack around the track rather than spread out, Blaney says that he thinks other drivers want tires to fall off but the pack won’t be a factor. “Throughout a run and here I think, you won’t see drivers packed up like in 10 laps. They won’t be in a big pack like they were in Charlotte, that’s for sure,” Blaney said. “That’s just kinda a variation in track and asphalt. If we go to a track like Michigan we’ll be kinda packed up the whole time but here I think they’ll be comers and goers based on how well you take care of your tires throughout a run.”

Johnson agreed with Blaney about learning how much throttle drivers can use on the cars in a run before the tires drop off.

“It’s going to be a moving target and Goodyear has a lot of tests scheduled for next year to find what tire best suits this,” Johnson said. “I think if you go back five-six years we started taking downforce off the cars to try to slow down the center of corner speeds, so they put a different tire on the car to create tire fall off and make chances to pass. This track does it on its own — other tracks and especially recently repaved tracks are the tracks that need the most attention.”



JIMMIE JOHNSON  
TIRE TESTING FOR GOODYEAR



Q&A Session