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NATIONAL SPEED SPORT NEWS



**A.J. Foyt Marks
50 Years At Indy**

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NEXTEL ALL-STAR CHALLENGE
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MAY 9, 2007

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Vol. LXXV, No. 18

\$3

Four-For-Four

Johnson Nabs Hendrick's Fourth CoT Victory

NEXTEL CUP PAGES **3, 24-25**



RUSTY BURROUGHS/HHP PHOTO

SMOKIN': Jimmie Johnson does a celebratory burnout Sunday after taking the Jim Stewart 400 at Richmond Int'l Raceway. Johnson's victory makes Hendrick Motorsports four for four in this season's Car of Tomorrow events.



GINNY HEITHAUS PHOTO

FIRST DAY: Venezuela's Milka Duno takes to the track Sunday at Indianapolis Motor Speedway.

Milka Milks Rookie Test

*As Speedway Opens
For Month Of May*

IRL INDYCAR PAGE **2**

Melanie Works Her Magic In Madison

NHRA PAGES **22-23**





DANA GARRETT/IRL PHOTO

READY TO ROLL: Milka Duno signals to her crew as she sits on pit road Sunday during opening day at Indianapolis Motor Speedway.

Duno Up To Par On Indy's Opening Day

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — Just one week after competing in her first IndyCar race, Venezuela's Milka Duno has passed the Rookie Orientation Program for the 91st Indianapolis 500.

On Sunday, she completed the four-phase test, where she must run a specified number of miles per hour in segments before moving up to the next phase.

The first phase is 195-200 laps, followed by phases that include 200-205 mph, 205-210 mph and then a final phase of 210-plus.

All four phases are conducted under

the observation of Indy Racing League President of Competition Brian Barnhart and veteran drivers.

She can now participate at speed for the remainder of the month leading up to the 91st Indy 500 on May 27.

"During the test, it wasn't so easy for me," Duno admitted. "I was out there the first few laps and I was saying, 'Oh, what am I doing here?'"

"Really, it's a tough track. I understand now when the drivers say it's the most difficult track because it really is. Everything happens so quickly, so fast, and the track is so tight. You have to be precise in every corner, and the four corners are so different."

DUNO: CONTINUED ON PAGE 17

Sprint-Car Crash Claims Michigan Competitor

CLIO, Mich. — Veteran racing driver Scott Seaton was killed Saturday night in a violent crash during a heat race for the Auto Value Sprint Series at Auto City Speedway.

The 51-year-old Seaton was a native of Cedar Springs, Mich., and has been racing for 30

years.

Seaton was rounding the third turn when his car slammed into the outside wall at 130 miles per hour. The car violently broke apart and as a result the remainder of the racing program was cancelled.

It was the first racing-related fatality at Auto City since it opened 52 years ago.



Saturday Special

Track Promoters Try To Lure Fans By Using Jumbotrons

As Dale Earnhardt, Jr. and Jeff Gordon battle in the NASCAR Nextel All-Star Challenge, fans at Irwindale Speedway in California watch and scream.

Wait a second. Isn't the All-Star Challenge held in North Carolina, not California? How are fans three time zones away able to watch the live race at their track?

By **CRAIG MURPHY**
NSSN CORRESPONDENT

INSIDE LOOK

bringing in Jumbotrons with a live feed for select Saturday night NASCAR races, including the All-Star Challenge.

The track also brought in the Jumbotron for last August's Bristol Cup race.

"We had extremely good success with it," said Kevin O'Brien, chief marketing officer at the Irwindale track in Southern California. "Both nights we did it, we noticed large spikes in attendance."

Butch Behn, owner and promoter of South Sound Speedway near Tenino, Wash., believes carrying Saturday night Nextel Cup races live on a Jumbotron would help attendance at his three-quarter-mile track.

"Anytime you've got a Nextel Cup race against yours, it costs you a bunch of people in the stands," Behn



USAR PHOTO INSET: DICK AYERS PHOTO

CROWD PLEASERS: Spectators mill around the frontstretch at Stafford Motor Speedway in Stafford Springs, Conn., before a NASCAR modified race in April. Above: The Hooters Pro Cup Series takes the green flag April 28 at Concord Motorsports Park in Concord, N.C.

said. "I figure it costs me 500 people a night. If I had those races at the track, I'd get those 500 fans back, and then get another 500 on top of that."

Since the early 1990s, more and more Cup races have moved to Saturday nights. With the explosion in NASCAR's popularity, tracks around the country have been facing the problem of trying to maintain — let alone increase — their fan base on those nights.

This month alone, there are three-straight Nextel Cup races on Saturday night TV.

"It certainly isn't a mystery that when Nextel Cup races are on TV Saturday night, it will affect many short-track racing programs," O'Brien said. "We're certainly no

different. We wanted to become proactive. We don't want to allow race fans to have an excuse to not come watch the local show."

The reason track owners like Behn don't have Jumbotrons showing live Nextel Cup races is the same reason Irwindale only has two races for sure that will be shown.

"It costs money to do it," said O'Brien, who declined to say how much his track spends to bring in a Jumbotron twice a year. "Not only is there the cost to bring it in, but there's also the cost to promote the night. It can range from \$10,000 to \$20,000 per night (for the Jumbotron), depending on what size

SATURDAY: CONTINUED ON PAGE 36

NSSN RACING LINE

The Week In Motorsports
For May 9, 2007

No Bacon, No Worries: Walker Gets Win For Kahne

NEWTON, Iowa — Tyler Walker scored a surprise victory in Saturday's 25-lap Lucas Oil USAC National Sprint Car Series event at Iowa Speedway. Walker drove the Kasey Kahne Racing Beast/Mopar regularly driven by Brady Bacon. Bacon was unable to compete because he was too young.

USAC Sprints
PAGE 6

Bowyer Gives Childress Another Richmond Trophy

RICHMOND, Va. — RCR and RIR go together quite well these days. Kevin Harvick, in a Richard Childress Racing Chevrolet, won the past three Busch Series races at Richmond Int'l Raceway. The next winner was Clint Bowyer, who, in another RCR Chevrolet, used the pits to hold off Matt Kenseth and win the Circuit City 250.

BUSCH
PAGE 8

Pittman Scores Emotional Victory In West Memphis

WEST MEMPHIS, Ark. — Riverside Int'l Speedway will always be a very special place to Daryn Pittman. He met his wife Mandy there 10 years ago, and on Saturday he got to celebrate in the winner's circle with her after claiming a very emotional victory in the World of Outlaws return to the quarter-mile oval for the first time in 26 years.

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It's Hendrick — Again



AUTOSTOCK IMAGES

POWERHOUSE: Hendrick Motorsports teammates Jimmie Johnson, Kyle Busch and Jeff Gordon lead the way Sunday at Richmond Int'l Raceway. Johnson took the victory, HMS's seventh of the season.

Johnson Claims Another Trophy, Earns Hendrick Fourth CoT Victory

By **BRIT FRYER**
NSSN CORRESPONDENT

RICHMOND, Va. — Finishing third was like a victory for Denny Hamlin, who's about the only driver to even sniff what Hendrick Motorsports has brought to the first four Car of Tomorrow races.

"I'm looking in my front windshield, and I see all the Hendrick cars and me," Hamlin said. "I'm happy I'm the only guy that's really being competitive week in and week out with them."

Jimmie Johnson led Hendrick teammate Kyle Busch to a 1-2 finish in Sunday's Crown Royal 400 at Richmond Int'l Raceway. It looked as though Hendrick Chevrolets might sweep the top-three positions if it weren't for Hamlin, who passed a fad-



NICK LAHAM/GETTY IMAGES PHOTO

BUILDING MOMENTUM: Jimmie Johnson celebrates after winning Sunday's Jim Stewart 400 at Richmond Int'l Raceway.

ing Jeff Gordon in the closing laps.

Hendrick has won seven of the past eight races and all the CoT events, and it was the powerhouse organization's first victory at RIR since

Gordon won in 2000.

"You enjoy it while you've got it," Johnson said, "but we know that

HENDRICK: CONTINUED ON PAGE 24



RONDA GREER/NASCAR PHOTO

LEGALITIES: Marcos Ambrose leads the field to the green flag during a NASCAR Craftsman Truck Series race at Kentucky Speedway in 2006.

Ky. Officials Seek NASCAR-ISC Split

By **JOHN CLAYTON**
STAFF WRITER

SPARTA, Ky. — An antitrust lawsuit originally intent on bringing a NASCAR Nextel Cup race to Kentucky Speedway was amended in late April and, if successful, could break up NASCAR and its sister entity, International Speedway Corp.

The France family owns controlling interest in both companies.

In the lawsuit, it is the speedway's contention that NASCAR and the ISC have created a monopoly and with it an unfair competitive environment for independently owned tracks.

NASCAR officials could not be reached for comment but have denied antitrust claims and described the suit in published reports as "thinly concealed expressions of bitterness against a more successful promoter."

The speedway filed the amended complaint on April 20 in U.S. District Court in Covington, Ky. The initial lawsuit was filed there in 2005, and a NASCAR-sought dismissal of it has been denied by a federal judge.

According to published reports, the speedway is now asking that ISC sell at least eight of the 12 tracks it owns that host Nextel Cup events and that the France family give up control of

LAWSUIT: CONTINUED ON PAGE 36

Lowe's, Las Vegas Join Talladega In Banning Unruly Fans

By **JOHN CLAYTON**
STAFF WRITER

CONCORD, N.C. — Several tracks hosting NASCAR Nextel Cup events have joined together to ban fans who behave badly.

Lowe's Motor Speedway and Las Vegas Motor Speedway, both of which are owned and operated by Speedway Motorsports, Inc., have joined Talladega Superspeedway in its decision to permanently

prohibit fans guilty of throwing items onto the track following Jeff Gordon's April 29 victory in the Aaron's 499. At Talladega, 14 people were arrested in the grandstands, including 12 for throwing objects on the race track, and charged with disorderly conduct. All were released after posting \$500 bond.

Talladega Superspeedway President Grant Lynch moved quickly after the race to permanently ban the offenders from buying tickets to future races at the track.

"This is not the type of behavior Talladega

Superspeedway will tolerate, and, therefore, these 12 individuals have been banned from Talladega Superspeedway from this point forward," Lynch said.

"We are also working with legal counsel to ensure these individuals do not commit these acts again on Talladega Superspeedway property."

Lynch also called on other tracks on the NASCAR Nextel Cup circuit to follow suit.

Las Vegas and Lowe's motor speedways were the first to take action.

"We join other tracks in prohibiting fans who threw objects at Talladega from buying tickets for our racers," said H.A. Humpy Wheeler, president and general manager of Lowe's Motor Speedway. "This is not only a crime, but a terrible thing to do. Fortunately, 99.9 percent of the race fans feel the same way. While it hasn't happened here in a long, long time, we will still take precautions at both the May 19 NASCAR Nextel All-Star Challenge and the May 27 Coca-Cola

BAN: CONTINUED ON PAGE 24

OPINIONS

ECONOMAKI: Chevy Corvette stays with pushrod design. **PAGE 4**
ARGABRIGHT: Fans believe NASCAR controls the outcome. **PAGE 4**
ROBINSON: 'Stock cars' come home to Charlotte. **PAGE 5**

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EXCLUSIVE

Former USAC Champ East Headed Back To Stock-Car Competition

If you weren't paying close attention, you may have been one of the many who wondered, "What happened to Bobby East?"

After a full season in the Craftsman Truck Series last year, the 2004 USAC National Midget Series champion was rideless entering the new year. But after lining up open-wheel rides, the 22-year-old pilot will drive 10 Busch Series events and a handful of ARCA races this season.

BOBBY EAST
PAGES 20-21

WINNER'S LIST

Series	Winner	Where	Page
USAC SC	Bobby East	Newton, Iowa	6
USAC Midgets	Billy Wease	Newton, Iowa	6
Lucas Oil LMs	Shannon Babb	Calvert City, Ky.	7
ARCA RE/MAX	Billy Leslie	Winchester, Ind.	10
Hooters Pro Cup	Mark McFarland	Shenandoah, Va.	14
NHRA Top Fuel	Melanie Troxel	Madison, Ill.	22
NHRA Funny Car	Ron Capps	Madison, Ill.	22
NHRA Pro Stock	Dave Connolly	Madison, Ill.	22

THE FINISH

"If it takes 42 (crew chiefs) from now until whenever, I don't really care what the number is."

DALE JARRETT AFTER MISSING HIS FIRST RACE SINCE 1994
NEXTEL CUP, PAGE 24



▶ PUBLIC FORUM

Let your voice be heard

Outraged Fan

I hesitate to call you race fans, so I'll just say you idiots who throw beer cans, etc., onto race tracks should be jailed and fined when caught.

Why not just stay home and yell at the TV when something happens that you don't like? This would be cheaper for you, and you won't be missed at the track. Now, if only someone who is literate will read this to you, you will know how a real race fan feels.

Max Daugherty
Plainfield, Ind.

Supporting Stewart

Tony Stewart hit the nail on the head with his remarks about NASCAR and debris cautions. It's about time for NASCAR to show some respect to the fans and the drivers. I'd like to actually see the mysterious debris when these well-timed cautions are thrown.

The world doesn't revolve around NASCAR, and if more people like Tony Stewart were to speak out against corrupt rules and cautions, maybe NASCAR would finally get the message.

Ken Bagenstone, Jr.
Temple, Pa.

Conspiracy Theories

Regarding the reference in Chris Economaki's article (April 25) to the *N.Y. Times*' letter-writer's contention that "there are forces at work to manipulate the outcome of races." It is more than just a few fans and not just the fans of one or two drivers who happen to be struggling.

To more than just a few, it does appear that NASCAR is manipulating the race outcome. Whether it is or not, appearances do matter. Just as the teenager caught standing next to the graffiti-covered wall with a can of spray paint "appears" to have done the obvious, NASCAR is going to be hard-pressed to convince us otherwise.

Why won't NASCAR publish the rules to the game? Local races have rules, and even

FORUM: CONTINUED ON PAGE 37



Share Your Opinion

Letters intended for publication in *National Speed Sport News* should be brief and must be signed and include the author's complete mailing address and business hours phone number. We reserve the right to edit letters for length and clarity. Mail to 6509 Hudspeith Rd., P.O. Box 1210, Harrisburg, NC 28075. E-mail to publicforum@nationalspeedsportnews.com.



Pushrods Forever?

Chevy's Newest 'Vette Engine? A High-Horsepower Rocker Arm!

MIDLAND PARK, N.J.

The general trend by the Detroit 3 to overhead-cam engines has been interrupted by Chevrolet, which recently announced its LS3 engine, a 430-horsepower pushrod unit for its newest Corvette. This 6.2-liter (378-cubic-inch) aluminum V-8 engine replaces the 6-liter LS2 pushrod engine used in the previous 'Vette. Emissions have been improved as well says GM, reporting MPG (economy) is unchanged from the LS2.

The answer of the week was given by **Robby Gordon**, NASCAR's only ongoing owner/driver. Asked on Saturday's "Trackside" Speed Channel telecast by **Darrell Waltrip** what running his No. 7 Ford Nextel Cup team with only piecemeal sponsorship costs, without hesitation Gordon replied, "You're looking at a million dollars a month." In the nine Cup races run during the first three months of this season, Gordon's No.7 has won \$925,775, which means as of May 1 he was \$2,074,225 in the red!

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

How much of that his sponsors absorbed is another interesting question.

As this year ticks away NASCAR is seeking a replacement sponsor for its No. 2 racing series. Current sponsor Busch Beer bows out at the end of this year after a quarter-century run. Potential difficulties appear due to TV partner ESPN possibly having contracts that conflict. Another big issue is "how much." Indications are Busch is paying around \$10 million a year. A renewal is expected to demand treble this amount. Who will pay \$30 million a year? One prospect is KFC, one of five restaurant chains owned by huge Yum! Brands of Louisville. Stay tuned.

It isn't often a racing stock-car driver gets his photo in the society section of *The New York Times*, but that's where we saw 32-year-old **Ray Hamilton** of Morrison III., in a wedding photo with his bride, **Mary Lynn van Wyck**. He is from Charleston, S.C., and is described as a real estate investor and racing stock-car driver. Talk about hoity-toity, the couple's families virtually own the Social Register, but we can't find any racing headlines he may have made.

James Hylton, now 72 and who shows up with his helmet and race car at many NASCAR races, is the star of "Yellow Mountain Road: The James Hylton Story," which premieres on TV at 3 p.m. EST May 21, 23 and 25 on DirecTV Channel 364 and also on CN8, The Comcast Network. It's a Retirement Living



HHP/HAROLD HINSON PHOTO

PARTY TIME: Despite sharing some Cinco de Mayo fun with his teammates, Robby Gordon (right) has plenty to worry about.

show!

Drag-racing star **Gary Scelzi** doesn't like the term "retirement," so that's why he did not use that term in announcing this season will be his last. Now 46, the winner of both Top Fuel and Funny Car championships says his family and truck business need him more than the strips. "Maybe I'll come back some day, and maybe I won't," was the way he put it.

The All-American Driver Challenge, a driver-search competition for emerging talent between the ages of 15-23 started by **Tracy Trotter** in 2002, is now a few races into its fifth season after a six-car start in Bakersfield, Calif. Endorsed by USAC and sponsored by the **Richard Petty** Driving Experience, AADC has spread nationwide and has conducted 220-odd race meets with more than 200 cars listed in its record book. The Ford Focus midget is its primary vehicle, and this year the AADC has 17 race meets ticketed in Virginia, Kentucky and the Carolinas. For more on this facet of the AADC, go to <http://www.carolinamidgetseries.com> or call (800) 861-6491 for particulars on the entire organization. Its publicity hammers home that **Jeff Gordon**, **Kasey Kahne**, **Ryan Newman** and **Tony Stewart** all took their "basic training" in midgets.

ECONOMAKI: CONTINUED ON PAGE 37

Many Fans Believe NASCAR Controls The Outcome Of Races

FISHERS, IND.

The dust has settled on Tony Stewart's recent remarks questioning the integrity of NASCAR Nextel Cup racing, but what's fascinating is that such a vast number of hardcore race fans so readily agree with him.

Mainstream moms and pops might debate the issue, but among serious fans of motorsports — people who subscribe to this newspaper — it seems that the jury has already decided on conviction. Ask almost any short-track fan or racer if NASCAR manipulates races with debris cautions and such, and nearly always the answer is a resounding positive.

Not just "yes," but usually, "hell, yes!" Maybe that's not a big deal, because Cup racing still sells a lot of tickets every Sunday afternoon. The television ratings are clearly trending down, but NASCAR is still typically the big gorilla in terms of viewers, not just among motorsports but among all sports.

But if you stop and think about it, there is maybe a pattern developing here, one that could be nothing but then again might be an eerie case of history repeating itself.

AMERICAN SCENE



DAVE ARGABRIGHT

The reason so many fans today believe NASCAR manipulates races is because the folks from Daytona have simply done too much tinkering over the past few years. Hey, the debris caution dates back to Tim Flock and Lee Petty. Everybody sort of accepted that sometimes the caution was about nothing more than reining in a runaway leader, and by itself it wasn't such a big deal.

But recent years have brought us the Lucky Dog rule, The Chase for the Championship, the top-35 rule and other such departures from tradition. Racing has always been about a level playing field, and may the best man win. But each change NASCAR has adopted in recent years is not about any of those things, but rather protecting something or somebody, and to keep the boat from being rocked.

With each change, NASCAR seems to be pushing its traditional fan farther and farther away. Goodbye North Wilkesboro, hello California. Goodbye Ford vs. Chevy, hello Car of Tomorrow. Eloquent arguments can be made that it's all good for business, yet it's the loyal, devoted customers who are doing

ARGABRIGHT: CONTINUED ON PAGE 37

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The
Audit
Bureau

Foyt Puts Faith In Unser, Jr.

INDIANAPOLIS

In their prime, they were two of the best drivers ever at the Indianapolis 500.

But even though 72-year-old A.J. Foyt and 45-year-old Al Unser, Jr. have been out of the spotlight lately, the fact they are teaming up for the 91st Indianapolis 500 adds a historic twist to this year's race, as an Unser will drive an Indy car owned by Foyt.

"Driving the 50 car for A.J. on his 50th anniversary (in IndyCar racing) I'm just super proud," said Unser, a two-time Indy 500 winner. "Those are really the only words I can come up with. He helped my dad get going in 1965, and now there's another Unser driving for A.J. I couldn't be more proud."

Unser will be the 50th driver — and second Unser — to run for Foyt since he began owning race cars in 1965.

Al Unser made his first Indianapolis 500 start in 1965 in a car owned by Foyt. Unser qualified 32nd on Bump Day and finished ninth.

Now, it's Al Unser, Jr.'s turn to drive for Foyt. "It's a real honor to be driving for A.J., especially during his 50th anniversary season and especially at Indy," said Al Unser, Jr. "A.J. has so much history at the Speedway, and the Unseers are a part of that history. A.J. played a big role in getting my dad started at Indy in '65, so when A.J. called me to drive for him, I felt honored and very proud."

Foyt was the first four-time winner of the Indy 500 winning in 1961, '64, '67 and '77. Unser's father joined him as a four-time winner in 1987. Unser's other victories came in 1970, '71 and '78.

Al Unser, Jr. won the Indy 500 in 1992 and '94. His first victory came by just .0043 of a second over Scott Goodyear in the closest finish in Indianapolis 500 history.

The younger Unser will attempt to make his 19th Indy 500 start in Foyt's car.

"Al, Jr. is a really talented driver whose experience will bring a lot of good things to our team this month," said Foyt, who won as a

LAST WORD



BRUCE MARTIN

team owner in 1999 with Kenny Brack. "I'm looking forward to working with him at Indy. We've stepped up our IndyCar Series program overall this year in a lot of ways. Hiring a veteran like Al, Jr., who has won at the Speedway and knows it so well, will help our regular driver, Darren, because it's been a couple years since he's run there. I

think this is our best chance at Indy since we won it in '99."

Even though he hasn't won a race since 2003 with Kelley Racing, Al Unser, Jr. still has a name that conjures excellence at the Indianapolis Motor Speedway.

And there is still no bigger name in the history of the 500-Mile Race than Foyt.

So put the two of them together and it's a throwback to the good old days of Indianapolis 500.

"My first memories of A.J. go back a ways," Unser said. "We were at a race track. I was probably six or seven years old. I remember walking with him and dad and Uncle Bobby. We were in the pits somewhere. The reason why we were walking around was because it was raining."

"I had the gumption or the stupidity to splash water on A.J. with my foot. I stomped in a puddle."

"What did A.J. do? He stomped right back in the next puddle and got me wet."

"Those are my first memories of A.J. Then it just keeps going. We'll leave it at that for right now."

In their prime, they were favorites to win the 500 almost any year. But even while the prime of their careers was a very long time ago, Foyt believes magical things can still happen in the Indianapolis 500.

"It's always a big challenge any time you go to Indianapolis," Foyt said. "It's like the Kentucky Derby. You go there and it's an open field. You never know who's going to win. A lot of times when the favorites are favored to win, they're in the back."

"It's always open."

'Stock Cars' Make Charlotte Return

WAVERLY, N.Y.

On Thursday, May 24, stock-car racing will make a return to Lowe's Motor Speedway after an absence of more than 20 years.

Don't panic. You haven't been hibernating for two decades like Rip van Winkle.

We're using the term "stock car" as a common noun, denoting a vehicle one can recognize as having started its career on a manufacturer's production line.

The SCCA Speed World Challenge GT series has been booked to race after qualifying for the Coca Cola 600 that night to spread out the departing traffic flow; what is known in boxing circles as the walk-out fight.

While most of the time-trial crowd may be on its way to the exits, those who stay in their seats and give their imagination free reign might gain some insight into a road not traveled in the experience of most current NASCAR fans.

Being developed for road racing, the Speed GT cars will use a chicane at the end of pit road, but not the infield road course. Still, they should be at full speed through turns three and four. So, sit at that end of the track and take a moment to ponder what flashes past under the lights.

What manner of beasts are these which invade the house that Humpty built?

Primarily stock-appearing Vipers and Corvettes plus a pair of factory Cadillac CTS-Vs, along with a Porsche contingent and a couple of Pontiac GTOs. There was an Aston Martin team last year, but like their ALMS cousins they have stayed across the pond this year. What a shame, since this is the year '007.

For you Car of Tomorrow fans, there's a splitter on the front and a wing on the back, but much of what lies in between comes from the factory whose logo appears on the hood.

The Speed World Challenge is the direct descendant of SCCA's showroom stock endurance series of the 1980s. Along the way, the endurance format and the showroom

HERE AND THERE



AL ROBINSON

aspect were both discarded, but the stock profile is maintained in composite panels along with the production block, heads, suspension system and internal structure.

The bolt-on parts are mainly aftermarket, but the guts are original. In other words, it's pretty close to a 21st-century interpretation of "NASCAR stock" circa 1970, and closer still to the

Trans-Am Series of that era.

Cup Series cars have evolved in a different direction, for very good reasons related to both competition and marketing. The change was gradual but profound, a fact driven home to me several years ago by seeing a pair of No. 3 Monte Carlos — a CRC-sponsored 1979 model and a Goodwrench car from the late 1990s — on display side by side at the Richard Childress Racing museum.

Landmarks on that trail were the approval of front-wheel-drive model bodies from Pontiac, Oldsmobile and Buick in 1985, the "silhouette" Ford Taurus in 1998 and the aero-matching of 2003.

The Speed GT cars are at the opposite end of the spectrum. A greyhound and a bulldog are more closely aero-matched than a Viper and a Caddy CTS. In fact, the Viper, the CTS and the Porsche 911 may have the most recognized profiles this side of the original VW Beetle.

And whether a Corvette is a C5 or a C6 (both race in Speed GT), there is a quality of "Vetteness" that goes back to the 1963 split-window coupe over which motorheads of my generation lusted — and still do.

There are differences in sound, too, from the Cadillacs that roar like an injected rat motor to the most un-Hemi snarl of the V-10-powered Vipers.

So, if you're planning on being at Lowe's on May 24 for what is officially labeled CTC Pole Night, stick around for something different. It won't necessarily be the shape of things to come, but it might help shape your understanding of the racing world.

I'll bet it turns out to be a good race, too.

Breathing Is Not The Easiest Thing To Do While Driving A Funny Car

MADISON, ILL.

This has been a very difficult season so far. Losing Eric Medlen after Gainesville has been a life-changing event for me, and I am so thankful for the time we had together.

I want to thank all the fans and drivers for being so supportive of everyone associated with John Force Racing.

I have been learning so much every week. Sometimes it is hard to keep it all straight. Guido (crew chief Dean Antonelli) and I are quickly getting into a routine at the races, and my team is coming together.

A big surprise has been the feeling of power from the Castrol GTX Ford Mustang Funny Car. I've known how fast the cars go, but to actually be in the car and doing it is amazing. I've

been a fan for so many years watching dad and now to be driving is neat. I have come up through the ranks, so I was prepared for the speed. I couldn't imagine just hopping into a Funny Car and going 330 miles per hour without having driven in Super Comp and Alcohol Dragster. It would have been a complete shock.

An even bigger surprise in the Funny Car has been the adrenaline rush you get and how much energy a run takes from you. Making a pass is not like running a mile or jumping hurdles. You are sitting in the car, but at the end of the run you're out of breath and exhausted.

At the top end, your mind is trying to catch up. I never had that with Super Comp or even Alcohol Dragster. At the end of an Alcohol

A NEW FORCE



ASHLEY FORCE

Dragster run I wasn't out of breath. I could do my interview right after I climbed out. I could recall everything that happened right away.

In the Funny Car, there are times when I'll be doing an interview and it takes me a little while to remember what happened during the run because it happened so fast my mind

couldn't quite register it all.

Twenty-five minutes later I'll start to put it all together and think, "Oh, I remember feeling this at a couple hundred feet and then this happened." That is why when we go back to the pits, I'll get changed and then I'll go and talk with Guido. By then it has all settled in my head.

Before this season I just figured you got out of the car and you knew what had just happened. I couldn't understand why everyone was so out of breath. Now that I am doing it every race, I understand.

I have also been working on my breathing to help with some of the adrenaline rush. After the burnout, I found myself starting to breathe pretty hard, and my heart rate was higher than when I'm sitting back in the lanes. It is not like holding the

clutch in is really hard to do or that it takes a lot of energy. Trying to do it all perfectly requires a lot of energy.

As far as going down the track, I don't think I really breathe. I think I am holding my breath because the force on my body is so great. It is not that easy to breathe normally. That is why you see a lot of people out of breath at the top end. It is hard to catch your breath until after the run because of the pressure on your body. After the chutes have opened, you get back into your normal breathing routine.

Every run I figure something else out that makes me a better driver. That is how we are measuring our success this season.

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Surprise Sub Walker Rules Iowa Sprinters

By BRYAN GAPINSKI

NEWTON, Iowa — Tyler Walker scored a surprise victory in Saturday's 25-lap Lucas Oil USAC National Sprint Car Series event at Iowa Speedway.

USAC SPRINTS

Walker drove the Kasey Kahne Racing Mopar/Open Joist Beast/Mopar regularly driven by Brady Bacon. Bacon was unable to compete because track regulations require drivers to be a minimum of 18 years old.

Keith Kunz Motorsports teammates Darren Hagen and Marc Jessup exchanged the lead officially three times in the first eight laps before Walker took over.

Walker, who started seventh, passed three cars on the first lap. Three cautions between laps five and seven kept the field tightly bunched.

Walker drove below Hagen entering turn one on the ninth lap, taking the lead, and by the completion of the lap held a two-car advantage. Each lap, Walker increased his lead over Hagen and Jessup, who waged a torrid battle for second place for the remainder of the event.

Walker finished 3.27 seconds ahead of Hagen, Jessup, Walker's teammate, Kevin Swindell, and Bobby East.

"The car was perfect. I was able to drive it so deep into the corners since the track is so smooth. This facility is great," said Walker, who won three Silver Crown events for Kahne dur-

ing the 2004 season.

Hagen holds a 20-point lead over Swindell.

The summary:

Qualifications: 1. Darren Hagen, Kunz 67, 22.831; 2. Dave Darland, Pace 44, 22.847; 3. Marc Jessup, Kunz 67k, 22.999; 4. Dave Steele, Dynamics 69, 23.002; 5. Bobby East, Klatt 5, 23.050; 6. Nick Green, Short 36, 23.056; 7. Tyler Walker, Kahne 99, 23.059; 8. Damion Gardner, Lefler 71, 23.145; 9. Levi Jones, Stewart 20, 23.200; 10. Ron Gregory, BWB 62, 23.371; 11. Mike Murgioito, Walker/Guiducci 11, 23.426; 12. Dustin Morgan, Walker/Guiducci 11d, 23.460; 13. Brian Gerster, Davis/Gerster 27, 23.474; 14. Kevin Swindell, Kahne 79, 23.485; 15. Donnie Adams, Jr., Adams 17a, 23.560; 16. Brian Tyler, Contos 4, 23.615; 17. Daron Clayton, Clayton 92, 23.618; 18. Aaron Pierce, Pierce 26, 23.749; 19. Brady Short, 2B Racing 2b, 23.830; 20. Robert Ballou, MPHG 81, 23.842; 21. Mat Neely, Neely 17n, 23.850; 22. Cameron Dodson, Ram 50m, 23.869; 23. Ricky Stenhouse, Jr., Stewart 21, 23.961; 24. Jesse Hockett, VKCC 75, 24.020; 25. Billy Wease, Western Speed 40, 24.032; 26. Cody Veenstra, Veenstra 07x, 24.133; 27. Tom Hessert III, Hessert 5h, 24.599; 28. Bob Schaeffer, Wintergreen 93, 24.774.

