



# KEVIN HARVICK

## Texas on My Mind

KANNAPOLIS, North Carolina (July 16, 2020) – Texas musician Pat Green released a song in 2001 titled, “Texas on My Mind.” The first lines of the song state, “I woke up this morning, with Texas on my mind ...”

Kevin Harvick, driver of the No. 4 Mobil 1 Ford Mustang for Stewart-Haas Racing (SHR), probably is thinking the same thing this week as the 2020 NASCAR Cup Series schedule reaches its halfway point with Sunday’s O’Reilly Auto Parts 500 at Texas Motor Speedway in Fort Worth.

Harvick has three wins, three poles, 11 top-threes, 22 top-10s and has led a total of 614 laps in his 34 career NASCAR Cup Series starts at Texas. But his last 11 races, all with crew chief Rodney Childers and SHR’s No. 4 team, have been outstanding.

He has finished in the top-10 in all 11 of those races with seven top-threes and two poles. And all three of Harvick’s career Texas victories have come consecutively in the November races of 2017, 2018 and 2019.

The 2020 season once again has been good to Harvick as he has amassed four wins and leads the points by 88 markers over Brad Keselowski.

Sunday will and could be a big day for Harvick as he will make his 700<sup>th</sup> career NASCAR Cup Series start to become only the 18<sup>th</sup> driver to accomplish that feat. He will be tied with Buddy Baker, who also has 700 starts.

If he completes lap 222 at Texas Motor Speedway, he will also surpass 200,000 laps completed in the Cup Series. Harvick is the leader among active drivers in that category and is closing in on Dale Earnhardt, who is 15<sup>th</sup> with 202,888.

And if he scores the win at the 1.5-mile oval, he will score his 54<sup>th</sup> career victory, which would tie him with Lee Petty for 11<sup>th</sup> on the all-time list.

Those are big numbers and big names, and Harvick isn’t looking to slow down. He’ll have the help of Mobil 1 on board as a sponsor and partner.

Mobil 1 isn’t just the world’s leading synthetic motor oil brand, it also provides the entire SHR team with leading lubricant technology, ensuring that all SHR Mustangs have a competitive edge over the competition on the track. In its 18<sup>th</sup> consecutive season as the “Official Motor Oil of NASCAR,” Mobil 1 is used by more than 50 percent of teams throughout NASCAR’s top three series.

Harvick has Texas on his mind, and victory, as well.

***KEVIN HARVICK, Driver of the No. 4 Mobil 1 Ford Mustang for Stewart-Haas Racing:***

**There were some questions with regard to track prep last week at Kentucky. Is there a concern with what happened at Bristol, too? Is there a worry going into Texas where track prep can play an important role?**

“Yeah, I mean, you’re definitely dependent on the guys taking care of the racetrack. I think we definitely went to Charlotte and the track prep didn’t seem like the PJ1 was what it had been the last couple of years. It seemed like when we started at Kentucky, the track prep obviously wasn’t very good for the Xfinity cars, dust flying everywhere. The top was just nasty dirty (at Bristol), really no chance to ever even run up there. Yeah, I mean, the track prep piece of it, last week we showed up on race day, the PJ1 was put on the racetrack without anybody knowing. Definitely, yeah, I think you have to be concerned with it going to Texas because it hasn’t been the same as what it was last year.”

**What’s the lesson of this week, to avoid what happened last weekend and Kentucky?**

“Yeah, that’s a good question. I think the one thing that lacks there is practice. I think everybody is kind of guessing at what’s right and what’s wrong. But the track was definitely not ready to race last week at Kentucky when those guys took off in the Xfinity race. At Bristol, there was no chance that the top groove was going to come in. There was enough setup up there, if you drove up there, it was going to take you two or three laps to get cleaned back up. Just wound up not being able to push it high enough. We still had a second groove, but I think a lot of people had the expectations that the bump-and-run was going to come into play. When the bottom has that much grip, then it becomes kind of an aero game, which it kind of became.”

