



## ABOUT JACK ROUSH and the HISTORY OF PENNZOIL-ROUSH:

Jack Roush and performance have been synonymous since the 1960's ... from humble beginnings as a young engineer at Ford, Jack also worked at Chrysler before leaving in 1970 to start his own engineering business and expand his path into drag racing by forming a partnership with Wayne Gapp. For the next five years, the duo attracted national attention by winning events and one championship each in NHRA, IHRA and AHRA with their Pro Stock racer. One of Jack's first sponsorships ever was from Pennzoil, and dates back to Jack's initial drag racing program.

Roush was involved exclusively in drag racing until 1978, and advanced in power classes to the NHRA Pro Stock division. He also managed to find time to provide engines for race teams in other sports, such as the Pike's Peak Hill Climb and various powerboat and oval track series.

In 1976, Roush ended his partnership with Gapp and formed Jack Roush Performance Engineering. Roush's success at the track and his reputation as a performance engineer helped deliver project after project to his doorstep. He stopped operating the drag racing team, but kept doing race business for other teams. Roush primarily built engines for other teams throughout the early 1980's.

In 1982 Roush formed a partnership with Zakspeed Racing to run GTX and GTP cars for Ford in the United States. Some of their drivers included Kevin Cogan, Bobby Rahal and European superstar Klaus Ludwig.

In 1984, Roush returned to competition in the Sports Car Club of America (SCCA) and International Motor Sports Association (IMSA) road racing series and a legend was born. In the first year, he won the manufacturer's title for Lincoln-Mercury. Since then, Roush Racing has claimed 24 national championships and titles in the two series, including 12 manufacturer's championships. Roush has also earned 10 consecutive 24 Hours of Daytona sedan class championships.

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In 1988, Roush moved south and expanded his racing business to include a NASCAR Winston Cup team with driver Mark Martin. During the team's inaugural season, Martin won one pole and earned 10 top-10 finishes. In October 1989, Roush and Martin claimed their first NASCAR Winston Cup victory at North Carolina Motor Speedway.

Today, Roush has expanded his racing operations to include five Winston Cup teams, one full season and one limited-schedule Busch Series team and two Craftsman Truck teams. In March of 1999, Roush earned his 200th career win in the post-drag racing era as a team owner with Martin's Busch victory at Texas Motor Speedway. His engine facilities in Livonia, Mich., and Mooresville, N.C., also supply the horsepower for several other teams in Winston Cup and Busch Series racing, including Wood Brothers Racing.

In 2000 Roush captured his first NASCAR Championship with Greg Biffle in the NASCAR Craftsman Truck Series. In 2002 he added his second - again with Biffle, but this time in the Busch Grand National Series. In addition, Roush has finished as runner-up for the NASCAR Winston Cup Title on five different occasions, all with Mark Martin, with the most recent coming in 2002 when Roush boasted three of his Winston Cup teams in the top 10 when the season points were totaled up.

All in all Roush - who was the first Winston Cup owner to field a five car team - has so far posted 268 NASCAR Winston Cup, NASCAR Busch Series, NASCAR Craftsman Truck, SCCA Trans-Am and IMSA GTO/GTS wins.

With the recent announcement that Pennzoil and Roush Racing will join forces in NASCAR competition, the sponsorship relationship that was forged all those years ago on drag strips across America has come full circle to include all Roush Racing Winston Cup (Nextel Cup) teams and a NASCAR Busch Series 'Pennzoil Super Team' consisting of Mark Martin, Matt Kenseth and Jeff Burton.