Feature (25 laps): Walker, Jessup, Steele, Swindell, East, Hagen, Morgan, Hessert, Jones, Murgioito, Green, Gardner, Wease, Short, Clayton, Gerster, Dodson, Hockett, Adams, Ballou, Neely, Schaeffer, Tyler, Stenhouse, Pierce, Darland, Veenstra, Gregory.



PHIL RIDER PHOTO

HEELS OVER HEAD: Carl Edwards isn't the only driver to perform a back flip after a victory. Tyler Walker, who did flips in victory lane long before most folks knew who Edwards was, flips after winning Saturday at Iowa Speedway.



PHIL RIDER PHOTO

NO ROOM FOR ERROR: Billy Wease (80) battles Bobby East for position during Saturday's USAC midget race at Iowa Speedway.

'Flawless' Car Hands Win To Wease

By BRYAN GAPINSKI

NEWTON, Iowa — Billy Wease continued to solidify his role as a Penske Racing development driver by capturing the 25-lap USAC National Midget Car Series feature Saturday at Iowa Speedway.

USAC MIDGETS

Three cautions during the first four laps kept the race from developing.

Bobby East paced the first four laps before Tom Hessert III moved in front

for two laps. East again took over the lead on the seventh lap. Wease, who never ran out of the top five, moved into second on the 10th lap, followed by a closely bunched field that saw the top-eight cars separated by less than 10 car lengths at the midway point.

Wease drove under East entering turn one on lap 14 and grabbed the lead. Driving the Western Speed Gerhardt/Ford-Esslinger, Wease moved out to a four-car-length lead and held the advantage to the finish.

"The setup was perfect, and the car

performed flawlessly," Wease said.

"I'm looking forward to returning to Iowa Speedway to compete in the ARCA stock-car event next month."

East held off Marc Jessup to claim second. Tyler Walker, making his first start in a midget on pavement, charged from the 28th to claim fourth. Brad Loyet finished fifth after starting 21st. Darren Hagen increased his point lead over East and Jerry Coons, Jr. to 24 points with a ninth-place finish.

The summary:

Qualifications: 1. Dave Steele, Nine Racing 91, 22.949; 2. Bobby East, Klatt 4, 23.037; 3. Billy Wease, Western Speed 80, 23.126; 4. Stephanie

Mockler, East 6, 23.159; 5. Levi Jones, Stewart 20, 23.197; 6. Tom Hessert III, Hessert 5, 23.339; 7. Darren Hagen, RFMS 32, 23.459; 8. Dave Darland, Nine Racing 9, 23.522; 9. Marc Jessup, Kunz 67, 23.586; 10. Brad Kuhn, Quin 43, 23.602; 11. Brian Olson, Olson 77, 23.625; 12. Jerry Coons, Jr., Wilke-Pak 11, 23.704; 13. Richey Jacobs, Jacobs 114, 23.864; 14. Adam Kramer, Kramer 321, 23.900; 15. Dustin Morgan, Walker/Morgan 111, 24.023; 16. Ricky Stenhouse, Jr., Stewart 21, 24.078; 17. Chuck Gurney, Jr., Team Gurney 51, 24.095; 18. Kody Swanson, Pedregon 75, 24.122; 19. Chase Barber, Barber 90, 24.129; 20. A.J. Fike, RFMS 132, 24.239; 21. Brad Loyet, Loyet 05L, 24.359; 22. Joe Liguori, Owen 28, 24.416; 23. Nick Wagner, Wagner 93, 24.469; 24. Brandon Wagner, Wagner 92, 24.852; 25. David Byrne, Byrne 120, 24.903; 26. Chase Scott, Real Race Cars 14, 24.920; 27. Kevin Swindell, Kahne 79, 25.077; 28. Tyler Walker, Kahne 99, 25.245; 29. Kevin Studley, Studley 57, 25.251; 30. Josh Lane, Lane 18, 26.003.

Feature (25 laps): Wease, East, Jessup, Walker, Loyet, Hessert, Steele, Darland, Hagen, Kuhn, Kramer, Jones, Swindell, Coons, Scott, Gurney, Byrne, Stenhouse, Wagner, Studley, Mockler, Wagner, Jacobs, Swanson, Lane, Olson, Fike, Morgan, Barber, Liguori.

East Rules In First Ride In 'New' Car

By BRYAN GAPINSKI

NEWTON, Iowa — Bobby East, substituting for the injured Tracy Hines, won Saturday's USAC Silver Crown Series race at Iowa Speedway.

It was the second-straight victory for the A.J. Foyt-owned Greer Special C&R Chevy Hines, who won at Homestead-Miami Speedway on March 23, is recuperating from leg injuries following an April 30 motorcycle accident.

"The biggest adjustment driving the new Silver Crown car was the steering and the radial tires. My previous experience with the NASCAR trucks and Busch cars helped with the tires," East said, as the event was his first in the new-generation Silver Crown car.

East's teammate, Pablo Donoso, charged past East for the lead on the opening lap.

Six laps later, East repassed Donoso. Over the next 60 laps, Brian Tyler, Aaron Pierce and Donoso all held the runner-up position and closed to within a car length of East but could never pull off a pass.

Donoso regained second on the 68th lap and began challenging East as the pair pulled away.

Trailing East by two car lengths, Donoso's engine blew on the 82nd lap, bringing out the fourth and final caution flag.

On the restart, East easily cruised to his 24th USAC National victory, finishing ahead of Pierce, Cameron Dodson, A.J. Fike and Tim Barber.

Former series champion Paul White holds a five-point lead over Fike.

The summary:

Qualifications: 1. Bobby East, Foyt 14, 23.802; 2. Mat Neely, RW 17, 24.007; 3. A.J. Fike, Hemelgam/RFMS 91, 24.042; 4. Pablo Donoso, Foyt 11, 24.177; 5. Jerry Coons, Jr., RW 27, 24.219; 6. Paul White, Mucci/Matczak 99, 24.305; 7. Brian Tyler, Team Six-R 21, 24.375; 8. Aaron Pierce, Pierce 26, 24.480; 9. Wayne Reutimann, Jr., Reutimann 00, 24.517; 10. Tim Barber, Pierson 28, 24.587; 11. Cameron Dodson, Edwards/RE 199, 24.872; 12. Ryan Moore, Paternoster 41, 25.156; 13. Bud Kaeding, BK 29, 25.201; 14. Mike Murgioito, Team Six-R 19, 25.205; 15. Billy Wease, Western Speed 12, 25.237.

Feature (100 laps): East, Pierce, Dodson, Fike, Barber, Kaeding, White, Reutimann, Murgioito, Moore, Donoso, Coons, Tyler, Neely, Wease.

Babb Remains Hot, Notches A Bluegrass Triumph

CALVERT CITY, Ky. — Shannon Babb stormed to the lead on the second lap and then led the remainder of the distance in the third annual "99" for the Lucas Oil Late Model Dirt Series Saturday at Kentucky Lake Motor Speedway. The 33-year-old racer earned \$24,999

for his second series victory of the year. Babb piloted the Bill Moyer-owned Monte Carlo to victory by holding off a late-race challenge from Steve Francis. Francis finished second ahead of current series point-leader Billy Moyer. Brady Smith and Earl Pearson, Jr. completed the top five. Babb, who started from the pole,

saw second-place starter Scott Bloomquist power to the lead on the first lap. But by the second time around the track, Babb had taken over the top spot.

Several restarts for caution periods throughout the event kept Babb on his toes. With 11 laps to go, Babb had Francis on his rear bumper on the restart, but Babb was able to main-

tain his advantage at the stripe.

Babb stood in victory lane nearly exhausted after an unseasonably warm night of racing. "My secondary barrels were hung wide open on my carburetor as I'm running around there," the winner explained. "When I let off they were still going, so I was locking up my front brake as I ran the last 10 about the worst I've

ever run.

"The track has its own characteristics. You could run high or low. The track was the best I've seen it."

The finish:

Shannon Babb, Steve Francis, Billy Moyer, Brady Smith, Earl Pearson, Jr., Steve Shaver, Brian Birkhofer, Ray Cook, Terry English, Matt Miller, Wendell Wallace, Damon Eller, Jeep VanWormer, Steve Casebolt, Brad Neat, Eric Jacobsen, Scott James, Michael England, Darren Miller, Brian Shirley, Scott Bloomquist, Terry Casey, Greg Johnson, Garret Durrett, Don O'Neal.

Rocket Man: Ingram First

MERIDIAN, Miss. — Frank Ingram stayed in a race-long battle for the lead and drove his Universal Concrete Rocket

to victory Saturday in the 50-lap, \$3,000-to-win StormPay.com Dirt Late Model Series National Touring event at Whynot Motorsports Park. Ingram swapped the lead three times with Wiley Williams before taking the lead for good on lap 48.

Mike Boland closed late but had to settle for second, and third went to Jay Blair. Terry Mosley was fourth and named the Rookie of the Race.

Defending StormPay.com Dirt Late Model Series National Champion David Gentry made a late-race charge to finish fifth.

The finish:

Frank Ingram, Mike Boland, Jay Blair, Terry Mosley, David Gentry, Johnny Stokes, Wiley Williams, William Thomas, Lucky Keeton, Neil Baggett, Chris Tays, Curtis Cline, Brandon Keeton, Talbert Goldman, Bill Flowers, Derrick Rainey, Chip Brindle, Larry Boutwell, Mathew Turner, Larry Murphy, Robert Stutts, Jeff Fields, Rusty Hoge, Jamey Smith.

Ward Wins From Wire

LOXLEY, Ala. — James Ward took the checkered flag in the 50-lap O'Reilly SUPR late-model race Saturday at Deep South Speedway.

Ward was contesting his fourth race for the Denham Springs Diesel MasterSbilt No. w3 team.

Ward started on the pole and was able to survive a first-lap caution for a backstretch tangle that collected just about every car on the outside row. When the cleanup was complete, Ward proved he was the class of the field, leading Ryan Plaisance and Robbie Stuart to the checkered flag. Marlon Wild and Ricky Idom rounded out the top five.

Ray Moore had an off night, but his 10th-place finish allowed him to maintain a strong hold on the point battle. He leads Allen Tippen by 141 markers.

The finish:

James Ward, Ryan Plaisance, Robbie Stuart, Marlon Wild, Ricky Idom, Allen Tippen, Chris Hoyt, Alan Netherland, Jason Phillips, Ray Moore, Shep Lucas, Kenny Merchant, Frank Wilson, Justin Benoit, Sam Patrick, Kenneth Crow, Win Ingersol, Chris Thornton.

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Ron Erks

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"Notably, the increased combustion rate of M3 greatly inhibits the formulation of formaldehyde, which is significant, because that's the component in standard methanol fumes that causes the burning sensation to the eyes and nose. I personally used M3 in a full bodied car and was very surprised at the difference in the smell, and it was so much easier on the eyes. This has been confirmed over and over by other racers who have used it."

Ron Erks, NHRA Super Comp World Champion, saw a 3 mph increase in his dragster. "M3 definitely makes more power,

but what impresses me most is the improved throttle response which is critical for leaving and coming back off the throttle stop."

A Jr. Dragster customer advised Jay Farnsworth, VP's Tech Director, his track times improved by .17 seconds while gaining 1.5 mph with M3. "He confirmed his dragster repeated the numbers very consistently throughout the day.

It wasn't the power that impressed him the most—it was how consistent his car ran."

M3 can be used in any methanol powered vehicle where rules allow, according to Burns. "It's not pure methanol and won't pass a water test. It's more consistent than pure methanol over a wider range of air/fuel ratios and based on actual on track experience, offers better protection against detonation. In addition to a faster burn rate, it vaporizes better, both of which effectively raise its octane value. It will perform great in drag racing and circle track. If you're not bound by fuel rules, there's no reason to use anything else."

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RACE REWIND

NASCAR BUSCH SERIES

Race 11 of 35: Circuit City 250, Friday, May 4
Richmond Int'l Raceway, Richmond, Va.

FINAL RESULTS

FIRST	SECOND	THIRD
		
Clint Bowyer	Matt Kenseth	Jeff Burton

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	8	2	Clint Bowyer	BB&T Chevrolet	250	\$46,600	Running
2	2	17	Matt Kenseth	Dish Network Ford	250	32,425	Running
3	4	29	Jeff Burton	Holiday Inn Chevrolet	250	29,675	Running
4	13	77	Kevin Harvick	Dollar General Chevrolet	250	21,000	Running
5	17	5	Kyle Busch	Sta-Green/Lowe's Chevrolet	250	20,275	Running
6	6	16	Greg Biffle	3M Ford	250	22,650	Running
7	27	24	Casey Mears	National Guard Chevrolet	250	16,935	Running
8	10	41	Reed Sorenson	Wrigley's Juicy Fruit Dodge	250	16,845	Running
9	16	99	David Reutimann	Aaron's Dream Machine Toyota	250	28,075	Running
10	19	21	Scott Wimmer	AutoZone Chevrolet	250	35,905	Running
11	11	42	Juan Pablo Montoya	Texaco/Havoline Dodge	250	22,850	Running
12	29	1	J.J. Yeley	Miccosukee Resorts Chevrolet	250	16,650	Running
13	12	60	Carl Edwards	Scotts/Miracle-Gro Ford	250	21,625	Running
14	14	6	David Ragan	Discount Tire Ford	250	15,700	Running
15	15	4	Regan Smith	Ginn Resorts Chevrolet	249	24,105	Running
16	5	10	Dave Blaney	Hass Avocados Toyota	249	22,755	Running
17	18	9	Scott Riggs	Lipton Dodge	249	22,875	Running
18	3	88	Shane Huffman	U.S. Navy Chevrolet	249	20,980	Running
19	22	37	Jamie McMurray	Cub Cadet Ford	249	15,200	Running
20	30	25	David Gilliland	freecreditreport.com Ford	249	16,125	Running
21	37	47	Jon Wood	Clorox/American Red Cross Ford	248	21,205	Running
22	25	35	Bobby Hamilton, Jr.	McDonald's Ford	248	20,755	Running
23	9	33	Tony Raines	Camping World Chevrolet	248	20,850	Running
24	31	90	Stephen Leicht	citi financial Ford	248	20,630	Running
25	21	27	Ward Burton	Scott Towels/Kroger Ford	248	20,730	Running
26	40	59	Marcos Ambrose	Kingsford/Bush's Ford	248	20,830	Running
27	23	18	Brad Coleman	Carino's Italian Grill Chevrolet	247	16,775	Running
28	42	70	Justin Diercks	Foretravel/Biomet Chevrolet	247	16,725	Running
29	38	28	Derrick Cope	Checkers Chevrolet	246	16,675	Running
30	7	91	Bobby Santos	Riley Technologies Toyota	246	15,075	Running
31	36	36	Brent Sherman	Big Lots Chevrolet	246	19,095	Running
32	35	66	Steve Wallace	Home Life Communities Dodge	245	19,060	Running
33	20	22	Mike Bliss	SuperCuts Dodge	237	16,500	Running
34	33	14	Kyle Krisloff	Clabber Girl Ford	234	18,915	Running
35	32	23	Brad Keselowski	Larger Than Life Chevrolet	221	16,360	Running
36	26	7	Mike Wallace	Geico Chevrolet	219	18,850	Engine
37	24	38	Jason Leffler	Great Clips Toyota	216	18,790	Running
38	34	56	Dange Hanniford	SmartBox Chevrolet	135	16,210	Accident
39	39	72	D.J. Kennington	Vector Security Dodge	84	14,160	Accident
40	41	73	Brett Rowe	Imperial Bedding Company Ford	83	16,125	Accident
41	1	20	Denny Hamlin	Z-Line Designs Chevrolet	80	22,490	Running
42	43	52	Kevin Lepage	Means Racing Ford	27	16,050	Engine
43	28	12	Sam Hornish, Jr.	Mobil 1 Dodge	16	15,988	Accident

RACE STATISTICS




Race time: 2 hours, 2 minutes, 25 seconds
Average speed: 91.899 mph
Victory margin: 1.483 seconds
Caution flags: Seven for 48 laps
Lead changes: Eight among five drivers

Lap leaders: Denny Hamlin 1-20; Jeff Burton 21-73; Clint Bowyer 74-82; Burton 83-138; Bowyer 139; Burton 140-166; Matt Kenseth, 167-223; Carl Edwards 224-231; Bowyer 232-250.

TALK OF TIME TRIALS

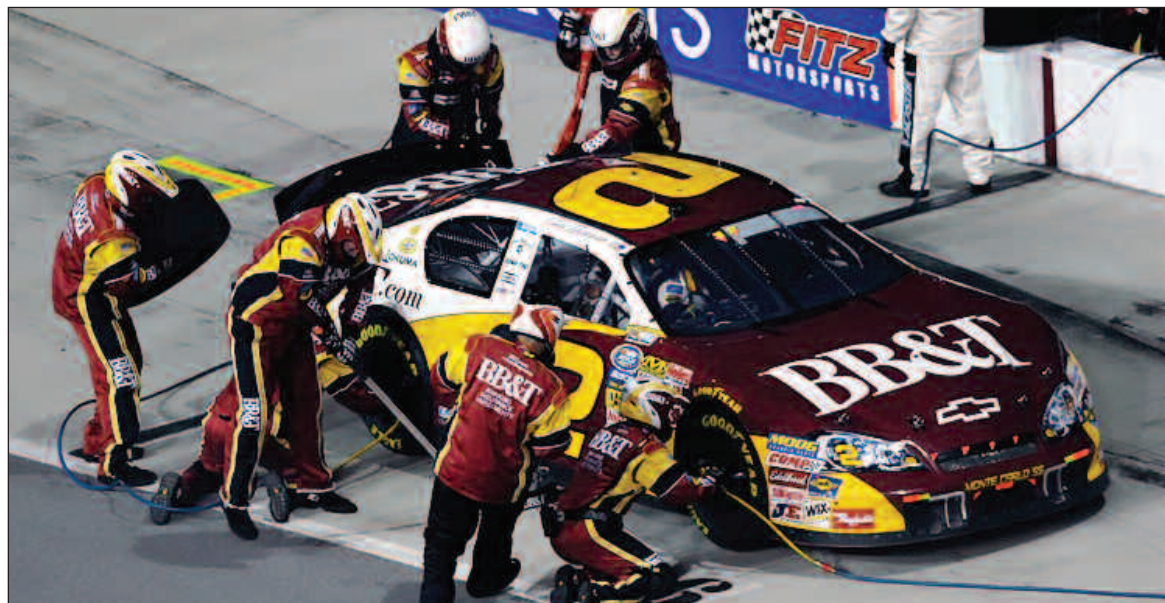
Hometown favorite Denny Hamlin scored his seventh-career Busch Series pole with a fast lap of 126.683 miles per hour. Matt Kenseth, Shane Huffman, Jeff Burton and Dave Blaney completed the top-five qualifiers.

STANDINGS

FIRST	SECOND	THIRD
		
Carl Edwards	Kevin Harvick	Dave Blaney

Top 10

1. Carl Edwards	1,793	6. Kyle Busch	1,171
2. Kevin Harvick	1,391	7. Bobby Hamilton, Jr.	1,149
3. Dave Blaney	1,283	8. David Ragan	1,146
4. David Reutimann	1,268	9. Juan Pablo Montoya	1,109
5. Matt Kenseth	1,223	10. Regan Smith	1,106



AUTOSTOCK IMAGES

WORKING THE RIGHT SIDE: Clint Bowyer's Richard Childress Racing crew services the No. 2 Chevrolet during Friday night's Circuit City 250 at Richmond Int'l Raceway.

Pits Propel Bowyer

Richard Childress Racing Tightens Its Busch Series Grip On Richmond

By BRIT FRYER
NSSN CORRESPONDENT

RICHMOND, Va. — RCR and RIR go together quite well these days.

Kevin Harvick, in a Richard Childress Racing Chevrolet, won the past three Busch Series races at Richmond Int'l Raceway before Friday night. The next winner was Clint Bowyer, who, in another RCR Chevrolet, used the pits to hold off Matt Kenseth and win the Circuit City 250.

"The Busch program at RCR is second to none," Bowyer said.

The victory was Bowyer's second in the past three Busch races and fifth overall. But for the Nextel Cup regular, it was all about fun.

"We're not racing for points. We're racing to win," Bowyer said.

Points come down to Carl Edwards. His Busch Series point lead stands at 402. At this time last season, after 11 of 35 races, Harvick's lead was 313 points. And no one has won a Busch title by a greater margin than the 2006 champion.

A late-race caution gave Bowyer the chance to hit pit road, along with several of the other leaders. He came out ahead of challengers Kenseth and Jeff Burton.

Edwards and teammate David Ragan opted not to pit, but Bowyer blew past Edwards on lap 232 for the final advantage. Ragan and his used-up tires faded, too.

Bowyer beat Kenseth to the line by 1.483 seconds.

"As the years have gone by, I think I learn more and more, and I think I've put that to good use," Bowyer said. "Once you get to running in the top

five with this Busch program, it's Jeff Burton, Matt Kenseth — that's good company, and they're going to outfox you nine times out of 10."

Kenseth finished second in a Roush Fenway Ford, with Burton third in a Chevrolet. Burton led 71 of the first 100 laps.

"It's great to be disappointed with third place," Burton said.

Harvick ended up fourth in a Chevrolet. The Hendrick Motorsports Chevrolet of Kyle Busch rounded out the top five. Greg Biffle, Casey Mears, Reed Sorenson, David Reutimann and Scott Wimmer completed the top 10. Edwards ran 14th.

"I never dreamed I would have won until that last pit stop," Bowyer said. "I love running these Busch cars. More importantly, not running sometimes helps me focus on and hone in on the Cup car, especially at the track where the Car of Tomorrow is so much different."

Santos Debuts In Busch; Hornish's Struggles Continue

By BRIT FRYER
NSSN CORRESPONDENT

RICHMOND, Va. — He won the "Big One" last season. For that, **Bobby Santos III** pocketed \$50,000 for being the best when midgets and PRA Big Cars raced back to back at Stafford Motor Speedway.

Santos, however, has his eyes on NASCAR, and he met his match in Friday night's Busch Series race. The open-wheel ace muscled a full-bodied stock car around Richmond Int'l Raceway, finishing 30th in the Circuit City 250.

"It's just a matter of me getting comfortable in these cars," said Santos, who, despite competing in a top-level NASCAR race, earned only \$15,075. "It's definitely a whole new deal."

Santos landed a developmental deal with **Bill Davis** Racing and qualified the No. 91 Riley Technologies Toyota — under the Riley-D'Hondt banner — in the seventh position. It was the Massachusetts driver's first crack at the Busch Series.

"Getting used to these long-distance races is a tough thing," Santos said.

Next up for Santos is the Busch event later this month at Lowe's Motor Speedway.

■ **Sam Hornish, Jr.** still wants to know whether NASCAR is for him.

The defending Indianapolis 500 winner and IRL IndyCar Series champion crashed early Friday night, finishing dead last in 43rd.

In seven Busch Series starts dating back to last season, Hornish's best finish is 15th.

Will he take a shot at Nextel Cup in

August's Allstate 400 at Indianapolis Motor Speedway?

"I haven't heard an absolute no," said Hornish, who pilots **Roger Penske's** machines in the IRL.

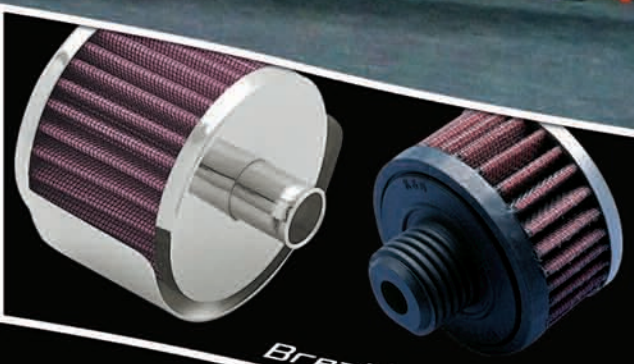
Hornish then added that it's unlikely that Penske could throw together a third team — with stout cars and a quick crew — for the Brickyard. **Kurt Busch** and **Ryan Newman** drive Penske's two entries in Nextel Cup.

■ Toyota's best finish in a Busch Series race still stands at second. **Dave Blaney** and **David Reutimann** own second-place showings, and the highest-finishing Camry at Richmond was Reutimann in ninth.

■ **David Ragan** leads international sensation **Juan Pablo Montoya** by one point (111-110) in the Busch Series rookie standings.



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Wallen Has Documented Racing Through Videos And Books

My life has been complete because I was one of those lucky kids whose dreams did come true.

Back in 1947 when I was 12, the grandfather of a friend of mine said he'd pay me to fill in some ditches around his house, but instead of giving me money, he took me to the midget races at Orange Show Stadium in California. I was hooked, and all I could dream about was getting involved in racing.

I never missed a race at Orange Show from 1947 to 1955, seeing great drivers like Henry Banks, Walt Faulkner, Troy Ruttman and Bill Vukovich. I always carried my clipboard to obtain autographs.

In 1957, I borrowed a friend's camera and traveled to Sacramento for the 100-mile Champ Car race. That was the start of my filming career. The next year, I met Fred Bailey, a professional cameraman. Fred needed 16mm footage, so I spent \$300 on a camera (to earn \$50 per

event), and during my first undertaking for him at Riverside Raceway, I filmed Lance Reventlow and John van Neumann's tangle that took out four or five cars. Bailey was impressed and asked

me to film the 1959 Indy 500 with him.

I started filming every race I could. I sold quite a bit of footage and produced documentaries for the Firestone and Goodyear tire companies and Mobil and Gulf Oil to name a few.

When I was filming races, guys would come up to me and explain that they'd like to get involved with a professional cameraman like me. Soon, I had guys all over the country filming for me.

I'd place the cameramen at different locations around the track and obtain and edit their footage into a complete production. We didn't have all modern, exotic technology like today, but we had in-car cameras. However, ours weighed 12 pounds and carried huge battery packs compared to the mini-units of today. Often the camera-carrying car would flip or be run into by another car, ruining my equipment.

I was making a nice living, but the real money from racing footage came from the Hollywood studios. As an example, my budget from Goodyear to cover the 1967 Indy 500 was only \$35,000, whereas I've sold a single crash sequence to Hollywood producers for \$25,000.

Besides the lucrative side of the business, the most rewarding aspect of racing was becoming close friends with some of the greatest drivers of all time — Parnelli Jones, A.J. Foyt and Johnny Rutherford. I loved being my own boss and seeing this great country as we traveled from event to event.

Parnelli was the main guy I traveled with, and one of our pastimes was to shoot cherry bombs out of the car as we drove down the road. We could shoot a cherry bomb over the heads of the farmers who were working in the fields along the way.

We only had one screw-up; one of us hit the corner of the car window and the cherry bomb bounced back inside Parnelli's Pontiac. Neither of us could hear for two days.

There were troubled times also. I lost a close personal friend of mine, Bob Lockwood. Bob and his brother, Carl, filmed for me for many years. At the Springfield (Ill.) mile in 1966, I positioned Bob on top of the main grandstand, perched on a camera platform. There was a demonstration by the U.S. Army Green Berets, and they rigged a line from the platform to a tow truck in the infield and repelled down the line. The next day, someone moved the tow truck, which was still attached to the camera platform. The platform came crashing down. Bob fell to his death. It was one of the worst moments of my life.

I often thought about getting out because it wasn't as much fun as previously described. However, with the encouragement and support of my loving wife, Lou Ann, I hung in the sport. The strength of USAC racing remained my main focus, but I honestly have to say that I never liked racing as much as those early years in the 1960s.

Eventually, I quit filming and began producing videos from my collection of raw footage. One thing led to another, and I branched out into the world of publishing racing books. I've published eight, including my latest, "Fifty Years of Speed and Glory," commissioned by USAC, to commemorate its 50th anniversary.

My career has indeed been a dream come true.

By **DICK WALLEN**
GUEST COLUMNIST



DICK WALLEN

Wallen's films and books have gone a long way toward preserving much of auto racing's history.

Likes Film: To this day, Wallen still prefers film to video, maintaining video ruined the film business.

Leslie Carries On Family Tradition

WINCHESTER, Ind. — It was just like the ARCA RE/MAX Series old days — a Keselowski chasing a Leslie with a

Kimmel in tow. Except this time it was the second generation that shined brightest.

Nineteen-year-old Billy Leslie held off continual charges from Brian Keselowski and Frank Kimmel to win the wild Winchester ARCA 200 Sunday afternoon at Winchester Speedway.

The victory marked a career first for the younger Leslie and the sixth different winner in six events so far in 2007. It was also the first time a son followed in his father's footsteps as an ARCA RE/MAX Series winner at Winchester. Leslie's father, Tracy, was the ARCA RE/MAX Series national champion in 1988 and won two series races at Winchester in 1988 and 1999.

"This just hasn't sunk in yet," Billy Leslie said. "It's just going to take awhile. We got involved in an accident early in the race and battled back. I just can't thank everyone enough. Titan Tire just came on as our sponsor; we have a 10-race deal with them. We probably wouldn't have been here at all without Titan. What a way to start it off. My dad spotted for me; he talked me through this. This is the best day of my life."

Leslie's victory made him the 22nd different driver to win in the last 30



TERRY WATSON PHOTO

LIKE FATHER, LIKE SON: Billy Leslie celebrates his first ARCA victory Sunday. His father, Tracy, also won at Winchester as an ARCA driver.

events.

Leslie, in the Titan Tire Ford, took the lead on the 141st lap of the 200-lap race when he vaulted from third by slipping past Kimmel and Josh Wise, who were battling for the lead. Leslie spent the final 25 circuits fighting off both Keselowski and Kimmel to earn the victory.

Keselowski, the son of 1989 ARCA series champion and 1990 Winchester victor Bob Keselowski, challenged Leslie inside of 10 laps remaining, but was unable to wrestle away the lead.