**KEVIN HARVICK, Driver of the No. 4 Mobil 1 Ford Mustang for Stewart-Haas Racing:****Why do you prefer Mobil 1 synthetic?**

“I’m a synthetic guy because, in 1993 when we were sitting in the engine shop, we dumped Mobil 1 synthetic in and that’s all we did and gained seven horsepower. From that day on, we would actually save our money and then go to the local auto parts store because, at that time, it was like \$5.50 a quart and the conventional and other oils were like \$3.50. At the big races, we would put the Mobil 1 in the car and the regular races would put the regular oil in there. You know I’m going to say synthetic.”

**Kevin Harvick Texas Performance Profile:**

Year	Event	Start	Finish	Status/Laps	Laps Led	Earnings
2019	O’Reilly Auto Parts 500	23	8	Running, 334/334	0	N/A
	<b>AAA Texas 500</b>	<b>1</b>	<b>1</b>	<b>Running, 334/334</b>	<b>119</b>	<b>N/A</b>
2018	O’Reilly Auto Parts 500	2	2	Running, 334/334	87	N/A
	<b>×AAA Texas 500</b>	<b>3</b>	<b>1</b>	<b>Running, 337/337</b>	<b>177</b>	<b>N/A</b>
2017	O’Reilly Auto Parts 500	1	4	Running, 334/334	77	N/A
	<b>AAA Texas 500</b>	<b>3</b>	<b>1</b>	<b>Running, 334/334</b>	<b>38</b>	<b>N/A</b>
2016	Duck Commander 500	22	10	Running, 334/334	1	N/A
	*AAA Texas 500	3	6	Running, 293/293	0	N/A
2015	Duck Commander 500	2	2	Running, 334/334	98	\$379,720
	AAA Texas 500	3	2	Running, 334/334	11	\$280,475
2014	×Duck Commander 500	3	42	Engine, 28/340	1	\$110,173
	AAA Texas 500	5	2	Running, 341/341	2	\$378,783
2013	NRA 500	29	13	Running, 334/334	0	\$170,701
	AAA Texas 500	19	8	Running, 334/334	0	\$175,621
2012	Samsung Mobile 500	15	9	Running, 334/334	0	\$175,651
	×AAA Texas 500	23	9	Running, 335/335	0	\$168,971
2011	Samsung Mobile 500	29	20	Running, 332/334	0	\$153,861
	AAA Texas 500	21	13	Running, 334/334	0	\$150,511
2010	Samsung Mobile 500	19	7	Running, 334/334	0	\$181,526
	AAA Texas 500	26	6	Running, 334/334	1	\$191,826
2009	Samsung 500	17	27	Running, 331/334	0	\$139,593
	Dickies 500	24	5	Running, 334/334	0	\$219,078
2008	×Samsung 500	21	11	Running, 338/339	0	\$167,411
	Dickies 500	23	7	Running, 334/334	0	\$191,311
2007	†Samsung 500	11	29	Running, 331/334	0	\$140,961
	Dickies 500	4	10	Running, 334/334	0	\$168,261
2006	Samsung/RadioShack 500	24	5	Running, 334/334	1	\$204,511
	×Dickies 500	21	3	Running, 339/339	0	\$254,186
2005	Samsung/RadioShack 500	17	13	Running, 334/334	0	\$110,100
	Dickies 500	33	16	Running, 334/334	1	\$140,261
2004	Samsung/RadioShack 500	22	13	Running, 333/334	0	\$135,153
2003	Samsung/RadioShack 500	8	15	Running, 333/334	0	\$128,128
2002	Samsung/RadioShack 500	25	25	Running, 331/334	2	\$112,528
2001	Harrah’s 500	33	7	Running, 334/334	0	\$137,777

\* Race cut short due to weather. × Race length extended due to green-white-checkered finish. † Qualifying canceled due to weather, starting position set via car owner points.