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Nascar monster energy cup series race results

NASCAR announced its plan to formally resume racing in May on Thursday, revealing the seven-event slate between its Cup, Xfinity and Truck series, which begins with a 400-mile cup competition with no fans in attendance at South Carolina's Darlington Raceway on The 17th Will be the first professional race in the world after a global hiapping on motorsport in the wake of the global health crisis. That race, which many sports' teams began preparing seriously after their classification as a core business as part of North Carolina's stay-at-home order late last week, will be followed by an ambitious schedule that sees six more races run at Darlington and Charlotte Motor Speedway in a span of just 11 days to close out the month: the 17th and 400-mile Cup races in Darlington | 15:30 ET at FoxMay 19: 200-mile Xfinity Race in Darlington | 8pm ET at FS1May 20: 310-mile Cup race in Darlington | 7:30pm ET at FS1May 24: Coca-Cola 600 Cup Race in Charlotte | 6pm ET at FoxMay 25: 300-mile Xfinity race in Charlotte | 19:30 ET at FS1May 26: 200-Mile Trucks Race in Charlotte | 20:00 ET at FS1May 27: 310-mile Cup race in Charlotte | 8 p.m. on FS1NASCAR initially shut down the 2020 season on March 13 with only four of the 36 scheduled races completed. This compressed schedule is part of the sanctions body's efforts to deliver on its promise (and contractual obligations) to squeeze in each of these 36 contests despite losing two months and facing an unclear health picture after the summer. Still, NASCAR stopped short of announcing any formal plans beyond the end of May. The absence of live fans will not be the only difference in how the races are held. The biggest change is that only the Coca-Cola 600 will have the traditional qualifying round-the rest are show and race. NASCAR has yet to announce how they will determine the field for those. Only those that are essential to the operation of the vehicle—16 people on the team—will be able to work on an event that will see teams use pre-public space facilities set at safe distances from each other. Crews will have to wear face masks, and those who work the race are encouraged not to visit the team's home shop once the schedule is in full swing. NASCAR will not do tests for coronavirus, but has introduced random temperature and symptom checks. One thing that doesn't change is the live pit stop format, where it's impossible for the crew to maintain a six-foot separation. NASCAR decided live pit stops are an essential part of NASCAR's tradition, reports The Athletic's Jeff Gluck, and decided to let them go given the additional measures being taken. NASCAR and its teams are eager and excited to return to racing, and have great respect for the responsibility that comes with returning to competition," said Steve O'Donnell, NASCAR's executive vice president and chief racing development officer. NASCAR will return in an environment that ensures the safety of our competitors, officials and all in the local community. Left unsaid is that NASCAR will also return in an environment without any other sports, putting them in a position to pick up fans who would never give a chance otherwise. NASCAR is taking a big gamble here given the blowback that would result from one of these races sowing a new outbreak-but it's calculated that the potential return is worth it. Do you think the average Nascar track gets crowded? Look at the painting work. There were about 800 different log festooning American super-speedsters last season. Things start to look indistinguishable when they go 180 miles per hour, says Eric Wright, vice president of R&D at media sponsorship expert Joyce Julius & Associates. To measure the impact of each billboard-on-wheels, J&A revved the new recognition sorting system for the 2010 season. It uses logo recognition software and an algorithm that crunches the size, clarity, screen time, location, and clutter to create media value for each tag's display time. As can be seen during this year's Daytona 500, companies are jostling a difficult position at every turn. Dumping spell-it-out name recognition in favour of its universally recognisable red-and-white bull-eye logo, Juan Montoya's target car (No 42) telegraphs its presence virtually anywhere on the track. Moreover, without the limitations of the font or edge, it is extra large and shiny. Nascar fans love big and shiny. The car grabbed 25 minutes and four seconds of screen time, worth \$1,927,925 in recognition.2. SIDE BY SIDE National Guard soldiers would have been sick to their stomachs if they had known the tums logo on Montoya's car had won more transmitters