The finish:

Showing driver, car, laps completed: 1. Billy Leslie, Ford, 200; 2. Brian Keselowski, Dodge, 200; 3. Frank Kimmel, Ford, 200; 4. Bobby Gerhart, Chevrolet, 200; 5. Justin Marks, Dodge, 200; 6. Terry Jones, Dodge, 200; 7. Josh Wise, Dodge, 199; 8. Dexter Bean, Chevrolet, 199; 9. Jason Hedgesley, Ford, 198; 10. Justin South, Dodge, 198; 11. Gabi Dicarolo, Chevrolet, 198; 12. Darrell Basham, Chevrolet, 191; 13. Norm Benning, Chevrolet, 187; 14. Tim Mitchell, Ford, 185; 15. Brad Smith, Ford, 184; 16. John Graham, Ford, 177; 17. Mark Dimitroff, Chevrolet, 164; 18. Josh Krug, Pontiac, 163; 19. Patrick Sheltra, Chevrolet, 161; 20. Wayne Edwards, Chevrolet, 156; 21. Bryan Silas, Chevrolet, 150; 22. Michael McDowell, Dodge, 149; 23. Josh Allison, Dodge, 138; 24. Rob Bunker, Dodge, 129; 25. Dominick Casola, Ford, 82; 26. Nick Tucker, Dodge, 79; 27. Todd Bowsher, Ford, 74; 28. Dan Fredrickson, Dodge, 64; 29. Justin Allgaier, Chevrolet, 45; 30. Phillip McGilton, Ford, 32; 31. Mike Koch, Chevrolet, 25; 32. Mike Harmon, Chevrolet, 12; 33. Dugan Basham, Pontiac, 8; 34. Rob Jones, Chevrolet, 5.

He Ain't Heavy: Blewett Brothers Get 1-2 Finish

By **AL ROBINSON**

WALL TOWNSHIP, N.J. — The home field advantage proved decisive Sunday afternoon at Wall Township

Speedway as brothers Jimmy Blewett and John Blewett

III, who grew up a short bicycle ride from the track, swept the top-two places in the inaugural "flash" format NASCAR Whelen Modified Tour race.

Adding to the hometown feel, third-place Reggie Ruggiero, a New Englander himself, was driving for the winningest team in Wall modified racing history. Ted Chistopher finished fourth to lead the genuine outsiders, while series champion Mike Stefanik was fifth.

The "flash" concept, to be used three times in 2007, replaces the usual time trials and feature with a pair of 50-lap qualifying races and a 50-lap main

event lined up by the qualifying race results. Ruggiero won the first qualifier after swapping the lead with Jimmy Blewett.

John Blewett III led wire to wire in the second preliminary race of the day.

Jimmy Blewett then took the lead from Ruggiero on the second lap of the final and was never seriously challenged despite 15 restarts, most for minor tangles, as 30 cars crowded the third-mile oval behind him. John Blewett III finally nailed down second over Ruggiero on lap 38.

Jimmy Blewett assumed the Whelen Modified Tour point lead by 31 points over Matt Hirschman.

The finish:

Jimmy Blewett, John Blewett III, Reggie Ruggiero, Ted Christopher, Mike Stefanik, Matt Hirschman, Ronnie Silk, Todd Szegedy, Jerry Marquis, Billy Pauch, Jr., Jamie Tomaino, Joseph Hartmann, Danny Sammons, Donny Lia, Eddie Flemke, Chuck Hossfeld, Rob Summers, Rowan Pennink, Ron Yuhas, James Civali, Eric Beers, Jimmy Storace, Wade Cole, Anthony Sesely, Dick Houlihan, Jon McKennedy, Ryan Preece, Ken Woolley, Bobby Grigas, Richard Savory, Zach Sylvester.

Last-Lap Pass Lifts Margeson

POST FALLS, Idaho — Evan Margeson overtook Tony Seidelman on the last round of the 35-lap WMRA event at Stateline Speedway.

Seidelman dominated the race and led all of the circuits until he got

loose on the final lap.

Margeson then made the pass for the victory, while Seidelman, Dallas Melby, Ken Ferris and Brad Curtis followed and completed the top five.

The finish:

Evan Margeson, Tony Seidelman, Dallas Melby, Ken Ferris, Brad Curtis, Brea Lopez, Snake Livernash, Matt Stone, Chris Petersen, Eric Hector, Skeeter Flake.

Hahn Earns 11th Victory Of Career

WINCHESTER, Ind. — Defending ARCA Lincoln Welders Series Champion Paul Hahn held off

ARCA TRUCKS a late charge from Steve

Cronenwett to win the ARCA Lincoln Welders 50 at Winchester Speedway Saturday evening.

"Basically I won at one of my least favorite tracks," said Hahn, who started on the pole. "I don't have as many laps here. The truck was great from the beginning to the end. We had a great race and I'm just glad the weather held off because it was looking pretty iffy, and I really wanted to race."

It was the 11th-career victory for Hahn, who drove the No. 7 Chevrolet, leading every lap of the event on the half-mile oval.

Cronenwett, a rookie of the year contender, came on strong late to finish second. Mark Otting, Robbin Slaughter and Bill Withers rounded out the top five.

The finish:

Paul Hahn, Steve Cronenwett, Mark Otting, Robbin Slaughter, Bill Withers, Nick Gullatta, Tully Esterline, Ron Wells, John Kasmierski, Duane Bischoff, Levi Mansfield, Mike Young, Norm Weaver, Rob Jones, Frank Wilson, Steve Christman, Paul Vander Hoff, Tim Schafer, Craig Meyers, Brad Yunker, Jeff Smith, Justin Marks, T.J. Stineman, Nathan Treppkowski.

NEXT WEEK ...

IndyCar Series executive Brian Barnhart writes about the great career of A.J. Foyt.

Sherman's Batting 4-For-4

TUCSON, Ariz. — It takes a lot to keep Jeremy Sherman out of American Sprint Car Series Canyon Region victory lane.

And his foes haven't deciphered the winning equation yet, as Sherman charged to his fourth triumph in as many tries in Saturday night's 25-lap feature at U.S.A. Race Park.

For the second time in four outings, Sherman spotted the field, an advantage of several rows by starting 10th. But the two-time and reigning Arizona state champion needed less than a handful of laps to slice through the field and overtake pole-starter Charles Davis, Jr.

The finish:
Jeremy Sherman, Charles Davis, Jr., Bob Ream, Jr., Mike Leslie, Josh Pelkey, Seann Hendricks, Bernie Smith, Chad Boat, Chris Edwards, Nick Aiuto, Michael Colegrove, J.T. Imperial, Bruce St. James, Mike Martin, Ronnie Clark, R.J. Johnson, Mike Bonneau, Joshua Williams, Shon Deskins, Andrew Reinbold, Jeremy Reagles, Josh Foster, Justin Fisher, Nathan High.

Coastal Region

MAGNOLIA, Miss. — Travis Rilal picked up his first victory of the season by wiring the field in Saturday night's 25-lap Coastal Region feature at Pike County Speedway.

Starting outside the front row, Rilal outgunned point-leader Michael Dupuy for the point and led throughout aboard the Motor Mike-powered F&J Construction No. 29 Triple-X machine.

The finish:
Travis Rilal, Michael Herrington, Terry Gray, Jimmy Brooks, Lane Whittington, Brian Dyar, Brandon Berryman, Chris Sweeney, Robert Casada, Terry Vidrine, Michael Dupuy, Timmy Thrash, Kent Lewis, Jr., Kelly Angelette, Shane Morgan, Todd Fayard, Hunter Phillips, Justin McKenzie, Larry Todd, Matt Reed, Rusty Sanford, Roger Oakes, Tommy Hall, Ed Lee.

Mid-Atlantic Region

NEWBERRYTOWN, Pa. — Lucas Wolfe would not let a flat tire keep him from victory lane in Sunday night's 20-lap Mid-Atlantic Region feature at Susquehanna Speedway Park.

Instead, he turned it into his second-consecutive triumph at the track. "I don't think we would have won if the race went 22 laps," Wolfe explained. "I know we couldn't have made another five laps."

Davie Franek followed Wolfe's ailing machine.

The finish:
Lucas Wolfe, Davie Franek, Dave Ely, Chad Layton, Pat Cannon, Jimmy Stitzel, Coleman Gulick, Billy Dietrich, Tim Hogue, Rusty Pressley, Roger Fickett, George Suprick III, Jamie Bodo, Davey Sammons, Rod Ort, Don Slack.

Patriot Region

FULTON, N.Y. — For the second year in a row, Chuck Hebing won the Patriot Region season opener.

Hebing swept Saturday's event at Fulton Speedway, leading all 20 laps to claim his 17th-career victory and increase his stronghold on the all-time Patriot winner's list.

Bryan Howland came home second.

The finish:
Chuck Hebing, Bryan Howland, Jason Barney, Jeff Cook, Josh Weller, Don Adamczyk, Jared Zimbardi, Rick Wilson, Blake Breen, Geoff Quackenbush, Jessica Zemken, Mike VanDusen, Nick Fratto, Ray Preston, Justin Barger, Bobby Breen, Warren Alexson, Dave Wickham, Chris Muhleisen, Darrell Quackenbush, Jeff VanDusen, April Wilson.

Patriot Region

ELBRIDGE, N.Y. — Chuck Hebing has won the first two races of the Patriot season for the second year in a row. He collected his third-straight victory at Rolling Wheels Raceway Sunday after finding the fast line around the track.

"We tried some different stuff to try to go on the bottom, but I just couldn't go forward," Hebing said about the early stages of the 20-lap feature. "Then I just decided I didn't care if I went backwards, I was going to try the high side."

Jason Barney paced the first 13 circuits before Hebing made his race-winning move on lap 14.

The finish:
Chuck Hebing, Jason Barney, Bryan Howland, Justin Barger, Rick Wilson, Jared Zimbardi, Geoff Quackenbush, Jeff Cook, Bobby Breen, Jeff VanDusen, Josh Weller, Ray Preston, Blake Breen, Don Adamczyk, Warren Alexson, Dave Wickham, April Wilson, Brian McDonald, Darrell Quackenbush, Chris Muhleisen, Mike VanDusen, Eileen Smith, Jessica Zemken.

Sprints On Dirt

CRYSTAL, Mich. — Dustin Daggett christened his new ride with Mott Motorsports by winning the Sprints on Dirt season opener Saturday night at Crystal Motor Speedway.

Daggett started on the pole and led every lap in his Gaerte-powered Maxim chassis.

Despite a number of crashes that slowed the pace, Daggett led throughout, holding off Tim Norman for the victory. Nick Mulheim, Tim Allison and Brett Mann rounded out the top five.

The finish:
Dustin Daggett, Tim Norman, Nick Mulheim, Tim Allison, Brett Mann, Bill Johnson, Ryan Grubaugh, Joe Bares, J.R. Stewart, John Gall, Jared Horstman, Kyle Patrick, Ryan Ruhl, Kirk Cheney, Nate Bostrum, Gary Fast, Ben Rutan, Mike Brecht, Dain Naida, Jake Stebner.

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What's making news in motorsports

POWER RANKINGS

NSSN ranks the top 10 drivers from all forms of motorsports.

Jimmie Johnson

No. 48 Lowe's Chevrolet, Nextel Cup
Johnson's fourth victory of the season vaulted him from fourth to first. The triumph at Richmond Int'l Speedway moved him to No. 2 in the NASCAR Nextel Cup standings, as the series heads to Darlington, S.C., for the Dodge Avenger 500.

NO. 1



PHIL CAVALLI PHOTO

REST OF THE BEST

2. Sebastien Bourdais

No. 1 McDonald's Panoz, Champ Car
Champ Car's long break hurt Bourdais's cause. He has two victories in three races so far this season but is idle until the first of June.

3. Jeff Gordon

No. 24 DuPont Chevrolet, Nextel Cup
After back-to-back victories, the Nextel Cup point leader took fourth at Richmond and heads to Darlington, where he has won six times.

4. Donny Schatz

No. 15 J&J Sprint Car, World of Outlaws
Schatz maintained his series point lead despite dipping to a 14th-place finish at Riverside Speedway in West Memphis, Ark.

5. Dan Wheldon

No. 10 Target Dallara-Honda, IndyCar Series
He won handily at Kansas, gaining momentum for the month of May, and will be a favorite for his second Indy 500 victory.

6. Kimi Raikkonen

No. 6 Ferrari, Formula One
Raikkonen and Ferrari have been resurgent as the series heads to Barcelona this weekend for the Spanish Grand Prix.

7. Shannon Babb

No. 18 Rayburn Dirt Late Models
No driver in any series has been hotter than Babb of late. He dominated an all-star field at Kentucky Lake this past weekend.

8. Ron Capps

Brut Dodge, NHRA Funny Car
A fourth Funny Car victory at the Midwest Nationals propelled the division point leader into the Power Rankings.

9. Mike Skinner

No. 5 Toyota Tundra, NASCAR Craftsman Truck Series
His fifth-place finish at Kansas Speedway a week ago was a season low for Skinner, who had won three straight before that.

10. Joey Saldana

No. 9 J&J Sprint Car, World of Outlaws
Usually, he is racing near the front of the field. This past weekend, Saldana used a provisional starting spot and finished 15th.

Honorable Mention

Clint Bowyer won his second NASCAR Busch Series race in the last three races and finished ninth in the Nextel Cup Series race. Rod Fuller regained the NHRA Top Fuel point lead.

Last Week

Sebastien Bourdais fell from the top of the rankings, while Brandon Bernstein and Jeff Burton dropped out of the rankings. Jimmie Johnson returned to the top of the standings.

Hines Out Of Action Indefinitely

TSR Silver Crown Driver Injured In Off-Road Motorcycle Wreck

INDIANAPOLIS — Tony Stewart Racing driver Tracy Hines continues to recover from injuries sustained in an off-road motorcycle accident that occurred April 30 near his home in



Tracy Hines

Indiana. Hines remains in stable condition at Methodist Hospital in Indianapolis after undergoing surgery to repair a fractured pelvis, a fractured left femur and a dislocated right

knee.

The 35-year-old from New Castle, Ind., was released from Methodist Hospital on Friday. After intensive rehabilitation, Hines will return to Methodist Hospital in two to three weeks for reconstructive knee surgery, which will be performed by Dr. Joseph Baele, an orthopedic surgeon.

In Hines's absence, Tony Stewart Racing has named 19-year-old Ricky Stenhouse, Jr. as the interim driver of the No. 21 TSR Chevrolet/Maxim in the U.S. Auto Club National Sprint Car and Midget series, and the No. 22 TSR/Chevrolet/Maxim in the USAC National Silver Crown Series. Stenhouse, Jr. drove for the team over the weekend at Iowa Speedway.

Montreal Event, Dodge Agree To Sponsorship

MONTREAL — Stock-Car Montreal, promoter of the NAPA Auto Parts 200, recently announced that Dodge will be the presenting sponsor for the event set for Aug. 3-4 at Circuit Gilles Villeneuve in Montreal.

The agreement gives Dodge cars and trucks exclusive promotional presence and makes Dodge the official supplier of cars and trucks for the event, which is the series's first race in Canada. The race weekend will officially be known as the NAPA Auto Parts 200 presented by Dodge.

LaHaie Returns From Retirement With Kalitta

YPSILANTI, Mich. — Legendary NHRA driver and crew chief Dick LaHaie has signed on as a tuning consultant for Kalitta Motorsports.

LaHaie, 65, worked with Connie Kalitta's team of four nitro-fueled race cars this past weekend at the O'Reilly Midwest Nationals at Gateway Int'l Raceway just outside of St. Louis. In the newly created position, LaHaie will lend guidance on all Team Kalitta entries. Kalitta currently fields three Top Fuel dragsters and one Funny Car.

"I see this as trying to help an old friend," LaHaie said. "I've been friends



BOB HESSER PHOTO

INJURED: Tony Stewart Racing USAC driver Tracy Hines is recovering from injuries he recently sustained in an off-road motorcycle accident.

with Connie for over 40 years. He certainly knows how to run fuel cars without anyone's help, but maybe I can provide an extra set of eyes."

The announcement marks a reunion with Kalitta Motorsports. As crew chief, LaHaie guided Scott Kalitta to consecutive Top Fuel titles in 1994-95 and 13 victories from 1993-97. LaHaie, whose last stint came with Don Prudhomme Racing where he helped Larry Dixon to Top Fuel championships in 2003-04, retired following the 2005 season. LaHaie recorded 15 event victories as a driver and added 46 as a crew chief. He won the NHRA Top Fuel title as a driver in 1987.

USCS Readies For Its 'Speed Week'

ATLANTA — The O'Reilly Auto Parts United Sprint Car Series is set to kick off its annual Speed Week on May 25 at Malden (Mo.) Speedway as part of the inaugural Malden 100.

Over the course of the next eight

nights, the USCS will visit six more speedways, including Riverside Int'l in West Memphis, Ark. (May 26); Green Valley Speedway in Glenco, Ala. (May 27); Clayhill Motorsports in Atwood, Tenn. (May 28); Clarksville (Tenn.) Speedway (May 29-30); Camden (Tenn.) Speedway (June 1); and finally at the Columbus (Miss.) Speedway (June 2) for the ninth annual Columbus Clash.

Each night's feature will pay \$2,000 to win, and with additional posted awards and bonuses, one driver could win more than \$20,000 in prize money over the course of the week.

Crane Cams Signs Partnership With WRG

CONCORD, N.C. — Crane Cams has announced an agreement to become an official partner with World Racing Group. WRG is the parent company of World of Outlaws sprint and late-model series, the Super DIRTcar Series and the DIRTcar Racing sanctioning body.

The partnership marks the first time a

corporate partner has secured market rights with every WRG-owned property. The partnership will run through 2010 with option years that could extend the contract.

Speedway Directory Now Available

COMSTOCK PARK, Mich. — The 2007 edition of the "National Speedway Directory" is available now. It lists nearly 1,400 auto-racing facilities across the U.S. and Canada.

The book lists detailed information on 1,040 oval tracks, 321 drag strips and 91 road courses. Phone numbers, addresses, exact directions, nights of operation and types of racing are included in this handy 608-page paperback. Also included are listings for 310 sanctions, 91 racing-related museums, pushing the total to more than 1,800 listings in the directory. The 2007 schedules and 175 circuits are also included.

The price for one copy is \$14, which includes first-class postage and handling, or two copies for \$24 (includes priority mail). Send check or money order to National Speedway Directory, P.O. Box 448, Comstock Park, Mich., 49321-0448.

Hoosier Fan Club Elects Officers

INDIANAPOLIS — The Hoosier Auto Racing Fans club elected new officers on April 22 at the Brickyard Crossing Hotel and Resort.

Here are the election results: President/Historian Bob Black; Vice-President Danny Laycock; Vice-President Roger Hughes; Membership Secretary/Treasurer Vicki Black; Recording Secretary Elean Vogler; Sgt.-at-Arms Sam Richey; Public Relations George Seats. Board of Directors: Kimb Stewart, John Hoover, Chris Jockish, Danny Burton, Mary Williams, Jason Mullins. Special Events: Bruce Adkins, Fred Bruckner, Larry Williams.

NUTS AND BOLTS



Excessive rain caused **World of Outlaws** officials to postpone the May 4 event at Tri-City Speedway in Pontoon Beach, Ill., which will now be scheduled for June 14. . . The American Sprint Car Series Midwest Region will make its return to Nebraska's **Butler County Motorplex** on June 1, marking the fourth of 11 events currently scheduled for the tour. . . The 50th annual **Daytona 500** is scheduled for Feb. 17, 2008. Tickets went on sale May 9 at 8 a.m. (EST) and can be purchased from www.racetickets.com. . . **NASCAR Images** has received a Sports Emmy award for the television program "Beyond the Wheel." The program, which took television viewers inside the sport of NASCAR, was awarded for "Live Event Turnaround". . . Tickets are now available for the 19th annual **Brad Doty Classic** featuring the World of Outlaws to be contested on July 11 at Limaland Motorsports Park. The ticket order hotline number is (419) 998-3199, which is open between 9 a.m. and 4 p.m. Monday-Thursday. . . United States Auto Club and Terre Haute (Ind.) Action Track officials have announced that the June 2 **Sumar Classic** has been cancelled for 2007 and no replacement date has been scheduled yet. . . **Michael Jordan** will serve as the grand marshal for the May 19 NASCAR Nextel All-Star Challenge. . . Offenhauser-powered Indianapolis racing cars built between the 1930s and 1970 will be showcased May 10 at **Jennerstown Speedway**. To enter your car, call Lou Timolat at (860) 824-7066.

Porciello, Clark Sweep Season-Opening Weekend

Saturday

NAPLES, Maine — Joey Porciello held off the charge of

PASS

Jeremie Whorff in the Pro All Stars Series

North Super Late Model 150-lap season opener Saturday at Beech Ridge Motor Speedway.

Whorff settled for second, while Mike Rowe, Kelly Moore and Dave Dion rounded out the top five.

The finish:
Joey Porciello, Jeremie Whorff, Mike Rowe, Kelly Moore, Dave Dion, Ben Rowe, Richie Dearborn, Mark Patten, Cassius

Clark, D.J. Shaw, Steve Berry, Johnny Clark, Curtis Gerry, Bill Whorff, Jr., Gary Smith, Trevor Sanborn, Kirk Thibeau, Bill Penfold, Travis Benjamin, Derek Ramstrom, John Flemming, Kevin Kimball, Bill Rodgers, Rick Martin, Lonnie Sommerville, Dale Shaw, Jeff Burgess, Ralph Nason, Mike Parks.

Sunday

NAPLES, Maine — Cassius Clark triumphed in the Pro All Stars Series North Super Late Model 150-lap event Sunday afternoon at Speedway 95.

After starting fifth, the 25-

year-old driver wasted little time getting to the front, even as several late-race cautions bunched the field.

Following C. Clark to the line were Johnny Clark, Ben Rowe, Travis Benjamin and Richie Dearborn.

The finish:
Cassius Clark, Johnny Clark, Ben Rowe, Travis Benjamin, Richie Dearborn, Derek Ramstrom, Scott Chubbuck, Trevor Sanborn, Adam Bates, John Flemming, Mike Rowe, Bill Penfold, Kevin Kimball, Steve Berry, Gary Smith, Lonnie Sommerville, Gary Bellefleur, Joey Porciello, Curtis Gerry.

Neely Fights Off Short At Tri-State

HAUBSTADT, Ind. — Mat Neely led the final two laps to pick up his first-career Hoosier

MSCS

Tire Midwest Sprint Car Series victory in Sunday night's series season opener at Tri-State Speedway.

Neely started from the fifth row and worked his way up to

third by lap 12 when runner-up Chad Boespflug spun, moving Neely up to the second position. On the restart, Neely began his pursuit of leader Brady Short as the two pulled away from the rest of the field.

Neely began to make progress by powering through the turns and finally got a good run through turns three and four on lap 22 before diving

under Short to complete the pass coming down the frontstraight. Short faded out of contention as Neely hung on for the final two laps to ring up a \$2,000 payday. Kevin Briscoe was third.

The finish:
Mat Neely, Brady Short, Kevin Briscoe, Kyle Cummins, Alex Shanks, Kyle Wissmiller, Danny Holtsclaw, Bobby Stines, Bill Rose, Cole Whitt, Jerry Ruble, Jeff Bland, Jr., Chad Boespflug, Blake Fitzpatrick, John Memmer, Dave Scott, Mitch Wissmiller, Casey Shuman, Ty Deckard, Chase Stockton.

Parish, Irwin Earn Triumphs

NEW CASTLE, Ind. — Robby Parish led a three-race wire-to-wire sweep in USAC

USAC

Regional competition

Wednesday night at Mount Lawn Speedway.

Parish led all 30 laps of the Regional Midget feature to beat Alex Pruett, Travis Young, Joe Liguori and Chase Barber.

In other races, Tyler Irwin led all 30 laps to win the Indiana Ford Focus Midget feature in his Irwin Racing Beast. Chett Gehrke finished second ahead of Craig Haack, Eric Fehrman and J.T. Hiltibran.

Blake Fitzpatrick paced all 30 laps of the Kenyon Midget Car feature in his Fitzpatrick Funeral Home/Forsythe Racing Yamaha to beat Kyle Hamilton, Dakoda Armstrong, Ryan Miller and Jacob Thompson.

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Spin, Control: McFarland Rallies

Wins Despite Spin & Penalty

SHENANDOAH, Va. — Mark McFarland overcame an early spin and penalty to win the Farmer's Foods 250 Hooters Pro Cup Series event Thursday night at Shenandoah Speedway.

McFarland, driver of the No. 81 Knight's Companies Chevrolet, spun while battling Jack Bailey for third on lap 38. A few laps later, McFarland was tagged with a penalty for a pitting infraction and had to start at the tail end of the longest line.

But McFarland never gave up and took the lead on lap 218 en route to his first Hooters Pro Cup victory of the season and the second of his career.

"When I first spun, I thought it was going to be a struggle to win, but this team never gave up," said McFarland. "They had an awesome pit stop. We came in 11th and came back out fourth or fifth. After that, I knew we had a shot."

McFarland methodically made his way through the field after the setbacks, slipping into second on lap 182. But there was still one hurdle in McFarland's way, and it was the same driver that he tangled with early in the event.

"Me and Jack have raced together a lot at Old Dominion Speedway in the past, so I knew he didn't mean to get into me earlier in the race," said McFarland. "It is so hard to pass here. He was just doing what he had to do."



USAR PHOTO

MCWINNER: Mark McFarland (81) takes the lead in the Hooters Pro Cup Farmer's Foods 250 Thursday night.

The second time the two battled didn't produce any sparks, as McFarland easily swept around the high side of Bailey's No. 11 Hour Homes Chevrolet and never looked back.

Bailey started fourth, led 63 laps and finished second.

"It kind of felt like I was at Old Dominion Speedway, because I grew up following him a lot like that," said Bailey. "I'm a racer, and I wanted to win. But this was a good night for us. This whole deal came together so quick. It's an all-volunteer crew, and everybody worked so hard to get this car here tonight. Mark just had a better car tonight."

After needing a provisional to make the race, Gary St. Amant, driver of the No. 7 JEGS.com Chevrolet, rounded out the podium.

"I was geared up for qualifying more

than usual, and I nearly spun out," said St. Amant. "To start out back like that and come back up front, we're tickled to death to get out of here with a third-place finish."

Jody Lavender and Eric Corbett rounded out the top five.

The finish:

Showing driver, car, laps completed and money won: 1. Mark McFarland, Chevrolet, 254, \$10,000; 2. Jack Bailey, Chevrolet, 254, \$6,900; 3. Gary St. Amant, Chevrolet, 254, \$5,900; 4. Jody Lavender, Ford, 254, \$4,250; 5. Eric Corbett, Ford, 254, \$3,500; 6. Clay Rogers, Chevrolet, 254, \$3,800; 7. A.J. Frank, Chevrolet, 254, \$2,850; 8. Sam Fullone, Chevrolet, 254, \$3,700; 9. Johnny Rumley, Pontiac, 254, \$2,900; 10. Richard Boswell, Chevrolet, 254, \$3,200; 11. Lonnie Rush, Jr., Chevrolet, 254, \$2,500; 12. Michael Kidd, Chevrolet, 254, \$2,000; 13. Jim Crabtree, Jr., Chevrolet, 252, \$1,900; 14. Derek Kale, Chevrolet, 250, \$2,100; 15. Jeff Agnew, Ford, 250, \$3,200; 16. Ben Stancill, Dodge, 249, \$1,600; 17. Danny Jackson, Chevrolet, 244, \$1,600; 18. Tim Baine, Jr., Ford, 244, \$1,800; 19. Kris Szekeres, Pontiac, 239, \$1,600; 20. Joe Harrison, Jr., Chevrolet, 233, \$1,800; 21. Shane Wallace, Ford, 220, \$1,400; 22. Brett Butler, Chevrolet, 199, \$1,400; 23. Woody Howard, Chevrolet, 190, \$1,400; 24. Jeff Fultz, Ford, 166, \$1,400; 25. J.J. Pack, Chevrolet, 166, \$1,400; 26. John Townley, Ford, 163, \$1,200; 27. Matt Carter, Ford, 156, \$1,200; 28. John Gibson, Ford, 143, \$1,200; 29. Allen Purkhiser, Ford, 119, \$1,200; 30. Benny Gordon, Ford, 114, \$3,200; 31. Ronnie Souders, Pontiac, 102, \$1,200; 32. Brandon Ward, Ford, 89, \$2,100.

Johnson Tops VMS DIRT Mod Go

JAMAICA, Va. — Danny Johnson held off a late charge from Matt Sheppard to score a convincing victory in the Advance Auto Parts Super DIRT Series debut Thursday night at

Bill Sawyer's Virginia Motor Speedway.

Johnson pocketed \$6,000 for his 62nd-career series victory in the 60-lap Paul Sawyer Memorial that was slowed by just four caution periods.

"The car was really working for me up on the cushion, I hope we can figure out what we have been doing right. This is four races with this car and four wins," commented Johnson in victory lane.

Dale Planck paced the 32-car field before fifth-starter Johnson forged the final lead change on lap 14. Sheppard began 13th on the grid, yet moved in to pressure Johnson with a third of the race scored. Sheppard pulled alongside Johnson on lap 30, but the order remained the same throughout the second half of the race.

Planck settled for third, followed by current Advance Auto Parts SDS point-leader Tim Fuller and Jimmy Phelps.

The finish:

Danny Johnson, Matt Sheppard, Dale Planck, Tim Fuller, Jimmy Phelps, Justin Haers, Alan Johnson, Frank Cozze, Gary Tomkins, Brian Weaver, Steve Paine, Brian Swartzlander, Dave Rauscher, Kenny Stafford, Kenny Wallace, John Willman, Vic Coffey, Billy Dunn, Butch Tittle, Chuck Tucker, Mark Forte, Jr., Rusty Smith, Darwin Greene, Tim McCreadie, Roger Chrysler, Brett Tonkin, Tom Scheetz, Wallace Stacey, Wayne Jelley, Billy Decker, Brett Hearn, Ryan Bartlett.



DIRT PHOTO

DAN THE MAN: Danny Johnson celebrates his Super DIRT modified victory at Virginia Motor Speedway.

McCreadie Cashes In On VMS Dirt

JAMAICA, Va. — Tim McCreadie banked \$5,000 for winning the dirt-late-model portion of the Paul Sawyer Memorial Thursday night at

Virginia Motor Speedway. McCreadie and Rick Eckert traded the lead several times before McCreadie took control for good on

lap 25 at the half-mile dirt track.

McCreadie held off Jeremy Miller during the final turns of the 40 lapper. "I almost threw the race away there on lap 24 when Eckert got by me, and I thought I was headed to fourth, but I was able to get through traffic and use the high side to my advantage. The track was awesome as usual tonight. I've never been here when it isn't,"

McCreadie said.

McCreadie beat Miller by 2.149 seconds, with Jason Covert, Ricky Elliott and Darryl Hills filling the top five.

The finish:

Tim McCreadie, Jeremy Miller, Jason Covert, Ricky Elliott, Darryl Hills, Vic Coffey, Walker Arthur, Kenny Wallace, Ronnie Dehaven, Jr., Billy Decker, Kenny Schrader, Randall Chupp, G.R. Smith, Brent Robinson, Matt Hubbard, Jamie Lathroun, Austin Hubbard, Jeff Pilkerton, Rick Eckert, Bo Feathers, Donnie Marshall, Jr., David Williams, Rick Hulson, Sean Cosgrove, Jimmy Bernheisel, Ryan Hackett, Tim Fuller, Roland Mann.

▶ A LESSON IN HISTORY

A look back at the formative years of racing



PAUL WIESNER COLLECTION PHOTO

BOARD-TRACK WARRIOR: An unidentified car slams into the dirt berm at the edge of Whiskey Ridge Speedway as spectators duck for cover.

