



SCOTT JENKINS MOTORSPORTS

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INVERSION CHALLENGES JENKINS AND OTHER TOP RACERS

PORTLAND, Oregon (July 21st, 2007)
– Over the years NASCAR has used two main strategies to determine drivers' starting positions. The first is qualification, in which each driver races two laps against the clock. After all drivers have qualified, the race starting order is determined by the qualification times, with the fastest starting at the front. This keeps racers of similar speeds together and reduces the number of dangerous accidents. However, to make races more exciting for spectators the "inversion" was introduced, which reverses the starting order for a predetermined number of the fastest qualifiers. This theoretically forces the fastest racers to fight their way to the front of the pack, however because of today's nearly identical cars it often isn't possible to retake enough positions, especially during the shorter races at regional speedways.



“This inversion is really skewing the year's point totals,” says Scottie. “Our E.F.I. #51 team is consistently one of the fastest cars on the track and the qualification times prove it, but that hasn't translated to any wins yet. I understand the inversion principle and that it's tradition, but today's cars and drivers are so close performance-wise that the big inversions are really hurting the fastest teams. Even the fans and sponsors have no idea who's really the fastest. It's unfortunate that luck can play a larger role than skill and teamwork.”

Take Scottie Jenkins for example, who regularly qualifies first, second or third fastest but often finds himself starting around eighth thanks to the inversion. The typical time between the fastest qualifying time and the slowest is only a tenth of a second, which means Scottie could gain a tenth of a second on the leader per lap, if he isn't blocked by slower cars. But to gain eight positions in forty laps means Jenkins has to pass one car every five laps, which is tough to do when he's constantly sparring with other racers and can only gain at most a tenth of a second per lap.

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For more information about Scottie Jenkins and valuable sponsorship opportunities, visit scottiejenkins.com or contact: Scott Jenkins Motorsports, LLC., 4325 N. Commerce Street, Portland, Oregon 97217 (503) 737-2100.

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