than No 88 Dale Earnhardt Jr.'s mine-is-larger logo. As? The empty space around Tums helps cut through the mess.3. EXTREME CLOSE-UPAflac has found the perfect way to take advantage of the roof top camera that sits atop its driver Carl Edwards No 99 car. Just above the windshield, on the edge of the roof, he has posted a small knowquack.com imprint to highlight the footage every time the nets cut to Edwards's camera. Like when he flips the car. What could be better for selling accident insurance? At Daytona, KnowQuack got a full 1:33 on the air (\$757,805).4. WINDOW DRESSINGVolvoline got slick by spreading its exposure with minor endorsements through the Four-Roush Fenway Fleet, which includes Edwards No. 99. The betting field paid off big-time at Daytona when Edwards' teammate David Ragan got a lot of close-ups on his window, which cost the oil company 40 seconds of great recognition and another value of \$66,600. Shake and bake. CMT in the spirit of a housewife-style reality show, a new series featuring the off-track lives of NASCAR drivers' wives will come to television in 2019.CMT has announced it will be adding eight episodes of Racing Wives to its programming lineup for next year. The show will be followed by sisters Ashley and Samantha Busch, married to drivers Kurt and Kyle Busch, and Whitney Ward Dillon, former cheerleader married to driver Austin Dillon. Mariel Lane, the former Miss Tennessee World 2015, will star in the series as well. Racing Wives is expected to be an hour-long unscripted series that follows the private off-track lives of some of NASCAR's most captivating first ladies and promises that the glittering shores and mansions of Lake Norman, North Carolina may never be the same. The new series will also feature Amber Balcaen, a third-generation racecar driver who left everything behind in Canada chasing after her dream of making it in NASCAR. Balcaen's father Mike has won 45 championships and four NLRA series titles over the course of his career. CMT, formerly known as Country Music Television, is owned by Viacom and features shows such as Nashville, Music City and Dallas Cowboys Cheerleaders: Making The Team. READ MORE The highlight of professional stock-car racing is the NASCAR Nextel Cup Series, which replaced the Winston Cup Series in 2004 and introduced a new scoring system. During the Winston Cup era, the same points were awarded for all races, regardless of length or prize money. The driver who collected the most points during the season was crowned champion. When R.J. Reynolds Tabak dropped his sponsorship after the 2003 season, NASCAR found a new sponsor at telecommunications giant Nextel and decided to change the scoring to make the sport more competitive. Here's how the NASCAR Nextel Cup Series, which will become the Sprint Cup Series in 2008, works. The season is basically divided into two parts. The first part includes 26 races on tracks throughout the United States. Drivers earn points based on their performance in each of these races. The following table summarizes how points are distributed: Ad drivers can also earn five points for a lap lead. Another five points go to the driver leading the most laps. This means that the race winner can earn a maximum of 195 points - 185 points for the first finish, plus five points if he leads the round, plus another five points if he leads the most laps. The first 26 races determine the qualification for the final 10-race competition to determine the champion. This latest race-off is known as the Chase for the NASCAR Nextel Cup, or simply the Chase. The top 12 riders after 26 races qualify for the Chase, but they don't get to take their point totals with them. To increase competition and excitement for fans, they all have their points totals reset to 5000. Riders also get a 10-point bonus for every race victory they had during the first 26 races. Points in the final 10 races are then determined as in any other race. Often, the champion is not determined until the final races of the season. Sometimes, if the driver has a big enough head start, he can tame the title with two or three races left. Either way, this new system, which was upgraded in 2007 to the format described above, brings a level of excitement to NASCAR, which is unbeatable in other motorsports. It has also introduced a measure especially among longtime fans and NASCAR purists. These fans believe the NASCAR Nextel Cup makes the first 26 races unimportant, or certainly less important. They also argue that the intense competition promised by the Cup has not been delivered, with the race approaching two riders instead of several races. Several.

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