Whiskey Ridge Lived Up To Its Name In Rough, Tumble Times

By DON RADBRUCH

"Whiskey Ridge" — was there ever a better name for a race track? Today's major speedways wind up with corporate names and, usually, "International" is part of the name. Whiskey Ridge, no doubt, got its name from certain illegal activities that took place in the area during prohibition.

Whiskey Ridge was way out in the boonies — a fine place to, perhaps, make booze but far from ideal for a race track. The track was located 20 miles from Muskegon, Mich., and, for part of its existence, was accessible only over gravel roads. At any rate, promoter Jack Fiske carved out a race track on top of what was called Whiskey Ridge and ran a successful operation for a number of years.

Whiskey Ridge started off in 1946 as a more-or-less off-road circuit — a half-miler with "natural obstacles" such as hills, gullies and bumps. The topography dictated a strange-shaped sort of oval that fit nicely into a little valley surrounded by hills that served as the spectator viewing area. Whiskey Ridge never had a real grandstand.

The early race cars at Whiskey Ridge were strictly jalopies — usually roadsters with as much of the body removed as possible. Engines were stock or nearly so, and there were different classes for four- and six-cylinder engines, as well as the V-8s. There were no safety regulations, but, somehow, serious accidents did not happen.

Harry Connell raced there with the remains of a Model-A Ford that had only the cowl. "After awhile," Connell recalled, "they did want us to have a helmet and a roll bar or high-backed seat." Connell managed a second-place finish in one of the early 1946 races and collected \$22.

Despite the remote location, the track drew good crowds thanks to Fiske's active promotion. The track was gradually improved upon and smoothed out and eventually became a fine place to race. Along with the track, the cars evolved into true race cars — track roadsters. Drivers such as Joe Quinn, Glenn Rockey, Roger Johnson, Dick Peoples and Joe Bisoki drove hopped-up cars with the then-popular Ford and Mercury V-8s that were winning races all over the country. The Whiskey Ridge cars remained rather crude, but they were fast. Around 1948, Bert Letner showed up with his fast and beautiful California Roadster Ass'n Mercury roadster with the talented Roy Prosser as driver. Maybe he had some sort of trouble, but the Letner car did not win the feature event on that day.

As was the case elsewhere, the Whiskey Ridge track roadsters eventually became sprint cars. Following the trend of other tracks in the early to mid 1950s, the stock cars took over at Whiskey Ridge.

The track operated from 1946 until 1960 and, on an intermittent basis, from about 1972 until 1976.

Maybe it would be totally forgotten if not for that wonderful name — Whiskey Ridge!

At least in the track roadster era it appears that nobody bothered to keep point standings, so no Whiskey Ridge Champion was ever crowned. Maybe things changed later on — is there a Whiskey Ridge champion out there?

Comments on "A Lesson in History" are welcome at 30 Country Lane, Sagle, Idaho, 83860 E-mail to radbruch@sandpoint.net.

NSSN

Through The LENS

Presented By



A visual tour through the history of motorsports

GREG BIFFLE

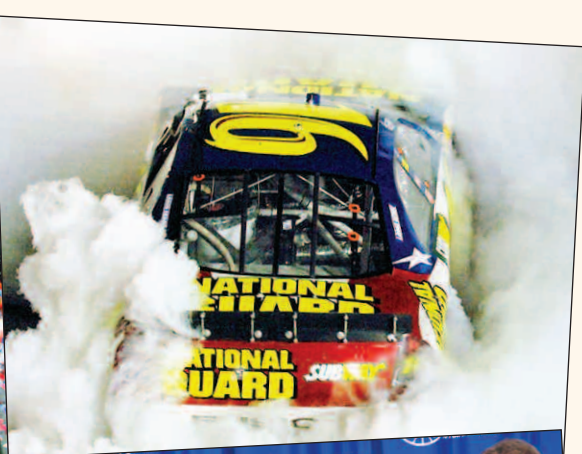
▶ Washington native Greg Biffle, 37, made a quick rise from successful regional racer to high-profile NASCAR Nextel Cup driver. After starting his career at local tracks, he branched out to race in the NASCAR Northwest Series and in 1998 was hired by Jack Roush to compete in the Craftsman Truck Series. After winning rookie of the year that year and the championship in '00, Biffle moved onto the NASCAR Busch Series, taking rookie-of-the-year honors in '01 and the series title in

'02. He made his Cup Series debut in 2002. He has since won 11 Nextel Cup Series events and was the series runner-up in 2005.

Featured here (clockwise from top left): Celebrating a Cup victory in Fontana in 2005; Making victory doughnuts at Darlington in 2006; At a 1999 press conference with Dennis Setzer, Jack Sprague and Stacy Compton; Ready for a NCTS race; In the Busch garage; With Jack Roush and girlfriend Nicole Lunders after his first Truck win in 1999; Curb hopping at Infineon in 2005; As a Northwest driver in the '90s; Celebrating his first Cup victory at Daytona in 2003; Hoisting the Busch Series trophy in 2002; With former crew chief Doug Richert. — NSSN Archives



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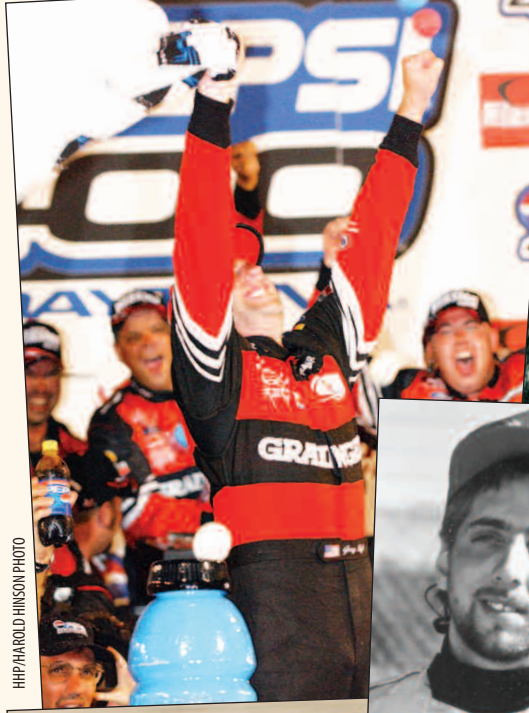
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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this weekend:

Thursday

- "NASCAR Now," 12 a.m., ESPN2
- Classic Drag Racing: 2000 NHRA in Dallas, 11 a.m., ESPN Classic
- NASCAR Busch Series Circuit City 250 (taped), 12 p.m., Speed
- "Back in the Day," 2:30 p.m., Speed
- NASCAR Jim Stewart 400 (taped), 3 p.m., Speed
- Classic NASCAR: 1995 Goody's 500, 4 p.m., ESPN Classic
- "Motorsport Hour," 4:30 p.m., Versus
- "Speed Road Tour Challenge," 8:30 p.m., Speed

Friday

- "NASCAR Now," 1:30 a.m., ESPN2
- F-1 practice, 8 a.m., Speed
- NASCAR Nextel Cup practice, 10:30 a.m., Speed
- USAR Hooters Pro Cup from Concord, N.C. (taped), 12 p.m., Speed
- "NASCAR Live!" 2:30 p.m., Speed
- NASCAR Nextel Cup qualifying, 3 p.m., Speed
- NASCAR Busch Series qualifying, 5 p.m., Speed
- "NASCAR Busch Series Countdown," 8 p.m., ESPN2
- NASCAR Busch Series Diamond Hill Plywood 200, 8:30 p.m., ESPN2
- "Setup," 8 p.m., Speed
- "Trackside," 11:30 p.m., Speed

Saturday

- NASCAR Nextel Cup (taped), 12:30 a.m., Speed
- NASCAR Busch Diamond Hill Plywood 200 (taped), 1:30 a.m., ESPN2
- NASCAR Nextel Cup practice (taped), 2:30 a.m., Speed
- "Inside Grand Prix," 7:30 a.m.,

TUNE IN TO ...

After nearly a month, Formula One returns to action for the Spanish Grand Prix (Sunday, 7:30 a.m. on Speed).

Speed

- F-1 qualifying, 8 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2
- "Trackside," 11 a.m., Speed
- Indianapolis 500 time trials, 12 p.m., ESPN2
- Indianapolis 500 time trials, 3 p.m., ABC
- "NASCAR Performance," 3:30 p.m., Speed
- "Tradin' Paint," 4 p.m., Speed
- "NASCAR RaceDay," 5 p.m., Speed
- Indianapolis 500 time trials, 6 p.m., ESPN2
- NASCAR Nextel Cup Dodge Avenger 500, 7 p.m., Fox
- "NASCAR Victory Lane," 11 p.m., Speed

Sunday

- "NASCAR Now," 1 a.m., ESPN2
- F-1 Spanish Grand Prix, 7:30 a.m., Speed
- GP2 Championship from Barcelona, 11:30 a.m., Speed
- Int'l Motorsports Hall of Fame induction (taped), 1 p.m., Speed
- World of Outlaws from Eldora Speedway (taped), 2 p.m., Speed
- Indianapolis 500 time trials, 5 p.m., ESPN2
- "Speed Report," 7 p.m., Speed
- "All-Star Memories," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed
- F-1 Spanish Grand Prix (taped), 10 p.m., Speed

MOTORSPORTS CALENDAR

- May 9 USAC Regional and Kenyon Midget Series
Mount Lawn Speedway, New Castle, Ind., Midget Cars
- May 9 USAC Indiana Ford Focus Midget Series
Mount Lawn Speedway, New Castle, Ind., Midget Cars
- May 9 World of Outlaws Late Model Series
Davenport Speedway, Davenport, Iowa, Late Models
- May 10 USAC Silver Crown Series
Darlington Raceway, Darlington, S.C., Silver Crown Cars
- May 11 NASCAR Busch Series
Darlington Raceway, Darlington, S.C., Stock Cars
- May 11 World of Outlaws
U.S. 36 Raceway, Osborn, Mo., Sprint Cars
- May 11 ASCS National Series
State Fair Speedway, Oklahoma City, Okla., Sprint Cars
- May 11 Tampa Bay Area Racing Ass'n
Orlando Speed World Speedway, Orlando, Fla., Sprint Cars
- May 11-12 Lucas Oil Late Model Dirt Series
Lucas Oil Speedway, Wheatland, Mo., Late Models
- May 12 NASCAR Nextel Cup Series
Darlington Raceway, Darlington, S.C., Stock Cars
- May 12 World of Outlaws
Lake Ozark Speedway, Eldon, Mo., Sprint Cars
- May 12 World of Outlaws Late Model Series
Charter Raceway Park, Beaver Dam, Wis., Late Models
- May 12 USAC-CRA Sprint Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- May 12 USAC Midwest Ford Focus Midget Series
Columbus Motor Speedway, Columbus, Ohio, Midget Cars
- May 12 USAC Utah Ford Focus Midget Series
Rocky Mountain Raceways, Salt Lake City, Utah, Midget Cars
- May 12 USAC Rocky Mountain Sprint Series
Rocky Mountain Raceway, Salt Lake City, Utah, Sprint Cars
- May 12 USAC California Ford Focus Series
Kings Speedway, Hanford, Calif., Midget Cars
- May 12 USAC Western Midget Series
Kings Speedway, Hanford, Calif., Midget Cars
- May 12 Hooters Pro Cup Series
Kentucky Speedway, Sparta, Ky., Stock Cars
- May 12 ASCS National Series
Devil's Bowl Speedway, Mesquite, Texas, Sprint Cars
- May 12 ASCS Patriot Region
McKean County Raceway, East Smethport, Pa., Sprint Cars
- May 12 ASCS Coastal Region
Southern Raceway, Milton, Fla., Sprint Cars
- May 12 ASCS Sprints On Dirt Series
Thunderbird Racepark, Muskegon, Mich., Sprint Cars
- May 12 ASCS Canyon Region
Central Arizona Raceway, Casa Grande, Ariz., Sprint Cars
- May 12 ASA Late Model Series
Hawkeye Downs Speedway, Cedar Rapids, Iowa, Late Models
- May 12 Golden State Challenge
Silver Dollar Speedway, Chico, Calif., Sprint Cars
- May 12 URC Sprints
Delaware Int'l Speedway, Delmar, Del., Sprint Cars
- May 12 American-Canadian Tour
Airborne Speedway, Plattsburgh, N.Y., Late Models
- May 12 O'Reilly All Star Circuit of Champions
Port Royal Speedway, Port Royal, Pa., Sprint Cars
- May 12 Interstate Racing Ass'n
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- May 12 Tampa Bay Area Racing Ass'n
DeSoto Super Speedway, DeSoto, Fla., Sprint Cars
- May 12 United Sprint Car Series
New Senoia Raceway, Senoia, Ga., Sprint Cars
- May 13 Formula One Series
Circuit de Catalunya, Catalunya, Spain, Formula Cars



PHIL CAVALI PHOTO

SCORE TWO: Jimmie Johnson leads the pack in the 2006 Nextel All-Star Challenge at Lowe's Motor Speedway in Concord, N.C.

MARK IT DOWN!

May 19, NASCAR Nextel Cup Nextel All-Star Challenge

Lowe's Motor Speedway, Concord, N.C., Stock Cars
Defending Nextel Cup champion Jimmie Johnson looks to capture his second-straight All-Star victory and the third of his career when the best of NASCAR compete in the segmented, non-points event leading up to the Coca-Cola 600 on Memorial Day weekend.

- May 13 O'Reilly All Star Circuit of Champions
Bedford Speedway, Bedford, Pa., Sprint Cars
- May 15 World of Outlaws
Lernerville Speedway, Sarver, Pa., Sprint Cars
- May 16 USAC Regional and Kenyon Midget Series
Mount Lawn Speedway, New Castle, Ind., Midget Cars
- May 16 USAC Indiana Ford Focus Series
Mount Lawn Speedway, New Castle, Ind., Midget Cars
- May 17-18 World of Outlaws
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- May 18 NASCAR Craftsman Truck Series
Lowe's Motor Speedway, Concord, N.C., Stock Cars
- May 18 Lucas Oil Late Model Dirt Series
Farley Speedway, Farley, Iowa, Late Models
- May 18 USAC Midwest Ford Focus Midget Series
Limaland Motorsports Park, Lima, Ohio, Midget Cars
- May 18 NASCAR Busch East and West Series
Elko Speedway, Elko, Minn., Stock Cars
- May 18 ASCS Gulf South Series
Motoroma Speedway, Beaumont, Texas, Sprint Cars
- May 18-19 ASCS National and Mid-Atlantic Series
Black Rock Speedway, Dundee, N.Y., Sprint Cars
- May 18-19 ASCS Patriot Region Series
Black Rock Speedway, Dundee, N.Y., Sprint Cars
- May 19 NASCAR Nextel Cup Series
Lowe's Motor Speedway, Concord, N.C., Stock Cars
- May 19 World of Outlaws
Orange County Fair Speedway, Middletown, N.Y., Sprint Cars
- May 19 USAC California Ford Focus Midget Series
Shenandoah Speedway, Shenandoah, Va., Midget Cars
- May 19 USAC National Sprint Car Series
Terre Haute Action Track, Terre Haute, Ind., Sprint Cars
- May 19 USAC-CRA Sprint Car Series
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- May 19 USAC Western Midget Series
Ventura Raceway, Ventura, Calif., Midget Cars
- May 19 USAC California Ford Focus Midget Series
Ventura Raceway, Ventura, Calif., Midget Cars
- May 19 American Le Mans Series
Miller Motorsports Park, Tooele, Utah, Sports Cars
- May 19 ASCS Gulf South Region
Houston Raceway Park, Baytown, Texas, Sprint Cars
- May 19 ASA Late Model Series
Iowa Speedway, Newton, Iowa, Late Models
- May 19 Lucas Oil Late Model Dirt Series
LaSalle Speedway, LaSalle, Ill., Late Models
- May 19 Northeastern Midget Ass'n
Seekonk Speedway, Seekonk, Mass., Midget Cars
- May 19 Golden State Challenge
Tulare Thunderbowl, Tulare, Calif., Sprint Cars
- May 19 URC Sprints
Selinsgrove Speedway, Selinsgrove, Pa., Sprint Cars
- May 19 Speed World Challenge Series
Miller Motorsports Park, Toole, Utah, Sports Cars
- May 19 O'Reilly All Star Circuit of Champions
K-C Raceway, Chillicothe, Ohio, Sprint Cars

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Speedway Proclaims 'A.J. Foyt Day' In Honor Of Racing Legend

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — Opening day of the Indianapolis 500 Rookie Orientation Program was proclaimed **A.J. Foyt Day** to honor the IndyCar legend as he celebrates his 50th anniversary in the sport.

All five of Foyt's Indianapolis 500-winning cars took part in a ceremonial lap before on-track action began, with Foyt riding along with IMS CEO **Tony George** in the 1977 Oldsmobile Delta 88 pace car.

Foyt's 1961 winning car was driven by longtime Foyt driver and friend **George Snider**; the 1964 winner was driven by two-

time Indy 500 winner **Al Unser, Jr.** (who will race car No. 50 for Foyt in this year's 500); the 1967 car was driven by Foyt's son, **Larry Foyt**; the 1977 winner was driven by Foyt's grandson, **A.J. Foyt IV** and the 1999 car (driven to victory by **Kenny Brack**) was piloted by **Darren Manning** (Foyt's current driver).

The Speedway even brought back retired public address announcer **Tom Carnegie** for the ceremony to honor Foyt.

"It brought back a lot of memories," Foyt said. "I didn't realize time flies by as fast as it did. I had many, many great days here — good days and bad days. The good offset the bad in the long run."

Foyt's grandson was curious how A.J. was able to get into the last car that he drove to victory at Indy.

was allowed to run laps on Sunday as part of a "refresher."

Another veteran driver who ran laps was Michael Andretti, who is returning to the Indy 500 after nearly winning it in 2006.

He was the fastest of any driver on the track, with a fast lap of 219.871 mph, the fastest of his 10 laps.



Milka Duno

"It was great to get back out there today, get a few laps in and get all the cobwebs out," Andretti said.

Ryan Briscoe, an IndyCar regular in 2005, was second quick at 218.216 mph, followed by Davey Hamilton, who is making his return after overcoming serious foot and leg injuries suffered in a crash at Texas Motor Speedway on June 9, 2001.

He ran 25 laps, with a fast lap at 218.022 mph, followed by Lazier's 216.467 mph.

Jon Herb was the only other driver on the track. He ran 23 laps, with a fast lap of 211.697 mph.

"I think Anthony was talking about the '77 car 'How'd you get in this thing and take the steering wheel off?' I said, 'Anthony, they don't.' You got to put your legs in straight and slide down," Foyt quipped. "So, Darren thought it was a modern sequential shift. He realized it wasn't and kept stalling, and he looked like an amateur. But it's a lot different day, and I look the same way with the cars now."

"All the controls are right on the steering wheel, where with the older cars, you had to have a little finesse. That's all, boys."

Larry Foyt is now in charge of the daily operations of Foyt's IndyCar team and said the fleet of Indy winners brought back some fond memories. So much, in fact, he would like to get behind the

wheel of a race car at Indy before the month is out.

"Yeah, and it's kind of bitter-sweet now watching these cars pull out on the race track and not driving so far this year," Larry said. "The month's not over yet, but very exciting in everything we've got going on with our race team. I think you can just tell by the way we've been running this year that we're really trying to step up our program, and A.J., when he asked me to come home and help, he said, 'I want to get this thing running the way A.J. Foyt runs.'"

Jaques Lazier, who will be driving for Playa Del Racing along with rookie driver **Phil Giebler**, was the first driver on the track, although now that Opening Day is ROP, it doesn't

have the same cache that it used to when all cars entered in the 500 were allowed on the track on the first day.

Ryan Briscoe, who will drive the No. 12 Symantec Luczo Dragon Racing entry, took a few shakedown laps on both Sunday and Monday as part of his refresher.

"It was great to be out there," Briscoe said. "We just shook

down the car today and made sure that everything was bolted on right. I felt really comfortable, and we got right up to speed.

"I'm looking forward to getting more laps in the rest of the week."

Jimmy Kite returns to the Indianapolis 500 this year and is back with PDM Racing. He will drive car No. 18.

DUNO: Rookie Gets First Taste Of Indianapolis

CONTINUED FROM PAGE 2

Duno ran 75 laps with a fast lap at 214.128 miles per hour around the 2.5-mile Indianapolis Motor Speedway. Phil Giebler was the only other true rookie that has to pass ROP before he is cleared to compete. He ran 23 laps, with a fast lap at 209.307 mph. He has completed his first two phases of the ROP.

"I wanted to go out there and get a good feel for the track," Giebler said. "I really just wanted to get out there. The car feels good. I felt like we just needed a little bit more time out there. I just wanted to put the throttle all the way down and start going full speed, but the guys wouldn't let me do that."

"I can't wait to start turning the car wide open. I think I'm going to surprise a lot of people this month."

Giebler is running for Playa Del Racing, a team that is only running the Indy 500. He joins veteran Jaques Lazier, who

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NEMESIS

Nextel Cup

1. Jeff Gordon	1,691
2. Jimmie Johnson	1,480
3. Matt Kenseth	1,431
4. Denny Hamlin	1,359
5. Jeff Burton	1,352
6. Kyle Busch	1,229
7. Tony Stewart	1,225
8. Kevin Harvick	1,203
9. Kurt Busch	1,198
10. Clint Bowyer	1,159
11. Carl Edwards	1,131
12. Dale Earnhardt, Jr.	1,118
13. Jamie McMurray	1,099
14. Mark Martin	1,038
15. Greg Biffle	1,037
16. Elliott Sadler	1,022
17. David Stremme	1,009
18. Bobby Labonte	1,001
19. Ryan Newman	998
20. Martin Truex, Jr.	987

Busch Series

1. Carl Edwards	1,793
2. Kevin Harvick	1,391
3. Dave Blaney	1,283
4. David Reutimann	1,268
5. Matt Kenseth	1,223
6. Kyle Busch	1,171
7. Bobby Hamilton, Jr.	1,149
8. David Ragan	1,146
9. Juan Pablo Montoya	1,109
10. Regan Smith	1,106
11. Marcos Ambrose	1,094
12. Greg Biffle	1,068
13. Mike Wallace	1,049
14. Stephen Leicht	1,036
15. Clint Bowyer	1,029
16. J.J. Yeley	1,017
17. Jeff Burton	1,015
18. Shane Huffman	1,013
19. Casey Mears	994
20. Jon Wood	963

Craftsman Truck

1. Mike Skinner	745
2. Todd Bodine	651
3. Rick Crawford	602
4. Ron Hornaday, Jr.	601
5. Ted Musgrave	600
6. Jack Sprague	564
7. Matt Crafton	549
8. Johnny Benson	543
9. Travis Kvapil	529
10. Aaron Fike	497
11. Dennis Setzer	482
12. Erik Darnell	456
13. Stacy Compton	454
14. Brendan Gaughan	443
15. Ken Schrader	427
16. Chad McCumbee	416
17. David Starr	409
18. Willie Allen	394
19. Terry Cook	385
20. A.J. Allmendinger	375

IRL IndyCar

1. Dan Wheldon	118
2. Tony Kanaan	115
3. Scott Dixon	112
4. Helio Castroneves	101
5. Sam Hornish, Jr.	91
6. Dario Franchitti	91
7. Tomas Scheckter	74
8. Scott Sharp	65
9. Buddy Rice	60
10. Danica Patrick	59

Champ Car

1. Sebastien Bourdais	73
2. Will Power	70
3. Robert Doornbos	61
4. Alex Tagliani	57
5. Bruno Junqueira	53
6. Oriol Servia	51
7. Graham Rahal	46
8. Justin Wilson	41
9. Tristan Gommendy	39
10. Simon Pagenaud	38

Champ Car Atlantic

1. Raphael Matos	98
2. Jonathan Bomarito	75
3. James Hinchcliffe	66
4. Robert Wickens	65
5. Franck Perera	63
6. Ronnie Bremer	43
7. Carl Skerlong	41
8. Giacomo Ricci	41
9. John Edwards	36
10. Alan Sciuto	36

IRL Indy Pro

1. Alex Lloyd	52
2. Chris Festa	41
3. Hideki Mutoh	35
4. Jaime Camara	32
5. Andrew Prendeville	30
6. Bobby Wilson	28
7. Mike Potekehen	26
8. Robbie Pecorari	24
9. C.R. Crews	22
10. Jay Howard	20

NHRA Top Fuel

1. Rod Fuller	499
2. Brandon Bernstein	476
3. J.R. Todd	408
4. Larry Dixon	396
5. Melanie Troxel	392
6. Tony Schumacher	371
7. Bob Vandergriff	351
8. David Grubnic	347
9. Whit Bazemore	340
10. Cory McClenathan	336

NHRA Funny Car

1. Ron Capps	645
2. Robert Hight	524
3. Tony Pedregon	404

4. Mike Ashley	385
5. Gary Scelzi	385
6. Jim Head	343
7. Ashley Force	322
8. Del Worsham	319
9. Jeff Arend	290
10. Cruz Pedregon	274

NHRA Pro Stock

1. Greg Anderson	680
2. Dave Connolly	479
3. Jeg Coughlin	466
4. Jason Line	427
5. Warren Johnson	351
6. Kurt Johnson	345
7. Allen Johnson	341
8. Mike Edwards	327
9. V Gaines	306
10. Richie Stevens	290

World of Outlaws

1. Donny Schatz	2,312
2. Joey Saldana	2,305
3. Daryn Pittman	2,168
4. Craig Dollansky	2,123
5. Danny Lasoski	2,116
6. Jason Meyers	2,075
7. Steve Kinser	2,051
8. Jac Haudenschild	2,019
9. Terry McCarl	2,009
10. Jason Solwold	1,984

USAC Silver Crown

1. Paul White	135
2. A.J. Fike	130
3. Aaron Pierce	127
4. Bud Kaeding	125
5. Wayne Reutimann	121
6. Tim Barber	112
7. Cameron Dodsion	108
8. Tracy Hines	105
9. Brian Tyler	99
10. Mike Murgotio	88

USAC Sprints

1. Darren Hagen	203
2. Kevin Swindell	183
3. Levi Jones	166
4. Dave Darland	151
5. Tracy Hines	148
6. Robert Ballou	135
7. Marc Jessup	131
8. Dustin Morgan	131
9. Brady Bacon	128
10. Damion Gardner	126

USAC Midgets

1. Darren Hagen	101
2. Bobby East	87
3. Jerry Coons, Jr.	87
4. Tom Hessert	76
5. Levi Jones	74
6. Brad Loyet	67
7. Billy Wease	65
8. Dave Darland	64

National Midget Driver Of The Year

1. Tony Stewart	256
2. Shane Cottle	222
3. Dave Darland	193
4. Mike Hess	186
5. Gary Altig	171
6. Brad Loyet	167
7. Jerry Coons, Jr.	155
8. J.J. Yeley	151
9. Chris Rahe	146
10. Donnie Crawford	139

Lucas Oil LM

1. Billy Moyer	835
2. Terry English	755
3. Scott James	730
4. Don O'Neal	730
5. Steve Casebolt	700
6. Earl Pearson, Jr.	690
7. Matt Miller	690
8. Steve Shaver	640
9. Shannon Babb	615
10. Donnie Moran	610

ARCA

1. Frank Kimmel	1,330
2. Justin Allgaier	1,290
3. Dexter Bean	1,285
4. Bobby Gerhart	1,250
5. Justin South	1,225
6. Michael McDowell	1,185
7. Phillip McGilton	1,175
8. Justin Marks	1,170
9. Patrick Sheltra	1,035
10. Bryan Silas	1,025

Stormpay.com LM

1. Frank Ingram	778
2. David Gentry	776
3. Jay Blair	740
4. Derrick Rainey	732
5. Chip Brindle	684
6. Jeff Fields	638
7. Chris Tays	632
8. Matthew Turner	626
9. Robert Stutts	610
10. Shannon Buckingham	566

Hooters Pro Cup Northern Division

1. Clay Rogers	275
2. Gary St. Amant	275
3. Jody Lavender	252
4. A.J. Frank	242
5. Sam Fullone	225
6. Matt Carter	218
7. Derek Kale	215
8. Eric Corbett	209
9. Lonnie Rush, Jr.	206
10. Jim Crabtree, Jr.	195

ASCS Patriot

1. Chuck Hebing	150
2. Bryan Howland	146
3. Jason Barney	144
4. Jeff Cook	142
5. Josh Weller	140
6. Don Adamczyk	138
7. Jared Zimbardi	136
8. Rick Wilson	134
9. Blake Breen	132
10. Geoff Quackenbush	130

ASCS Canyon

1. Jeremy Sherman	600
2. Josh Pelkey	558
3. Mike Leslie	540
4. Bernie Smith	518
5. Seainn Hendricson	518
6. Michael Colegrove	514
7. Bob Ream, Jr.	508
8. Mike Martin	508
9. Jeremy Reagles	498
10. J.T. Imperial	484

ASCS Coastal

1. Michael Dupuy	696
2. Michael Herrington	680
3. Robert Casada	666
4. Chris Sweeney	650
5. Todd Fayard	630
6. Shane Morgan	622
7. Jimmy Thrash	620
8. Lane Whittington	475
9. Travis Rilat	440
10. Hunter Phillips	431

NASCAR West

1. Mike David	335
2. Marc Davis	297
3. Tim Woods III	280
4. Ryan Foster	276
5. Brett Thompson	265
6. Jason Bowles	264
7. Alex Haase	262
8. Johnny Borneman	257
9. Eric Richardson	238
10. Mike Duncan	233

IHRA Top Fuel

1. T.J. Zizzo	214
2. Bruce Litton	169
3. Doug Foley	142
4. Bobby Lagana, Jr.	125
5. Scotty Cannon	123
6. Scott Weis	87
7. Michael Gunderson	73
8. Mitch King	55
9. Terry McMillen	47
10. Three tied at 10	—

IHRA Funny Car

1. Dale Creasy, Jr.	185
2. Jack Wyatt	182
3. Jon Capps	139
4. Terry Haddock	134
5. Bob Gilbertson	123

6. Gary Densham	101
7. Andy Kelley	99
8. Del Worsham	60
9. Paul Lee	47
10. Mitch King	45

NASCAR Mods

1. James Civali	180
2. Chuck Hossfeld	170
3. Ronnie Silk	165
4. Jimmy Blewett	160
5. Matt Hirschman	155
6. Anthony Ferrante, Jr.	150
7. Carl Pasteriyak	146
8. Jon McKennedy	142
9. Bobby Briggs	138
10. Zach Sylvester	13

NASCAR Southern Mods

1. Junior Miller	650
2. Burt Myers	627
3. L.W. Miller	621
4. Tim Brown	575
5. Jason Myers	546
6. Brian Pack	536
7. George Brunnhoelzl	527
8. Bobby Hutchens	524
9. Brian King	514
10. Wesley Swartout	488

Formula One

1. Fernando Alonso	22
2. Kimi Raikkonen	22
3. Lewis Hamilton	22
4. Felipe Massa	17
5. Nick Heidfeld	15
6. Giancarlo Fisichella	8
7. Jarno Trulli	4
8. Robert Kubica	3
9. Nico Rosberg	2
10. Heikki Kovalainen	1

WoO LM

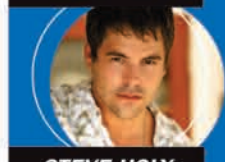
1. Shannon Babb	893
2. Clint Smith	893
3. Shane Clanton	889
4. Rick Eckert	885
5. Chub Frank	871
6. Steve Francis	865
7. Josh Richards	859
8. Jimmy Mars	849
9. Chris Madden	834
10. Darrell Lanigan	825

USCS Sprints

1. Kenny Adams	884
2. Terry Gray	865
3. Bryn Gohn	821
4. Tom Winegardner, Jr.	536
5. Trey Robb	440
6. Ryan Myers	418
7. R.J. Johnson	424
8. Troy Lowery	410
9. Jon Kettlewell	398
10. Dan Statter	394



SELAH



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GEOFF BURKE/HHP PHOTO

STOCK-CAR RETURN: Bobby East, who ran 23 NASCAR Craftsman Truck Series races last year for the Wood Brothers, will make his debut in the Brewco Ford June 9 at Nashville Superspeedway. East will also compete in a handful of ARCA RE/MAX events in 2007.

EASTERN TRAVELS

Former USAC Midget Car Champ Ready To Return To Stock Cars

If you weren't paying close attention, you may have been one of the many who wondered, "What happened to Bobby East?"

After a full season in the Craftsman Truck Series last year, the 2004 USAC National Midget Series champion was rideless entering the new year. But after lining up open-wheel rides, the 22-year-old Indiana native, who is a Ford-contracted racer, landed with Brewco Motorsports. He will drive 10 Busch Series events and a handful of ARCA races this season, with his eye on a full season of Busch Series competition next year.

By MIKE O'LEARY

He knew all along that he would be doing something.

"As soon as I had gotten back from Homestead and Turkey Night, I had been working for this season," East said. "I'm coming off of the best off-season that I've ever really had."

"There were just a lot of different details to get worked out. None of the early races really were open anyway, so as far as the announcement, it wasn't a big rush. We just wanted to get everything done before they announced it."

His debut in the Brewco Ford will take place on June 9 at the Nashville Superspeedway. The goals for this season are modest, yet East understands their importance.

"Finishing all of the laps is the biggest thing. If you're just sitting in the garage with 150 laps to go, that's 150 laps less experience that you're going to get," said East. "So, we want to finish all of the laps and get all of the experience that we can this year to help us out for the next."

East knew that coming from USAC open-wheel cars, his initial season in the Truck Series would be challenging, and it lived up to those expectations.

East started single races in the Busch and Craftsman Truck series in 2005 and ran 23 of the 25 Truck Series races last year in a Ford fielded by the Wood Brothers.

His best finish was 11th, but he was frequently seen running in the lead pack and completed all but three races, those the result of two wrecks and one DNF due to handling.

"It was our rookie year," he explained. "We were like a group of kids with a great leader, John Monsam. The year just didn't go exactly how we wanted. We all tried hard."

He admits the differences between USAC's cars and NASCAR's trucks, like setting up the non-solid front axle, may have been more dramatic than he anticipated.

He found that the veterans would answer his questions, and eventually he spent more time talking with the genial 1994 Busch Series champion, David Green.

To East, a third-generation racer who grew up around the country's sprint-car and midget tracks, the biggest contrast was in the size of the crew.

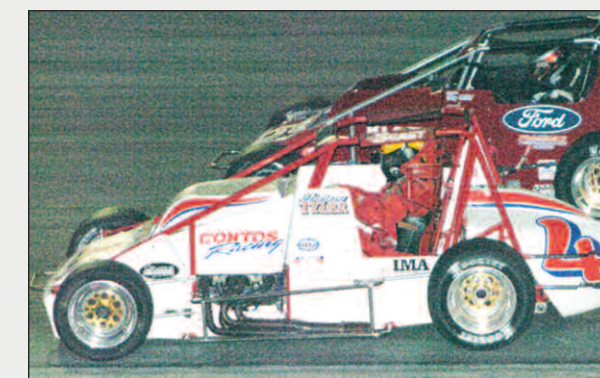
The Bobby East File



Bobby East

Age: 22
Hometown: Brownsburg, Ind.
Racing Lineage: Son of former driver and legendary car builder Bob East.
Hobbies: Golf
Favorite Sports Team: Indianapolis Colts
Career Highlights:
 ■ 2004 USAC National Midget Car Champion. Won 15 races in three USAC divisions in 2004. Was the youngest midget champion in series history at age 19.
 ■ More than 20 USAC victories

- Winner, 2004 Turkey Night Grand Prix
- Winner, 2004 Belleville Midget Nationals
- Youngest winner in USAC history. Won the 2001 USAC National Midget Car Series feature at Indiana's Illiana Motor Speedway at age 16 years, six months and 25 days.



AL STEINBERG PHOTO

ORLANDO MAGIC: Bobby East (5) races Brian Tyler in December's Mopar Sprint and Midget Classic at Orlando SpeedWorld in Orlando, Fla.

"It takes a lot of people to get the car to the track and get it in top-10 shape," he says. "I think it's important to have a good relationship with each and every one of those people, and there's a lot of people there versus open wheel where it's just a group of three or four of you and you've got several cars. It's different getting the whole team atmosphere together."

Another adjustment was in the length of the races, but he says it wasn't an issue of stamina, rather understanding the different strategy.

"More things can happen driving-wise and mechanically, too. When something gets off-keel or doesn't necessarily go as planned throughout the race, you may be in a spot where there's plenty of time to make it back up, where when you're sitting in the driver's seat, it may not feel like it," East said. "That's an adjustment any driver makes when they go from the length of races that I went from to longer ones."

East worked hard to rekindle his USAC racing career during the winter. He had come into the National Midget Series as a hard-nosed youngster in '01 and earned the rookie-of-the-year title with three victories. Although he only ran three complete seasons and parts of two others in the

National Midget Series, he collected 13 victories and the '04 championship. He also won eight times in USAC sprint cars and twice in the Silver Crown Series.

In January, he finished eighth in one of two Chili Bowl

semi-mains, and a month later he drove Terry Klatt's Ford-powered Beast to 15th in USAC National Midget Series opener during the Copper On Dirt at Manzanita Speedway in Arizona. This was far from his standard, but it was indicative of a driver and team that hadn't raced on dirt in more than two years.

East estimates his busy schedule will see him run nearly 50 races before the end of the season. In addition to Busch and ARCA events, this includes the majority of USAC's National midget tour and all but two or three of the USAC pavement sprint-car races. When the manpower and schedule allows, he also plans to run several Silver Crown races and compete with the PRA Big Car Series and in selected POWRi Midget Series events.

"I think we'll have a really good package this year on the dirt and the pavement," he says. "Every time we come back in the sprint car or the midget on the pavement, I feel that I haven't lost anything and it's right there, immediately. A lot of it is due to the preparation of the cars from Evan Avart and everybody who works on them."

A longtime Ford advocate, he says that the new Esslinger-Ford midget powerplant is highly competitive.

"They're almost on top of their game, really," East explained. "They make a lot of power, and Dan Esslinger and his whole group in the engine shop do a great job in reliability and smoothness. As a driver and crew chief, you can't ask for more than that. They're at a very good point in their engine development."



GEOFF BURKE/HHP PHOTO

TO THE DOGS: Bobby East, driving the Wood Brothers No. 21 Ford, races Damon Lusk (25) for position during the EasyCare Vehicle Service Contracts 200 in October at Atlanta Motor Speedway in Hampton, Ga.

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NATIONAL
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NEWS**

May 9, 2007

- Some things you knew and a few you didn't about Super Tex. **PAGE F-2**
- The four-time Indy 500 champ recalls his early days in racing. **PAGES F-4-F-5**
- Friends and competitors share thoughts, memories of Foyt. **PAGE F-6**



A.J.

50 Years At Indianapolis

The Foyt File

Information from foyt racing.com and the Indianapolis Motor Speedway.



Special No. 14

In 1991, both USAC and Championship Auto Racing Teams (CART) reserved the number 14 exclusively for A.J. Foyt as long as he remains active in Indy-car racing as either a driver or owner. Upon his retirement from the sport, the No. 14 will be permanently retired.

Foyt selected the No. 14 to run in 1967 following a disappointing 1966 season when he placed 13th in the standings and didn't win one race. Along with winning the 1967 Indianapolis 500, Foyt won the championship, earning the No. 1 which he campaigned in 1968. He did not return to using No. 14 until 1973. Foyt never relinquished the number despite two more Indy-car titles.

Asked why he chose No. 14, A.J. Foyt said it had a good heritage having been campaigned in the past by the likes of Wilbur Shaw, Tony Bettenhausen and Bill Vukovich.



Indy Of The Road

Foyt's Indy-car finale was at the 1992 Indianapolis 500 on May 24. He started 23rd as the fastest second-day qualifier and finished ninth with 195 laps. He won \$189,883.



Triple Crowned

Foyt is the only driver to have won the Indianapolis 500, the Daytona 500 and the 24 Hours of Le Mans.

IRL/INDYCAR PHOTO



End At Indy

Ironically, Foyt drove both of his last races in Indy car and NASCAR Winston Cup competition at Indianapolis Motor Speedway.

IRL/INDYCAR PHOTO



C.V. HASCHEL & SON PHOTO

The First Time

Foyt's first USAC victory came in a 100-mile race at DuQuoin, Ill., on Sept. 5, 1960. He started fourth and beat Tony Bettenhausen to win \$5,165. He's pictured with J.C. Agajanian.



USAC Sum

A.J.'s career record in USAC for total victories is 158. He is the only driver to have recorded 20 or more victories in USAC's four major categories: Indy cars, stock cars, sprint cars and midgets.

DON FIGLER PHOTO



CART PHOTO

Immortal Tex

Foyt was among the inaugural inductees into the Motorsports Hall of Fame in 1989.

Hot Tex

Foyt won the pole four times at Indy — 1964, 1969, 1974 and 1975. His best finish from the pole was third in 1975.



IRL/INDYCAR PHOTO

New Ground

After Foyt won his fourth Indy 500 in 1977, he invited Indianapolis Motor Speedway owner Tony Hulman (above) to share the traditional victory lap in the pace car. It was a first for Hulman, who died the following October at the age of 76.

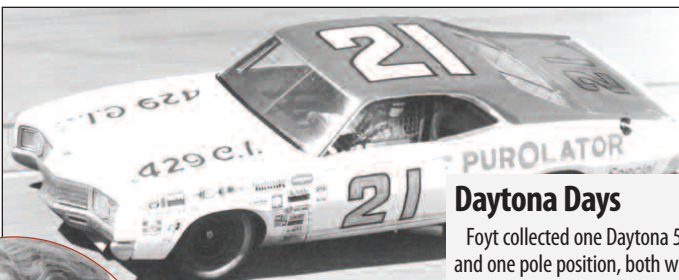


USAC PHOTO

Indy Beginning

Foyt made his Indy 500 debut in 1958. He started 12th and finished 16th, completing 148 laps before spinning out.

IRL/INDYCAR PHOTO



Daytona Days

Foyt collected one Daytona 500 victory and one pole position, both while driving for the Wood Brothers in 1971-72.

Big Years

A.J. is the only driver to win 20 USAC races in one year, 1961 (10 midget, 6 sprint, 4 Indy car). He won 18 USAC races in 1964 (10 Indy car, 5 sprint, 3 stock car).

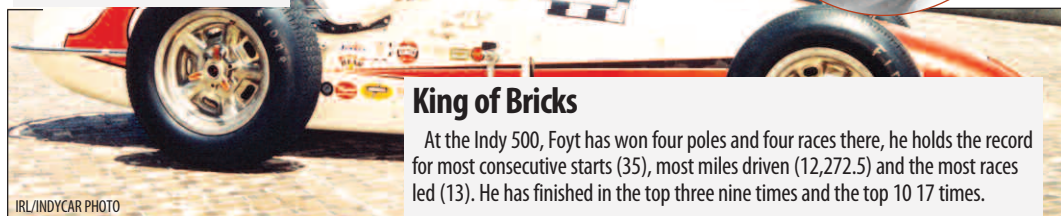


Taking Stock

Foyt recorded seven NASCAR Grand National (now Nextel Cup) victories, including the 1972 Daytona 500, and nine pole positions.

Early Tex

A.J. Foyt's first race car that he owned was a modified 1938 Ford No. 41. He won his first race in 1941 against childhood hero "Doc" Cossey in an exhibition race at the Houston Speed Bowl. He drove the No. 8 midget that his father Tony Foyt built for him.




IRL/INDYCAR PHOTO

King of Bricks

At the Indy 500, Foyt has won four poles and four races there, he holds the record for most consecutive starts (35), most miles driven (12,272.5) and the most races led (13). He has finished in the top three nine times and the top 10 17 times.

Owned By Tex



As a car owner, Foyt won Indy Racing League titles with drivers Scott Sharp and Kenny Brack (above), and won the Indy 500 with Brack at the wheel in 1999.



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The Face Of Indy

Foyt's Four Brickyard Victories Have Made Him Immortal

No other driver has more history at the Indianapolis Motor Speedway than A.J. Foyt. Beaten and battered, hobbling and nearly crippled, the 72-year-old Foyt continues to have a Babe Ruth presence in Indy-car racing 50 years after he made his debut in the sport at Springfield, Ill., in August 1957.

By **BRUCE MARTIN**
NSSN CORRESPONDENT

"The biggest thing I remember about Springfield was I was scared to death," Foyt recalled of that milestone day in his career. "I'll never forget Jimmy Bryan and Tony Bettenhausen came flying by me next to the wall out in the dirt, and I thought, 'I don't know if I'll ever be able to race that fast.' I busted my butt to run as fast as I did."

Foyt would run faster, farther and more often than any other driver of his era, racking up career totals that are legendary with 67 Indy-car victories and seven national championships.

But it's his four Indianapolis 500 victories that made Foyt immortal. His first Indy 500 win came in the Golden Anniversary of the 500 in 1961.

Foyt climbed out of an Indy car for the final time on May 15, 1993, just moments before Pole Day for the Indianapolis 500 was about to begin. Foyt's practice speeds were fast enough to make him a threat for the front row, but after his driver, Robby Gordon, crashed in practice, Foyt knew it was time to focus on becoming a team owner rather than a driver.

Today's Indy-car racing is sanitary compared to the era when Foyt arrived. With every car a Dallara powered by Honda, it's

far different than the individual craftsmanship involved when Foyt was racing.

"We built our tubs. We built our brake disks. We built everything right there," Foyt said. "You didn't go to a parts house and buy things. 'Ninety percent of these people here now do not know how to fabricate. They attempt it, but as far as building something or designing, forget it. If you wanted a different radiator, you built it yourself. If you wanted a different oil cooler, you built it yourself."

"If you ask these chief mechanics in Indy cars to build a radiator for a race car, they'd look at you like a God-damned idiot. They wouldn't have any idea how to build crap like that. You might have one out of the whole God-damned division. One and that's about it. I'd bet against it you'd even find one today."

The names of the race cars were just as colorful as the drivers — Wildcat, Coyote, Eagle, Brawner-Hawk. Each team built their own car from scratch.

"Trenton, New Jersey, one year, I won it with the Lotus," Foyt said. "The top rocker arm collapsed in the middle. We beat it straight with a hammer, cut a piece of Armco barrier out of the fence, welded it across it and we went on and won the race."

"Nowadays, you wouldn't even attempt to do that. But you did what you could."

Racing was hard work back in Foyt's day. Luxury hotels and motor homes?

Forget it.

Foyt's accommodations were often the backseat of a race car, with the washroom at the Texaco station where he cleaned up afterwards by throwing water on his face and cleaning up in the washbowl.

"Even when I built the 1967 cars, there was no air conditioning in the shops in Houston, Texas. I think it toughens a guy to come up like that," Foyt said. "Now, all my race shops, you have to have air conditioning and things like that."

"You didn't have that before. You didn't have the money or anything like that."

"It's like with George Bignotti. When I was driving for him, we'd work on the race cars and after every dirt race, I'd pull the motor out for George and I'd wash the whole car. We didn't have a bunch of people like we have now."

Growing up in Houston, Texas, in the 1930s and 1940s was rough, but it also hardened anyone who could endure the harsh conditions.



THE A.J. FOYT ENTERPRISES COLLECTION PHOTO

FELINE ATTACK: A lion goes after A.J. Foyt at the DuQuoin Fairgrounds.

Foyt often cheated death.

Ironically, these near-death experiences were not in a race car.

"I almost drowned when I was 16," Foyt recalled. "My friend drowned on his birthday. I was out there about eight hours."

"You seen them movies where people holler at boats going by? I'll never forget a fishing boat went by, and we were out there like carp bobbing up and down. A Parker Brothers oil boat came back out there to a rig, to a buoy."

"The only reason I'm here is I was cold and put a life jacket on or I wouldn't be here. My buddy drowned. He didn't have it on. When they found my boat, they said all the other life jackets were up near the bow where the water was."

In 2004, Foyt was nearly killed when he was attacked by Africanized Killer Bees at his ranch in Texas. He survived that attack by diving in the mud but was stung more than 200 times.

Perhaps nothing can top the near-comical experience when a lion chased Foyt at the DuQuoin Fairgrounds in Illinois.

"That was a pretty bad experience," Foyt recalled. "I got attacked by

a lion. They had one there on a deal when everybody was qualifying. We are all standing there looking at this thing with people out there running and qualifying."

"All of a sudden, he jerked himself loose on the chain, pulled the stake out of the ground."

"Well crap, that scared the hell out of me. I might have got from here to that wall and that son of a gun made a leap and I went face down on the ground. The lion was on my back. He opened his mouth, and I turned my head up and I was like, 'God damn! He's gonna bite my head off.'"

"So, I put my head down and the trainer comes up there. He said, 'You shouldn't have run. He's trained to do that in the movies.' He jumped on me so quick; you didn't have time to do anything. It petrified me. I turned my head up, he opened his mouth and I turned my head back down."

Racing gave Foyt his memories and accomplishments, as well as plenty of aches and pains, which never go away.

"When I sit down, I can hardly walk," Foyt said. "The pain is bad, but I won't take any drugs other than Aleve or Advil. I get up early, but it just hurts so bad. They've told me I need to have another knee replacement. I've already had one. I'm not putting in another one until I can't walk."

"My pain comes from when I stand up. Those first three steps really hurt."

But was it all really worth it?

"I feel very fortunate," Foyt said. "I've had good days and bad days, but the good days outweigh my bad days. I guess I'm very lucky to still be here talking to you. A lot of times, I probably shouldn't have been."

"There were times they said, 'A.J. can't do this any more.' Well, I wanted to prove a point that I can do it. I was going to prove to them they were wrong, that A.J. can do it."



ROLAND ROSE PHOTO

YOUNG TEX: A.J. Foyt at 30 in 1965.

Foyt: It's Hard To Believe I've Been There 50 Years

"I was thinking, 'This is for big men and not little kids like me.'"

A.J. FOYT ON HIS FIRST TRIP TO INDIANAPOLIS

A.J. Foyt and the Indianapolis 500 are forever synonymous.

For a race so steeped in history and tradition, it's only fitting that its greatest hero is a bigger-than-life Texan whose swagger is as impressive as his accomplishments.

With 67 Indy-car victories, he is the all-time record holder. He earned seven national championships, drove to victory in the 24 Hours of Le Mans in 1967 and owns seven NASCAR Cup victories, including the 1972 Daytona 500.

But he is most famous for being the first driver to win the Indianapolis 500 four times.

Ironically, after seeing his friend and mentor Pat O'Connor killed during Foyt's first 500 in 1958, he didn't know if he'd be man enough to return.

"I guess my biggest dream was just to make the race, from where I came from," Foyt said. "But after seeing O'Connor burn to death, I didn't know if I wanted to come back."

"First year at Indy — to be truthful with you — I

was thinking, 'This is for big men and not little kids like me.'"

Foyt returned to make history. He was the face of the 500 in its glory years, when the best race drivers in the United States — and the world — came to the Indianapolis Motor Speedway every May.

And there was no face that epitomized the toughness it took at Indy better than Foyt's.

He knew that accomplishment was the result of hard work.

"In 1961 after I won the Indianapolis 500 for the first time, I was still helping my daddy in his shop," Foyt remembered. "This lady said, 'Tony, your boy really made headlines the other day. He won the 500. What's he doing these days?' He said, 'He's over there working on that car.' She came over and said, 'I can't believe you're still doing this after you won.'"

"Well, it hadn't changed me."

Foyt won again in 1964 after Sachs and Dave McDonald were killed in an accident on the second lap of the race.

It was a grim day, but Foyt endured in a front-engine roadster while many of the other top drivers had switched to rear-engine chassis.

"Colin Chapman said, 'You have to drive this,'" Foyt said, referring to the Lotus. "I said, 'No, I'll just beat you.'"

"And that's what we did."

Three years later, Foyt was following the exhaust fumes of Parnelli Jones's STP Turbine before the leader's car broke three laps from the finish. But as Foyt was about to take the checkered flag, a multi-car crash on the frontstretch blocked his way to the checkered flag.

"When I won it, I was behind these cars and they all wrecked," Foyt recalled. "I jerked it down in second and said, 'Whoever I hit; I'm carrying them

across the start/finish line.'"

It was 10 years before Foyt got that historic fourth Indy 500 triumph in 1977.

On Foyt's victory lap, he considered retiring in victory lane, at the height of his racing career.

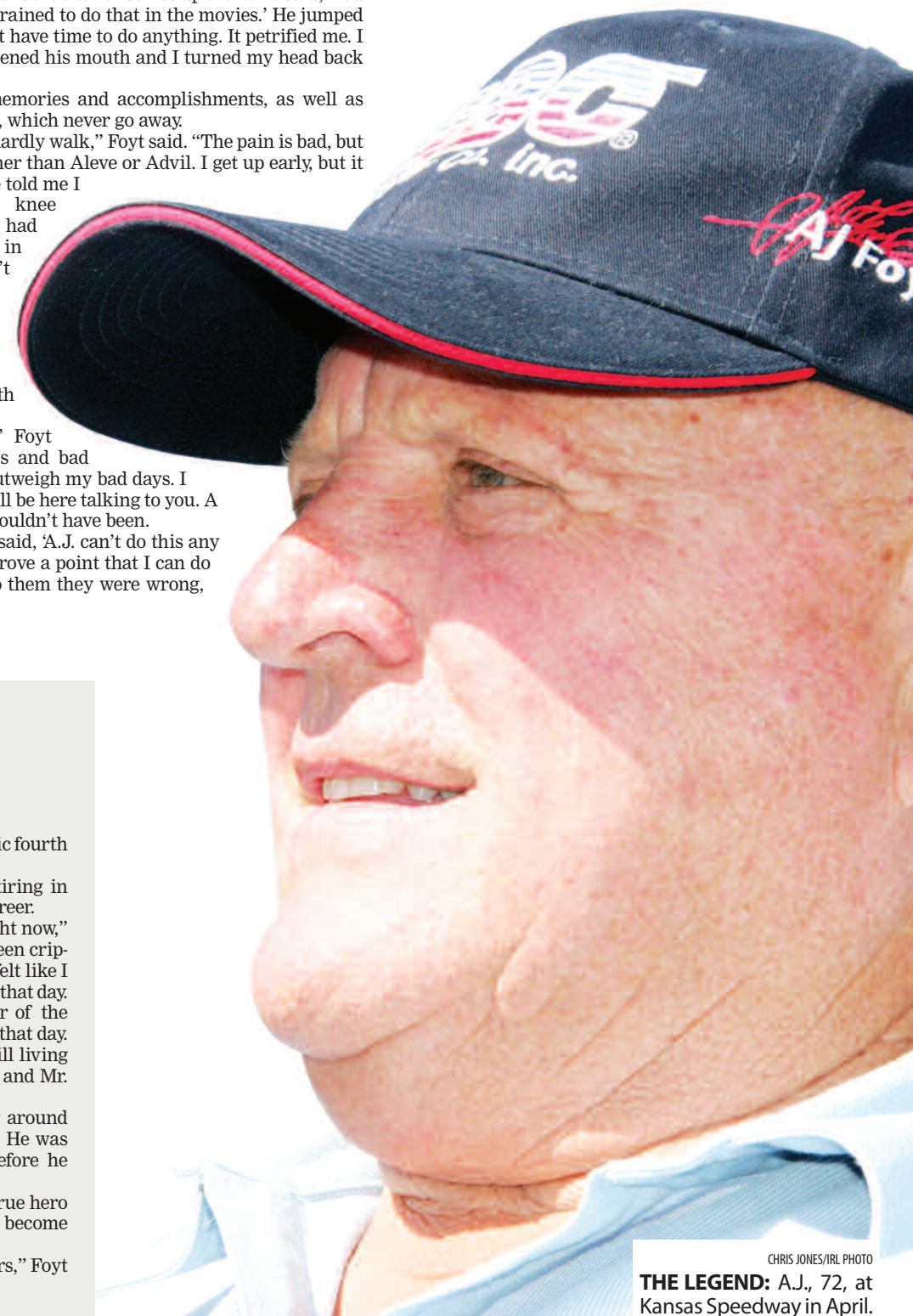
"That's true. I thought I ought to quit right now," Foyt admitted. "If I had, I wouldn't have been crippled like I am now. I was 42 when I won. I felt like I was still 20 years old. It was a hell of a race that day."

"Both my dad and Tony Hulman (owner of the Indianapolis Motor Speedway) were there that day. That's very important. My mother was still living and she was very proud of me. My daddy and Mr. Hulman were, too."

"It was special with Mr. Hulman riding around the car with me. It was very, very special. He was glad he had a four-time winner there before he passed away later that same year."

And Foyt became the face of the race, a true hero that exemplified the type of man it took to become a hero.

"It's hard to believe I've been there 50 years," Foyt admitted.



CHRIS JONES/IRL PHOTO

THE LEGEND: A.J., 72, at Kansas Speedway in April.

"I take my hat off to him. He's the king of the road. **I used to watch him hoping we could have a team that could compete against him for many years.** We have a young man that worked on his IndyCar team that has come down here to work on the NASCAR team. That tells you what a great teacher A.J. Foyt is."
— 14-time Indy 500-winning team owner Roger Penske

"I'm proud of him. I don't know if there are too many car owners that can say they have been part of a particular sport for that long. I'm proud of him, as long as he is still enjoying it and having fun and taking care of himself, I'm for it 100 percent. If I can make it for 50 years, I'd be pretty stoked that I could be involved for that long."
— Two-time NASCAR champion and 1997 IRL champion Tony Stewart

"He was a hero of mine, without a doubt. When I watched racing, I had never been out of California. That's why I had never considered NASCAR. IndyCar was money no one could even think about and NASCAR was too far to go. Drag racing was California. That's why I chose it. **But when you think of A.J. Foyt, he's a real hero.**"
— John Force, 14-time NHRA Funny Car champion

"If he hadn't had that bad wreck in that road race at Elkhart Lake, he'd probably still be racing. He's just one incredible figure. I met him first back in 1964 at Indianapolis. I was working for Firestone. He won the doggone race on Firestone tires, and he was a Goodyear driver. He wanted to wear the Goodyear hat in the winner's circle. That was my introduction to A.J. It was real tense in victory lane because **he liked to fight and I liked to fight.** I thought, 'We can't do this — it's victory lane at Indianapolis.' He understood he couldn't have gotten there without Firestone, so he finally acknowledged that. We had a lot of fun over that."
— H.A. "Humpty" Wheeler, President of Lowe's Motor Speedway

"Wow, to be in the business for 50 years is amazing. I did not know he's been at it that long. It's surprising and amazing. Hopefully, I can achieve half of what he achieved. When I was in Brazil, I used to have a poster in my room with the old Indy cars on it. He was the No. 14, and I thought one day I might drive for that guy. It was an interesting way for me to remember. He's a class act."
— Helio Castroneves, two-time Indianapolis 500 winner

"My grandfather was the biggest A.J. Foyt fan out there. He was so intrigued that the guy would drive his car, get out and work on it, then go back out and race it. I definitely have a lot of respect for what the man has accomplished. It's hard to believe it's been 50 years."
— Jimmie Johnson, 2006 NASCAR champion

"Tough. It don't take much to sum him up, he is a tough competitor, a racer from the ground up. He gets so engrossed in racing that sometimes people talk about his bad personality, but he's here for business. **He didn't come here for pleasure, to sign autographs, talk with people, or do interviews. He came to race.** If they leave him alone and let him do his racing and then catch him away from the track, he's OK. I like to see him come to the races — he's older than I am."
— Richard Petty, seven-time NASCAR champion

Thoughts On Super Tex

— Compiled By Bruce Martin

"**He's one-of-a-kind, funny, serious, aggravating as hell.** Don't know what he wants, stays lost two-thirds of the time. Other than that, he could drive the hell out of a race car."
— Junior Johnson, NASCAR legend

"That old goat... He's a racer through and through. If A.J. and I had some disagreements every now and then, it was nothing more than probably having fun with one another to be honest with you because we had the ultimate respect. I certainly had the greatest respect for him, and I drew a lot of inspiration from him as a competitor. **It's guys like that that made the sport what it is today.**"
— Mario Andretti, 1969 Indianapolis 500 winner

"He'll be at the Indianapolis 500 even when he's not there. When the day comes that he decides to stay home, and he stays home, he'll still be there. He's an icon of the place and a permanent fixture of the Indianapolis Motor Speedway. He'll always be there."
— Rick Mears, four-time Indianapolis 500 winner

"**A.J. is a national treasure;** he's the patriarch of open-wheel racing. He resisted the onset of technology in ways that were visible and dramatic. I'll never forget when they ran his car out of fuel at Indianapolis in 1998, and he broke the computer over the pit wall. He was driving a car once and had the exhaust system fall off and he beat it with a hammer. The passion and enthusiasm and unabridged energy he brought to the thing were certainly wholesome and exciting to watch."
— Jack Roush, NASCAR team owner

"When I was involved with Danny Sullivan in the 1980s, A.J. Foyt was no longer the driving threat that he was by then to do much at all, but the place would rise with a great ovation. He was revered by those people. **It was like watching Babe Ruth walk out there, Muhammad Ali.** It was huge. I didn't fully understand it because A.J.'s heyday was before I came along, and I didn't have a full appreciation for it. It's bigger than life."
— Eddie Gossage, Texas Motor Speedway President

"He's like Tony Stewart in ability. In temperament, **I always described A.J. Foyt as irascible.** Today, he might be a sweetheart, but on any other day, he could be a real SOB. But when he wanted to turn the charm on, he could. Tony Stewart is the same way — he can be the most charming guy in the world and the biggest grump in the world."
— Jim Hunter, NASCAR Vice-President and former sports writer

"When I read that A.J. was 72 years old, I couldn't believe it. For me growing up, you were either an A.J. fan or a Mario fan, and I was definitely an A.J. fan. The bedroom I had growing up had each of his black and white photos that I dug up at the Indianapolis Motor Speedway photo shop on the walls. To be in the same paddock as the guy, he was one of my heroes."
— Tim Cindric, Penske Racing President

"I used to have posters of him hung up on my bedroom walls as a kid. Because I followed open-wheel racing, sprint-car racing, Indy-car racing and the Indy 500 so much as a kid, he was a legend. **He was the Richard Petty of Indy cars.** To know he has been around the sport for that long is incredible. He helped build that sport just like Richard Petty has helped build stock-car racing. It's pretty cool. He's always been someone that I've always looked up to."
— Four-time NASCAR champion Jeff Gordon

"One of the things that makes an outstanding race driver is the fact that they have to have a lot of will to win. The fact A.J. had a lot of will to win to begin with, plus being a Texan on top of that, just gives him another 10 percent."
— Parnelli Jones, 1963 Indianapolis 500 winner



DON FIGLER PHOTO

Not Enough A.J.?



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RACE REWIND

Race 7 of 23: O'Reilly NHRA Midwest Nationals, May 4-6 Gateway Int'l Raceway, Madison, Ill.

FINAL RESULTS

TOP FUEL



Melanie Troxel

FUNNY CAR



Ron Capps

PRO STOCK



Dave Connolly

Top Fuel

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
9	Clay Millican	4.647	319.37	def.	8	Tony Schumacher	5.230	291.32
10	Larry Dixon	NTR	NSR	def.	7	J.R. Todd	NTR	NSR
11	Melanie Troxel	4.626	322.88	def.	6	Luigi Novelli	13.109	87.65
5	David Grubnic	5.885	309.34	def.	12	Scott Palmer	Broke	Broke
4	Cory McClenathan	4.648	319.14	def.	13	Hillary Will	10.138	76.54
1	Rod Fuller	4.574	325.22	def.	16	Doug Herbert	6.141	141.13
2	Bob Vandergriff, Jr.	4.661	313.44	def.	15	Doug Kalitta	4.721	309.13
14	Bruce Litton	4.622	321.12	def.	3	Brandon Bernstein	3.648	315.78

SECOND ROUND

10	Larry Dixon	4.607	321.35	def.	2	Bob Vandergriff, Jr.	4.608	323.50
4	Cory McClenathan	4.652	322.81	def.	5	David Grubnic	5.282	235.06
1	Rod Fuller	4.613	320.97	def.	9	Clay Millican	4.818	287.47
11	Melanie Troxel	5.682	275.62	def.	14	Bruce Litton	6.692	118.20

SEMIFINAL

4	Cory McClenathan	8.104	131.66	def.	1	Rod Fuller	8.541	198.23
11	Melanie Troxel	5.097	211.73	def.	10	Larry Dixon	8.363	93.50

FINAL

11	Melanie Troxel	4.741	274.33	def.	4	Cory McClenathan	5.355	254.62
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Funny Car

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
7	Ron Capps	4.813	321.27	def.	10	Gary Densham	8.627	100.86
13	Del Worsham	5.334	300.53	def.	4	Tony Pedregon	5.786	230.53
3	Ashley Force	4.860	305.84	def.	14	Jerry Tolliver	16.433	66.71
1	Mike Ashley	4.771	330.07	def.	16	Tim Wilkerson	4.922	313.15
15	Cruz Pedregon	5.081	280.84	def.	2	Robert Hight	5.280	214.04
5	John Force	4.824	321.35	def.	12	Jeff Arend	4.948	300.20
6	Tommy Johnson, Jr.	5.102	277.15	def.	11	Tony Bartone	10.122	76.05
8	Gary Scelzi	4.841	321.50	def.	9	Scott Kalitta	5.645	179.16

SECOND ROUND

7	Ron Capps	4.990	287.53	def.	15	Cruz Pedregon	11.063	90.59
1	Mike Ashley	4.890	318.17	def.	8	Gary Scelzi	5.189	233.44
13	Del Worsham	5.070	267.22	def.	5	John Force	7.924	107.39
3	Ashley Force	4.865	316.52	def.	6	Tommy Johnson, Jr.	5.266	260.51

SEMIFINAL

13	Del Worsham	4.925	314.53	def.	1	Mike Ashley	7.854	110.44
7	Ron Capps	4.865	316.52	def.	3	Ashley Force	11.484	80.33

FINAL

7	Ron Capps	4.882	305.98	def.	13	Del Worsham	4.918	308.50
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Pro Stock

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
9	V Gaines	6.722	206.99	def.	7	Jim Yates	6.869	203.86
7	Warren Johnson	6.690	207.15	def.	10	Tom Hammonds	13.900	61.52
6	Allen Johnson	6.682	206.48	def.	11	Larry Morgan	6.698	206.42
5	Kurt Johnson	6.704	206.10	def.	12	Max Naylor	6.751	205.16
15	Justin Humphreys	6.711	206.39	def.	2	Jason Line	6.663	207.85
4	Jeg Coughlin	6.700	206.39	def.	13	Mike Edwards	6.710	205.85
1	Greg Anderson	6.670	207.78	def.	16	Erica Anders	6.699	205.69
3	Dave Connolly	6.666	206.80	def.	14	Kenny Koretsky	6.703	206.26

SECOND ROUND

4	Jeg Coughlin	6.697	206.54	def.	5	Kurt Johnson	6.674	206.80
15	Justin Humphreys	6.719	206.23	def.	7	Warren Johnson	13.295	72.73
1	Greg Anderson	6.672	208.01	def.	8	V Gaines	6.702	206.95
3	Dave Connolly	6.657	206.83	def.	6	Allen Johnson	6.676	206.76

SEMIFINAL

4	Jeg Coughlin	6.707	206.20	def.	1	Greg Anderson	6.690	207.88
3	Dave Connolly	6.682	207.05	def.	15	Justin Humphreys	11.689	75.31

FINAL

3	Dave Connolly	6.663	206.99	def.	4	Jeg Coughlin	6.695	206.64
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* — Denotes red light



DON FIGLER PHOTO

YELLOW DUEL: Dave Connolly (near lane) and Jeg Coughlin battle in Pro Stock's final round.



BOB HESSER/AUTOIMAGERY.COM

SMOKER FRIENDLY: Melanie Troxel won for the first time this season, defeating Cory McClenathan in the final round Sunday at Gateway Int'l Raceway.

Troxel Enters The Fray

She's Back To Her Winning Ways In Top Fuel; Capps Extends Lead In Funny Car

MADISON, Ill. — Top Fuel pilot Melanie Troxel won her first race of the season and the third of her career Sunday at the 11th annual O'Reilly NHRA Midwest Nationals at Gateway Int'l Raceway.

Troxel outlasted veteran Cory McClenathan — 4.741 seconds to 5.355 — in the money round to become just the second female winner in track history.

Ron Capps extended his lead in the POWERade Funny Car points to 121 with his third victory of the year; this one over Del Worsham. Connolly topped teammate Jeg Coughlin by 0.016 second to move into second place overall in Pro Stock, while Matt Smith used a stunning national-record elapsed time of 6.901 seconds to earn the Pro Stock Motorcycle hardware over three-time Gateway winner Angelle Sampey.

This was the first victory for Troxel's new Vietnam Veterans/POW-MIA team, which came together in the off-season under the guidance of Evan Knoll. It was also the first for the popular pro in more than a year, as she last visited the trophy stand in Las Vegas in April of last year.

"We knew it would take a little time to get a new team together and get to

a point where we were running well," Troxel said. "It certainly took us a few races, and even when we started running a little better we didn't get any breaks. Today, we weren't the best car, and we definitely got little breaks here and there along the way, so it was nice to see things fall our way."

Troxel powered from ninth to fifth in the rankings, while McClenathan solidified the 10th-place perch for the FRAM team. Top qualifier Rod Fuller raced to the semifinals in his Fabick Caterpillar rail, which moved him back into the point lead he handed over to Brandon Bernstein at the last event. He is now 23 points up on Bernstein, who went out in the first round.

Capps looked exhausted when he climbed out of his Brut Revolution Dodge Charger R/T after dispatching Checker/Schuck's/Kragen racer Worsham in the trophy round. His 4.882 at 305.98 miles per hour was just enough to beat Worsham's 4.918 at 308.50 mph, and his 25th-career triumph obviously took a lot out of him.

"I don't know if the people watching on TV at home have any idea at all how brutal it was this weekend," Capps said. "This is one of the toughest races I've ever been in, and I can feel it now."

The party was on in the Victor Cagnazzi Racing camp, with Connolly catching and passing a slightly out-of-shape Coughlin to win the Pro Stock crown with a 6.663 at 206.99 mph in his

Torco/Slammers Chevrolet Cobalt over Coughlin's 6.695 at 206.64 mph. Both drivers passed reigning series champion Jason Line in the points, with Connolly second overall and Coughlin third.

"Victor has been working this program for so long, and he's put so much effort, time and money into this deal," Connolly said. "To give him his first win feels great, and the fact both his cars were in the final made it perfect. I was so happy to beat Jeg because he's a guy I really respect, and I knew I would have to earn it to get it."

This was Smith's third Pro Stock Motorcycle final of the year and the third time he raced a female competitor for the race title. This time he finally got the win, using another national-record 6.901 at 191.78 mph on his Torco Buell V-Twin to conquer Sampey, who slowed well before the finish line and coasted through with a 7.132 at 162.67 mph on her Suzuki.

"I finally beat the girls, and it feels so good," Smith said. "I beat two of them today. It was in my head a little, I have to admit. Credit this team with giving me a bike that has been running so sweet all year. We've worked very hard for this win, so to go out and get it done is very satisfying."

Smith's third-career win and the 20-point bonus he earned for setting a national record vaulted him to a 53-point lead over Karen Stoffer. Sampey is five points back in third.

Safety Sweep Keeps Coming

Medlen's Death Forces NHRA's Safety Minds To Do Ever More

MADISON, Ill. — Just two days before the start of last weekend's O'Reilly Midwest Nationals at Gateway Int'l Raceway, the National Hot Rod Ass'n announced several rule changes in the Top Fuel and Funny Car classes to enhance current safety measures.

NHRA NOTES

The changes stem from initial evaluations of the March 19 test-session crash that killed Funny Car driver **Eric Medlen** at Gainesville, Fla.

"We've learned something from Eric's incident that we've never witnessed before, that being an extreme oscillation or vibration," said **Graham Light**, senior vice-president of racing operations. "Although this is an unprecedented occurrence, we don't want to prematurely react given the current high level of safety measures implemented in these cars that have proven very effective. We need, however, to take what we have learned and make appropriate changes to reduce the possibility of a similar incident in the future, both on a short- and long-term basis."

NHRA has mandated the following rule changes in the Top Fuel and/or Funny Car categories:

- Additional padding in the driver cockpit area in both Top Fuel and Funny Car.

- A roll cage/helmet shroud, similar to those installed on Top Fuel cars, will be mandatory in Funny Car no later than the Thunder Valley Nationals in Bristol, Tenn.

- A seven-point driver restraint system will replace the current five-point systems in Funny Car no later than the Thunder Valley Nationals and in Top Fuel by the Summer Nationals in Topeka, Kan. Along with the new restraints, NHRA has mandated stricter installation requirements, making sure that teams install the restraints according to manufacturer recommendations.

■ **Ashley Force** made her second-straight semifinal appearance Sunday. But the 24-year-old Castrol GTX Ford Mustang driver said that marking "first female Funny Car" milestones "really isn't anything you can think about. There haven't been that many girls in Funny Car, so every little thing we do there will always be something new. You can't let that get into your head. It is not going to help you win rounds. It is not going to help our performance. It is better to just focus on what we are doing."

■ Making the **John Force** Racing contingent look competitive is what she did Sunday on the suburban St. Louis quarter-mile plagued last weekend by rain, tornado warnings, track moisture and tricky lanes. Her dad lost to eventual runner-up **Del Worsham** in the quarterfinals, just ahead of her. And teammate **Robert**



DON FIGLER PHOTO

YOUR THOUGHTS? Top Fuel driver J.R. Todd (left) and Larry Dixon chat during NHRA action last weekend in Madison, Ill.

Hight, her brother-in-law and winner of the previous two races, uncharacteristically fell out in the first round.

Ron Capps advanced to the final at her expense, denying her the chance to become the first female Funny Car driver to reach a final round.

The father was understandably proud of his daughter, but John Force the team owner acknowledged that she has room for improvement.

"Ashley has definitely impressed me with her driving," he said, "(but) it just wasn't our day. We'll get on to Bristol (May 18-20) and turn this thing around. We are only one race out of the points race. All we need is one win. Hell, a win used to be easy for us. We are just not there (yet), but we will fix it."

■ **John Force** finally earned his first elimination-round victory of the season, beating the Checker Schucks Kragen team's **Jeff Arend**. And he drew Arend's teammate, **Worsham**, in the quarterfinals. Force smoked the tires on his Castrol Ford Mustang, leaving daughter Ashley — with her victory over **Tommy Johnson, Jr.** in the next pairing — to be the lone John Force Racing representative in the semifinals.

"That was huge," **Worsham** said. "Force beat Jeff for his first round win of the year, so you knew they were up there feeling it and smelling it. It would have surprised absolutely nobody if John went on to win

this race, believe me. To take him out, well that was just enormous. It sent us on to the semifinal, and that's a good day."

■ **Jim Head, Jack Beckman** and **Kenny Bernstein** were notable non-qualifiers in Funny Car. **Morgan Lucas** missed the Top Fuel cut for the second-straight race (including the second under new crew chief **Rahn Tobler**) and the third of the season. **Whit Bazemore** also failed to qualify in his Matco Tools dragster. Among those not making the 16-car Pro Stock lineup were **Richie Stevens, Jr., Greg Stanfield, Ron Krisher, Rodger Brogdon, Steve Schmidt** and **Dave Northrop**. One of several who did not qualify was 2003 Pro Stock Motorcycle champion **Geno Scali**.

■ Top Fuel's **Rod Fuller**, in the **David Powers**-owned Fabick Caterpillar dragster, broke his jinx of never advancing past round one as a top qualifier. He used the low elapsed time of the meet — 4.574 seconds at 326.87 miles per hour — to dispatch **Doug Herbert**, then beat **Clay Millican** in round two. But he was victim to runner-up **Cory McClenathan** in the semis.

■ In only his second start, Pro Stock rookie **Justin Humphreys** beat reigning class champion **Jason Line** in the first round, earning his first career round victory. Humphreys has been racing in the NHRA Xplod Sport Compact Series.

Sunday Was A Gateway To 'Drama' In NHRA

SEATTLE

Ron Capps, Sunday's National Hot Rod Ass'n Funny Car winner at the O'Reilly Midwest Nationals at Madison, Ill., hit the nail on the head: "It seems there's always some kind of drama."

He was referring to his elimination rounds Sunday afternoon. But it applied to the entire weekend at Gateway Int'l Raceway.

Drivers battled the elements, time, both lanes of the suburban St. Louis quarter-mile, past-race baggage, stress about making the Countdown's top eight, personal pressure and mechanical trouble, not to mention each other.

The Top Fuel class, for starters, had plenty of the unexpected. First-round upsets knocked out reigning champion **Tony Schumacher**, who took his fourth-straight first-round defeat; **Brandon Bernstein**, who entered the race the point leader and two-time winner **J.R. Todd**.

All too much has been changing for **Todd** since he won the season-opening Winternationals at Pomona, Calif. His crew chief, **Jimmy Walsh**, bolted after the next race, and **Johnny West** came in to lead the team. He lost best pal **Eric Medlen** the day after the third race. He won at Houston and stood by for support at Las Vegas as another close friend, **Bernstein**, won and dedicated the victory to **Medlen**, too.

But this past week, he faced another emotional upheaval. Team owner **Dexter Tuttle** said West would move over to **Torco** teammate **Clay Millican's** operation, but **Kevin Poynter** from **Medlen's** crew at **John Force Racing** would come on board. When he smoked his tires in the first round for the second-straight race, **Todd** said, "This is getting old."

He was referring to his traction and aggressive tune-up problems. But considering the clocks malfunctioned on his aborted run against **Larry Dixon** and neither received time slips (not that it mattered), **Todd** easily could have meant all the chaos.

That's what has reigned in the **Kalitta Motorsports** pit lately, as normally confident team manager **Jim**

THE STRAIGHTLINE



SUSAN WADE

Oberhofer admitted that he's "almost scared to make a change" these days on **Doug Kalitta's** struggling **Mac Tools** dragster. Out of retirement came mechanical shaman **Dick LaHaie**, who never promised magic and had no real time to weave any, anyway.

Kalitta continued to thrash in a weekend in which rain robbed the fuel cars of Friday qualifying and reduced their chances from four sessions to two. He qualified a lowly 15th out of 16 spots. And suddenly strong **Bob Vandergriff** KO'd him in round one.

Melanie Troxel and **Rod Fuller** had better news. **Troxel**, in a winless drought since April 2006, regained some of the form she had last year; when she won two of the first five races. She scored one for the too-long-forgotten servicemen and women with her **Knoll-owned Vietnam Vets/MIA POW** tribute dragster and jumped into the top five. **Fuller**, still without a permanent sponsor, was top qualifier and regained the point lead.

Funny Car had its share of twists. **John Force** claimed his first round triumph of the season and said it "feels like you just won Indy." But **Robert Hight**, whose **Jimmy Prock-tuned AAA of Southern California Ford Mustang** has been smokin' hot all year, said he was on a perfect run, "then all of a sudden 'pop!' and it was just gone." That left 24-year-old rookie **Ashley Force** to carry the team banner. And she did, into the semifinals for the second-straight weekend.

Dave Connolly was quick all day. He ran the quickest e.t. of the first round in defeating **Kenny Koretsky**, then ran the quickest round of the meet at 6.657 seconds in beating **Allen Johnson** in round two. He advanced to his first final-round appearance of the season and 21st of his career by outrunning **Justin Humphreys** in the semifinals. He completed his sweep by nicking **Jeg Coughlin, Jr.** in an all-Cagnazzi Racing final.

UP NEXT

O'Reilly NHRA Thunder Valley Nationals, May 18-20, Bristol (Tenn.) Dragway

STANDINGS

TOP FUEL



Rod Fuller

FUNNY CAR



Ron Capps

PRO STOCK



Greg Anderson

Top Three

1. Rod Fuller	499
2. Brandon Bernstein	476
3. J.R. Todd	408

1. Ron Capps	645
2. Robert Hight	524
3. Tony Pedregon	404

1. Greg Anderson	680
2. Dave Connolly	479
3. Jeg Coughlin	466

RACE REWIND

NASCAR NEXTEL CUP

Race 10 of 36: Jim Stewart 400, Sunday, May 6
Richmond Int'l Raceway, Richmond, Va.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	4	48	Jimmie Johnson	Lowe's Chevrolet	400	\$244,286	Running
2	34	5	Kyle Busch	Kellogg's/Carquest Chevrolet	400	171,225	Running
3	6	11	Denny Hamlin	FedEx Express Chevrolet	400	150,125	Running
4	1	24	Jeff Gordon	DuPont Chevrolet	400	185,811	Running
5	33	2	Kurt Busch	Miller Lite Dodge	400	139,858	Running
6	30	12	Ryan Newman	alltel Dodge	400	123,950	Running
7	27	29	Kevin Harvick	Reese's Chevrolet	400	132,886	Running
8	22	20	Tony Stewart	Home Depot Chevrolet	400	127,236	Running
9	20	07	Clint Bowyer	DirecTV Chevrolet	400	87,975	Running
10	28	17	Matt Kenseth	DeWalt Ford	400	126,466	Running
11	10	22	Dave Blaney	Caterpillar Toyota	400	104,183	Running
12	2	99	Carl Edwards	Office Depot Ford	400	83,575	Running
13	7	8	Dale Earnhardt, Jr.	Budweiser Chevrolet	400	116,358	Running
14	23	18	J.J. Yeley	Interstate Batteries Chevrolet	400	101,008	Running
15	18	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	400	110,911	Running
16	43	15	Paul Menard	Menards/Moen Chevrolet	400	69,100	Running
17	9	01	Mark Martin	U.S. Army Chevrolet	400	95,683	Running
18	15	25	Casey Mears	National Guard/GMAC Chevrolet	400	78,550	Running
19	32	16	Greg Biffle	3M Ford	400	84,625	Running
20	29	6	David Ragan	AAA Travel Ford	400	108,875	Running
21	37	41	Reed Sorenson	Target Dodge	400	92,083	Running
22	19	96	Tony Raines	DLP HDTV/Shrek The Third Chevrolet	399	80,200	Running
23	36	14	Sterling Marlin	Waste Management Chevrolet	399	82,008	Running
24	12	66	Jeff Green	Haas Automation Chevrolet	399	86,697	Running
25	35	45	Kyle Petty	Merchant's Tire Dodge	399	69,400	Running
26	16	42	Juan Pablo Montoya	Texaco/Havoline Dodge	399	103,250	Running
27	40	19	Elliott Sadler	Dodge Dealers/UAW Dodge	398	86,770	Running
28	8	1	Martin Truex, Jr.	Bass Pro Shops/Tracker Chevrolet	398	94,645	Running
29	14	00	David Reutimann	Domino's Toyota	398	67,675	Running
30	3	10	Scott Riggs	Valvoline/Stanley Tools Dodge	397	73,500	Running
31	31	46	Johnny Benson	Wylers.com/TRD Toyota	397	64,875	Running
32	13	84	A.J. Allmendinger	Red Bull Toyota	396	64,750	Running
33	38	13	Joe Nemechek	CertainFeed Chevrolet	393	64,625	Running
34	42	7	Robby Gordon	Menards/MAPEI Ford	378	65,450	Running
35	24	4	Ward Burton	State Water Heaters Chevrolet	370	65,375	Accident
36	17	70	Johnny Sauter	Valvoline Transportation Chevrolet	370	64,225	Running
37	11	88	Ricky Rudd	Pedigree Ford	369	95,133	Accident
38	21	40	David Stremme	Coors Light Dodge	362	63,975	Accident
39	26	78	Kenny Wallace	Furniture Row Chevrolet	331	63,850	Running
40	5	9	Kasey Kahne	Dodge Dealers/UAW Dodge	314	110,916	Accident
41	25	26	Jamie McMurray	Crown Royal Ford	301	71,580	Running
42	41	38	David Gilliland	M & M's Ford	275	90,669	Accident
43	39	31	Jeff Burton	Lenox Chevrolet	139	103,599	Engine

RACE STATISTICS

Race time: 3 hours, 17 minutes, 13 second
Average speed: 91.27 mph
Victory margin: 0.723 seconds
Caution flags: 14 for 80 laps
Lead changes: 24 among 12 drivers
Lap leaders: Jeff Gordon 1-31; Jimmie Johnson 32-42; Kurt Busch 43; Gordon 44-62; Tony Raines 63; Gordon 64-127; Denny Hamlin 128-129; Kevin Harvick 130-143; Hamlin 144; Harvick 145-162; Hamlin 163-171; Harvick 172-205; Kurt Busch 206; Ryan Newman 207; Tony Stewart 208; Matt Kenseth 209-211; Mark Martin 212-213; Harvick 214-252; Dave Blaney 253-254; Kurt Busch 255-279; Johnson 280-294; Kyle Busch 295; Johnson 296-354; Kyle Busch 355-380; Johnson 381-400.

TALK OF TIME TRIALS

Jeff Gordon captured career pole No. 61 and his third straight with a fast lap of 126.251 miles per hour. Fifty cars attempted to make the Jim Stewart 400.

STANDINGS



Top 10

1. Jeff Gordon	1,691	6. Kyle Busch	1,229
2. Jimmie Johnson	1,480	7. Tony Stewart	1,225
3. Matt Kenseth	1,431	8. Kevin Harvick	1,203
4. Denny Hamlin	1,359	9. Kurt Busch	1,198
5. Jeff Burton	1,352	10. Clint Bowyer	1,159

Jarrett Misses The Show

By **BRIT FRYER**
NSSN CORRESPONDENT

RICHMOND, Va. — Noticeably absent from Sunday's race was Dale Jarrett, who failed to make a Nextel Cup race for the first time since 1994 at North Wilkesboro.

"It's a struggle, and it's going to continue to be," Jarrett said. "Do we want to make every race? Certainly.

"This is about getting to be a good organization with three good race teams and three good race cars by the time we get to the last 10 races this season. If we don't accomplish that, then we're going to be in trouble for 2008."

Forget 2008, Michael Waltrip Racing is in dire straits for 2007.

Jarrett has used up all of his past champion's provisionals. Michael Waltrip hasn't made a race since the season-opening Daytona 500 and is 27 points from even reaching the positive side of the standings. And rookie David Reutimann has missed three events.

Jarrett's crew chief, Matt Borland, left Michael Waltrip Racing on Thursday and was replaced by Jason Burnett.

"This is difficult because I'm such a competitor," Jarrett said. "I lay awake at night thinking what I can do to make this better."

Times are tough for the 1999 champi-

HENDRICK:

Catching The Hendrick Cars Will Not Be Easy

CONTINUED FROM PAGE 3

somebody is going to figure something out. We'll just hope that the valleys aren't that low and the valley isn't the final 10 (races)."

Johnson won for the fourth time this season, but it was his first visit to Richmond's victory lane. In his previous 15 starts at the .75-mile oval, Johnson registered only one top 10.

"This means the world to me to win here," Johnson said. "We haven't been that strong here. It reminds me

of Indy last year, and we beat a track that's been tough on us. We looked at it as a new opportunity for the team and myself to learn the right setup and for me to learn the right rhythm of the track."

Gordon settled for fourth in the race that began Saturday night with 12 laps run under caution before it was called because of rain. NASCAR started the event from scratch on a sunny and windy Sunday afternoon.

Kurt Busch finished fifth in a Dodge. He, too, was left wondering what can be done to catch Hendrick.

"We should have a feather in our caps to know we ran with them," Kurt



HAROLD HINSON/HHP PHOTO

SITTING OUT: Former Nextel Cup champion Dale Jarrett failed to qualify for the Jim Stewart 400, the first race he has missed since 1994.

on, whose irritation showed Friday when asked why he has been paired with a dozen or so crew chiefs in the past five years.

"That's because you count everybody that was put in for one race or another. I didn't have a thing to do with it sometimes, and to be quite

Busch said.

Johnson closed the gap in points, moving to second in the standings, but he's still 211 points behind Gordon. He led 105 of the 400 laps in the No. 48 Lowe's Chevrolet.

"You get your time at the top, and you fall to some degree," said Chad Knaus, Johnson's crew chief. "What you've got to do is make sure when you are taking your turn at the top, you don't get too full of yourself that when it's your turn to fall, it doesn't break you apart."

Kurt Busch's Penske Racing teammate, Ryan Newman, ended up sixth. Kevin Harvick, Tony Stewart, Clint Bowyer and Matt Kenseth completed the top 10.

Clearly, the Hendrick fleet is the class of the field.

"We've got great race teams, and I'd say probably four of the best 10 or 12 drivers out there," Kyle Busch said. "It's hard to beat the best drivers with the best equipment and the best teams. You just have everything all pieced together correctly."

It'll be hard for anyone to catch Hendrick as The Chase for the Nextel Cup slowly approaches. Five of The Chase's 10 events will utilize the Car of Tomorrow, which Hendrick obviously has a handle on.

"You can argue that Hendrick has all the best drivers," said Hamlin, who drives for Joe Gibbs Racing. "It's tough to beat them when they've got four very, very good teams.

"We've got three good teams, but when you've got four like they have — all competitive and all running up front every week — the information they exchange is going to be better."

BAN:

Tracks Work Together To Ban Unruly Racing Fans

CONTINUED FROM PAGE 3

600."

In 1977, the North Carolina General Assembly enacted legislation making it a misdemeanor to throw anything on a race track.

Nevada has no such law, but Las Vegas Motor Speedway General Manager Chris Powell emphatically backed Lynch's decision.

Powell said the ban would apply to all events at the Las Vegas facility, including drag racing, dirt racing and weekly racing events.

"There is absolutely no place in our sport for that kind of behavior," Powell said. "First and foremost, it is a safety issue. Secondly, it reflects poorly on our sport and the millions of great racing fans across the country to have a few people act the way these individuals did."

"This is not only a crime, but a terrible thing to do. Fortunately, 99.9 percent of the race fans feel the same way."

H.A. "HUMPY" WHEELER,
PRESIDENT AND GENERAL MANAGER OF LOWE'S MOTOR SPEEDWAY

NASCAR NEXTEL CUP RACE REWIND



AUTOSTOCK IMAGES

ARIZONA ACE: Joe Gibbs Racing's JJ. Yeley, a former USAC Triple Crown winner, is still adjusting to 3,400-pound stock cars and longer races.

Can Tossing Is Nothing New

Virginia Tech Tragedy On The Minds Of Native Sons At Richmond

By BRIT FRYER
NSSN CORRESPONDENT

RICHMOND, Va. — Errant beer cans were a part of NASCAR long before last month's race at Talladega Superspeedway, according to seven-time champion **Richard Petty**.

"We went to somewhere in Iowa, a dirt-track race one night. Winston had a bunch of stuff going on," Petty remembered. "Had a red-flag deal, and they made the driver in the front go to the back. He got involved in a wreck or something.

"Man, them beer cans came flying out of the dad gum grandstands. I went and stood in the middle of the infield to keep from getting hit by 'em. Every time the announcer would come on and say we're getting ready to start, the beer cans would come again. It took them 15 or 20 minutes to get everything cooled down."

Talladega Superspeedway permanently banned 14 fans from buying tickets after a disgraceful incident April 29. Objects showered the track after a victory by **Jeff Gordon**, who's seemingly treated like a leper in central Alabama.

■ The Car of Tomorrow hasn't yet seen a track longer than one mile. This week, the CoT heads to 1.33-mile Darlington Raceway, where aerodynamics will enter the equation even more.

"It'll be the first challenge of what the future holds for that race car," driver **Kurt Busch** said. "There's going to be a lot of right-side damage. I can tell you that. There's going to be Darlington stripes on everybody. Not

one car will come out of there clean with the right side intact."

■ Slowly, and more importantly surely, **JJ. Yeley** is getting a handle on 3,400-pound race cars. The 2003 USAC Triple Crown winner is in his second full season in Nextel Cup, where the races — and ensuing strategy — are a lot longer than the Arizona ace is used to.

"You come from open-wheel cars, you have 30 laps or 50 laps. You don't make pit stops, and you better hope you have your car close at the beginning," Yeley said. "If not, you adjust to the race track and how the race car is handling. For a long time, I didn't work hard enough on adjusting my race car. You can only run a car as hard as it's capable of. It's such a fine line, driving the perfect lap and being borderline out of control."

■ The NASCAR community rallied around Virginia Tech at Richmond. The Hokies logo graced the hood of **Ward Burton's** machine, and each car carried a small tribute to Virginia Tech, the school that's rebounding from the April 16 shootings.

"This is a big weekend for us and Virginia Tech, really as a whole," said **Denny Hamlin**, from Chesterfield, Va. "Having this event in the state where it all happened — I'm sure there's going to be a lot of people here from Virginia Tech, and hopefully we have them all on our side.

"I'm glad NASCAR has stepped up and done the things that they have to help that school."

South Boston's **Jeff Burton** had the Hokies on his mind, too.

"There's a lot of young people that this will affect their whole lives, and how they deal with that over the next few years is very important to their long-term emotional health," Burton said. "I'm more concerned about that than I am about just remembering it. It doesn't do a whole lot of good to just remember it. It does a whole lot of good to go out and try to help somebody."

■ **Kyle Busch** is young, only 22 years old, but he has an appreciation for Darlington Raceway and its legendary, tire-munching surface.

"You're running on top of rocks, so it's almost like an old dirt track," Busch said. "You're sitting there sideways all the time trying to finesse and trying to keep it straight as much as you can."

■ Busch reflected on his wreck at Talladega, where he tumbled several times before his Chevrolet came to rest near turn three.

"I had my eyes closed, so I wasn't watching what was going on," Busch said.

"When it was over, I wasn't sure if it was, so I kind of cracked my eye open and said, 'OK, the world is right side up and there's a fire, so let's go ahead and get out.'"

■ Petty bolted from Richmond to attend Saturday's 133rd running of the Kentucky Derby. The King was in attendance with **Queen Elizabeth II**, who visited historic Jamestown a day earlier.

"I've met a couple of kings, but never a queen," Petty said.

■ **Kevin Harvick** and **Jamie McMurray** were fined \$25,000 and placed on probation until Oct. 3 for an incident that occurred under the final caution at Talladega. NASCAR penalized the drivers for what the sanctioning body deemed as intentional and unnecessary contact.

Hendrick Team Is On A Legendary Winning Streak

RICHMOND, VA.

Looking back on this Nextel Cup season, when us thirty-some-things are old, gray and eating dinner at 3:30 in the afternoon, we'll say that what Hendrick Motorsports has going right now is the stuff of legend.

"Listen, sonny," a grandchild might hear one day, "I remember the day when Hendrick Motorsports won race after race. You ain't seen nothing until you've seen those guys in action."

Grandpa's story, however, is still being written.

We'll remember that, 10 races into the 2007 season, the finely tuned Hendrick Motorsports Chevrolets have won seven of the past eight races in the NASCAR Nextel Cup Series. We'll remember that Hendrick's lead drivers — four-time champion **Jeff Gordon** and one-time champion **Jimmie Johnson** — are kings of the sport in an era when it's hard to be the king of anything.

We'll remember the debut season of the Car of Tomorrow. We'll remember that Hendrick cars won the first four times the CoT appeared for competition.

We'll remember, simply, that Hendrick is a kick-ass organization set on winning a lot more races and another Nextel Cup championship.

Johnson just earned his fourth victory of the season in Sunday's Crown Royal 400 at Richmond Int'l Raceway. His teammate, **Kyle Busch**, finished second.

Two spots behind Busch was Gordon, whose championship lead is likely to swell the way these Chevys are running.

Oh, and the Car of Tomorrow — the car that's beginning to define NASCAR racing — Hendrick apparently has a handle on.

"My biggest fear is that we're too good too early to where it's going to be tougher to maintain that all the way through the season," Gordon said.

Hardly. Even **Denny Hamlin**, the third-place finisher at Richmond, and **Kurt Busch**, in fifth, openly admitted that

NEXT GENERATION



BRIT FRYER

they were just happy to be in the mix, even though the mix didn't include a victory.

Hendrick-caliber dominance hasn't been seen around these parts for quite some time. In 2003, **Ryan Newman** won eight races. In 1998, **Gordon** won 13.

Johnson already has four victories, and in this day and age of Nextel Cup racing, it's hard to get multiples of anything. It's only early May, and Johnson is looking at double digits.

Don't think for a moment Gordon hasn't heard how he has been relegated to No. 2 at Hendrick behind Johnson.

"I've heard the buzz and 'Jimmie, he's the new guy at Hendrick,'" Gordon noted. "It's nice to know that we've still got it, that I still have it."

Indeed, Gordon still has it. He earned the pole at Richmond, finished fourth and owns an impressive 211-point lead over — guess who? Johnson.



PHIL CAVALI PHOTO

TOO GOOD? Hendrick Motorsports's **Jeff Gordon** leads a pack Sunday at Richmond Int'l Raceway. Gordon finished fourth.

UP NEXT

Darlington Raceway

Darlington, S.C.
Tickets: (866) 459-7223

Track specs
Length: 1.366 miles
Frontstretch: 1,229 feet
Backstretch: 1,229 feet
Banking
Turns 1-2: 25 degrees
Turns 3-4: 23 degrees
Frontstretch: 3 degrees
Backstretch: 2 degrees

Nextel Cup Race

Dodge Avenger 500,
7 p.m. Saturday, Fox



Start/finish Pit lane

Address:

P.O. Box 500, Darlington, SC 29540
Web site: darlingtonraceway.com

RACE REWIND

WORLD OF OUTLAWS SPRINT SERIES

Race 17: May 5

FINAL RESULTS

WINNER



Daryn Pittman

Saturday

May 5, Riverside Int'l Speedway,
West Memphis, Ark.

Qualifications: 1. Jason Solwold, Carnahan r19, 11.060 (track record); 2. Danny Lasoski, Roth 83, 11.064; 3. Chad Kemenah, Kemenah 3x, 11.065; 4. Jason Meyers, Stockbridge 14, 11.102; 5. Justin Henderson, Henderson d1, 11.176; 6. Paul McMahan, Stewart 20, 11.177; 7. Terry McCarl, McCarl 24, 11.185; 8. Tim Shaffer, Parsons 6, 11.218; 9. Lee Sowell, Sowell 51, 11.240; 10. Jason Sides, Sides 75, 11.242; 11. Steve Kinser, Kinser 11, 11.272; 12. Daryn Pittman, Titan 21, 11.277; 13. Zach Chappell, Chappell 8k, 11.303; 14. Tim Crawley, Stenhouse 40r, 11.309; 15. Tony Bruce, Jr., Bruce 18t, 11.322; 16. Mike Ward, Ward 88, 11.330; 17. Sam Hafertepe, Jr., Hafertepe 15h, 11.330; 18. Donny Schatz, Schatz 15, 11.330; 19. Jan Howard, Howard 4x, 11.339; 20. Tim Kaeding, Woodward 2, 11.391; 21. Brian Carlson, Carlson 18, 11.403; 22. Dion Hindi, Hindi 11h, 11.417; 23. Derek Hager, Hager 9jr, 11.418; 24. Jac Haudenschild, Wright 35, 11.420; 25. Tyler Thompson, Thompson 11t, 11.437; 26. Randy Hannagan, Hannagan 1x, 11.456; 27. Jason Martin, Martin 36, 11.463; 28. Dale Howard, Howard 47, 11.467; 29. Marshall Skinner, Skinner 26, 11.484; 30. Chad Hillier, Hillier 5c, 11.488; 31. Kerry Madsen, Helm 11h, 11.545; 32. Joey Saldana, Kahne 9, 11.601; 33. Jeremy Campbell, Campbell 10c, 11.607; 34. Greg Mettitt, Mettitt 12m, 11.678; 35. Ronny Howard, Howard 44, 11.783; 36. Doc Sloan, Sloan d12, 11.843; 37. Henry Gustavus, Gustavus 78, 11.946; 38. Kenny Coke, Coke 24w, 12.004; 39. Craig Dollansky, Karavan 7, no time.

First Heat (10 laps): Solwold, Henderson, Sowell, Carlson, Chappell, Skinner, Campbell, Hafertepe, Gustavus, Thompson.

Second Heat (10 laps): Sides, McMahan, Hillier, Hindi, Hannagan, Lasoski, Mettitt, Coke, Crawley, Schatz.

Third Heat (10 laps): Kinser, Kemenah, Bruce, McCarl, Madsen, Dollansky, R. Howard, Hager, J. Howard, Martin.

Fourth Heat (10 laps): Shaffer, Pittman, Meyers, Ward, Kaeding, Haudenschild, Saldana, D. Howard, Sloan.

Dash (8 laps): Solwold, Kinser, Henderson, Pittman, Shaffer, McMahan, Kemenah, Meyers, McCarl, Sides.

C Main (8 laps): 1. Saldana; 2. Campbell; 3. Skinner, \$125; 4. R. Howard, \$125; 5. Gustavus, \$125; 6. Mettitt, \$100; 7. Coke, \$100; 8. Sloan, \$100; 9. Dollansky, \$100.

B Main (12 laps): 1. Schatz; 2. Lasoski; 3. Haudenschild; 4. Hafertepe; 5. Campbell, \$200; 6. Hager, \$180; 7. Saldana, \$175; 8. D. Howard, \$160; 9. Martin, \$150; 10. Thompson, \$150; 11. J. Howard, \$150; 12. Crawley, \$150.

Feature (40 laps): 1. Pittman, \$10,000; 2. Solwold, \$5,500; 3. Kinser, \$3,200; 4. McMahan, \$2,800; 5. Shaffer, \$2,500; 6. Meyers, \$2,300; 7. McCarl, \$2,200; 8. Kemenah, \$2,100; 9. Dollansky, \$1,150; 10. Kaeding, \$2,000; 11. Lasoski, \$1,500; 12. Sides, \$1,200; 13. Hindi, \$1,100; 14. Schatz, \$1,050; 15. Saldana, \$200; 16. Hillier, \$900; 17. Henderson, \$800; 18. Hager, \$0; 19. Sowell, \$800; 20. Carlson, \$800; 21. Hannagan, \$800; 22. Hafertepe, \$800; 23. Ward, \$800; 24. Chappell, \$800; 25. Haudenschild, \$800; 26. Bruce, \$800; 27. Madsen, \$800.

UP NEXT

Friday, US 36 Raceway,
Osborn, Mo.Saturday, Lake Ozark
Speedway, Eldon, Mo.

MARK FUNDERBURK PHOTO

WINNING WAYS: Daryn Pittman celebrates in victory lane after winning the World of Outlaws event in West Memphis, Ark.

Pittman Rekindles Long Love Affair With Riverside Int'l

By TONY VENEZIANO

WEST MEMPHIS, Ark. — Riverside Int'l Speedway will always be a very special place to Daryn Pittman. He met wife Mandy there 10 years ago, and Saturday he got to celebrate in the winner's circle with her after claiming an emotional victory in the World of Outlaws's return to the quarter-mile oval for the first time in 26 years.

Racing near his wife's hometown in an event that featured side-by-side action with his father-in-law, Mike Ward, Pittman took his second checkered flag of the season in the 40-lap event to earn the \$10,000 payday, with much of his wife's family and friends in attendance.

"This is huge to win in front of my wife and her whole family," said Pittman, driver of the Titan Garages & Carports Maxim. "With all the tradition of her and me at this race track, this is pretty special. There are so many things that make this so meaningful. Her stepfather is really sick, and he was able to be here and watch it. I'm really happy to get a win for them."

Pittman took the lead from Jason

Solwold on the 10th lap.

"Our team really needed another win," he said. "We got off to such a good start this season, and we have been steady and right there each night. Our car has definitely been good enough to win. This is for my crew. They work so hard, and it is good to get another win. We'll try to go out next week and get win number three."

Solwold began the night by shattering the track record by nearly a second. He followed that up by winning the first heat and the dash. He held off Steve Kinser to finish second.

"Anytime you can lead laps and finish in the top three it is a good night," said Solwold, driver of the City Wide Insulation Maxim. "We had never been here and Daryn had been here a few times, and he had a good car. I felt like we had the fastest car, and it's too bad we didn't have more lapped traffic there toward the end. The crew has been doing a great job all year. We've had good cars here and there, and we just have to get a little more consistent."

Kinser came home third, with Paul McMahan and Tim Shaffer rounding out the top five.



RICK SHERER PHOTO

BLUE STREAK: Brock Mayes drives to victory in Friday night's All Star Circuit of Champions event at Attica Raceway Park.

Right-Rear Rubber Holds Up For Mayes

By BRIAN LISKAI

ATTICA, Ohio — Brock Mayes wasn't even sure he would be racing Friday night.

But his crew talked him into making the short trek from their Bucyrus, Ohio, shop to Attica Raceway Park. It paid off with his first O'Reilly All Star Circuit of Champions sprint-car victory.

Mayes nursed a deflating right-rear tire over the final five laps, edging Byron Reed in a near photo finish.

"My longtime crew chief decided to step back for awhile, and with my job ... we can't race if we don't work. I didn't think we had time to get the car ready," Mayes said. "Dad (Jim Mayes) and the rest of the guys rolled up their sleeves and convinced me we could do this, and here we are."

"We picked up our first 410 sprint win here last year, and to score our first All Star win at Attica after traveling all over the past three years ... it's something I'll never forget," con-

tinued Mayes, who began racing in the 305 sprint division several years ago at Attica.

Defending All Star champion Greg Wilson had the field covered until he slipped over the turn-four cushion and hit the wall while leading on lap 35. Mayes inherited the lead.

Despite his tire problem, Mayes held off Reed for the victory. Fast-qualifier Mark Keegan finished third, with Shane Stewart and Chad Kemenah rounding out the top five.

The summary:

Fast time: Kenny Jacobs, 11.801 seconds (48 cars).
First Heat: Dustin Daggett, Kenny Jacobs, Dale Blaney, Danny Smith, Brandon Martin, Bruce Robenalt, Gus Wasson, Andy Shammo, Mike Burkin, Craig Mintz.

Second Heat: Mike Linder, Chad Kemenah, Mark Keegan, Brian Ellenberger, Greg Wilson, Todd Heller, Chris Knopp, Lee Stark, Ed Neumeister.

Third Heat: Caleb Griffith, Bill Rose, Lee Jacobs, Brock Mayes, Paul Weaver, Chuck Wilson, Aaron Middaugh, David Harrison, Chris Andrews.

Fourth Heat: John Ivy, Byron Reed, Kelly Kinser, Shane Stewart, Rob Chaney, Brian Paulus, Paul May, Tony Beaber, Cody Jacobs.

Dash: Mayes, Wilson, Chaney, Reed, Martin, K. Jacobs.
B Main: Wasson, Neumeister, May, Knopp, C. Wilson, Harrison, Middaugh, Stark, Beaber, Burkin, C. Jacobs, Shammo, Heller, Andrews, Paulus, Robenalt.

Feature (40 laps): Mayes, Reed, Keegan, Stewart, Kemenah, Smith, K. Jacobs, Griffith, Daggett, Martin, Wasson, Ivy, Chaney, L. Jacobs, Ellenberger, Rose, May, G. Wilson, Blaney, Linder, Knopp, Neumeister, Weaver, Kinser.

Becker's The Best At Ocean

By GARY THOMAS

WATSONVILLE, Calif. — Through the first eight races of the Golden State Challenge Series season, Sean Becker finished sixth or better each night, but he wasn't able to make it to victory lane.

That all changed Saturday night at Ocean Speedway when he dominated the competition, scoring his first GSC triumph of the season and recording

the first clean sweep in a GSC event since 2002.

Becker won his heat race from the third row, walked away in the dash and put together an impressive flag-to-flag, 30-lap performance in the feature. Brent Kaeding, Ronnie Day, Jonathan Allard and Brett Miller rounded out the top five.

The finish:

Sean Becker, Brent Kaeding, Ronnie Day, Jonathan Allard, Brett Miller, Willie Croft, Jason Statler, Evan Suggs, Trevor Green, Jon Maiwald, Rick McCormick, Ken Fredenburg, Jerry Bonnema, Shane Golobic, Dan Simpson, Jay Burns, Mark Workentine, Jason Botsford, Jim Skinner, Brent Bjork.

WOW: Fisher Reaches Perfection

LAMONTE, Mo. — Starting from outside the front row and leading all 20 laps, rookie Josh Fisher drove a perfect race to earn his first O'Reilly

Auto Parts Winged Outlaw Warrior sprint-car victory Saturday at LA Raceway.

Fisher, who has driven many laps at the three-eighths mile oval in a 305

sprint car, jumped into the lead over Toby Brown at the start and held off veteran racer Randy Martin, who started sixth. Martin finished second, ahead of Jesse Giannetto, Gabe Maycock and Rusty Potter.

The finish:

Josh Fisher, Randy Martin, Jesse Giannetto, Gabe Maycock, Rusty Potter, Dustin Barks, Eric Jobe, Terry Hinck, Curtis Bowyer, Steve Mahannah, Frank Brown, Steven Cross, Marty Ballenger, David Brown, Mallory Armfield, Brad Graham, Matt Fox, Faron Crank, Toby Brown, Tyler Blank, Rob Hartman, Doug Blake.



A weekly report of action from across America

NORTHEAST

Connecticut
Maine
Massachusetts
New Hampshire
New York
Vermont

1. Bruce Melendy
2. Mike Martin
3. Lloyd Blakely
Junkyard Warrior
1. Dale Bickford
2. Bunker Hodgdon
3. Jamie Davis

Genesee Speedway

Batavia, N.Y.
May 5, 2007
Mini Stock
1. Nick Skeet
2. Dan Norton
3. Ken Hixenbaugh
Street Stock
1. Bill Weller
2. Joey Spicola
3. David Downs
Pro Stock
1. Pete Stefanski
2. Steve Lewis
3. Butch Zimmerman
Late Model
1. Jim Johnson
2. Dave DuBois
3. J.J. Mazur
Sportsman
1. Rob Pratt
2. Rob Richmond, Jr.
3. John Venuto

Riverhead Raceway

Riverhead, N.Y.
May 5, 2007
Modified
1. Dave Brigati
2. Tom Rogers, Jr.
3. Ken Heagy
Late Model
1. Greg Kleila
2. Peter Eriksen
3. Ken Matlach
Figure-8
1. Carl Baxter
2. Ken Hyde
3. Tommy Kraft
Charger
1. Chris McGuire
2. Chris Turbush
3. Tom Anderson
Blunderbust
1. Tommy Walkowiak
2. Bill Wegmann
3. Tom Sullivan
Super Pro Truck
1. Danny Grennan
2. Frank Dumicich
3. Lou Maestri

Lebanon Valley Speedway

West Lebanon, N.Y.
May 5, 2007
Sportsman
1. Kyle Hoffman
2. Bob Bouchard
3. Chris Tryon
Modified
1. Guy Sheldon
2. J.R. Heffner
3. Steve Hough
Pro Stock
1. Jay Corbin
2. Jay Casey
3. Chris Crews
Limited Pro Stock
1. Justin Herron
2. Nick Hilt
3. Dave Colwell
Pure Stock
Feature No. 1
1. Ray Hall, Sr.
2. Tom Harkins
3. Mike Eichstedt
Feature No. 2
1. Lou Ganzar
2. Howard Madsen

Thunder Road Int'l Speedbowl

Barre, Vt.
May 6, 2007
Sportsman
1. Nick Sweet
2. Joey Laquerre
3. Pete Ainsworth
Street Stock

Utica-Rome Speedway

Vernon, N.Y.
May 6, 2007
Modified
1. Todd Burley
2. Bobby Varin
3. Pat Ward
Sportsman
1. Jeremy Vunk
2. Paul Carey
3. Mike Button
Pro Stock
1. A.J. Digsby
2. Jerry Holmes
3. Bret Belden
Pure Stock
1. Russ Marsden
2. Jim Thomas
3. Tim Janczuk
IMCA Modified
1. George Catanzano
2. Jim Roberts
3. Aaron Jacobs

Lancaster Raceway Park

Buffalo, N.Y.
May 6, 2007
Modified
1. Bill Hebing
2. Danny Knoll, Jr.
3. Bill Putney
Late Model
1. Bill Matuszak
2. Scott Skora
3. George Skora III
Super Stock
1. Dave Johnson
2. Frank Batista
3. Rick Widmer
Street Stock
1. Andy Jankowiak
2. Jeff Madill
3. Tom Agen, Sr.

Rolling Wheels Raceway Park

Elbridge, N.Y.
May 6, 2007
Pro Stock
1. Allen Peters
2. Louie Jackson
3. Don Barnes

Black Rock Speedway

Dundee, N.Y.
May 4, 2007
358 Modified Car
1. Steve Paine
2. Ron Cartwright, Jr.
3. Dale Welty
BRP CanAm
1. Larry Knowles
2. Jeremy Wonderling
3. Paul Grigsby
Sportsman
1. Todd Henderson
2. Justin Wright
3. Mike Entwistle
Pro Truck/Street Stock
1. Lou Ganzar
2. Howard Madsen

2. Dan Hofmann, Sr.
3. Andy Fisk
4-Cylinder Enduro
1. Jon Shumway
2. Josh Herbert
3. Jerry Herbert

Oxford Plains Speedway

Oxford, Maine
May 2, 2007
Chimney Tech Outlaw
Feature No. 1
1. Jim Davis, Jr.
2. David Childs
3. Jerry Freve
Feature No. 2
1. Thom Bell
2. Mike Ballard
3. Keith Landry
Feature No. 3
1. Jim Drake
2. John Patria
3. Addison Bowie
Runnin' Rebel
Feature No. 1
1. Matt Dufault
2. Scott Farrington
3. Randy Nutter
Feature No. 2
1. Nic Stanley
2. Jamie Leavitt
3. Doug DeGroat
Feature No. 3
1. Derek Cairns
2. Troy Jordan
3. Kevin Noyes
Sport Truck
1. Jake Burns
2. Marvin Hamilton
3. Kevin Oliver
Ladies
1. Vanna Brackett
2. Deanna Bisbee
3. Cathy Manchester
Renegades
1. Jamie Heath
2. John Childs
3. Ken Marston

Oxford Plains Speedway

Oxford, Maine
May 5, 2007
Mini Stock
1. Justin Karkos
2. Butch Keene
3. Jim Childs
Late Model
1. Ricky Rolfe
2. Doug Coombs
3. Glen Luce
Strictly Stock
1. Scott Belskis
2. Sumner Sessions
3. B.J. Chapman
Chimney Tech Outlaw
Feature No. 1
1. Thom Bell
2. Jerry Freve
3. Mike Ballard
Feature No. 2
1. Mark MacDonald
2. Bubba Collins
3. Gerry Richard

Canandaigua Speedway

Canandaigua, N.Y.
May 5, 2007
Pure Stock
1. Mike Dandino
2. Les Excell
3. Corey Hunt
Street Stock
1. Blane Smith
2. Mike Welch
3. Scott Smith
Sportsman Modified
1. Scott Schrader
2. Todd Henderson
3. Chuck Powelczyk
Big-Block Modified
1. Charlie Donk
2. Alan Johnson
3. Chuck Bower

Black Rock Speedway

Dundee, N.Y.
May 4, 2007
600 Sprint Car
1. Chad Hough
2. Dwayne Gutshall
3. Jim Young
Mini Stock
1. Ricky Harper
2. Kevin Thomas
3. Tim Burkholder
Super Stock
1. Dave Dunkle
2. Josh Berrier
3. Adam Yetter
270 Sprint Car
1. Heath Hehny

Fulton Speedway

Fulton, N.Y.
May 5, 2007
Sportsman
1. Chris Hile
2. Jeremy Pitcher
3. Shawn Donath
Crate Sportsman
1. Stephen Planck
2. Laslow Howiefelt
3. Sean McCarthy
Pro Stock
1. Jason Parkhurst
2. Dick Parkhurst
3. Billy Clark, Jr.
Street Stock
1. Dave Mannise

1. Scott Yaw
2. Jack Ayers
3. Del Cummings
Bandit
1. Dylan Cecce
2. Kreg Crooker
3. Tom Austin



Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia

Tri-City Speedway

Franklin, Pa.
May 6, 2007
Sprint Car
1. Bob Felmler
2. Rod George
3. Cory Good
Dirt Modified
1. Kevin Bolland
2. Jeremiah Shingledecker
3. Russell King
E-Mod
1. Jim Frontz
2. Carl McKinney
3. Mike Potosky
Pro Stock
1. Doug Iorio II
2. Andy Buckley
3. Gerry Bruce
Thundercar
1. Charlie McMillen
2. Regina Deloe
3. Joe Blake

Susquehanna Speedway Park

Newberrytown, Pa.
May 5, 2007
Super Sportsman
1. Smokey Snelbaker
2. Steve Wilbur
3. Craig Morrow
Late Model
1. Carl Billet, Jr.
2. Gary Potts
3. Bud Barton
Street Stock
1. Brian Hauenstein
2. Paul Morgan
3. George Eash

Susquehanna Speedway Park

Newberrytown, Pa.
May 6, 2007
Sprint Car
1. Lucas Wolfe
2. Dave Franek
2. Dave Ely
Xtreme Stock Car
1. Larry Hughes, Jr.
2. Tom Johns
3. Bob Bender
Rookie Rumble
1. R.C. Horn
2. Karen Hawthorne
3. Dustin Pietrak
Classic Car
1. Bill Brown, Sr.
2. Allen Cullum
3. Jim Crocker
School Bus
1. J.R. Rodriguez
2. Joe Thomas
3. Brandt Fink

Path Valley Speedway Park

Spring Run, Pa.
May 4, 2007
600 Sprint Car
1. Chad Hough
2. Dwayne Gutshall
3. Jim Young
Mini Stock
1. Ricky Harper
2. Kevin Thomas
3. Tim Burkholder
Super Stock
1. Dave Dunkle
2. Josh Berrier
3. Adam Yetter
270 Sprint Car
1. Heath Hehny



PAUL OYLER PHOTO

SPRINTERS: Bob Felmler (6) battles Rod George during sprint-car competition at Pennsylvania's Tri-City Speedway.

2. Sean McAndrew
3. Tom Tice
Legends
1. Josh Morrow
2. Steve Nederostek
3. Geremy Sheaffer
Thundercar
1. Terry Smith
2. Denny Scofield
3. Mark Grove

Mercer Raceway Park

Mercer, Pa.
May 5, 2007
Sprint Car
1. Danny Holtgraver
2. Rod George
3. Arnie Kent
Modified
1. Rodney Beltz
2. Steve Young
3. Brad Rapp
Stock Car
1. Brian Booher
2. Andy Buckley
3. Andy Thompson
Mod Lite
1. Mark Marcucci
2. Brian Woodhall
3. Kenny Meadows
Street Stock
1. Rich Mongeau
2. Ray Minieri
3. John McCormack

Mahoning Valley Speedway

Lehighton, Pa.
May 5, 2007
Modified
1. Earl Paules
2. Eric Beers
3. Zane Zeiner
Late Model
1. Todd Stehle
2. Rick Wallace
3. Tony Zatsko
Street Stock
1. Chip Wanamaker
2. Alan Schlenker
3. Jay Llewellyn
Pro-4 Late Model
1. Kevin Rex
2. Ricky Ahner, Jr.
3. Barry Christman, Jr.
Factory Stock
1. Jeff Droflich
2. Justin Steigewalt
3. Justin Serfass
4-Cylinder
1. Jon Smith
2. Scooter Graver
3. Dave Freundt

Selinsgrove Speedway

Selinsgrove, Pa.
May 5, 2007
Sprint Car
1. Joey Borich
2. Nate Snyder
3. Pat Cannon
Late Model
1. Jeff Rine
2. Jim Yoder
3. Dustin Hoffman
Pro Stock
1. Meade Hahn
2. Brad Mitch
3. Bill Glass III
Roadrunner
1. Donnie Murphy
2. Keith Bissinger
3. Ray Rothfuss

Wall Township Speedway

Belmar, N.J.
May 5, 2007
Modified
1. Tommy Farrell
2. John Blewett III
3. Steve Reed
Modified Affordable
Feature No. 1
1. Danny Bohn
2. Ron Buck

New Egypt Speedway

New Egypt, N.J.
May 5, 2007
Rookie Sportsman
1. Danny Bouc
2. Dan Waisenpacher
3. Eddie Prentice, Jr.
Sportsman
1. Rocco Infante
2. John McClelland
3. Rich Scaglotta
Modified
1. Dominick Buffalino
2. Tad Cox
3. Jimmy Horton
Super Stock
Feature No. 1
1. Kory Fleming
2. George Quinlan
3. Billy Bauer
Feature No. 2
1. Billy Bauer
2. Mick Search
3. Jason Bubeck

Wall Township Speedway

Belmar, N.J.
May 6, 2007
Modified
1. Jimmy Blewett
2. John Blewett III
3. Reggie Ruggiero
TQ Midget
1. Robin Johnston
2. Tim Behmer
3. Chris Deritis
Street Stock
1. Rich Mongeau
2. Ray Minieri
3. John McCormack

Hesston Speedway

Hesston, Pa.
May 5, 2007
Limited Late Model
1. Justin Kann
2. Mike Shoemaker
3. Rance Garlock
305 Sprint Car
1. Nathan Gramley
2. Roger Irvine
3. Lee Cavelet
Street Stock
1. Bill Henney
2. Khi Swanger
3. Jesse Snyder
Hobby Stock
1. Joe DeArmitt
2. Bill Replogle
3. Curtis Guyer

Selinsgrove Speedway

Selinsgrove, Pa.
May 5, 2007
Sprint Car
1. Joey Borich
2. Nate Snyder
3. Pat Cannon
Late Model
1. Jeff Rine
2. Jim Yoder
3. Dustin Hoffman
Pro Stock
1. Meade Hahn
2. Brad Mitch
3. Bill Glass III
Roadrunner
1. Donnie Murphy
2. Keith Bissinger
3. Ray Rothfuss

Trail-Way Speedway

Hanover, Pa.
May 5, 2007
270cc Micro Sprint Car
1. Ryan McAndrew
2. Todd Hoover
3. Nick Buckwalter
1000cc Sidewinder
1. Sean Campbell
2. Tim Mertz
3. Jeremy Lynch
Legends
1. Ronnoe Dunstan
2. Randy Kissinger
3. Geremy Schaeffer
4-Cylinder
1. Joseph Flanary
2. Broc Lawrence
3. Brent Eckert
6-Cylinder Stock Car
1. Nathan Herr
2. Dylan Keim
3. Steve Hollingsworth
Scramble Car
Feature No. 1
1. Bo Sheeler
2. Nick McDaniel
3. Robert Fox, Jr.
Feature No. 2
1. Chase Eckert
2. C.H. Schildhaver
3. Tom Thompson

Port Royal Speedway

Port Royal, Pa.
May 5, 2007
Sprint Car
1. Mark Smith
2. Keith Kauffman
3. Mike Wagner
Late Model
1. Chris Haar
2. Travis Dillman
3. Jason Miller
Pro Stock
1. Tim Krape
2. Jim Palm
3. John Heane

Grandview Speedway

Bechtelsville, Pa.
May 6, 2007
Modified
1. Sean Merkel
2. Ray Swinehart
3. Mike Gular
Late Model
Feature No. 1
1. Ron Kline
2. Randy Stoudt
3. Brian Shuey
Feature No. 2
1. Randy Stoudt
2. Brian Shuey
3. Wayne Pfeil

Trail-Way Speedway

Hanover, Pa.
May 4, 2007
Late Model
1. Larry Baer
2. Bobby Beard
3. Arlin Brougher
Thundercar
1. Kyle Martin
2. Craig Wagaman
3. Robert Stough
Street Stock
1. Kevin Sprague
2. Jamie Zentmyer
3. Ron Vance

Limited Stock

Feature No. 1
1. Tyler Gastley
2. Kyle Rohrbaugh
3. Roy Denike
Feature No. 2
1. Kyle Rohrbaugh
2. Tyler Gastley
3. Roy Denike

Allegany County Speedway

Cumberland, Md.
May 5, 2007
Limited Late Model
1. Randy Burkholder
2. Dave Troutman
3. Mike Duck
Street Stock
1. Daniel Comman
2. Randy Zechman
3. Jimmy Iser
Hobby Stock
1. Chris Chamberlain
2. Shawn Dummeyer
3. Kevin Beers
8-Cylinder Junk Car
1. Jimmy Moreland
2. Kevin Brown
3. Chad Gambol
4-Cylinder Junk Car
1. Jason Imes
2. Dwain Rhodes
3. Vince Winters

Hagerstown Speedway

Hagerstown, Pa.
May 5, 2007
Late Model
1. Bo Feathers
2. Gary Stuhler
3. Jeremy Miller
Late Model Sportsman
1. Barry Miller
2. Andy Fries
3. Jeremy Brougher
Pure Stock
1. Mike Warrenfeltz
2. Darrin Younker
3. Hans Stamberg
Pure Stock
1. Darrin Younker
2. Hans Stamberg
3. Dean Holmes
Enduro
1. Kenny Thomas

Williams Grove Speedway

Mechanicsburg, Pa.
May 4, 2007
Sprint Car
1. Don Kreitz, Jr.
2. Niki Young
3. Stevie Smith
Limited Sprint Car
1. Elvin Diller III
2. Adrian Shaffer
3. Derek Locke

Williams Grove Speedway

Mechanicsburg, Pa.
May 5, 2007
Sportsman

Bedford Speedway

Bedford, Pa.
May 4, 2007
Super Late Model
1. Bo Feathers
2. Jeff Rine
3. Jack Pencil
Limited Late Model
1. Randy Burkholder
2. Mike Shoemaker

RACING MARKETPLACE

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Murphy Gets Past Pombo

HANFORD, Calif.— Peter Murphy turned the tables on Davey Pombo Saturday night and captured SCRA's 360 wingless sprint-car event at Kings Speedway.

For the past two events, Murphy trailed Pombo to the checkers, but it was vice-versa

this week, as Pombo followed the Australian-born driver to the line.

Kiwi Alexander took the third spot, while Rusty Carlile and Jesse Mack finished fourth and fifth, respectively.

The finish:
 Peter Murphy, Davey Pombo, Kiwi Alexander, Rusty Carlile, Jesse Mack, Jeff Gardner, Jace VanderWeerd, John Niggli, Garrett Ishii, Albert Pombo, Johnathan Logan, Richard Harvey, Jr., Myles Bishop, Michael Facinto, Kevin Barnes, Justyne Barnes, John Iturriria, Heidi Tresler, Adam Frith-Smith.

Hometown Guys Defend Their Turf

YAKIMA, Wash. — The 23rd season of the ASA Aero Exhaust Northwest Tour got under way at the fast three-eighths-mile oval of South Sound

Speedway, with a trio of hometown drivers led by Tom Sweatman taking the top-three spots in the Aero Exhaust 150 Saturday night.

Sweatman grabbed the lead on lap 30 and never looked back, outlasting polesitter Ron Eaton in second and Jay Sauls in third.

"I did not even know I was going to race until early this week, and then win, it is awesome," said Sweatman. "Brandon Riehl showed up at my shop with this car and told me I was going to use it to race with. It was all a surprise to me, and what a way to end it."

Riehl finished eighth.

The finish:
 Tom Sweatman, Ron Eaton, Jay Sauls, Jason Fraser, Matt Hall, Jeff Barkshire, Kelly Tanner, Brandon Riehl, Travis Bennett, B.J. Tidrick.

Mike Hess Dashes To Another Victory

BELLEVILLE, Ill. — Mike Hess won his second O'Reilly POWRi Midget feature of the season in Saturday's 20-lap event at Belle-Clair Speedway.

Hess took the lead from 2006 O'Reilly POWRi Micro Sprint Champion Kevin Bayer on a lap-six restart and led the rest of the way.

Completing the top five were Brett Anderson, Steve Knepper, Tim Siner and Nick Knepper.

The finish:
 Mike Hess, Brett Anderson, Steve Knepper, Tim Siner, Nick Knepper, Jonathan Hendrick, Kevin Bayer, Zach Daum, Dave Camfield, Jr., Derek Myers, Mike Riley, Derek King, A.J. Felker, Brad Loyet, Bubba Altig, Danny Stratton, Russ Harper, Garrett Hood, Daniel Adler, Rich Camfield.

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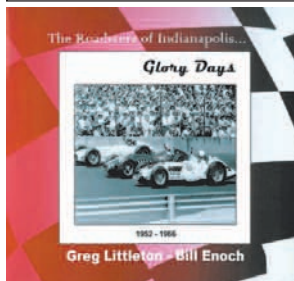
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NSSN RACING MARKETPLACE CLASSIFIEDS

Real Estate 32

12 ACRES west of Indy just off of I-74 in Pittsboro, minutes from ORP and Speedway. Ideal for new home and race shop. All work has been done to satisfy building permits. (317) 892-2750.

DAYTONA AREA REAL ESTATE.



Call direct (386) 566-8805. Email dpardus@cfl.rr.com.

DAYTONA BEACH / SPEEDWAY TOWNHOME: Walk to and from speedway, two bed, two bath, garage, community pool. \$225,000. Formerly used by corporate race executives. (866) 213-6585 x2229. (386) 672-4224. (386) 441-4440.

HOT ROD BUILDERS DREAM: Beautiful home with custom-built nearly 3,000 s/f shop, zoned commercial. Gorgeous setting in Oakhurst, CA near Yosemite & Bass Lake. Call Janine (559) 760-7887.



PERFECT & MIDWEST: 30x42 STEEL framed, heated, A/C, carpeted pole. Three bedroom home, NEW plumbing (includes acrylic soaker tub with jets and dual showers with TV). New furnace, new carpet throughout! All sits on almost 3/4 acre RIGHT NEXT TO O'REILLY RACEWAY PARK (can hear announcer), two miles from NITRO ALLEY, 10-12 miles from GASOLINE ALLEY and the INDIANAPOLIS MOTOR SPEEDWAY! Immediate possession available just in time for May! All in Brownsburg, Indiana for only \$135,900! Call (317) 538-0921 Michael.

MOORESVILLE, CONCORD, CHARLOTTE RACE shops and industrial buildings. Buying, selling or leasing call Paul Aiken, Sperry Van Ness (704) 622-5347.

LAWSUIT: Will Dover Sell To Another Company?

CONTINUED FROM PAGE 3

either NASCAR or ISC.

The speedway is also seeking more than \$200 million in damages, which would automatically be tripled under Federal law if the speedway were to win the suit.

It also asks that NASCAR "develop objective factors" for awarding Nextel Cup races.

Initially, the suit asked that NASCAR be compelled to award a Nextel Cup race to Kentucky Speedway, a 7-year-old, 1.5-mile oval located between Louisville and Cincinnati in Sparta, Ky.

The speedway currently hosts events for the IRL IndyCar Series in addition to the NASCAR Busch and Craftsman Truck series.

Stan Chesley, lead attorney

Real Estate 32

LAKEVILLE SPEEDWAY. 3/8 semi-banked dirt. 35 acres. Holmes County, Ohio. Super location - Mansfield, Ashland, Wooster. Turn-key. Racing and many other uses. Toll-free (866) 704-7253. The Carlin Company Realty & Auctioneers. Tim or TJ.

Business Opportunities 33

BUILD YOUR OWN business with AM-SOIL. Three keys to success, see them at: www.cheaphorsepower.net. (888) 850-7502 for information package.

BUSINESS FOR SALE: Established performance engine builder in Chicago area. Well equipped with large inventory. Call broker (312) 944-6000.

LOOKING TO EARN extra cash for yourself, a race track or for a fundraiser and have a love of racing? If so, selling is the opportunity you've been waiting for. By selling "America's Weekly Motorsports Authority" at racing events in your area, you can earn extra cash while at the same time watching some of the best racing America's short tracks have to offer. For more information contact Liz Mellott at (866) 455-2531 ext. 107 or via email at lizm@nationalspeedsportnews.com.



BECOME A FASTWAX DEALER. Ground floor opportunity. Proven product, great margins. Find out more. www.fastwax.net. (866) 483-7033.

Sponsorships 34

HELP NEEDED: 17 year-old female driver with nine years experience. Very good record. Smart, fast, pretty. Visit me at www.lindseyfausetracing.com.

Miscellaneous 35

SATURDAY: Tracks Try New Ideas To Lure NASCAR Fans

CONTINUED FROM PAGE 2

screen."

Behn started looking at buying one last fall, but was put off by the \$185,000 he was being asked to pay and by problems he's heard with operating the system. He doesn't see renting as a long-term solution.

"You can rent them, but the cost is horrendous," said Behn, who was willing to spend \$100,000 to buy one. "If it costs \$10,000 to rent and you rent it 10 nights a year, that would be \$100,000. Get real."

O'Brien, who said the ultimate goal at Irwindale is to have the Jumbotron for every Saturday night Cup race, said outside financial help is needed. Ticket prices don't go up when the Jumbotron is used.

"The most logical way to do it is to sell sponsorship, to get a partner to help underwrite it," O'Brien said. "There are a number of different elements that can be incorporated into the package. We've just started getting out to the marketplace on it. I feel fairly confident that between now and the end of the year we will have sponsorship."

O'Brien noted there has been "very positive" reaction from fans about watching Cup races at Irwindale.

"Our gates open at 4 p.m.," O'Brien said. "We're able to measure the number of fans who show up early for an event on Jumbotron versus when we don't have the Jumbotron. Secondly, there are the e-mails and letters we get from fans thanking us for allowing them to watch the race on the Jumbotron."

With action on the track and

Cibelli cites the company's inability to secure NASCAR Nextel Cup dates outside of Dover as the main reason behind the would-be sale.

"With almost no hope of obtaining a Nextel Cup series race, the Midwest assets are left burdening the profitable races of the Dover facility," Cibelli wrote.

He continued, "The proper course of action is to sell the company to the highest bidder in a fair and open auction process."

"With two giant industry players dominating the business and extremely limited growth opportunities, Dover Motorsports's directors will best serve their shareholders by merging the company into a larger, more competitive entity."

While ISC owns 12 tracks which host Nextel Cup races, North Carolina-based Speedway Motorsports, Inc. owns six facilities with Nextel Cup dates.



JULIA JOHNSON PHOTO

DIRT TRACKIN': Fans pack Attica Raceway Park in Attica, Ohio, for a recent World of Outlaws Sprint Series event.

"Let's face it, economics is always a hurdle that everyone in business has to cross. . . . It comes down to a dollar and cents issue. You need to make sure you get a return on your investment."

KEVIN O'BRIEN, IRWINDALE SPEEDWAY

on the TV at the same time, doesn't that make it hard on fans?

"They obviously have a tough choice to make," O'Brien said with a chuckle. "We have short events, 15 to 20 minutes max. They're able to experience the best of both worlds. It's safe to say that when a race fan leaves the track that night, they had added value."

Not everyone agrees with the theory that fans will come to the local track if a Cup race is being shown at the track that night.

Like Irwindale, Stafford Motor Speedway in Stafford Springs, Conn., utilizes a Jumbotron. In fact, track owner and CEO Mark Arute noted his track has had one for seven years and uses it weekly.

However, live NASCAR races have never been shown.

"I never understood that idea," said Arute, whose track mainly runs Friday shows. "That never was even a thought when we put this system into play. Never was any of this put into place to do live programming of a Cup or Busch show. I've never been able to understand how it affects Stafford."

Arute uses his Jumbotron as one piece of a TV system and uses the system far differently than Irwindale.

Stafford has an in-house production company with 20 people. Starting in late May, the track puts together hour-long highlight shows for each week's racing.

"We package a TV show," Arute said. "We do highlights and special effects. It's a lot of work and a lot of effort. We put a lot of effort into the produc-

tion part of it."

While the track gets some positive residual effect from the exposure, Arute emphasizes that wasn't the reason for starting the in-house production company.

"We are encouraging sponsorships and help for our teams," Arute said. "That was the primary goal. It's geared for our competitors more so than for the track. It helps them solicit sponsorship. If you put them on TV on a weekly basis, it gives them a better chance."

Regardless of whether a Jumbotron is used for showing live NASCAR races or as part of an overall production system, the risk versus reward question looms large for short tracks.

"The onus is on us as short-track operators to be as creative as possible," O'Brien said. "Let's face it, economics is always a hurdle that everyone in business has to cross. . . . It comes down to a dollar and cents issue. You need to make sure you get a return on your investment."

Ferrari Leads Way In Spain Testing

BY DAN KNUTSON
NSSN CORRESPONDENT

BLOOMINGTON, Minn. — Carrying on with the advantage it has usually shown in recent months, Ferrari turned the fastest times in three of the four days of the major test at

Barcelona last week. Red Bull's David

Coulthard set an unofficial lap record around the revised circuit on day four.

This was a significant test as it gave the teams the first opportunity to try out all the upgrades that they had planned for the four-week break between the opening races of the season and the first Grand Prix in Europe.

Two of the most obvious new aero bits were McLaren's front wing, which featured a new raised section that runs the

length of the top of the wing (and which the team may race), and the "elephant ears" flaps around the wheels on the Honda's front wing, which the team probably won't race.

In accordance with the "in season" testing agreement, the teams only ran one car per day. Originally scheduled for three days, some teams stayed on for an extra day because rain washed out most of day two.

Felipe Massa, quickest on day three after Kimi Raikkonen went fastest on the first two days, said Ferrari's new aero package "has improved the car a lot. It's faster. More stable, better quality."

Renault had perfect reliability over the four days, but Giancarlo Fisichella says he doesn't believe they have closed the gap relative to the other teams.

Jarno Trulli said the changing track conditions made it

difficult to assess Toyota's new package.

Williams went home early after first Kazuki Nakajima and then Nico Rosberg crashed and heavily damaged the car. Rosberg had to go to the hospital for a check-up but was released.

Spyker test driver Adrian Valles had a huge shunt that meant the mechanics had to work all night to repair the car.

With the rain, varying grip levels and only one car per team allowed on the track at any time, it is difficult to get an accurate assessment of the comparative lap times. For example, Fernando Alonso and the BMW drivers didn't make it into the top eight.

The times:

David Coulthard (Red Bull) 1:21.066; Kimi Raikkonen (Ferrari) 1:21.194; Pedro de la Rosa (McLaren) 1:21.267; Felipe Massa (Ferrari) 1:21.483; Mark Webber (Red Bull) 1:21.804; Takuma Sato (Super Aguri) 1:21.858; Giancarlo Fisichella (Renault) 1:21.876; Ralf Schumacher (Toyota) 1:21.983.

ECONOMAKI: Nadeau Eyes Return With 24-Hour Go Kart Run

CONTINUED FROM PAGE 4

Have you noted how much more aggressive Indy Racing League ace **Tony Kanaan** has been on track this season? There's a reason. Tony's wife, **Daniele**, is expecting their first child in late summer. Kanaan said an ultrasound check showed the baby's nose as being as big as his, so he knows it will be a boy. Plans are to christen him **Leonardo**.

For the 28th year a new edition of the "National Speedway Directory," the most useful publication ever for this office, has arrived. In addition to specifics on each facility, location, type, ownership, phone numbers, etc., we learn that in 2006 this country had 1,317 operating race facilities. There were 1,013 ovals, 77 road courses and 291 drag strips. The ovals were split, 773 dirt and 249 paved. Want your own copy? Call (616) 785-0340.

Talk about inflation. The Indy 500 Festival Ball, first held 50 years ago, cost couples \$5 to attend. This year's Snakepit Ball at the track's Hall of Fame Museum costs \$275 a person to participate. Charity, of course, gets

ARGABRIGHT: Could NASCAR Be Falling Out Of Favor?

CONTINUED FROM PAGE 4

the objecting. That's where history appears to be repeating itself. By any objective term, in the mid-1970s Indy-car racing was the king of American motor sports. It was still a relatively small niche in the world of sport, the Indianapolis 500 notwithstanding, but was still the biggest in America. But by the mid-1980s the leaders of Indy-car racing had lost touch with their customers, and they allowed manufacturers to gain far too much control over the sport. The sport was allowed to rapidly evolve into something unrecognizable from just 10 years earlier. The longtime, traditional customers (primarily those who also followed short-track racing) objected to the transition to the Euro formula, ride buyers, a dwindling number of

the dough. Then there's the new British monthly racing magazine "The Paddock," specializing in the business of motorsport. A yearly subscription is only 120 euros, about \$160 for 12 issues!

Will he live that long? Formula One impresario **Bernie Ecclestone** has agreed to take over management of Turkey's new road circuit in Istanbul through the 2021 Turkish Grand Prix! Press reports indicate Ecclestone is paying \$3 million a year rent for the troubled track. Ecclestone is in his 70s.

Goodyear's recent day-long tests of its newest stock-car tire at the Indianapolis Motor Speedway saw each of NASCAR's four car makers use former Brickyard 400 winners at the wheel of their test cars: **Jimmie Johnson** (2006) for Chevy, **Ricky Rudd** (1997) for Ford, **Bobby Labonte** (2000) in a Dodge and **Dale Jarrett** (1996, 1999) in a Toyota. This year's Brickyard 400 is scheduled for July 29. Because the Speedway is not on NASCAR's list of tracks approved for open testing this year, insiders feel this quartet will have a leg up on the competition.

Back in 1961, "The Ballad of **Jimmy Bryan**" attracted many music lovers to the sport of auto racing. Bryan was the winner of the 1958 Indy 500. The popular recording was produced by **Harry Weger**, a popular country

American racers, street races and exclusive dominance by the Chevrolet engine. But the sport ignored this segment of fans, who soon lost interest in the sport and moved on.

Argue all you want, but Indy-car racing has never recovered from this profound cultural and philosophical split, a schism that rages on to this day.

Could such a falling out come to NASCAR racing? The first symptoms are already upon us. Maybe it's big, or maybe not, but it's the longtime, traditional fans who write this newspaper lamenting what has happened to their sport. It is the longtime, traditional fans who are electing not to renew their tickets. It is the longtime, traditional fans who most vocally question the integrity of the sport.

But I wonder if any of this matters anyway. Stock-car racing has become so bloated with marketing and broadcast dollars, maybe there is no turning back. How ironic: From the beginning, there was never any question who was in control at NASCAR.

music pioneer from Terre Haute, Indiana, who was known as "The Hoosier Folk Singer." Weger died April 23rd at age 80.

Nice guy **Jerry Nadeau**, sidelined with head injuries after a NASCAR crash a few years ago, will take a big step toward resuming his professional career when he lines up in the EnduranceKarting.com 24-hour race in Leira, Portugal, June 1-3. The Danbury, Conn., native will share a kart with **Johan Schwarz**, captain of Team USA. Others U.S. team members include **Dan Burke**, **Peter Peters** and **Kevin Bligan**, with a sixth driver to be named. Vehicles are full-bodied karts with 390cc, 15-horsepower Honda engines. Want to be No. 6? Call (704) 992-2812.

The firing of **Matt Borland** and recently announced staff changes at NAPA-backed **Michael Waltrip** Racing, made in hopes of getting its too-often DNQ Toyotas into more race lineups, may not be the only changes coming. Bar talk in the Charlotte area has NAPA parent General Parts seeking a different team to wear its colors. Such a possibility was emphatically denied by NASCAR's **Marty Smith** on ESPN's Saturday morning "NASCAR Now" show.

Ye ed needs a ride — preferably by helicopter — on May 20 from Indianapolis Motor Speedway to the Granatelli Gala in Auburn, Ind.

For example, what if the automobile manufacturers had developed too much control over the sport? Big Bill France would take control and run them off if that's what it took. So would Bill France, Jr. Or promoters, or drivers, or car owners, or broadcasters, or any other entity that threatened the sport.

But could Brian France? Today's dollars are so vast, and the influence of money so pervasive throughout every level of the sport, that that's a very sobering question.

Nobody in Daytona Beach asks for my advice, but I'll give it anyway: Play it cool for a while. No more tweaking of the product, except lose the Lucky Dog rule and other such baloney. If you wave a caution flag for a piece of tape on the track, display the piece of tape at the trailer after the race.

Most of all, listen to your customers. They liked the product, already. They don't want you to reinvent it, but then again maybe it's too late. You already have.

New Porsche Team Set For ALMS Action

By **BILL OURSLER**
NSSN CORRESPONDENT

HARRISBURG, N.C. — An announcement was expected this week by the new Solaroli Racing team that would bring former American Le Mans Series stars Johnny Herbert and J.J. Lehto back to the ALMS championship behind the wheel of one of Solaroli's two new LMP2 Porsche RS Spyders. That same announcement will also include the name of up-and-coming American

Patrick Long, the youngster likewise being signed to pilot the Solaroli's second Porsche Spyder.

The team owned by Al Solaroli will be run out of Jacksonville, Fla., and will actually contest three cars in the ALMS starting with the Lime Rock round in July, the third entry being a new 997-based 911 GT3RSR. Reportedly no drivers have yet been settled on for the GT2 coupe, nor has the team decided on a partner for Long.

Solaroli's entrance into the ALMS came this past winter at Sebring just prior to the running of the annual 12-Hour there. Ironically, while Sebring

was a disaster for both the factory-supported Penske RS Spyder operation and its privateer Dyson racing counterpart, each fielding two RS Spyders, in the time since things have changed dramatically.

After the 12-Hour, the Penske team came back to win the LMP2 category at St Petersburg and then followed that up with two outright triumphs at Long Beach and Houston. Still many in the ALMS think that the Herbert-Lehto combination may turn out to be the toughest opposition faced by the LMP1 division headlining Audi R10 diesels.

FORUM: Fans Try To Figure Out What Is Really Going On

CONTINUED FROM PAGE 4

when a driver wins a race, if he doesn't make weight or something is unapproved, the win is taken away (see, "Inspection Leads To Burgtorf DQ" on page 12 of the 4/25/07 issue). We may not like it that something like this happened to our driver, but there it is, in black and white, in the rules to which we have access and can read for ourselves.

Fans are becoming disillusioned. Weighing the lack of cautions called at Martinsville when cars spun against the "mysterious debris," cautions being called at opportune moments makes any reasoning, thinking person wonder. We aren't all conspiracy-minded. We want to believe that no team gets preferential or unfair treatment. We want teams to compete against each other, not another team and the sanctioning body. We want to know that when our driver wins, he has beaten the best.

Maybe it doesn't matter to NASCAR, but if you are manipulating the outcome, please stop. If you are not, you need some damage control because your reputation and credibility is suffering.

Cheryl Dalhamer
New Carlisle, Ohio

USAC Class

I have been a fan of the U.S. Auto Club for nearly 40 years. USAC people have always made me proud for their simple and honest decency. Dave Argabright has written many excellent stories in *NSSN* to illustrate just this.

I would advise people who like to throw things on the race track to stay way from USAC races. You can be sure there is a grandstand full of fans with an immediate cure for your problem.

Rick Peyton
Greenwood, Ind.

NASCAR Solutions

Finally, I hear voice from a driver, a well-respected driver, about the farce that NASCAR has become. One only needs to dig out the words, spoken long ago by Bill France when he said that NASCAR was in the entertainment business, not the racing business. The WWE is also in the entertainment business, not the wrestling business.

I truly don't believe that the intent of all the yellows is to allow a pre-determined driver to win the race, but only serve to keep the cars close, no matter how good one car/driver may be that day. My solutions to boring races and imaginary cautions are as follows:

1. Aside from the Daytona 500, Charlotte 600 and Brickyard 400, all races are a maximum of 300 miles. The races are boring, and I hear all the time that people turn on the TV to watch the first few laps and the last few laps due to the boredom.

2. Reduce the field to 34 cars; there are far too many that are just running around. If 33 cars are good enough for the Indy 500, 34 will be fine for NASCAR.

3. No provisional qualifying spots. The fastest 34 on that day run the race, and the rest go home and try to improve their cars. It does not matter if it is Jeff Gordon or Junior. They were not fast enough that day.

4. No pit stops under yellow. They are ridiculous, dangerous and boring. Stop after stop after stop. Pit stops may only be made under green-flag conditions. True racing strategy comes into play.

5. Single-file restarts at all times. Putting a

bunch of slower cars up with the faster ones is what causes so many wrecks. Those cars fall behind, let them stay behind. I won't even bother to mention the "lucky dog," since it is such a farce.

6. If a car goes to the garage, it is out of the race. No more cars with half of their body panels missing cruising around looking for points. They are not racing, so don't let them on the track.

7. No qualifying cars. All cars must meet race specs and start the race exactly as qualified. No more steam blowing out the overflow because everything is closed up to decrease the drag. If the car is all taped up, that is how the race is started.

Dick Hemberger
Roanoke, Va.

Happiness Is . . .

Happiness is my *Speed Sport* getting thicker by the week. Winter must be finally losing its grip!

Happiness is watching a sprint-car race at Eldora and leaving with none of the track on my person; no dust!

Robert Ballou, I had not heard of him, but I sure know who he is now. What an outstanding performance at Eldora on April 28! Hats off to Robert and all who had the courage to strap a sprint car on at Eldora with a less-than-perfect racing surface! Certainly, those guys have nerves of steel.

Jack A. Woodward
Findlay, Ohio

Timely Yellows

NASCAR is at it again. This time, it can blame Stewart for his comments about yellows controlling the race outcome. However, having been a fan from the early 1960s, the timely yellow have saved many a boring race.

The King comes from five laps down to win? The leader would have lapped the field. The point leader had a flat.

Come on, NASCAR, who do you think you are kidding? A comparison to wrestling may have been a little extreme. However, you are soon going to be in the same class of believability.

John Fisher
Terre Haute, Ind.

Tony, Come Home

I write this letter while killing time at the hotel in Greenville, where we are waiting for the weather to clear so we can head on over to Eldora to see some great non-winged USAC sprint-car racing at Eldora.

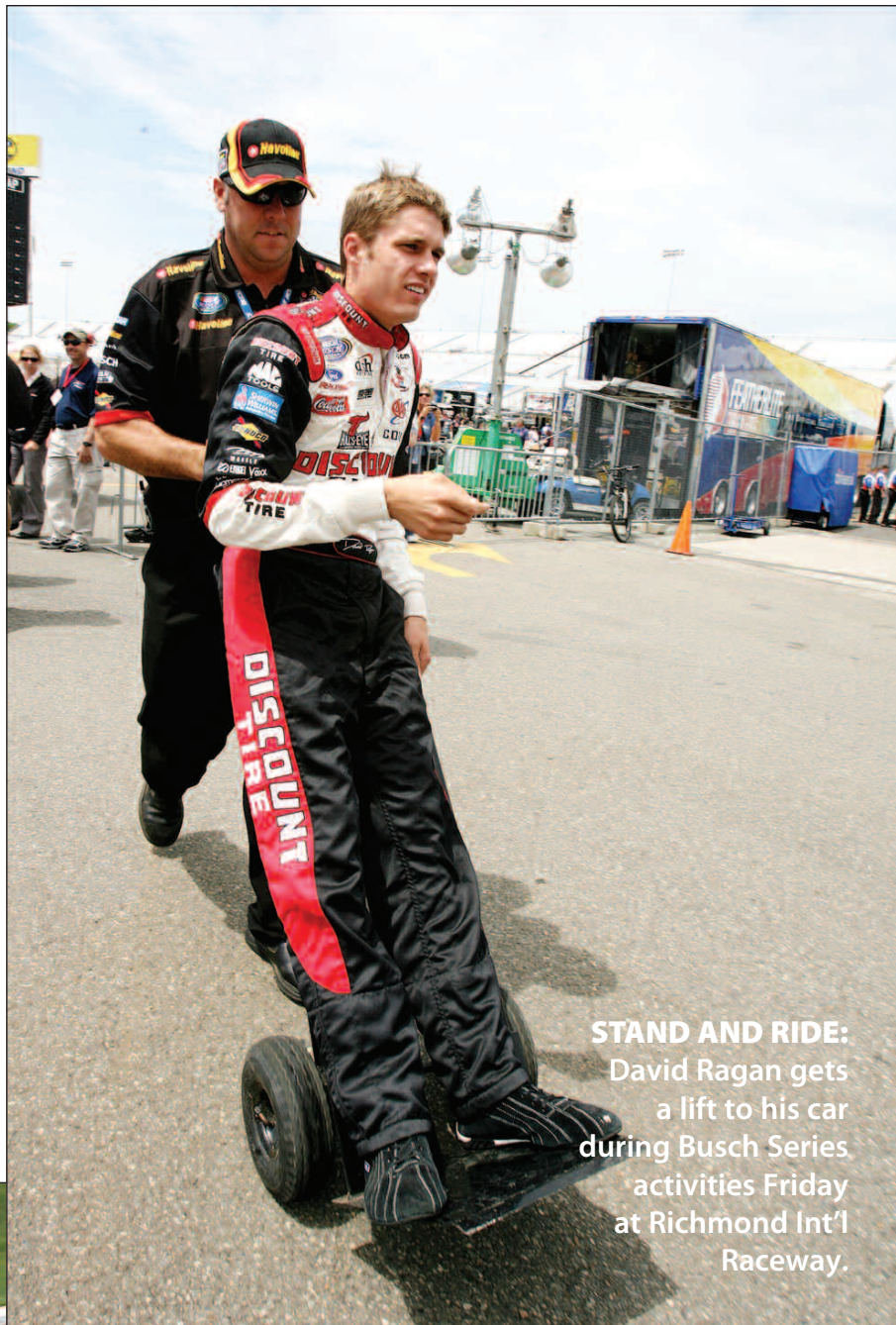
Surprise, surprise. NASCAR came down heavy on Tony for his straight-talking truth. The punishment doesn't quite seem to fit the crime. I'm surprised NASCAR didn't put him on probation for five years or even life.

Tony is currently at the top of his game and would clearly have a legitimate chance to win the Indy 500 and add the Borg-Warner Trophy to his stellar resume. Tony would be wise to forget the NASCAR circus, where they parade CoT billboards around single-file, nose-to-tail, like elephants in a circus. Tony, now is the time to act. Bring the orange Home Depot gang back to real racing — the IRL — before NASCAR performs a lobotomy on you.

You will see more action down at the local tire store watching them change tires than at a typical NASCAR (race?) event. I saw the light and gave up on NASCAR a long time ago. What the dwindling fan base wants is the Car of Yesterday, not the Car of Tomorrow. Also, what they call bump drafting today used to be called dirty driving. If you can't pass someone fair and square, just bump him out of the way. When someone gets hurt — or worse — the issue will finally get addressed.

Ralph Hagman
Milan, Ohio

NSSN THE FINAL LAP



HAROLD HINSON/HPH PHOTO

STAND AND RIDE: David Ragan gets a lift to his car during Busch Series activities Friday at Richmond Int'l Raceway.



TERRY WATSON PHOTO

UNUSUAL: It's not every ARCA race that Frank Kimmel's Ford sustains damage. He still finished third Sunday in Winchester, Ind.



DAVID E. HEITHAUS PHOTO

DIRT DEMONS: Jon Stanbrough holds off Critter Malone during sprint-car action Friday at Gas City (Ind.) I-69 Speedway.



BOB HESSER/AUTOIMAGERY.COM

BEFORE STOPPING: Speed-reducing parachutes deploy behind the Pro Stock machines of Allen Johnson (far lane) and Larry Morgan during Sunday's NHRA event.

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SATURDAY - MAY 19

**THE BIGGEST BADDEST
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